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**TE KAUNIHERA O TĀMAKI MAKĀURAU TE  
TURE Ā ROHE URUNGI ĀHURU / NAVIGATION  
SAFETY BYLAW 2021**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters. The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

**Note:** *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

Your local board: Waitematā

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments**

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

**Important privacy information**

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at [aucklandcouncil.govt.nz/privacy](http://aucklandcouncil.govt.nz/privacy) and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.



## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters. The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

**Your local board:** Devonport-Takapuna

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**Name of organisation/business:**

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**Source:** Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** I believe that this is not an area frequently used for swimming or personal watercraft recreation. As such, I think that an increase to the safe speed limit is beneficial for commercial transport.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Codifying a common sense safety precaution seems reasonable.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** No exceptions to safety bylaws

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Other

**Comments** I don't live or travel in that area and do not therefore understand the situation in order to put forth an opinion.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Codifying a common sense safety precaution seems reasonable.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Codifying a common sense safety precaution seems reasonable.

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Reduce redundancy.

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Reduce redundancy.

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** Clarity is always beneficial.

### Important privacy information

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### Submitter details

Your local board: Ōrākei

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** The current 12 knots is a difficult speed for many vessels as they are not yet on the plane. This can lead to extra wake impacting smaller vessels. In addition it is more difficult to make way for ferries etc when constrained to a lower speed. Finally the 12 kn limit is poorly imposed and so many boaters ignore it anyway.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** Almost everyone has a mobile phone and almost every boat of say 6m plus will have one or more VHF radios. Although desirable I feel compelling owners of smaller vessels to purchase a VHF handheld or fitted unit would unduly penalise those of lesser means

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

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We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

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**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland’s navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland’s navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

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These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

Your local board: Howick

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 15 knots

**Comments** 12 to 18 seems like a big jump. While I get the ferry every day and would enjoy shaving a few minutes off my trip, it also seems potentially dangerous for big ferries, ships etc. going at that speed with smaller craft, including kayakers, paddleboarders etc. also using the harbour.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Seems like common sense, but becomes too hard if includes small craft or vessel - what constitutes one? i.e. hydrofoil surf board, stand up paddle board? If surfing you wouldn't be taking a phone with you.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Disagree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments** There has been a dodgy ship anchored there most of the year.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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## Proposed new Navigation Bylaw 2021

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### Submitter details

Your local board: Waitematā

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** boats already exceed the limit. The problem is it is rarely enforced.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Other

**Comments:** Will you enforce it? Otherwise it is just wasted words. We already carry a minimum of three, 2 VHF plus at least two cellphones. We are not the problem.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** what rules??

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Other

**Comments:** dont use it.

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Other

**Comments:** dont care

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:**

**Comments**

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

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Every day people use Auckland’s navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland’s navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland’s navigable waters. The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

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### Submitter details

Your local board: Waitākere Ranges

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 15 knots

**Comments** Given New Zealand's woeful regulation over skipper and vessel registration this area is full of recreational boaties who do not know the rules of the sea, therefore large vessels sadly have to keep their speed low to compensate for these novices. Increasing the speed limit could only occur if skippers and vessels were licensed like they are in Australia.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Other

**Comments:** Why isn't this being led by Maritime NZ - it is ludicrous that in a country the size of NZ we have regional variation on requirements around lifejackets and safety equipment etc.?

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Disagree

**Comments:** This proposal is too generic. A hydrofoil is quite different to a motorised surfboard, for example.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Disagree

**Comments:** I don't see how anchoring in this area is a risk to public safety.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** This seems reasonable.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

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**What is your opinion on this proposal?**

**Response:** Agree

**Comments** Council should be lobbying Maritime NZ to standardise regulations. To have different rules around the country is ridiculous. We have national roading regulations and laws for wearing speed limits, vehicle roadworthiness etc.; why are these able to be changed by local authorities?

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### Submitter details

Your local board: Albert-Eden

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

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Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 15 knots

**Comments** I fear that larger boats may not slow down for the many small boats

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Common sense

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Many people new to boating will use craft such as these

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments:** Tight entrance especially at low tide. Not much room to manoeuvre.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Disagree

**Comments:** Enough rules already

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** Don't know enough about the basin to make an informed decision

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Silly to have rules on top of rules

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Silly to have rules on top of rules

**Proposal 8:**

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**What is your opinion on this proposal?**

**Response:** Agree

**Comments** Common sense

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### Submitter details

**Your local board:** Hibiscus and Bays

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**Name of organisation/business:**

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**Source:** Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

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Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** 12 knots is already a little unsafe. 18 knots would be dangerous. It reduces the reaction time for fast vessels to avoid slow vessels. I am less worried about ferries as they are competent, but many power boat owners are inexperienced. It's a busy area with many (unreported) near misses happening every week mainly between fast launches and slower vessels. 12kts keeps this just about manageable. 18kts increase risk unrealistically. It is the same as asking residents if a 50 km/h urban street if they support an increase to 80 km/h.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

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We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland’s navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland’s navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland’s navigable waters. The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

**Note:** *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

Your local board: Albert-Eden

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments** Your website states in the preamble 'to minimise the risk of accidents, nuisance and damage within...etc'. How on earth can allowing vessels to go faster be compatible with that statement? 18 knots is ridiculous. By all means exempt ferries, coastguard, police etc - but do NOT allow the average boat owner 18 knots in the harbour. You are courting disaster and encouraging carnage in an already congested and difficult area.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Other

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response**

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:**

**Comments:**

**Proposal 8:**

### **Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:**

**Comments**

### **Important privacy information**

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## Proposed new Navigation Bylaw 2021

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The number of people and variety of uses of Auckland’s navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland’s navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

Your local board: Upper Harbour

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments**

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Other

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

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The number of people and variety of uses of Auckland’s navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland’s navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

Your local board: Waitematā

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments** You say you want to "... better minimise the risk of accidents, nuisance and damage within Auckland's navigable waters...". Increasing this speed limit will make safety worse, particularly by large launches and powerboats, and the effect their wakes have on sailing and smaller vessels. Fat Ferries can be exempt, but making it a blanket 18 knots will worsen the safety situation, not improve it.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:**

**Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Disagree

**Comments:**

**Proposal 5:**

**Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6**

**Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7**

**Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

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**What is your opinion on this proposal?**

**Response:**

**Comments**

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

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The number of people and variety of uses of Auckland’s navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland’s navigable waters. The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

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### Submitter details

Your local board: Papakura

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments** Very congested waters and is dangerous currently

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Disagree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response**

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Other

**Comments**

### Important privacy information

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## Proposed new Navigation Bylaw 2021

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

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### Submitter details

**Your local board:** Hibiscus and Bays

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**Name of organisation/business:**

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**Source:** Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** No wash

**Comments** Inner harbour can be like a washing machine. Existing limit not policed regularly .Can be the wild west. Gin palaces sometimes cavalier with safety distances .Definitely not an increase

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** Too many rules. Making water recreation expensive and restrictive

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Sometimes these attract novice boaties who create problems for the boating public

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments:** restricting access

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Disagree

**Comments:** sometimes unavoidable

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** obvious safety issues when large numbers present

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

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**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

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We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Disagree

**Comments** We need to see what form "update" takes. Can be an open book to regulation by stealth

**Important privacy information**

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### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

*Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

Your local board: Waitematā

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** It's a dangerously congested zone with many (unreported) near misses happening every week mainly between fast launches and slower vessels. 12kts keeps this just about manageable. 18kts increase risk unrealistically. It is the same as asking residents if a 50 km/h urban street if they support an increase to 80 km/h and asking them "why not?". Just think about it!

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** Existing rule is sufficient. Consequences are mainly about harm to person in trouble whereas previous speed question relates to consequences to others.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Plenty of space for these novel craft to play with safely as per other fast vessels. Otherwise swimmers will get injured / killed.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments:** Obviously a sensible step.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Obviously a sensible step.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** Not familiar with area

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** Not familiar with rule

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Disagree

**Comments:** Don't care about your problem with a technical duplication. This proposal would create the wrong public perception and misunderstanding about relaxing of rules.

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Other

**Comments** Not familiar with this

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland’s navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland’s navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland’s navigable waters. The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

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### Submitter details

Your local board: Rodney

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** With increased speed and the current under-policing of the bylaws we will undoubtedly see some issues. I am a yachtsman, and the number of occasions on which displacement launches break both current by-laws and COLREGS has to be experienced to be believed and put into context.

The bow and stern wakes produced by these vessels is substantial and even a prepared crew is in serious danger. An unaware crew, or a child could easily be thrown into the water or hurt by being pitched around on the relatively slow and less stable vessel that a yacht is.

Years ago I used to have a 22'6" yacht and I recall on more than one occasion the wake from the Fullers Devonport ferry boarding my boat. It is frightening and unavoidable and I seriously believe that increasing the limit to 18 knots for pleasure vessels driven by foolish and ignorant skippers will result in harm.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

#### **Proposal 4:**

##### **Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

#### **Proposal 5:**

##### **Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Other

**Comments:** i never use it.

#### **Proposal 6**

##### **Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Other

**Comments:** I never use them

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Other

**Comments:**

**Proposal 8:****Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:**

**Comments**

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

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### Submitter details

**Your local board:** Devonport-Takapuna

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**Name of organisation/business:**

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**Source:** Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** There are a lot of vessels on the harbour at times and the sea gets extremely confused with the speed limit of 12 knots. Some of the big launches don't stick to 12kn now but it would be worse if the limit was 18kn.

It's not that much fun on a smaller vessel, and one needs to be very vigilant if you have young children on board.

I'd like to ask any councillors that think 18 knots is a good idea if they'd like their local road speed limit increased from say 50kmh to 80kmh.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** more rules that people won't follow, who is going to police them? The 12 knot speed limit isn't adhered to, it's much more of an issue and no one polices that.

And not everyone has a spare few hundred to shell out on a handheld vhf.

The intentions are good, but it's a dumb idea.

**Proposal 3:****Make new rules about novel craft, for example a motorised surfboard**

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** no opinion

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Other

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

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We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Other

**Comments:**

## **Proposal 7**

### **Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Other

**Comments:**

## **Proposal 8:**

### **Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Other

**Comments**

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## Proposed new Navigation Bylaw 2021

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### Submitter details

**Your local board:** Devonport-Takapuna

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**Name of organisation/business:**

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**Source:** Online

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## Questions

### Proposal 1:

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Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments** Wakes cause damage and death. Speed kills

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** Enforcement will be a nitemear.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Disagree

**Comments:** A power driven vessel is a power driven vessel be it 1m or 400m

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Disagree

**Comments:** lack of enforcement and what will be there will be inflexible based on current council practice.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Disagree

**Comments:** Due to the council constricting the harbour at times you do need to go in there for safety reasons.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** no idea of that area

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Disagree

**Comments:** You expect people to read and reference multiple acts. While I love your optimism I think it's totally unrealistic.

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Disagree

**Comments:** Same as Proposal 6. People are not going to wade through screeds of paper across multiple acts. 'What can I do in my boat' is easy if in one clean clear precise written in plain English document, not if spread across many Acts which most are written in bureaucratic jargon no one understands.

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Other

**Comments** The question itself suggests any 'clarification' won't be.

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### Submitter details

**Your local board:** Hibiscus and Bays

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**Name of organisation/business:**

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**Source:** Online

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## Questions

### Proposal 1:

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Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments** Higher speeds equal more wash . Some vessels claim less wash at higher and whilst some commercial vsls may acheive it , very few recreational vsls do . More wash equals more damage to foreshore and infrastucture , more toddlers playing at waters edge ( Devonport , Torpedo Bay ) getting caught by a big dumper , more swamped small boats (eg " Tinnies" ) .As traffic increasing ,more chance of collisions - faster equals MORE dangerous consequences. Same as on the road ! Ferries will always push to go faster , more trips ,more money . If a flight to Sydney takes 3 hours ,we accept it , is a trip to Waiheke takes say, 45 mins so be it, accept it. In terms of PUBLIC SAFETY , it is totally illogical to RAISE the speed limit for all vessels ! Much better to lower it for most craft ,with exemptions for ferries,

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** Impractical ! Does this include racing skiffs , " P" class dinghies with Kids ??

More useful would be discussions with stores about all these "blow-up " toys and "craft"?? that blow out to sea so easily , but are very hard to make any forward progress in . I realise that you probably cant ban them , but they should be discouraged at least .

**Proposal 3:****Make new rules about novel craft, for example a motorised surfboard**

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** A motorised surfboard is a powered vessel ,hence as you say has to obey those rules.

At beaches treat same as jet-skis and must use marked lanes etc.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Disagree

**Comments**Some vessels may need to anchor to wait for enough water if arriving at Low Water .  
**Prohibit anchoring in a marked channel but leave space to the sides for anchoring**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Other

**Comments:** I understand the logic having been involved with commercial shipping , but , having also been a yachtie would miss the chance of ducking round Fergusson Whf to get out of the tide .

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Other

**Comments:** I believe that vessels should be under the Marine Dept , not Health and Safety who are not conversant with marine activities

**Proposal 7**

**Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Disagree

**Comments:** The Dept of Conservation , cant usually "enforce " rules around marine mammals as they have too few craft and officers , whereas a Harbourmasters RIB is usually quickly available ,for the practical side . Say to keep sightseers from a whale and calf . So long as bye law matches DOC rules.

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Other

**Comments** Yes ,clarify , BUT do not " DUMB DOWN "

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

*Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

Your local board: Waiheke

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments** The area is congested. Many private boat owners are inexperienced and sometimes distracted. There are already many near misses. Exempt ferries and other specified craft (e.g, pilot boats) whose skippers are subject to rigorous qualifications and monitoring.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Sensible to have back up.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Nonsensical to have rules based on design of craft, not the qualifications and skills of the operator.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Other

**Comments:** I don't have sufficient information to offer a view.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Improves safety given commercial vessels operating.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response**

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Removes regulatory duplication.

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Removes regulatory duplication.

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Clarity is good.

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## Proposed new Navigation Bylaw 2021

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The number of people and variety of uses of Auckland’s navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland’s navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

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### Submitter details

Your local board: Upper Harbour

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments** Most launches exceed the 12knot limit now pass to close to other vessels, increasing the speed will only make it worse.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Im all for safety and the best way to get help is communication

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Again for safety sake

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:**

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

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Every day people use Auckland’s navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland’s navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland’s navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

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**Note:** *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

**Your local board:** Maungakiekie-Tāmaki

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**Name of organisation/business:**

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**Source:** Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments** The Waitemata harbour zone is narrower now than when the 12 knot rule was introduced due to port expansion. This narrow stretch is already an incredibly busy piece of water used by a large mix of vessels, small, large, fast and slow. The fact you have many vessels moving around 5 knots (sailboats) and then you have large launches travelling at 12 knots is dangerous. The motoryacht, at 12 knots, (or greater, there is not enough policing of existing speed limits in this area) pitch up, and there are frequent near misses where the launch cant see the small slow yacht in its path. Ferries, Police, Coastguard etc are skippered by professional, extremely competent crew, and there is no problem with exempting these vessels from a 12 knot rules. They will safely travel at 18 knots, showing due care and attention around other, slower vessels.

The general motor yacht, at 12 knots, already has issues mixing with slower vessels in this narrow waterway. the 5knots / 50m rule is constantly ignored, the 12 knot rule also regularly flouted.

The wake generated by large vessels at 12 knots and higher makes the harbour zone unpalatable for many smaller craft, and is damaging to moored boats around the edges.

I do not support the raising of the speed limit for anyone except Ferries,Coastguard, Police etc.

Futher, the existing rule around no automatic steering devices is unworkable for small, single handed yachts who require a steering device to assist whilst the sole yachtsman is tending to sails etc. This should be revised to allow automatic steering devices by sailing vessels. (Low speed, Low risk)

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** Rules are ignored already, rules like this are hard to police, and serve only to punish victims once rescued and its discovered they had only brought one with them.

Effort should instead be put into educating and promoting that people take two means of communication, signage at boat ramps etc - but a bylaw for this wont help.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

#### What is your opinion on this proposal?

**Response:** Agree

**Comments:** Yes, the rules should accurately capture all vessel types on the water. New Vessel types introduce new risks and hazards, as PWC's did when jetskis become popular.

### Proposal 4:

#### Make new rules for the Tamaki River Entrance and Commercial Port Area

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

#### What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?

**Response:** Disagree

**Comments:** I'm not sure the significance of the river entrance being a problem area lately, this is not an area I frequently travel, however, the Availability of safe anchorage locations across Auckland must be maintained. Already there are huge issues with the prevalence of local moorings rendering entire bays out of reach (North Cove, Kawau for example). For every area we want to prohibit anchoring, we should remove mooring fields somewhere to compensate.

#### What is your opinion on making a new rule to restrict access in the Commercial Port Area?

**Response:** Disagree

**Comments:** Racing Yachts in the inner harbour are really suffering from the continual expansion of the port. Being able to sail up to the extremes of the harbour edges is often required when sailing upwind and having to zig zag up the harbour. Yachts already take due care to avoid the area when there are large ship movements happening, and the Ports have a light system to notify of vessel movements.

### Proposal 5:

#### Align rules about the use of Ōrākei Basin with current accepted practices

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

#### What is your opinion on this proposal?

**Response** Agree

**Comments:** Seems sensible.

## Proposal 6

### Remove rules about Commercial Vessels for Hire and Reward

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

#### What is your opinion on this proposal?

**Response** Agree

**Comments:** Makes sense, the simpler the rules the better, and duplicate or conflicting rules should be removed.

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Makes sense, the simpler the rules the better, and duplicate or conflicting rules should be removed.

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

#### What is your opinion on this proposal?

**Response:** Agree

**Comments** Easier to read is always a good thing.

### Important privacy information

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## Proposed new Navigation Bylaw 2021

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

**Your local board:** Devonport-Takapuna

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**Name of organisation/business:** Charterlink Limited (Yacht Hire Operators)

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**Source:** Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** Increasing it is madness. The wake from a vessel proceeding at 18 knots, especially a fibreglass Gin Palace driven by an unlicensed and arrogant wealthy guy or a ferry on a schedule is massively bigger than one from a vessel at 12 knots. As a professional navigator on small vessels, the inner harbour is a perilous enough already because of inconsiderate operators and increasing the speed limit will make collisions and swampings and the corresponding injuries inevitable. Clearly this is being driven by greedy Ferry Operators and they need to accept a slightly slower passage in the interests of safety.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** some of these new craft, especially hydrofoil wind-driven craft, travel at very high speeds and are a weapon if inregulated.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

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We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** As an operator of such vessels, I support a single and consistent rule set.

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** As an operator of such vessels, I support a single and consistent rule set.

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** As an operator of such vessels, I support a single and consistent rule set.

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## Proposed new Navigation Bylaw 2021

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### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

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### Submitter details

Your local board: Waitematā

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments** The inner Auckland Harbour is at present a washing machine for users of smaller craft and sailboats.

An increase to 18 knots represents a dangerous shift that will certainly create more wash wake and thereby risk for harbour users.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** One communication device is adequate.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Disagree

**Comments:** Not necessarily a high visit area presently for boaties

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Disagree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

*Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

Your local board: Howick

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** 12 knots is the worst possible speed for generating wake from big launches. 18knots will let them plane and reduce wake.

I'm actually a sailor with a boat that can only motor at 6-7 knots. However I think it's ridiculous to slow every one down to 7 knots (which is the other option that would keep wakes down)

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Disagree

**Comments**I don't see anchoring in this area as currently being an issue. For small boats its a safe area that can fish. I would support no anchoring in the channels BUT not the whole area as marked

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Disagree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Other

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Other

**Comments:**

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Other

**Comments:**

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Other

**Comments**

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### What Auckland Council does

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### Submitter details

Your local board: Devonport-Takapuna

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments** It's congested, often by untrained & bad boat operators. And the current limit is not enforced so start doing that also!

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response**

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Other

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:**

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response**

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

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We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:**

**Comments**

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## Proposed new Navigation Bylaw 2021

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The number of people and variety of uses of Auckland’s navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland’s navigable waters.

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### Submitter details

Your local board: Papakura

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments** 10 knots for private vessels as most are owned by incompetent owners.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** most have nil or little knowledge of how to operate a vhf radio.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** All water users need to abide by the collision regulations

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments:** very busy water way over summer, car ferries etc

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Disagree

**Comments:** Port area should cover North head to Oraki up to the Harbour bridge. No racing racing yachts etc

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** no opinion

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:**

**Comments:**

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:**

**Comments:**

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:**

**Comments**

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## Proposed new Navigation Bylaw 2021

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

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### Submitter details

Your local board: Ōrākei

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** Faster is not safer, especially as the number of boats is growing and the area becomes more crowded.

Suggest let the ferries go faster, but retain the current safe speed for others, after all, it was chosen for a reason.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** Difficult to get compliance, due to cost,

Suggest to make vhf mandatory, which is already a effective working solution.

a call on a mobile is one to one, whereas vhf call is one to many.

Next step will be compliance and punitive action for breaking the rule, with enforcement costs, bad reactions etc etc etc.

Better to educate.

**Proposal 3:**

**Make new rules about novel craft, for example a motorised surfboard**

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Safety rules apply for the safety of others.

**Proposal 4:**

**Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Disagree

**Comments**This rule would prevent anchoring in this area, however the onus is on the skipper to keep a proper lookout. Existing rules should be used/followed.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Disagree

**Comments:** Prefer to avoid more rules, common sense would dictate that swimming here was not a good idea.

Have occasionally done sight seeing around the wharves and participated in yacht racing.

**Proposal 5:**

**Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Disagree

**Comments:** It is nice to paddle completely around a thing.

## Proposal 6

### Remove rules about Commercial Vessels for Hire and Reward

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

#### What is your opinion on this proposal?

**Response** Other

**Comments:** No impact

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** One set of rules makes sense and avoids confusion..

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

#### What is your opinion on this proposal?

**Response:** Agree

**Comments** Agree as long as there are no changes to the rules and they are clarifications only.

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Your local board: Howick

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Name of organisation/business:

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Source: Online

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## Questions

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Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments** I want the speed limit decreased on several grounds which are set out in numbered paragraphs below. I am a frequent user of the Waitemata harbour and make these submissions on many years of recreational experience on the harbour:

(1) Increasing the speed does not increase safety - it makes it worse. The councils primary consideration in any speed changes should be that of safety and any wake/planing considerations should be secondary to that. I have seen many many incidents which nearly resulted in collisions.

(2) It is evident in my experience that many recreation users of the harbour are not aware of the precedence that maritime laws and bylaws take. The 5 knots within 50m of another boat takes precedence over the 12 knot limit, but many boats owners on boat the Waitemata harbour and Tamaki River are not aware of this and seem to think the 12 knots overrides the 5 knot rule. I know this because I have "educated" several power boaters in recent months and there response (incorrectly) is that they are allowed to do 12 knots.

(3) Speed Creep: Currently many boats see 12 knots and creep a bit above it and the resulting false speed ceiling is in reality really about 15-18 knots. By making it 18 knots the speed creep now really becomes more like 22-25 knots which is extremely fast for this busy part of the harbour.

(4) Lack of Enforcement - directly related to paragraph 4 is the complete lack of enforcement. From time to time I see the harbour master, and the occasional verbal warning issued, but I have never heard of enforcement action. The harbour master is rarely seen.

Also on the issue of lack of enforcement - I have tendered video evidence to the Harbour Master to 5 knot speed breaches. They say that its not admissiable as it would not prove the speed/distance breach - this is not true as experienced captains can give a speed/distance estimated based on expert opinion evidence (Section 25 / Evidence Act 2006).

In summary reduce the speed limit to 10 knots with zero tolerance enforcement is the submission. Anything else will result in increased risk of collision.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Other

**Comments:** Neutral

**Proposal 3:**

**Make new rules about novel craft, for example a motorised surfboard**

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** Neutral

**Proposal 4:**

**Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Disagree

**Comments**Other than moored boats I have never seen anyone anchored here except in emergency

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Other

**Comments:** Neutral

**Proposal 5:**

**Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Other

**Comments:** Neutral

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Other

**Comments:** Neutral

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Other

**Comments:** Neutral

**Proposal 8:****Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Other

**Comments** Neutral

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

**Note:** *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

Your local board: Ōrākei

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** 12 knots in this area is fast enough, and prefer making an exception for ferries rather than allowing a blanket increase. It is hard to imagine how anyone would think that a blanket increase in speed for all vessels through this area would improve safety. Please leave it at no more than 12 knots (a reduction to 10 knots would be supported) and improve enforcement.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** It is unclear if this would apply to small sailing/racing yachts.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Support any proposals to regulate the speeds of motorised craft in the harbour and in restricted areas or bays.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**This would hopefully stop the unsightly anchoring of an old ex-fishing trawler in this area.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Other

**Comments:** Does this replace existing restrictions, which extend to Wynyard Wharf? In that case it seems less restrictive than the current bylaw and would thereby allow vessels to transit closer to the wharves to minimise effects of adverse tide.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Other

**Comments:**

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

### Important privacy information

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## Proposed new Navigation Bylaw 2021

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

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### Submitter details

Your local board: Albert-Eden

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments** The ferries should have an exemption: They are professional skippers and know what they are doing on the water. Using ferries to justify changing the speed limit for everyone else is absurd.

This is a congested piece of water with many different uses in different types of vessel. Many power boat users do not appear to know or understand the existing rules, or be able to predict behaviours of other users. Increasing the speed limit in this area of the harbour will NOT make the harbour safer.

If vessels complain that they create larger wake at 12 knots (or 10 knots) than they do when planing, there is a simple solution - slow down. The given speed is a limit, they can travel at 80% of their hull speed with no wake and very low fuel consumption.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** The idea that voice is a "means of communication" because the kayaker is near the shore is absurd. And this seems to mean that, for example, a person going by dinghy from boat to shore would need to carry communication device.

Any attempt to extend the communications requirements needs an exemption for vessels close to shore (eg: staying 200m or less from shore).

**Proposal 3:****Make new rules about novel craft, for example a motorised surfboard**

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:**

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

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We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

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**What is your opinion on this proposal?**

**Response** Agree

**Comments:****Proposal 7****Remove rules about speed around Marine Mammals**

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We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:****Proposal 8:****Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Other

**Comments** The explosive zone restricted areas appear to prohibit vessels from entering (and therefore passing through) an area off mechanics bay, and between motuihe and motukorea. Is it not presently framed far too broadly?

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### Submitter details

Your local board: Ōtara-Papatoetoe

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

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The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments** At 12 knots already too much wake. At 18 knots you have no chance of survival in any slow boat if idiots come racing at you on a windsurf board, kayak, small yacht, etc.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** Don't make it harder for people to enjoy the water. And the last thing to do is people not calling for help if they think they will be fined for missing another rule.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:**

**Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Disagree

**Comments**I have never seen this to be a problem, nor have I seen anyone anchoring there.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:**

**Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6**

**Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7**

**Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

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**What is your opinion on this proposal?**

**Response:**

**Comments**

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### Submitter details

Your local board: Kaipātiki

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

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Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** We don't need to increase speed especially when there are other crafts such as kayaks etc in the water or people swimming

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Safety is number one and if we can keep people safer then it's a good thing

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Motorised crafts carry more risk to other people swimming in the water so yes definitely need to be controlled

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments:** Again safety first

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** Don't know much about this area to give opinion

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

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We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** One legislation for all to avoid confusion

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Marine mammals protection act should be the precedent

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

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**What is your opinion on this proposal?**

**Response:**

**Comments**

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

**Note:** *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

Your local board: Rodney

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** Vessels already often do this anyway. Will speed up public transport by ferries

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Common sense. Safer the better. Those not bothering put others (rescuers )at risk too. Facilitate easier assistance in case of trouble

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Of course the rules should apply to all

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments** Minimize risk.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Dangerous to allow vessels without necessary access into working area

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Makes total sense ,safety -wise

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** .

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Disagree

**Comments:** Should be in BOTH bylaws. If removed it might be claimed that the offender "read the rules" and it wasn't mentioned

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** Clarity

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## Proposed new Navigation Bylaw 2021

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### What Auckland Council does

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The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

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### Submitter details

Your local board: Kaipātiki

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** safety issue as bigger boats disregard smaller vessels like kayakers. Less waves generation which with increased traffic and speed limit will become an issue as seen in other waterways

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** one reliable mean of communication is sufficient. If going further out the gulf then different rules apply but to stay in sight of coastline we don't need to make it too complicated

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** safety concern if they don't. They are a vessel after all

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Commentssafety concern**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Disagree

**Comments:** is not a private area hence should be free to access or passing by

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Disagree

**Comments:** same rules for everyone for hire or not

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Disagree

**Comments:** navigation bylaw should be comprehensive

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:**

**Comments**

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## Proposed new Navigation Bylaw 2021

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

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### Submitter details

**Your local board:** Waitemata

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**Name of organisation/business:**

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**Source:** Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** calmer waters good visibility in general

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** most folk have mobile phones. good initiative

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** no rules creates risk

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**without controls the waterway could become hazardous

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** safety first there is big ships using that area.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** safer and keeps power craft away from paddle power and swimmers.

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** seems sensible to avoid abuse and confusion

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** definately good idea to protect our sealife

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** kiss [ keep it simple stupid.]

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## Proposed new Navigation Bylaw 2021

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We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

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### Submitter details

Your local board: Waiheke

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** In terms of the safety of people travelling by ferry, 18 kph shld be the maximum in this area.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** these options are workable without being overly onerous.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** it's hard to answer without an idea of the actual rules. By analogy with the advent of motorised scooters on pavements - and with the advantage of hindsight - I'd have agreed if the rules for scooter users had been more stringently safety-oriented for users and the public. But novel craft so far are far less intrusive on the safety of swimmers and boat users.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Other

**Comments:** I would only agree if this had become a real problem. Moored vessels are an aesthetically pleasing diversion from a number of harbourside buildings.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** The sheer frequency of ferries nearby makes such a rule essential.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** Have these issues really become problematic?

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Sensible rationalisation.

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Sensible rationalisation.

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** Sensible.

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### Submitter details

**Your local board:** Maungakiekie-Tāmaki

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**Name of organisation/business:**

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**Source:** Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

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The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments** Protect wildlife, safe for kayakers, reduce waves which create erosion

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** I am not aware of people getting into trouble and communication being an issue.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** I would also include kite boarders, they go incredibly fast and are impacting shorebird roosts at high tide.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments:** Good idea, this is a busy area which I use a lot. It would also be good to police the speed limit here which is regularly exceeded.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Disagree

**Comments:** I would like to explore these areas by kayak, I am a citizen scientist and my observations of marine pests help Council with biosecurity.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** I would like to hear less noisy motorised vessels in the basin.

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:**

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Yes no need to duplicate

**Proposal 8:****Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:**

**Comments**

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

**Note:** *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

Your local board: Albert-Eden

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** safety and protection of shorelines

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** safety

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** safety for swimmers

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Disagree

**Comments:** vessels can be moored close to shore, leave the channel free

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** safety

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** safety

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** not sure

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Disagree

**Comments:** speeding needs to be enforced by all agencies.

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** more easily understood

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

*Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

Your local board: Upper Harbour

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** Makes sound sense

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Need to have an alternative in case one fails.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** These craft may not be seaworthy.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments** Allows better access

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** It is too dangerous because of commercial activity

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Separation of powered and non-powered vessels allows for some safety

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Cuts duplication and confusion with over-regulation

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Common sense

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** Makes life simpler and easier to understand the rules.

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

**Note:** *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

Your local board: Ōrākei

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** Anything less is too slow

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Boaties must be able to communicate

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Swimmers & others using the water need protection from novel craft

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Other

**Comments:** I agree so long as existing moorings are allowed

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** This seems sensible

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** I do not know enough to be in a position to respond

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** They need t be easy to understand

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

**Your local board:** Henderson-Massey

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**Name of organisation/business:**

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**Source:** Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** Why don't you just stick with the practical, safe and proven "rules of the road" as provided in International Maritime Law? It's possibly been around for a little longer than Council and provides for many more aspects than you folk might ever be able to t

**Comments** International Maritime Law governs any and all vessels on the water. It deals with complex issues like right of way, speed in the vicinity of another vessel or person etc etc etc etc. Why would you ever try to reinvent the wheel unless you somehow think you are better than several centuries of experience?

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** Because you are setting people up to rely on a cellular telephone when they should be using a marine radio or (e.g. the kayaker) and EPIRB. Using appropriate technology is not something council bureaucrats seem able to get their heads around. Prompting people to rely on Cellular technology is simply creating the very same safety issues you claim to be resolving.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Disagree

**Comments:** International Maritime Law covers ANY AND ALL vessels on the water QED.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Disagree

**Comments**What are the purported "risks to public safety"? You people fall well short of consultation when you fail to provide even part of the relevant background. Stick to fixing footpaths (which you need to be better at anyway)

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Disagree

**Comments:** Swimming I concur fully. Why you would? I struggle to think of an answer. Pretty sure you should have a quick look at International Maritime Law to make sure this is not already covered...

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Other

**Comments:** Who cares? How about fixing my footpaths before waffling off on something like this?

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Fully concur. Council needs to stick with its core business: preservation of life and property (Locke)

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Fully concur. Council needs to stick with its core business: preservation of life and property (Locke)

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Disagree

**Comments** Stop wasting your time on frivolous shite like this. Focus on your core business ffs

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## Proposed new Navigation Bylaw 2021

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### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

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### Submitter details

Your local board: Kaipātiki

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments** Slower is safer.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Agree it's safer

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Safer

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments:** It's safer

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Agree it's safer

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Safer

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** Don't have enough information

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Disagree

**Comments:** Council should be in charge also of monitoring this and held responsible

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

*Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

Your local board: Waitākere Ranges

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments**

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

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### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

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### Submitter details

Your local board: Franklin

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments**

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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## Proposed new Navigation Bylaw 2021

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### What Auckland Council does

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### Submitter details

**Your local board:** Hibiscus and Bays

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**Name of organisation/business:**

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**Source:** Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** Most boats will be able to plane at this speed, and as a result not leave such a huge wake behind

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Common sense !

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Disagree

**Comments:** Make it an area for power driven vessels only.

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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## Proposed new Navigation Bylaw 2021

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Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

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### Submitter details

**Your local board:** Hibiscus and Bays

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**Name of organisation/business:**

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**Source:** Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** Because there are several reckless people sailing or controlling boats and sharing space with other big vessels or even fragile ones as kayaks and paddle boards.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Health and safety in first place. When something bad happens, usually comes along with several problems.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Because they should behave as other vessels. We cannot create a rule for every kind of vessel. They share the same space (the water) so all of them should obey the same set of rules.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments** Safety first.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** People have plenty of space to go, this area should be exclusively for port activities.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** It's easier to have adherence to rules when people already are sticking to that. If they are being proposed to become rules, they might be good.

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Makes sense not duplicate rules, otherwise it can generate confusion. But one MUST refer to another so it's clear how to know the rules.

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Makes sense not duplicate rules, otherwise it can generate confusion. But one MUST refer to another so it's clear how to know the rules.

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** The idea of rules is that people adhere and obey to them. If they cannot understand what is said, you cannot expect them to follow it. Make it simple, easy and accessible.

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### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

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### Submitter details

Your local board: Albert-Eden

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** looks OK

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** Impossible to enforce and dubious value. A waterproof cellphone or in a waterproof case would be better -

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Disagree

**Comments:** Is there a proven need???

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Other

**Comments:** Isd there a proven need??

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Common sense

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** sednsible

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

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We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:****Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

**Your local board:** Henderson-Massey

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**Name of organisation/business:**

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**Source:** Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** IF it is mainly for the benefit of the ferries, then no they can apply and regulated by the current exemption system

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Although some will not abide by it, having the rule there and enforceable is a good thing towards overall safety

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Many of these 'vessels' are pleasure craft and some are operated by irresponsible people, Having all craft under a common set of rules would be beneficial to other waterway users

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments:** It's a narrow waterway and should be kept clear, especially for use at night

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Reckless use of powered boats in the area needs to be handled

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Other

**Comments** Too generic a description, there needs to be a comparison between existing rules and proposals for change. A link to the full rules is NOT sufficient and is quite lazy of you

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

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*Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

Your local board: Papakura

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments** There are more and more kayaks on the water, and they are not visible from very far away. Another thought on this is that the speed limit need to be enforced. I have seen little evidence of that.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** However, the use of a VHS radio MUST be made compulsory on the water. Voice as suggested does not go very far.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Other

**Comments:** Not enough information about why the rule is being suggested. is it safety? protection of the sea floor?

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** basic H&S.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Disagree

**Comments:** splitting the basin mean creating a rule that must be enforced, with the associated overhead.

I think that the basin must be kept for non-motorised vessel, creating a safe area.

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** But it must be made clear that the Marine Mammals Protection Act 1978 applies, or the removal of the rule means that some people will think that there are no rules anymore.

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** who can disagree with simplifying rules, as long as the standards are upheld?

### Important privacy information

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## Proposed new Navigation Bylaw 2021

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Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

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### Submitter details

**Your local board:** Hibiscus and Bays

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**Name of organisation/business:**

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**Source:** Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** Faster boats can be unsafe

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Safety

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Sensible

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments:** Simple

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Safety

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Need this on Orewa beach too

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:**

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Should apply to humans as well. Also van long lines and set nets on popular beaches like Orewa

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** Add that swimming beaches, like Orewa should protect swimmers by banning long line fishing and set nets that endanger people and kill all sizes of fish and penguins and birds

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## Proposed new Navigation Bylaw 2021

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### What Auckland Council does

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### Submitter details

Your local board: Ōtara-Papatoetoe

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** I jetski, kayak and paddleboard in the harbour. The current limit is too low and widely ignored. Also, when in a kayak the primary safety concern is the bigger boats (i.e. ferries) which are exempt from the limit, hence the limit has minimal safety value. Limit should be 15 but I'm ok with 18 also.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** Although it's sensible to have two (and this should be strongly recommended), it shouldn't be compulsory. If someone is reckless enough to only have 1 then there are probably numerous other risks they are taking, rendering communication useless anyway. i.e. if you overload your boat and it sinks, neither a phone nor UHF will work.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** If it has a motor that allows it to go fast enough to be a nuisance, then clearly it needs regulation.

**Proposal 4:**

**Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Other

**Comments:** don't know

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** sounds sensible

**Proposal 5:**

**Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Yes fine but I wish the ski club would take down the chain gate no later than 12pm (they have exclusive use some mornings). They often do this later causing significant inconvenience to people waiting.

**Proposal 6**

**Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** don't know

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Other

**Comments:** ok

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Other

**Comments** don't know

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### Submitter details

Your local board: Ōrākei

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

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The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments** Too much wash is generated as it is, and very few boaties know or keep the rule of the road speeds (eg. 5 knots within 50m of another vessel). Plus keeping current exemptions for the likes of Ferries means only those who need to go faster are permitted.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** This should NOT form part of any By-law, rather be part of national maritime safety legislation.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Agree but disagree. Such vessels can be and should be defined as part of national maritime safety legislation.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments** Agree BUT only prohibit anchoring outside the main channel. There is no harm in a small vessel anchored and for example, fishing close to shore.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Good safety.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Other

**Comments:** No opinion.

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Removes duplication.

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Removes duplication.

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

### Important privacy information

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

**Note:** *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

Your local board: Howick

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** Ferries will get dispensation to travel at 18 knots anyway, so other craft should also be allowed to travel at same speed.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Everyone should have more than one means of communication when on the water, whether in a dinghy, kayak, paddle board or vessel. Common sense.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Having new craft near swimmers at high speeds is unsafe, they should have to adhere to the same rules other vessels do. Same rules for all, no confusion. Keep it simple.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments** Too many ferries, city ferry, Waiheke Ferry and also Pine Harbour Ferry all transiting, they need to do so safely, and are impeded by vessels at anchor which makes it unsafe for all. So fix the issue immediately by implementing this zone asap.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Commercial port area is for commercial vessels only, and should be restricted to private craft. No impediment to operating commercial vessels at any time.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Makes sense. Just publicise the rules at all Basin entry points so all are aware.

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Disagree

**Comments:** They should still apply, and be in ONE place for ready reference. The rules should be stated as to what they are and just put: as per Health and Safety at Work (Adventure Activities) Regulations 2016 regulations are:..... so they are stated, can be found and will stop having to then look up yet another Act to find the rules. Just state the rules in this Act as those rules apply in these situations too, but reference them back to that Act.

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Disagree

**Comments:** People on the water will come into contact with marine mammals at some point, and again it is easier to find all the rules in ONE place, not to have reference many different acts to find out what should be done. Simply again state as per the Marine Mammals Protection Act 1978 speeds around marine mammals are:..... and then also give the DOC number too. So put in this legislation, but reference it to the act that applies in this instance. Have just ONE reference point for ALL the information so it is the ONE go to document for pretty much everything, that way it will be USED, as a reference.

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** Good common sense in this document - it just needs ENFORCING!!!! As far too many times people are going more than 5 knots when near other vessels or coming into bays, or passing small kayaks, or for example coming up Tamaki River, I regularly see people speeding up the river in their vessels.

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

**Your local board:** Devonport-Takapuna

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**Name of organisation/business:**

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**Source:** Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** Currently too slow

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Good in case one form of communication fails

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Makes sense

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments:** Safety

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Safety

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Safety

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Makes

Sense

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** The Act covers it

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** Easier to

Understand

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## Proposed new Navigation Bylaw 2021

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Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

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### Submitter details

**Your local board:** Devonport-Takapuna

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**Name of organisation/business:**

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**Source:** Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** There is a lot of traffic in the harbour, so the current speed is good

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** It is safer to have two options

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** There are a lot of them and they should also abide by the rules

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments:** It is unsafe to anchor there

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** The general public shouldn't be in this area as it is hazardous

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** I don't know

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** It is better just to have one set of rules

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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## Proposed new Navigation Bylaw 2021

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### Submitter details

**Your local board:** Hibiscus and Bays

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**Name of organisation/business:**

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**Source:** Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** Wake from speeding boats does so much harm to the near beaches

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Safety for those needing rescue and for those trying to find them

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Safety

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments:** Safety and appearance

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Safety in @ very busy port

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Safety

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** No familiarity with this area

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Silly to have two 'laws'. But please make sure everyone knows

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** As above

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### Submitter details

Your local board: Henderson-Massey

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Name of organisation/business:

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Source: Online

---

## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

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The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** Unlimited would raise too high a wake for other vessels.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** Single comm is sufficient except for commercial craft.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Disagree

**Comments:** "Novel craft" are unlikely to have speed reading available let alone being able to do anything about WIND conditions.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments:** Hazard to navigation

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Commercial (LARGE) vessels have limited visibility AND mobility at low speed

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** Not familiar with current use.

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** Not familiar with bylaws EXCEPT that they must not duplicate/conflict with maritime rules and regulations

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Bylaws must not duplicate/conflict with maritime rules and regulations

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Bylaws must not duplicate/conflict with maritime rules and regulations

### Important privacy information

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

**Note:** *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

Your local board: Howick

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** To minimise accidents on the water

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** To keep the vessels communication open and have a back up just in case

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** There may be more innovative vessels on the water from time to time

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**To keep the entrance accessible at all times for public safety

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** To avoid congestion and maintain free flow of traffic

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** This is easier to follow and police

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** More standardised rule is good for users and enforcer

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Disagree

**Comments:** To protect safety of marine mammals in the area

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** It needs updating

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

*Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

**Your local board:** Hibiscus and Bays

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**Name of organisation/business:**

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**Source:** Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments**

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Increased chances of communicating when need to. One device may fail, but a backup gives a better chance of being heard.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** They are a new type of vessel and may put more people at risk of getting into trouble, eg, inexperienced people using the new vessels, or swimmers at risk of not being seen until too late.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments:** Safety reasons.

Convenience from not having laneway blocked.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Safety reasons

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Rules easier to understand.

Safety reasons

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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## Proposed new Navigation Bylaw 2021

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### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

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### Submitter details

Your local board: Devonport-Takapuna

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** 9-12 knots is where most boats create the worst wake

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** Creating a rule will not solve this problem but more education will including mentioning those on kayak's and paddle boards.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Disagree

**Comments:** Don't they already have to apply to the rules when using a motor.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Other

**Comments:** yes but the area shown on the picture shows it right to the waters edge. can it not be reduced to line up with navigational marks and the points of land

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** The area is no place for an inexperienced skipper in a small boat.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** Not familiar with the area at all but the principal i agree with.

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Other

**Comments**

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### Submitter details

**Your local board:** Hibiscus and Bays

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**Name of organisation/business:**

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**Source:** Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

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Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments**

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** common sense

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** the speed which these travel ,eg hydrofil wind surfers is dangerous to swimmers , so rulle should not just apply to motorised .

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Disagree

**Comments:** this removes the council's authorization to also enforce this vital speed regulation, it should just match not be removed as DOC can not enforce this .

### **Proposal 8:**

#### **Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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### Submitter details

Your local board: Rodney

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

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The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments**

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** 1 form of contact is sufficient, if you look to redundancies then where do you stop an alternative means of propulsion eg motor and sail, or sail and oar for a wind surfer?

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** If it moves on water then the rules should be as consistent as practicable

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments:** same reason you cant park across a road

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Same reason the public is excluded from any business premises unless otherwise approved

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** traffic control

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** duplication of legislative responsibilities is procedurally poor practice, practically messy and incurs unnecessary expenditure of resources and revenue.

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** same reason as 14. Poor procedure, practically messy and unnecessary expenditure.

**Proposal 8:****Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** Law can be written in common language with minimal danger of misinterpretation.

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

*Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

Your local board: Ōrākei

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** It won't be safe to increase speeds generally in the harbour zone. There are ocean swimmers in the water, there are numerous people out in small craft, and wakes washing onto beaches are already quite strong at times. A speed which might be OK for a large vessel operated with great care (and posting lookouts) is unlikely to be safe for hoons on jetskis.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** One size does not fit all. Yes, a large powerboat fishing in the wider Hauraki Gulf should have VHF radio+mobile phone, but someone operating a small yacht, tinny or IRB close to the shore (but out of earshot) shouldn't have to have a VHF radio to go out, especially when getting wet and capsizing is common (and easily righted).

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** But again, be careful not to apply the same rules to a large powerboat and a motorised surfboard, just as we don't apply the same rules to an e-scooter and a Harley-Davidson motorcycle on the road.

#### Proposal 4:

##### Make new rules for the Tamaki River Entrance and Commercial Port Area

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**I assume the Council has good reasons for this restriction, but I'd like to know what they are. Is the Council also proposing to restrict temporary stopping, fishing, and swimming in this area?

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** It seems sensible to separate casual boaties and swimmers in the water from the busy commercial port area. Landside access for pedestrians should be kept open as far as possible and at all times possible (recognising that there will need to some exclusions).

#### Proposal 5:

##### Align rules about the use of Ōrākei Basin with current accepted practices

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** I assume the Council has good reasons for this arrangement/restrictions, but I'd like to know what they are. I also assume that Reserved Area A is the balance of the basin.

I'd be concerned if there are any conflicts, collisions or injuries as a result of this change, and would then prefer to exclude powerboats from Orakei Basin. Waterskiing is an anachronism and those boats are bad for the environment and greenhouse gas emissions.

#### Proposal 6

##### Remove rules about Commercial Vessels for Hire and Reward

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response Agree**

**Comments:** I assume the Council has good reasons for doing this, has satisfied itself that the Act is as tight as the current Bylaw and as tight as it needs to be, and could still, if it wanted, introduce additional regulations on top of the 2016 Act.

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** I assume the Council has good reasons for doing this, has satisfied itself that the Act is as tight as the current Bylaw and as tight as it needs to be, and could still, if it wanted, introduce additional regulations on top of the 1992 Act.

**Proposal 8:****Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** Once again, I assume the Council has good reasons for doing this, and the nature of these changes are minor tweaks and necessary tidying up. If there are any material changes, they should have been subject to a more open consultation process. Different rules should apply to board users than to those sailing in dinghies, powerboats and yachts, and to near-shore versus wider Hauraki Gulf.

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

Your local board: Albert-Eden

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Name of organisation/business:

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Source: Online

---

## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments** Slower is safer

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** They need more than one means

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** for protection of others

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**Safety

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Safety needed

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** If it is in use why change

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Makes sense

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** We need to protect maine Msmmsls

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** Clarification is always good

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## Proposed new Navigation Bylaw 2021

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters. The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

Your local board: Rodney

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** Faster ferries will encourage more people to use them

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Should ensure communication will be available

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** All craft should follow regulations

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Other

**Comments:** I have no knowledge about the area concerned

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Seems sensible to ensure safety in the area

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** The rules should be based on current practice

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** I do not know enough about this to make a decision

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Sensible to avoid duplication of other rules

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** All rules and regulations should be made easier to understand

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## Proposed new Navigation Bylaw 2021

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The number of people and variety of uses of Auckland’s navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland’s navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

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### Submitter details

Your local board: Albert-Eden

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Name of organisation/business:

---

Source: Online

---

## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** Faster to reach destination

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Better for communication

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Safety for others

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**To restrict vessels movement

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Minimize risk for public safety

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Minimize risk and public safety

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Restrict movement of vessel

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Disagree

**Comments:** To protect environment

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** Better understanding about legislation

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## Proposed new Navigation Bylaw 2021

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### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

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### Submitter details

Your local board: Ōrākei

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Name of organisation/business:

---

Source: Online

---

## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

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The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** It is safe enough. Only used by fast boats. There is usually good visibility.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Would be good if you could swim there. If there has been no rain it is clean enough. It is very sheltered which makes for excellent swim training.

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

### Important privacy information

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

*Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

Your local board: Ōrākei

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** The current speed limit is way to slow for most boats to achieve fuel efficient planing on the water,

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Other

**Comments:** The new rule should only apply to power boats capable of more than 20 knots operating more than 1km offshore. Kayaks, saliboards, small catamarans without auxillary power and jet skis (PWC) should all be exempt. Non-powered craft should not be required to carry any communication device at all.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** If it is anything other than wind or human powered it should be classified similar to jet ski (PWC) or power boat.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**You need to make sure it is adequately signposted. While you are at it, you could achieve far greater safety improvement in the Hauraki Gulf area if you properly marked all of the reefs. They are in a shocking state of marker identification and are very unsafe. All these proposals are fiddle faddle when the real need is out on the water marking the hazards properly.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Keeps pleasure craft out of the way of the ferries.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Simpler to have one source of the rules.

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Simpler to have one source of the rules.

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Simpler is better.

### Important privacy information

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## Proposed new Navigation Bylaw 2021

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### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

Your local board: Manurewa

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** serves the purpose as at present

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** safety is a priority

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** control of water craft is a must for safety - great

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments:** common sense

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** again common sense

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** water rules must bring further safety

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** all vessels treated alike

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** duplication is silly

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** updates are a necessity

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

Your local board: Albert-Eden

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** Keep the seabed environments

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Excellent idea. Safety awareness

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Safety for other vessels

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments:** Increase safety awareness

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Minimize risk to public

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Safety to public and other vessels

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** To limit vessels movements and public safety

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Safety to public and increase awareness

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** Update of legislation

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

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### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

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### Submitter details

Your local board: Franklin

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** 18 knots is not excessive as long as vessel right of way rules are observed.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** It is good seamanship to have more than 1 means of communication, but I question how it will be enforced?

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** All craft should be bound by the rules, particularly with regard to operating in proximity to swimmers, the shoreline, and other vessels.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Disagree

**Comments:** I regularly use this piece of water and frequently see people anchored and fishing from kayaks, dinghys etc. I have never seen them causing any problems, and consider it is a safe place for them to be.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** It is a work area.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** Have never been on the water there and have no opinion

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Avoid duplication

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Avoid duplication

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** Have no opinion

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## Proposed new Navigation Bylaw 2021

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The number of people and variety of uses of Auckland’s navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland’s navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

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### Submitter details

Your local board: Albert-Eden

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

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Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** Can stop faster/less backwash/exists now

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Safety - if need rescuing/an accident

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Can zip along - hit others

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments:** Safety! A narrow entrance

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Lessen congestioh - safety again

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Lessen accidents - each user has own area

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Duplication - Regulation already exists. Enough bureaucracy as is

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** So many marine animal are already endangered; numbers decreased/decreasing

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** Make in several languages so more understand Pictorial too

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland’s navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland’s navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland’s navigable waters. The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

Your local board: Kaipātiki

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments** I would like to see the speed limit decreased on several grounds which are set out in numbered paragraphs below. I am a frequent user of the Waitemata harbour and make these submissions on many years of recreational experience on the harbour:

- (1) Increasing the speed does not increase safety - it makes it worse. The councils primary consideration in any speed changes should be that of safety (in terms of decreasing risk of collision) and any wake/planing considerations should be secondary to that. I have seen many many incidents which nearly resulted in collisions.
- (2) It is evident in my experience that many recreation users of the harbour are not aware of the precedence that maritime laws and bylaws take. The 5 knots within 50m of another boat takes precedence over the 12 knot limit, but many boats owners on boat the Waitemata harbour and Tamaki River are not aware of this and seem to think the 12 knots overrides the 5 knot rule. I know this because I have "educated" several power boaters in recent months and there response (incorrectly) is that they are allowed to do 12 knots.
- (3) Speed Creep: Currently many boats see 12 knots and creep a bit above it and the resulting false speed ceiling is in reality really about 15-18 knots. By making it 18 knots the speed creep now really becomes more like 22-25 knots which is extremely fast for this busy part of the harbour.
- (4) Lack of Enforcement - directly related to paragraph 4 is the complete lack of enforcement. From time to time I see the harbour master, and the occasional verbal warning issued, but I have never heard of enforcement action. The harbour master is rarely seen.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

Comments:

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

Comments:

### Proposal 4:

#### Make new rules for the Tamaki River Entrance and Commercial Port Area

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

Comments

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

Comments:

### Proposal 5:

#### Align rules about the use of Ōrākei Basin with current accepted practices

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

Comments:

### Proposal 6

#### Remove rules about Commercial Vessels for Hire and Reward

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:****Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:**

**Comments**

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## Proposed new Navigation Bylaw 2021

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

Your local board: Devonport-Takapuna

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** Public transport.

But this should be strictness enforced and the costs borne by water users.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Disagree

**Comments:** Only in regard to swimming. People should be allowed to Swim. Not sure why they would want to, but they should be allowed.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Disagree

**Comments:**

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Disagree

**Comments:** Sea. Mammals should have every possible protection, but cause we have failed miserably to protect them in the past.

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Disagree

**Comments** I'm certain that 'making the rules easier to understand' is being paid for by lobbies loyal to businesses and will cause huge problems for wildlife

I would not that your next question asks directly whether I'm a lobbyist or not.

### Important privacy information

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

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### Submitter details

Your local board: Ōrākei

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** when out kayaking on the harbour I feel unsafe when boats whizz past at speed. There are currently plenty of boats doing more than 12 knots already. 18 knots is terrifying.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** on a surfski it is totally impractical to carry anything - a mobile phone in a dry bag is totally impractical in anything other than millpond conditions

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** I don't understand your question. Novel craft would have to follow the same rules as everyone else surely? Why would you have different rules?

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**anchoring where there is a lot of traffic is not a smart idea

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** as much as I find it interesting to go into this area on my own craft it is reasonable and sensible to keep this area clear of all but commercial craft

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** safety and reasonable

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Other

**Comments:** I don't have an opinion

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** duplication is never a good thing

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Other

**Comments** this seems to be a catchall. You have given me details about all the previous questions but then you throw this catchall into the mix without details - it seems inconsistent with the preceding part of this survey

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## Proposed new Navigation Bylaw 2021

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### Submitter details

Your local board: Waitākere Ranges

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 15 knots

**Comments** Small boats will be more at risk with increasing speed

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** The communication makes easier in case the emergency. However small boats either power or non powered should be given a choice in adding additional communication form.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** For the safety of kayak riders and other paddle boat users

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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### What Auckland Council does

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### Submitter details

Your local board: Hibiscus and Bays

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

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Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 15 knots

**Comments** Happy medium for going higher or staying lower

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Other

**Comments:** Agree but if in small dinghy will voice and mobile phone count as in kayak

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** As they can go as fast as a jet ski,so need care around other water users

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:**

**Comments**All entrances should have limits

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Disagree

**Comments:** You should have to contact harbour control first ,so limit

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** For consideration of other users

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Save money and chance of putting out incorrect info

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Disagree

**Comments:** In this case leave there and ensure its same as Dept of conservation

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** Need to be clear and precise with out doobkedee gook

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland’s navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland’s navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland’s navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

**Note:** *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

**Your local board:** Hibiscus and Bays

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**Name of organisation/business:**

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**Source:** Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** existing too slow

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** I use a 2m dingy to set a net under 200m from shore and you propose I need two means of communication or when I use my 12 foot tiny in Kawau Bay a phone and a radio - start thinking and being practical!

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Disagree

**Comments:** stop spoiling our leisure

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Other

**Comments:** not an area of interest for me never been there

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Disagree

**Comments:** why needed

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** less confusing rules the better

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** less rules

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** they need protection

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Other

**Comments** been on the Ak water for 34 years and never read any rules - just use common sense

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

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### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

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### Submitter details

Your local board: Howick

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments**

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** Telling a child of 8 to have a mobile phone in a dry bag when kayaking, is stupid and just for money grabbers who haven't made budget, to make "fines", officers discession goes out the window if they haven't made budget.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Disagree

**Comments**the anchorage around "the parade" rd, reduces the traffic and speed in the area, making it safer for swimmers. Without this anchorage, jet skis, kit surfers, small boats etc will be powering around the area without concern for Aucklanders wanting a swim on a hot summer day..

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:**

**Comments:**

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:**

**Comments**

### Important privacy information

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

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### Submitter details

Your local board: Maungakiekie-Tāmaki

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** Decrease Ferry travel times

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** One device may fail, two are very unlikely to both die at once

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** The moment something is propelled it needs to be classified as a vessel and follow the rules for vessels

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**A busy waterway needs to be uncluttered by vessels moored where they may become a hazard

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Keep amateurs out of such areas

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** This just makes sense to me

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response**

**Comments:** We do not need duplication of rules

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Duplication again

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** Simplification is always a good thing. It is less open to an incorrect interpretation

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## Proposed new Navigation Bylaw 2021

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

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### Submitter details

Your local board: Upper Harbour

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** It provides a safe speed for all users of that area

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** It makes boating safer

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** It ensures all users of these craft are safe.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments:** it ensures anchored craft are not a hazard to other boats

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** it makes sure that all ships can berth safely

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** it ensures all boats are safe in this area

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Disagree

**Comments:** All commercial boats should be regulated by the council

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Disagree

**Comments:** Council should have the powers to enforce protection of marine mammals

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** the rules should be simple and easy to follow

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## Proposed new Navigation Bylaw 2021

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### Submitter details

**Your local board:** Hibiscus and Bays

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**Name of organisation/business:**

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**Source:** Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** The number, size and speed of large powerboats is increasing. The Waitemata Harbour is a confined area where vessels of all types pass in close proximity. Powerboats can create a dangerous wash/wake at speed. My 12m heavy motorsailer has often rolled heavily in the Outer Gulf when hit by the wake of a large powerboat passing too fast and too close. The effect on smaller, lighter craft would have been much more severe and dangerous. As a retired Harbourmaster and harbour pilot with extensive experience in New Zealand and overseas, my opinion is that a general increase in the speed limit for vessels in the Waitemata Harbour will lead to more accidents. Case by case approvals for exceeding the existing limit are a nuisance for the regulator, but preferable to an open slather policy. For me the risks of increasing the limit far outweigh the benefits. The possibility of a narrow high speed lane in the middle of the harbour might be worth exploring as a compromise to reduce the risks to some degree.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** 2 waterproof means of communication (one portable) are clearly better than one. Is a PLB with communication capability regarded as an acceptable means of communication?

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

### **Proposal 4:**

#### **Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Other

**Comments:** Are there frequent instances of problems in this area? If not, then no regulation should be required & pilots/tugmasters should be able to manage any incidents. Alternatively, is an exclusion zone around moored or moving vessels over a certain size a better alternative?0

### **Proposal 5:**

#### **Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

### **Proposal 6**

#### **Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Other

**Comments:** Will the information still be readily available to all who need it?

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Disagree

**Comments:** Double cover for this issue is important. The Port authority needs to be fully involved in communicating and enforcing these restrictions. I have seen jet skiers harassing orca in the Outer Gulf. Every resource needs to be available to monitor and enforce this rule.

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Other

**Comments** Have not read the proposed documentation. Clarification is always desirable provided the intent of the rules is not diminished.

### Important privacy information

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

**Note:** *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

Your local board: Waitematā

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 15 knots

**Comments** Safety

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Disagree

**Comments:** If on the water it would not be obvious that the restriction applied, so enforcing it would be unfair. Restricting public rights for the sole benefit of a commercial operation is not in the community's best interest.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:**

**Comments**

### Important privacy information

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## Proposed new Navigation Bylaw 2021

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Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

Your local board: Henderson-Massey

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** I sail regularly (every week) with Sailability, we are often out on the Waitemata harbour in small sailing dinghy. At the current speed limit for boats the wake as they come past can be extremely disruptive. Two weeks ago I got absolutely soaked when a ferry came past and I was left bobbing in its wake, the bow of my boat kicked up a huge splash back as it hit the last wave., covering me in water. As disabled sailors its often not possible to just change clothes easily, and we can be left cold and wet for an hour and a half til we finish our sail. The harbour is already dangerous enough, we don't need to have more speed, even for the Americas Cup.

Thanks for listening.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:**

**Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:**

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:**

**Comments:**

**Proposal 5:**

**Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response**

**Comments:**

**Proposal 6**

**Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:**

**Comments:**

**Proposal 8:****Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:**

**Comments**

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## Proposed new Navigation Bylaw 2021

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

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### Submitter details

Your local board: Devonport-Takapuna

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** Although I do not use the water as described, I think in general boaties are sensible with their speed and will slow down if approaching other vessels

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Other

**Comments** Don't mind

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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## Proposed new Navigation Bylaw 2021

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

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### Submitter details

Your local board: Kaipātiki

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 15 knots

**Comments** A lot of recreational boats use that stretch of water too - 18 is too fast

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Common sense

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response**

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:**

**Comments**

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## Proposed new Navigation Bylaw 2021

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### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

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### Submitter details

Your local board: Franklin

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

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The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** With adequate policing it should be safe

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** One device should be sufficient if every piece of the communication chain is intact; and that is the responsibility of the operator.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** It is sensible

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Other

**Comments:** no nothing about the area

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** It is sensible

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** It is sensible

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

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We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** I know nothing about the subject

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:**

**Comments:**

**Proposal 8:**

#### **Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Other

**Comments** This is a situation where an ordinary citizen to intervene; awaiting the bureaucrats reaction is an abrogation of personal responsibility.

#### **Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

**Note:** *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

Your local board: Ōrākei

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** The wave action should increase as a problem.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Communication methods are now readily available.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Some rules, short of bureaucracy, are desirable for the common good.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Other

**Comments:** I am insufficiently familiar with the area.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Other

**Comments:** Will the person in charge of every vessel know about the rule?

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Discretion will be necessary in enforcement, with strong emphasis on immediate safety. Unauthorised enforcers could be an issue.

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** We must have too much regulation!

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Do it once, do it right.

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** Clarification should lead to fewer arbitrary rules.

### Important privacy information

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## Proposed new Navigation Bylaw 2021

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

Your local board: Upper Harbour

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** As a small craft user speeds any greater than 12 knts will pose a H&S issue

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Sensible and in line with the use

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Disagree

**Comments:** Not all "novel craft" can simply referred to as vessels

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Disagree

**Comments**The two are possible, but maybe with some prohibited areas (Channel) shown on the charts

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Other

**Comments:** Don't know enough about this change to comment

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** As long as the requirement is adequately covered there is no reason to duplicate. A duplication could cause a loop hole in the interpretation . Keep it simple.

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

### Important privacy information

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## Proposed new Navigation Bylaw 2021

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Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

Your local board: Howick

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** Sensible combination of reaching a destination in good time and maintaining safety.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Maximum safety for all on board.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** They must adhere to same rules to maximise safety, and also minimise pollution.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Other

**Comments:** The 'entrance' needs to be clearly defined - it mustn't become too restrictive.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** There should be no reason to intrude into the commercial area.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Sensible.

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Keep it simple.

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Disagree

**Comments:** Difficult to agree or otherwise unless one is fully aware of what is proposed, and it might be a good idea to duplicate it if that means people will actually read it.

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** Clarity is always a good thing - so is ENFORCING the rules.

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## Proposed new Navigation Bylaw 2021

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### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

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### Submitter details

Your local board: Howick

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Name of organisation/business:

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Source: Online

---

## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments** We need to be safe close in to populated areas

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Disagree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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## Proposed new Navigation Bylaw 2021

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We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

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### Submitter details

Your local board: Rodney

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** 12 knots is too slow. Need to get out of the waterway as fast as possible. Most boats put up less wake at a higher speed

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

Your local board: Hibiscus and Bays

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments** There is more congestion on the harbour and to increase safety speed has to be reduced.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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## Proposed new Navigation Bylaw 2021

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

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### Submitter details

**Your local board:** Maungakiekie-Tāmaki

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**Name of organisation/business:**

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**Source:** Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** I find that around 19 knots is safest for me while operating a 25 foot motor boat, because when travelling slower my vision is restricted. I would prefer the limit to being 19 knots but 18 knots is close enough. My vision is restricted at a lower speed because of the angle of the boat in the water. When moving slower, the angle is very steep and I cannot see as well because my bow is higher out of the water. This makes it especially hard to see kayaks. When travelling at a slightly higher speed, the vessel gets onto the plane and flattens out. With the majority of the boats travelling up the harbour being between 22-25 foot in length, I think raising the speed to 18 knots will make it safer for all users of the harbour due to the increased vision.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** I believe an operating VHF should be mandatory on all vessels. Portable units are inexpensive these days. A second form of communication such as a cell phone should also be mandatory.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** I agree. Times have changed, if something is capable of the speed to provide a problem to other users, then there needs to be rules in place.

This should be taken further with rules aimed at high speed yachts. It is difficult to ascertain direction of a foiling America's cup yacht travelling at 40 knots. I am travelling at 20 knots, yet I have to give way because I am under "motor". More responsibility must be assigned to fast yachts. They are not concerned about motor boats because they don't have to give way. The problem is working out what direction they are travelling so you can give way and avoid collision. It is very difficult to work out due to their speeds. If one crashes into me then technically it's my fault, and I am liable, when practically it is the yachts fault because he is travelling too fast for me to be able to avoid. Rules need to be put in place that give liability to high speed yachts. I can see an accident happening and all the blame being put on a boatie, when he was trying his best to avoid a high speed collision.

#### **Proposal 4:**

##### **Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Other

**Comments:** I do not use this area. Best to leave this question to the users of the area

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** There's no need to enter this area

#### **Proposal 5:**

##### **Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Disagree

**Comments:** The area designated to too small an area to be practical for ski or tow activities.

I can understand the concern of other users such as kayaks. There never used to be a problem here. I think the problem is with the popularity of "wake boats" which displace a large wake for wake boards to jump over. This causes a problem to other users. Wake boats are large and expensive vessels. They are also loud and menacing. They can operate up the inner harbour, and have no need to be in the basin. It would be better to effectively ban the use of these vessels by making a vessel length restriction in the basin. I would suggest 4.5 metres, however the harbour master should have input to this. This way small inexpensive craft that don't create a large wake can use the basin without affecting kayaks.

A mandatory spotter should also be implemented to tow activities. Minimum two persons on board while 1 under tow.

## Proposal 6

### Remove rules about Commercial Vessels for Hire and Reward

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

#### What is your opinion on this proposal?

**Response** Agree

**Comments:** Simplification

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Simplification

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

#### What is your opinion on this proposal?

**Response:** Other

**Comments** I don't understand this one so I can't comment

### Important privacy information

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## Proposed new Navigation Bylaw 2021

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### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

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### Submitter details

Your local board: Waiheke

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knts for ferries and vessels with radar, otherwise 12knts

**Comments** A vessel with radar e.g. ferry can respond to hazards such as kayaks, wind surfers etc. or vessels without lights at night therefore warranting higher speed.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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## Proposed new Navigation Bylaw 2021

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

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### Submitter details

Your local board: Waitākere Ranges

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** Until licensing of boat owners is in place, with mandatory boating education, there are too many private operators that don't know the rules, let alone follow them. Increasing from 12kts will be a safety issue as perception will be that faster is now OK.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Publicising this change may increase the number of people carrying appropriate communications. Again, mandatory boating education and licensing will also help here.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** There do need to be rules around the use of these, particularly where swimmers may be present.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Other

**Comments:** No direct experience of this area or issue under consideration.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Common sense. There is no need for swimmers or private vessels to enter this commercial working area.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** No direct experience of this area or issue under consideration.

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

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We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Any simplification of legislation and/or council bylaws welcomed.

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Any simplification of legislation and/or council bylaws welcomed.

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

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**What is your opinion on this proposal?**

**Response:** Agree

**Comments** Any simplification of legislation and/or council bylaws welcomed.

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### Submitter details

Your local board: Howick

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

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We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

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Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 15 knots

**Comments** Wakes from large launches can be dangerous to other users

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Disagree

**Comments:** It has never been a problem so this is an unnecessary bylaw

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

**Note:** *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

Your local board: Ōrākei

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Name of organisation/business: Glendowie Boating Club

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** Risk of collision is greater with higher speeds.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Other

**Comments:** exceptions should be allowed for boats anchored for the purpose of running sailing events and short duration, no more than 10 hours.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response**

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

### Important privacy information

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

Your local board: Maungakiekie-Tāmaki

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments**

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Disagree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

**Note:** *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

**Your local board:** Maungakiekie-Tāmaki

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**Name of organisation/business:**

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**Source:** Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** The higher speed limit should be reserved for public transport to decrease risk to health and safety as much as possible while still maximising numbers on public transport.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Other

**Comments:** There is not enough information provided to make an informed decision.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Clearly defining what a vessel is is most needed.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:**

**Comments**Not enough information provided.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters. The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

**Your local board:** Devonport-Takapuna

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**Name of organisation/business:**

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**Source:** Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** Water traffic issues

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Safety

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Safer

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**Safety

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Disagree

**Comments:** They should just move the port

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Sensible

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Sensible

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** Sensible

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

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### Submitter details

Your local board: Rodney

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** fast enough. boat wash is a problem even at that speed for smaller vessels

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** makes sense

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Other

**Comments:** don't care

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** busy

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** non user

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** makes sense

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** makes sense

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

**Note:** *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

Your local board: Upper Harbour

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments**

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** most people already use this system

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** please consider age restrictions on these items

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**with the proviso for emergency anchoring

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** very sensible

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** The byelaw needs to provide a reference to the wider regulations

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Disagree

**Comments:** essential that people are warned about this

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

Your local board: Rodney

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** · Provided there is sufficient monitoring, e.g. by Police drone(s), in the specified area, and a warning given at a 2-to-3 knot infringement (possibly by a fast Police RIB), 18 knot top speeds should be safe enough.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** · Because you include voice (and presumably waving arms) as well as protected ("floating case") cellphone for a kayaker, it is a good rule.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** · It's logical.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments:** The two exceptions take care of all that is necessary.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** · It's much too busy for other uses than the two exceptions.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Other

**Comments:** · This one should work, and has similarities with power planes and gliders sharing the air over and next to an airfield, though it is the (non-powered) gliders which do their landing circuit anticlockwise. Contact Air Traffic Control for Whenuapai, for details.

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** · Logical.

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** · Logical.

**Proposal 8:****Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** · Of course.

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## Proposed new Navigation Bylaw 2021

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### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

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### Submitter details

Your local board: Hibiscus and Bays

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** 18 knots fine. Boat operators should still ensure they are operating safely and that their wakes are not damaging or detrimental to other parties.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** Do these need to be rules? Or could they just be advised practices?

Seems kind of pointless if the means of communication is up for interpretation. i.e. I had my arms to wave and my voice to shout.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Disagree

**Comments:** I couldn't find 'novel craft' anywhere in the "Navigation Bylaw 2021" PDF?

Does the definition of a 'novel craft' only include motorised crafts?

I believe it would be fair to use a motorised surf board or foil in the surf (if it could be done so safely).

**Proposal 4:**

**Make new rules for the Tamaki River Entrance and Commercial Port Area**

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We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:**

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:**

**Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response**

**Comments:**

**Proposal 6**

**Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7**

**Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** easier to read and understand sounds good.

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### Submitter details

Your local board: Don't Know

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** Safer

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** If a kayaker capsizes another form of communication will not help him. No nanny state needed. Council should stick to drains and footpaths and only consult people who have nautical experience.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Obvious

### Proposal 4:

#### Make new rules for the Tamaki River Entrance and Commercial Port Area

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Disagree

**Comments**On occasions a vessel may need to anchor for safety reasons

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:**

**Comments:**

### Proposal 5:

#### Align rules about the use of Ōrākei Basin with current accepted practices

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Disagree

**Comments:** Law breakers won't know the rules

### Proposal 6

#### Remove rules about Commercial Vessels for Hire and Reward

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** No business of council

### Proposal 7

#### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Disagree

**Comments:** Definitely not. Marine Jamal's need all the protection they can have

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Other

**Comments** No interest

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### Submitter details

Your local board: Waitematā

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** 12 knots is fast enough for all the hobby yachters out there.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Other

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response**

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Disagree

**Comments:** It can't be said often enough to be careful around marine mammals

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Other

**Comments** What does "clarification" mean exactly? Can different meanings be given by this as well?

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

**Note:** *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

Your local board: Ōrākei

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** 18 knots is just too fast particularly if the waterway is busy. 12 knots is way better. If you are in a hurry stay home

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Added safety

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments:** Added safety

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Just makes good sense

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

### **Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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## Proposed new Navigation Bylaw 2021

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters. The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

Your local board: Devonport-Takapuna

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments** It is very crowded area that means the risk of collision is more likley Speed kills by this I mean the faster the boat is traveling the less time there is too react to an unexpected collision. even professional skippers seem to make mistakes ( e.g. the number of times the wiaheuke ferries have hit the boys in Motahie Channel. I don't think it relevant that ferries will be able to get to Waiheke etc etc quicker or on time - that is purely a commercial issue. Residents of Waiheke must accept they live on a island ferry services can't be totally accurate.

I also feel the wake caused by boas is a danger and makes very uncomfortable conditions in this corded area

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** I think this is a individuals responsibility and one is sufficient It is the individual who needs to consider their safety Perhaps fines for people who need rescue. who have failed to take sensible safety precautions

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Any thing on the water - if it floats or is under the water must follow the same rules of navigation and safety. even rowing boats

#### **Proposal 4:**

##### **Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:**

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Disagree

**Comments:** perhaps when there is no ship movements would be ok. but max speed 5 knots too

#### **Proposal 5:**

##### **Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Other

**Comments:** neutral

#### **Proposal 6**

##### **Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Other

**Comments:** Neutral

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Disagree

**Comments:** To ensure public awareness it should be included in the bye laws but match the Act. Local bye laws are likely to be more published than the Act thus people will know the rules

**Proposal 8:****Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:**

**Comments** neutral

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## Proposed new Navigation Bylaw 2021

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### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

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### Submitter details

Your local board: Franklin

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** I think leave it as is no need to mess with something that is working

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** It is the safer option to do

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Ita dangerous so needs to be classed a vessel

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments** Otherwise everyone will just park where ever

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Agree commercial should be kept separate

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** Makes everything clear

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## Proposed new Navigation Bylaw 2021

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### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

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### Submitter details

Your local board: Howick

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** To encourage better utilisation of fast ferries. As a commuter from Half Moon Bay it is frustrating to have such a slow speed in the harbour. Increasing speed will encourage better utilisation as commute time reduces. This gets more cars off the road and may increase the number of daily ferry trips available as ferries reduce the commute time. Across all ferries this will be significant.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Safety on water is paramount. Too much time is spent by coastguard looking for missing vessels due to the failure of one form of communication. This wastes time, money and risks lives. However I am unsure how this can be enforced.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** New rules recognise new risks. Simply keeps up with the times.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments** There is a lot of ferry traffic and at low water not a lot of depth. Also 100s of pleasure boats use this piece of water everyday. It is simply too dangerous to allow boats to anchor in this area.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Safety. It is a working port. To me a boat user is effectively trespassing unless they are forced to enter the area in an emergency. Also from a border security perspective there should be no opportunity for small vessels or swimmers to place attachments for say drug containment on the hulls of ships. KEEP OUT!

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** For the safety of all users. To support current guidance there needs to be enforceable rules should something go wrong.

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** To ensure no ambiguity. Be consistent and make it easier for the community to access rules in one place. Reduces potential for legal conflict

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Again lets be consistent and reduce duplication.

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** Just needs clarity and a tidy up.

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### Submitter details

Your local board: Whau

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments** Most power boat users regularly exceed the 12 knot limit, as a dinghy sailor, the wake particularly around Orakei/RAYC can swamp your boat or bring to a stop in a busy area.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments:** Ample alternative locations available

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Concern of combination of ski boats and swimmers - who will ensure power boats are staying in their designated area?

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:**

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

### Important privacy information

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters. The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

Your local board: Devonport-Takapuna

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments**

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Disagree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Disagree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Disagree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Disagree

**Comments**

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

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### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

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### Submitter details

Your local board: Waitematā

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** The current speed restriction is too low and hinders visibility when travelling through the harbor due to the boat not being on the plane. Lifting the speed limit to 18 knots will greatly improve this.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** I would also recommend mandating emergency beacons.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** Requires more information.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

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### Submitter details

Your local board: Kaipātiki

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments** This is a very restricted part of the harbour which gets very busy at various times. There are often vessels with limited manoeuvrability operating in the area and people swimming beyond 500m of the shore. Large power vessels travelling at speeds greater than 10 knots will produce washes that will endanger small open craft including dinghies being used to access the mooring areas at Devonport and Stanley Bay. Large washes will cause damage to costal areas and endanger young children on the foreshore. While it is true that small power vessels may produce smaller washes at higher speeds this is not true for some large power vessels.

The current speed restriction was brought in for very good safety reasons those reasons still exist. Increasing the speed limit to 18 knots would be very dangerous. I believe that 10 knots would be a more appropriate speed for this area of the harbour. Changing the limit to 18 knots will be very hard to police and would effectively mean that there would be no speed limit.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** This is impractical. Small yachts, windsurfers, kayaks, dinghies could not operate a cell phone in a wet environment when. Even a waterproof VHF will have limited transmission power if wet.

Thinking that calling for help is a substitute for good water safety practices and seamanship is a mistake and may give a false sense of safety and increase risk taking. Please concentrate on educating people in seamanship rather than making ineffective regulations.

**Proposal 3:****Make new rules about novel craft, for example a motorised surfboard**

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Disagree

**Comments:** What rules do you want to make? All craft have limitations and potential risks the council cannot regulate for every type of vessel. Rules, for example speed in the harbour, should apply to all vessels and interpretation of the limitations of a vessel has to be the responsibility of the person in charge of it.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Disagree

**Comments**You have not explained why this is necessary. This is a very large area for a prohibited anchorage. Most of the area shown is in fact not normally used for navigation due to the shallow depth of water I can see no reason why if someone wanted to anchor near the southern shore of Browns Island that should be prohibited from doing so. If the reason for making a prohibited anchorage is due to the amount of traffic in the Tamaki river then it should be restricted to those confined areas. Anchoring is an important part of the normal operation of a vessel it should not be restricted needlessly .

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** It is sensible and reasonable restrict access to the commercial port area however it should be made clear that the "emergency response vessel" may be a private vessel not normally engaged in emergency responses.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Other

**Comments:** I have no experience of this area of water.

## Proposal 6

### Remove rules about Commercial Vessels for Hire and Reward

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

#### What is your opinion on this proposal?

**Response** Agree

**Comments:** This is reasonable.

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** This is reasonable

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

#### What is your opinion on this proposal?

**Response:** Other

**Comments** It depends what changes you propose to make. If there is no substantive change then I do not disagree.

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## Proposed new Navigation Bylaw 2021

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### Submitter details

Your local board: Kaipātiki

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

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Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** Higher speeds will allow vessel to remain on plane and this is where they are the most manoeuvrable- meaning greater safety for everyone.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Common sense to carry to communication devices

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Yes - great idea

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments** Oh my god - this is long over due!

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** already thought this was out of bounds unless on PoA business,

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Again - thought this was already the case

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** yes - simplify

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** keep it simple

**Proposal 8:**

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We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** tidy it up please

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### Submitter details

Your local board: Ōrākei

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Name of organisation/business:

---

Source: Online

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## Questions

### **Proposal 1:**

#### **Increase the speed on the Waitematā Harbour Zone to 18 knots**

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response**

**Comments**

### **Proposal 2:**

#### **Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))**

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response**

**Comments:**

### **Proposal 3:**

#### **Make new rules about novel craft, for example a motorised surfboard**

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:**

**Comments:**

**Proposal 4:**

**Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:**

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:**

**Comments:**

**Proposal 5:**

**Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** I agree with this proposal, but the rules to be adopted are already posted at the Basin and regularly violated, generally by solo operated jet skiers or solo operated jet skiers pulling rafts or floats of 1-3 children. This is dangerous.

The rules are quite technical, and although posted, are complex and difficult to comprehend at a quick look.

I suggest additional signage-particularly right at the boat ramps, emphasising the main points of the rules will be very important to achieve compliance.

These points might be:

SUMMARY RULES FOR USE OF POWER DRIVEN VESSELS ON ORAKEI BASIN

1. A power driven vessel can only be used to tow a person on water skis.
2. A jet ski is a power driven vessel.
3. Water skiing is a person standing on 2 independent skis while being towed on the water. Towing a raft or float behind a power driven vessel is prohibited.
4. There must be at least 2 people (one being a lookout) on the power driven vessel when towing a water skier.

Please check separate signage for rules on:

-Separate areas of the Basin for use of power and non-power driven vessels

-Speed and direction restrictions

-Prohibited times of operation

The person in charge of the vessel on Orakei Basin must propel the vessel to shore when requested by the council.

## **Proposal 6**

### **Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

#### **What is your opinion on this proposal?**

#### **Response**

#### **Comments:**

## **Proposal 7**

### **Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

#### **Response:**

#### **Comments:**

## **Proposal 8:**

### **Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

#### **What is your opinion on this proposal?**

#### **Response:**

#### **Comments**

### **Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

**Your local board:** Hibiscus and Bays

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**Name of organisation/business:**

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**Source:** Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** So ferries can better keep to timetable and my commute is quicker and faster speeds mean the vessels are up on the plane and not dragging a big wake a slower speed making it better for small craft

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:**

**Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**Absolutely agree it's a huge risk to navigation vessels anchored in this very busy area

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Yes agree. This is a very busy area and not safe for recreational vessels . This rule would align with international rules around ports.

**Proposal 5:**

**Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6**

**Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:****Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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### What Auckland Council does

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### Submitter details

Your local board: Puketāpapa

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** The current speed restrictions creates a lot of wake for large vessels and is a hub for the Auckland Ferries. By increasing the speed limit, vessels will be able to plane more and reduce wake, as well as, maintain timetables for Ferry Public Transport.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Other

**Comments:** Set minimum size limits to have 2 forms of communication devices eg. Kayaks, and small dingys which are less than 4metres to have their voice and mobile phone. Others outside of that category to have 2 forms as suggested above i.e. Mobile phone and VHF Radio

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** I think the motorised surfboard should follow the same rules as the jet ski

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments** Makes perfect sense

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Only authorised craft should have right of way within this area.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Makes sense

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Makes sense

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Makes sense

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** About time. Totally agree.

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

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### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

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### Submitter details

**Your local board:** Henderson-Massey

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**Name of organisation/business:**

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**Source:** Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** 12 knots is a difficult speed for many boats. It's right on the cusp on planing and requires constant monitoring to maintain. This actually reduces your situational awareness as you spend more time trying to keep the boat at 12 knots than you do looking around you.

It also significantly increases the time taken to travel from one end of the harbour to another, something we often do several times a day as part of our survey work.

Another option rather than increasing the max speed might be to have a marked high speed lane the whole way across the harbour.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** It's common sense. It's something we have to do as commercial operators and should be mandatory for everyone. Cellphones can go flat or have no signal. VHF's may not work if your boat battery dies, or may have separate batteries that also go flat. Having 2 forms of communication reduces the risk significantly.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Again, common sense. If they are manned and have an engine they are powerboats and should be subject to the same rules as all powerboats. That's like saying motorcycles don't have to follow the same road rules as cars and trucks.

#### **Proposal 4:**

##### **Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments:** High traffic area, including large ferries. Anchored vessels are a hazard, especially at low tide.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** We often access the port area as part of our survey work and we know the risks present in any port area. Unless you're constantly monitoring Ch 12 or have knowledge of the shipping schedule you have no idea which ships may be moving or deploying equipment. It's a hazardous area and should be restricted to authorised vessels only.

#### **Proposal 5:**

##### **Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:**

#### **Proposal 6**

##### **Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Unnecessary duplication

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Agree in principle, however I do worry that this will dilute the information available to people and some boaties may remain ignorant of the rules around marine mammals if the bylaw is removed.

**Proposal 8:****Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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### Submitter details

**Your local board:** Hibiscus and Bays

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**Name of organisation/business:**

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**Source:** Online

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## Questions

### Proposal 1:

#### **Increase the speed on the Waitematā Harbour Zone to 18 knots**

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** As a small vessel, (jet ski) to move from one side of the harbour to get to the otherside to where we want to head, it is impossible to stay under 12 knots and not get in the way of the bigger sail boats. You have to be able to manoeuvre through them and move out of their way.

### Proposal 2:

#### **Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))**

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### **Make new rules about novel craft, for example a motorised surfboard**

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

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We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:**

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Disagree

**Comments:** I agree people should not swim in the area

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response**

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

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**What is your opinion on this proposal?**

**Response**

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

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The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** As long as it is widely publicised as to what those rules are.

### **Proposal 8:**

#### **Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** You need to ban swimming at least 20m from either side of a boat ramp. Many of times I have seen parents allowing their children to swim near a a boat ramp (when there is 100m of safe swimming either side) Boats and jet skis have enough worry about watching the waves and other boats about them without having little ones swimming about. usually the children are from non boating families and they have no ideas of the dangers of launching or retrieving a boat/ski at a ramp. I have even seen many a boatie shouting at the kids to move and the parents oblivious. This is a severe accident or death waiting to happen.

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### Submitter details

**Your local board:** Franklin

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**Name of organisation/business:** The Surveying Company, 17 Hall Street, Pukekohe

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**Source:** Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** As the owner of a large launch it is much more environmentally unfriendly to cruise at 12 knots in the harbour as most boats do not plane properly at that speed. They often have their bottoms down and create a large hole in the water which it turn creates a huge wake. At 18 knots all launches will be planning nice and flat and create a much smaller wake. At 18 knots this will help the foreshore with smaller waves and will also make navigating more easy due to the smaller boat wakes. I support 18 to 20 knots as a safe speed to travel with the resulting best outcomes.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** It's just common sense and obviously safer. The more forms of communication you have on the water the safer you are.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Just commonsense and obviously safer. The harbour is busy so everyone should abide by the same rules.

**Proposal 4:**

**Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**It's more safer for everyone. The Tamaki entrance is a busy entrance and very shallow with not room to maneuver.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Disagree

**Comments:** It's nice to show national and international visitors these areas as long as you keep out of the way of all other commercial vessels. International Maritime Law applies and all vessels over 500 tonnes have the right of way anyway. This should only be a prohibited anchor area. It's still everyone's harbour.

**Proposal 5:**

**Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** It's common sense and practical

**Proposal 6**

**Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** It will make this bylaw less confusing

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** It will keep it nice, clear and consistent with the MMP Act 1978.

**Proposal 8:****Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** More clarification is obviously better.

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters. The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

**Note:** *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

Your local board: Upper Harbour

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments** as a sailor who has to regularly pass through this stretch of water have on a number of occasions had concerns about boats traveling too fast and not paying enough attention to what is in front of them. At times there can be quite a large number of boats traveling through here and feel the speed limit is too high as it is .

John

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** too many rules

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** 5 knot rule should apply to all

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Disagree

**Comments:** there could be a lane for no anchoring rather than the whole area

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Disagree

**Comments:** has there been an incident or is this a might be thing . if all behave in a responsible manner should be ok

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response**

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response**

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:**

**Comments:**

**Proposal 8:****Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:**

**Comments**

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

Your local board: Kaipātiki

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### **Increase the speed on the Waitematā Harbour Zone to 18 knots**

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** Water craft take longer to manoeuvre when there are hazards they don't need to go at 18 knots.

### Proposal 2:

#### **Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))**

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Given the cell phone coverage, maybe a vape should be carried too for smoke signal option.

### Proposal 3:

#### **Make new rules about novel craft, for example a motorised surfboard**

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Look out for swimmers. There are enough craft out there already the further from the shore the better.

**Proposal 4:**

**Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments:** It's no parking/mooring what is there to argue against?

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Safety

**Proposal 5:**

**Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Safety

**Proposal 6**

**Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Always good to simplify things

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Confusion avoided

**Proposal 8:****Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Common sense.

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

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Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

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### Submitter details

Your local board: Kaipātiki

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** 12 knots is a very hard speed to hold on most boats. If the boat doesn't get on the plane it slows down to 8 knots. If the boat does start to plane, then it wants to go over 12 knots. 18 knots is a speed that all boats will plane at, and so you can control the speed of your boat more accurately. It is also safer in rougher conditions.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** It is good practice to do this but very difficult to do on a kayak or smaller craft. People have two forms of communication now if that is what works for their craft.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Disagree

**Comments:** What is the problem that you are trying to fix?

**Proposal 4:**

**Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Disagree

**Comments**That is where people anchor to fish. This is a large area and no changes need to be made in this area.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Disagree

**Comments:** People fish by the pylons when there are no boats in the area.

**Proposal 5:**

**Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Disagree

**Comments:** The current rules work well enough. If the same rules were applied to this area as apply to the rest of the harbour you would always be within 200 metres of the shore so could only ever do 5 knots in the basin.

**Proposal 6**

**Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:****Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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### Submitter details

Your local board: Waitematā

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 8 knots

**Comments** 12 knots is generally not a planing speed for powerboats, it creates large wakes. I understand that at 18 knots most powerboats will be planing and creating less wake. I also understand that for many days (winter, weekdays) the harbour is relatively empty and 18 knots is a safe speed and the wakes aren't a hazard

My concern is safety during busy summer days and we need a black and white rule. If 18 knots isn't safe on all days and the resulting wakes aren't a hazard on all days then it's not an effective by-law.

We also know that Auckland is now home to an increasing number of very large motor launches, most capable of high speed, which produce very large wakes at 18 knots. A few at a time is manageable but we now have hundreds of these craft and with the Westhaven Marina set to accommodate even more, we need a by-law which is fit for this reality and is future proof. These are 50 foot plus vessels, capable of high speeds and weighing over 40 tonnes. They create enormous wakes at 18 knots.

The other issue is space, a large number of large vessels travelling at 18 knots, intermingled with all the other harbour users, it's prudent to have space, on busy summer days there isn't.

It's time to face reality and bring in 8 knots, everyone is displacement. I'd be happy if this applied on weekends and public holidays during daylight saving and 18 knots at other times.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

**Proposal 3:**

**Make new rules about novel craft, for example a motorised surfboard**

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:**

**Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:**

**Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response**

**Comments:**

**Proposal 6**

**Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:****Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:****Proposal 8:****Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments****Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

Your local board: Devonport-Takapuna

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments** I have a keeler moored in torpedo bay and as a member of Devonport Yacht Club witness first hand the effects of high speed of boats using this section of the harbour. The main issue involves the large launches which generate large wakes - far greater than ferries - and endanger many other users of the harbour. Small vessels such as runabouts have to slow right down and face these waves or risk capsizing. Accessing my boat means taking precautions not to do so while these wakes roll the boat viciously and to time landing to avoid these wakes on the dinghy ramp where the force of the waves would easily cause damage and injury. While I accept these conditions I believe the proposed increase in speed would make a more than incremental increase in danger.

These wakes also damage the foreshore with the same effect as the worst easterly storms we see in torpedo bay. It is incongruous to see waves hitting the sea wall and cascading high in the air in with not a breath of wind to fill a sail.

The thing that scares me most though is the issue I have on retrieving my mooring after a days sailing. On rounding North Head I check behind me for these fast boats returning to the harbour. Frequently There will be no boats between me and the Rangitoto Beacon but on wanting to turn into my mooring will find a wall of them, with flying wakes, rounding North Head and passing on either side. I have no way of letting them know I am going to turn in front of them and many seem unable to work this out. Hand signals seem to confuse and anger them. I have no idea if they know that an overtaking boat must stay clear. They frequently drive through the mooring area ignoring the appropriate speed limit.

It seems odd that on our streets we are lowering speed limits because mixed use means that high speeds are unsafe but on the harbour the mixed use of swimmers kayaks small boats sail boats keelers and large launches would be safer with higher speed limits. It is simply not true of course. Also incongruous is the demand from these boat owners that in their marinas 'no wake' speeds are compulsory but it's fine to push a huge wake through my mooring area.

We have had a number of incidents in recent years where collisions have occurred and in one case a swimmer killed by a high speed vessel and we have increasing number of boats being sold and used on the harbour. Safety is not just about speed and there is concern in my circles that people are taking to our seas without the experience and skills to do so. Safety is not just a speed issue and the council would do well to become more active in this area.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

**Proposal 3:**

**Make new rules about novel craft, for example a motorised surfboard**

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:**

**Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:**

**Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response**

**Comments:** I don't have the knowledge to comment

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:****Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:**

**Comments**

**Important privacy information**

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

**Note:** *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

Your local board: Waitematā

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments** There are too many small and large craft on the water in this area to allow some vessels to travel at a fast speed. Reaction times to see small craft, particularly those close to the water, eg kayaks, and then to take appropriate action means that there will be mistakes made and people will get hurt or killed. I understand that commercial vessels want to minimise costs, but in this instance it is irresponsible to allow money to get in the way of peoples' safety. Ironically your 2nd proposal is meant to increase safety - and yet this 1st proposal is incongruously opposite to improving safety!

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Other

**Comments:** Is there evidence to suggest that if 2 means of communication were available it would have saved lives? Seems unlikely to be able to be enforced, and will be resource hungry if it is. A kayaker is not often close enough to shore to use their voice. Most small craft will have more than 1 person and all people tend to carry phones.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Seems like a no brainer. Also you seem to be suggesting that speed is important - which makes me really wonder why on earth you would want to increase the speed limit in the inner harbour.

#### **Proposal 4:**

##### **Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Other

**Comments:** I don't know enough about this location and the problems here to make a comment

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Disagree

**Comments:** seems like a takeover of public space without due process

#### **Proposal 5:**

##### **Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** I don't know enough about this location to comment

#### **Proposal 6**

##### **Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** I don't know enough about this to comment

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:****Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Other

**Comments**

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### Submitter details

Your local board: Maungakiekie-Tāmaki

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### **Increase the speed on the Waitematā Harbour Zone to 18 knots**

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 15 knots

**Comments**

### Proposal 2:

#### **Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))**

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### **Make new rules about novel craft, for example a motorised surfboard**

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

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**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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### What Auckland Council does

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### Submitter details

Your local board: Waitākere Ranges

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** This is ridiculous. How can safety be enhanced by increasing a speed limit. Would you increase the speed limit on the Southern Motorway to 150 km/h? Give the ferries their exemption, and keep the cowboys to a safe speed.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** You are clearly unaware of large areas of the outer Gulf where cellphone reception is poor or nonexistent

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Other

**Comments:** Don't care, don't go there

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** Don't care, don't go there

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

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**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

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The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Disagree

**Comments:** "Department of Conservation who can enforce rules about speed around Marine Mammals more effectively" No they cannot. DoC have one, sometimes two, boats in the Gulf. Harbourmaster is more likely to be able to enforce rules.

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Other

**Comments** Don't care, will still be incomprehensible whatever you do

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### Submitter details

Your local board: Hibiscus and Bays

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

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Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** Seems reasonable based on today's motorised craft

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** Those going boating should be responsible for their own safety, not Nanny State ( i.e Tax and/or ratepayers.)

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** All craft should abide by the same set of rules when close to shore.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments:** Seems to be common sense not to block access to vessels going in and out of a river.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Again it should be common sense not to take pleasure craft or swim in areas servicing freighters or other sea going vessels.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** Just police existing rules. Unless existing rules are policed there is no point in having them.

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Self evident providing controls are in place elsewhere.

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Other

**Comments:** If rules about the speed around marine life are policed from elsewhere then I agree that there is no need for a bylaw.

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** Seems like a good opportunity to update rules and bylaws while considering the other matters noted here.

### Important privacy information

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

*Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

Your local board: Papakura

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 15 knots

**Comments** Efficient, without being scary

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** It's safer

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Some are too fast for safety, in a Harbour

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments:** Dogfight enough, with varied depth at low/high guides, as it IS

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Too busy for anything else like swimming.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Crowded often - safety

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Consistency

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Already covered by existing rules.

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** For clarification/understanding

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

Your local board: Devonport-Takapuna

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** Responsible professionals should be able to travel faster eg. fullers than they currently do.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Seems sensible, especially example about near shore kayaker. We need to improve our water safety.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Seems safer and safety is important. No reason for other users to access the area.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

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**Note:** *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

Your local board: Kaipātiki

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** Will allow the ferries to travel faster.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** Just making things more expensive.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Anything which can travel at speed needs to be within safety controls.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments** Just seems dangerous to anchor in an entrance / exit.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Just would be a safety issue.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** As we grow we need rules to ensure users safety.

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** We need to have consistence rules.

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Same as above.

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** Making things simpler, makes following the rules easier and more likely to follow.

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

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### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

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### Submitter details

Your local board: Kaipātiki

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** If fast ferries can safely travel at this speed then that should be allowed without requiring an exemption.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** This a sensible extra precaution.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** This will require then to conform to existing vessel rules.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments:** Safer

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Seems safer

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** Don't know enough about usage in this area.

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Duplication is a waste

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** As long as a relevant law still applies duplication is unnecessary

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** Clarification is good.

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

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### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

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### Submitter details

Your local board: Ōrākei

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Name of organisation/business:

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Source: Online

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## Questions

### **Proposal 1:**

#### **Increase the speed on the Waitematā Harbour Zone to 18 knots**

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response**

**Comments**

### **Proposal 2:**

#### **Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))**

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response**

**Comments:**

### **Proposal 3:**

#### **Make new rules about novel craft, for example a motorised surfboard**

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:**

**Comments:**

**Proposal 4:**

**Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:**

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:**

**Comments:**

**Proposal 5:**

**Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Assume paddle powered craft in hatched area?

**Proposal 6**

**Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Avoiding confusion. Trust commercial fishing craft will be banned from the Gulf by a near date

**Proposal 7**

**Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Part of preserving our treasured gulf

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** Common sense at last

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

*Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

Your local board: Hibiscus and Bays

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** Its very busy in the harbour with many non powered craft as well as alot more wetbikes.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Other

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response**

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Other

**Comments:** How will boaties know what the speed rule is?

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

Your local board: Devonport-Takapuna

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** It is my view that degradation of sand strands on inner harbour beaches (particularly on the Devonport Foreshore) will significantly increase with the increase in wake and bow-wave energy created by larger craft and ferries in particular, should an increase to the existing speed limit be enacted.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**This is a frequently busy section of the harbour, with traffic both exiting/entering the river, and crossing east-west of vice versa across the river mouth. At half tide of lower, it is also increasingly physically constrained by depth. As the use of the space continues to grow, the use of the area as an anchorage will only continue to add unnecessary hazard to the many other users.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** It is inappropriate to allow continued private recreational vessel entry into the commercial area both for port security (and including including ship security within the port) and for wider safety reasons in an increasingly busy area of the harbour.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Other

**Comments:** No opinion on this proposal

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Removal of duplication and/or confusion between separate areas of the legal framework, is generally desirable.

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Removal of duplication and/or confusion between separate areas of the legal framework, is generally desirable.

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** Clarity of any/all By Laws and related regulations is always of paramount importance, if widespread 'buy in' and compliance is desired.

### Important privacy information

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## Proposed new Navigation Bylaw 2021

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### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

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### Submitter details

Your local board: Howick

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** Sounds sensible

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** I always carry at least 2 means of communicating plus flares, strobe and ELB.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** In principle

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**A vessel was moored there for a long period just to flout existing rules.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Other

**Comments:** Agree in the main however, when a vessel of significance is berthed and there are no safety issues, I do not believe that pleasure boats viewing such a vessel should be excluded.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Sounds logical.

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Logical

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Logical

**Proposal 8:****Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Logical

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## Proposed new Navigation Bylaw 2021

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### Submitter details

Your local board: Manurewa

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Name of organisation/business:

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Source: Online

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## Questions

### **Proposal 1:**

#### **Increase the speed on the Waitematā Harbour Zone to 18 knots**

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response**

**Comments**

### **Proposal 2:**

#### **Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))**

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### **Proposal 3:**

#### **Make new rules about novel craft, for example a motorised surfboard**

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:**

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:**

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:**

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response**

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

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**What is your opinion on this proposal?**

**Response**

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:**

**Comments:**

**Proposal 8:**

### **Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:**

**Comments**

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## Proposed new Navigation Bylaw 2021

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### Submitter details

Your local board: Hibiscus and Bays

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** More boats are travelling fast so there needs to be a recognition of this and a reasonable limit enforced.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Other

**Comments:** As long as it doesn't apply to small devices. The definition of "Vessel" needs to be clear. Is a surf board a vessel? It would be unreasonable (and almost impossible) for the likes of a windsurfer.

The definition "any board used for board sports" needs clarification. It is not practical for proposal 2 to apply to surfboards, paddle boards and windsurfers where there is no practical solution to carry 2 devices.

Are "flags" an acceptable means of communication and, if so, what minimum size?

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Novel craft implies some mechanical aid. It should not apply to kite surfers (with or without foils).

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments:** I understand that there have been recent accidents in this area (supporting the need).

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** It makes sense for safety with the current range of craft/vessels.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** It is highly desirable to have current practice, signage and legislation aligned!

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Having (different) legislation in different places is highly undesirable - too confusing.

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Having (different) legislation in different places is highly undesirable - too confusing.

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** It makes sense!

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

**Note:** *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

Your local board: Howick

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments**

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** It makes sense to have at least one back-up means of communication

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** All vessels (except emergency vessels) should adhere to the rules.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments** makes sense

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Makes sense from a public safety point of view and help avoid delaying ferries (the most frequent users) unnecessarily.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Other

**Comments:** Don't know; never been there.

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Makes sense to avoid duplication.

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Makes sense to avoid duplication.

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Makes sense to avoid duplication.

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters. The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

Your local board: Albert-Eden

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** Boats can safely travel at this speed in that area today.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** We are all accustomed to rely on instant communication with others at all times. VHF is needed in many cases when phones will not work.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

Your local board: Waitākere Ranges

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** Because that is fast enough already and some people already exceed it so it will only become less safe with an increased limit, especially as the population grows and there are more people on the water. And especially as any idiot can pilot a boat, they don't need to get a licence.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** One method is sufficient. Not everyone has a VHF radio. Kayakers don't want to be carrying more than 1 type of device especially as voices don't carry far and they may paddle out further.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** People in novel craft are likely to be the type of people who will break the rules anyway - even worse if they can claim that the rules don't apply to their vessel.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Other

**Comments** Don't prohibit it, but limit it to specified moorings so the number and location of them can be controlled.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Makes sense for safety. As long as this does NOT include the viaduct area.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** It seems to make sense though I'm unsure where reserved area A is as that wasn't marked on the diagram - is A everywhere that is not B? Would've been better to Mark both on the diagram using 2 different colours.

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Other

**Comments:** It seems ok but I don't really have an opinion this.

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

#### Response:

**Comments:** I see the sense of it in one way but people won't know where to find that information- at least if boat operators are trying to follow the rules they know they can go to one place and find everything they need to know. If there's no mention of marine mammals in the bylaws they won't even think of it. It would be better to reproduce what is in the Marine Mammals Protection Act in the council bylaws and just make the statement that they are covered by that Act which is enforced by DoC (so people know they can be accountable to DoC if acting incorrectly around dolphins etc on the water)

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

#### What is your opinion on this proposal?

**Response:** Other

**Comments** I'm all for clarity but I'm not really sure what ones you're talking about and I don't want to have to look that stuff up sorry.

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### Submitter details

**Your local board:** Waitākere Ranges

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**Name of organisation/business:**

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**Source:** Online

---

## Questions

### Proposal 1:

#### **Increase the speed on the Waitematā Harbour Zone to 18 knots**

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments**

### Proposal 2:

#### **Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))**

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### **Make new rules about novel craft, for example a motorised surfboard**

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:**

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

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**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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## Proposed new Navigation Bylaw 2021

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### Submitter details

Your local board: Devonport-Takapuna

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

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The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 15 knots

**Comments** I'm assuming this is mostly for ferries. I'm actually okay with the ferry speeds increasing but I'm not as keen for the private boats which really are quite rude with respect to smaller craft.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Cell phone insufficient as there cell phone dead zones out there. I think VHF frankly should be required.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** Okay you want to make new rules. I don't know if I agree or disagree until you write the rules? I agree that you should be looking at it.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** There probably needs to be an exception for private yachts checking in from overseas and who are told to dock there by the harbourmaster.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:****Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Simplify both learning and enforcement

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:****Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

*Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

Your local board: Howick

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments** Most vessels make a large wake at 12 knots

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** I always carry two methods of communication as you can't rely on one.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** All watercraft should comply with speed limits and restricted areas.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Disagree

**Comments:** I agree that vessels should anchor on commercial channels, but beaches are fine.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Pleasure craft should avoid busy commercial areas

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** No comment

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** No comment

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Only to avoid duplication

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** Some rules are open to i nterpretation..

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

Your local board: Devonport-Takapuna

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** Will allow ferries to legally travel faster. its important to note that many/most small private vessels already exceed 12 knots

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Easy and safer. All power boats should have VHF and not rely on just mobile phone

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Disagree

**Comments:** zone is too large and impacts on fishing and yachting areas

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

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### Submitter details

Your local board: Howick

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** So that the ferry's can travel faster.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** It seems sensible and safe.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** They are craft and need to have some control over how they are used.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response**

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Avoid duplication.

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Avoid Duplication

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** It is good to clarify the rules and to make them easier to understand.

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

Your local board: Albert-Eden

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** Ferries need to go fast.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Safety first.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Safety first.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**Safety first.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Disagree

**Comments:** I might need to drop someone off there.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Whatever suits you.

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Reduces complexity and red tape.

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Reduces complexity.

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** This should mean using English as the main language.

Eg placing English in front of Maori in Council headings.

English first will increase safety as basically everyone can understand English and no one can understand Maori.

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

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We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

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### Submitter details

**Your local board:** Hibiscus and Bays

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**Name of organisation/business:**

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**Source:** Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** This should be the upper limit in what is a congested waterway, where many vessels travel with 200m of one another, including large shipping movements and ferry traffic.. when many cruising yachts travel at far lesser speed at the same time many smaller recreational vehicle are at anchor whilst fishing on the edge of the channel

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

*Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

Your local board: Franklin

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** I travel in the area a reasonable amount and find the current limit slow and feel not necessary

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** I think a second means of communication is a must if you only have 1 and it fails you're stuck

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** This way everyone using the water knows what others are or should be doing

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Other

**Comments:** I cant comment on this as I am not familiar

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Safety

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** It seems to be working so just clarify the rules

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** I don't understand

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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## Proposed new Navigation Bylaw 2021

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### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

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### Submitter details

**Your local board:** Regional

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**Name of organisation/business:** NZ Marine Industry Association of NZ

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**Source:** Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments**

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Other

**Comments**We do not have info to support this-we are concerned that locals may wish to go fishing in this area and this should be allowed

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Disagree

**Comments:** Auckland is host to a lot of sailing and keel boats often need to go slightly into these areas to get out of the tide whilst racing in this narrow section of the harbour or to seek shelter to lower sails in gusty conditions

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Other

**Comments:** We would support what the Auckland Water Ski club says

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:****Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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## Proposed new Navigation Bylaw 2021

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

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**Note:** *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

Your local board: Ōrākei

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 15 knots

**Comments** 15 is quite fast. 2 boats coming together at 15kn have a terminal speed of just under 60km/hr which is pretty quick especially as we have lots of inexperienced pleasure launch skippers/owners

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** One is enough and hopefully the y know how to use it. 2 is too complicated.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Very much needed, pity we can't get road cyclists treated like this too

**Proposal 4:**

**Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments:** Boats coming in and out need clear way

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Just common sense to me

**Proposal 5:**

**Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** No change so not an issue

**Proposal 6**

**Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 7**

**Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Disagree

**Comments:** No harm in reinforcing this rule by repeating it

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** Simplicity is good

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## Proposed new Navigation Bylaw 2021

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

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### Submitter details

**Your local board:** Hibiscus and Bays

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**Name of organisation/business:**

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**Source:** Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** Makes navigation easier giving vessels better control for maneuvering especially around ferries. It also allows for planning of vessels which in return reduces fuel consumption and pollution.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** A VHF will be able to work in mobile phone Black spots that occur in the Hauraki Gulf. Ensuring that help can be contacted. I believe that if you are to implement this law that it needs to read 2 different types of communication. I.E. Not 2 or three different phones on board

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Disagree

**Comments:** It is too broad what about wind powered craft such as windsurfers and kite boards. These are generally out in bad weather and in locations where there are no swimmers.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Disagree

**Comments**Why would you want this?

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Safety

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Other

**Comments:** I agree but the use of powered craft should not be under the 100mtr shore rule. This area has been used for water skiing for the last 70 years and should stay as such. there should also be a clause which allows access to the non powered area for ski competitions and festivals. as the banks of this area are great viewing points for the compitions and are close to main public transport.

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Get rid of the cost of duplication and regulation.

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** A no Brainer.

**Proposal 8:****Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

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**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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### Submitter details

Your local board: Don't Know

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

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Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** As long as its deemed safe by experts and no sea life is adversely affected, it seems reasonable

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** The safer the better!

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Any mode of transport with a motor has a much higher chance of seriously injuring or killing animals or other people - makes sense to include them under the laws

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**The safer the better!

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** The safer the better!

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Good to streamline written rules with existing behaviours

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

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**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Good to streamline written rules with existing laws

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Better to come under laws that can be more effectively enforced

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** Good to streamline written rules with existing laws

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

**Note:** *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

Your local board: Ōrākei

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments**

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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## Proposed new Navigation Bylaw 2021

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

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### Submitter details

Your local board: Ōrākei

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Name of organisation/business:

---

Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response**

**Comments**

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response**

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** There are kite surfers within 200m of shore in close proximity to swimmers on many beaches. They increasingly have foils on them which are sharp and dangerous and the users have less control than power boats. While a 5knot limit here may be difficult for them, they should not be powered up as this is an accident waiting to happen.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:**

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Other

**Comments:** I agree in general. The stated goal is to align the rules with current practice. Some minor changes will be required for the Auckland Water Ski Club to operate effectively. this is essential for the sport as the Orakei basin is the only venue for tournament water skiing in the entire Auckland region. I would be happy to detail the changes I believe are needed but feel that the AWSC will be best placed to provide a detailed response and I support their submission.

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response**

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:****Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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## Proposed new Navigation Bylaw 2021

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### What Auckland Council does

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### Submitter details

Your local board: Devonport-Takapuna

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** The 18kn speed limit must not be a blanket rule, but only apply to scheduled ferry services, pilot boats, and Harbour Master's, police and SAR crafts on urgent missions. Internationaal ColRegs provide for amber flashing lights to denote high speed crafts, if needed. Recreational and commercial vessels should remain subject to 12kn limit in inner harbour and coastal areas. Open sea spaces should not be limited.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** Differentiation between motorised and non-motorised craft would be useful. A foil sailing craft may need high speed to operate, and this is difficult to limit- same for wind and kite surfers.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Disagree

**Comments:** Non powered activities only in entire basin: safety, noise and ecological value protection

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Education and publication of rules under the Act needs to be stepped up.

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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## Proposed new Navigation Bylaw 2021

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### What Auckland Council does

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### Submitter details

Your local board: Hibiscus and Bays

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** Ferries are simply too slow...and this is not necessary

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** It is sensible

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Innovation is good,....creating unregulated danger to other users is bad!

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments:** Clear risk to public safety

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Danger to public safety and risk of unnecessary delays to public transport.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Seems common sense

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Commercial hiring should be adequately covered by H & S rules, which has wider application and relevance

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Avoids potential confusion about which rules apply. These must be strict however.

**Proposal 8:****Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Other

**Comments** I am not competent to comment

**Important privacy information**

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### Submitter details

Your local board: Kaipātiki

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

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Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** I consider this to be a safe and manageable speed.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** In line with current best practice.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

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**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

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**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

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We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

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**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

Your local board: Whau

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** I accept the rationale for ferries and I think it is possible to stop safely from that speed BUT I would ban the use of "autopilots" within that zone (and and much of the restricted areas of the Waitematā for that matter). Such a clause would increase the liability of anyone who had a collision. Or you could include other stipulations about keeping watch within the zone.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Other

**Comments:** I don't think the human voice can really included in this class. Why don't you just state plainly that you really want vessel to carry a radio from now on as well as a phone. No need for the euphemistic phrase.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** Special rules for special vessels should be a minimal exception; see ferries in Q1. Publicising generic rules which can apply broadly should be the method, otherwise the legislators will be constantly playing catchup. However, more thought should be given to the 5knot rule. Why is it speed over the ground if minimising wash is an objective. And why do we tolerate sailing vessels exceeding it so commonly.

#### **Proposal 4:**

##### **Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Other

**Comments**I don't have a strong opinion nor is it clear how this would relate to moorings within this area.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Other

**Comments:** this seems reasonable but it should be balanced by creating mooring points along the waterfront where it IS safe. Access to the waterfront has dwindled to zero. In other countries boats are welcomed to cafe's and bars. In Auckland they set the dogs on you. Suggestions would be: near the customs wharf at the east and somewhere at the west end of Westhaven marina as well as the steps by the historic vessels near the silos. I had to negotiate in writing to get permission to tie up at the maritime museum even though I was a member. Something like the pontoon at Birkenhead should be routine at many places on the waterfront. Could I be forgiven for thinking Auckland Council just hates boats?

#### **Proposal 5:**

##### **Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Disagree

**Comments:** I can't see the partition of the lake serving either type of user. I suggest that, since the non-powered vessels are likely to be shallow draft that they stay near the edge and powered vessels stay away from the edge, since I assume they should be staying away from the edge at waterskiing speeds. The division should be more like a doughnut or belt.

## Proposal 6

### Remove rules about Commercial Vessels for Hire and Reward

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

#### What is your opinion on this proposal?

**Response** Agree

**Comments:** seems rational to simplify but will the cross-referenced notes be for USERS? I suspect that the act is written for those offering vessels not for those hiring vessels. Your bylaw publicity should clarify the expectations and obligations of the USERS who will be the people reading most of the rest of the bylaws about behaviour at sea. It should be a bit of consumer advice letting the hirers know what the are the obligations on the offerer of the vessel. eg should a jetski have navigation lights provided? Should a kayak have sprayskirts? Which party should provide the "two independent means of communication"?

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Other

**Comments:** this is the third question which seems to pass the buck. I had assumed that the Police enforced all of this stuff perhaps aided by intelligence from the coastguard. if we include the fisheries protection and the harbourmaster we seem to have half a dozen agencies supposedly approaching vessels about different aspects of their behaviour. I thought that's what this review was trying to avoid.

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

#### What is your opinion on this proposal?

**Response:** Agree

**Comments** I'm all for clarity



[Important privacy information](#)

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## Proposed new Navigation Bylaw 2021

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### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

Your local board: Rodney

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** to align with current use and is still safe.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** seems appropriate.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** to maintain uniformity

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments:** this will make the area safer

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** safety

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** does not affect me and I am not aware of the use.

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** does not affect me and I am not aware of the use.

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** sensible to have only one rule.

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** clarity

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

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### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

Your local board: Howick

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** There are a number of near misses and accidents now without adding more speed. SO many people are out on the water and a number appear to be very much underprepared e.g. no oars, no visible life jackets (maybe in a cupboard) speeding on the Tamaki River which erodes the banks further.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Safety 1st, 2nd and 3rd.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** So many novel craft out there, we need to have safety rules for all.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments:** If this rule is in the interests of safety I support it.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Safety. There are now so many boats in that area, this is a good rule to have.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** It sounds more regulated.

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** I feel I am not qualified to comment on this one.

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.



We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Disagree

**Comments:** I would like to see Marine Mammals protected in two ways, maybe some people will not read one set of rules but hopefully will read another. They need a lot of protection.

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** Yes make the rules clearer.

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### Submitter details

Your local board: Waiheke

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 15 knots

**Comments** Recognise the usefulness of increasing speed limit is open waterways though needs to be balanced with safeguards.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** The additional communicative device may well save lives should difficulties occur in situations where one device becomes inoperative

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** If these do not come under existing regulations for personal crafts (such as jetskis) then regulations should be made. I have seen such vessels on a number of occasions at Onetangi beach on Waiheke.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**With the prohibition of any anchorage, this eliminates the potentials for hazards in this busy waterway

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** These commercial port areas are already crowded with commuter vessels and do not need non-essential vessels adding to the congestion.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Prescribed practices need to be enforced such that all users understand the environment and its permissible activities

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

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We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** As the regulation pertains more appropriately to Health & Safety regulations, this makes sense. Though essential it is not thereby overlooked.

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** As above, though even more pressing that it is not overlooked because it has been removed from this document.

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** Vital that rules and regulations have clarity and transparency.

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### Submitter details

Your local board: Ōrākei

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

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Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** Exemption for ferries could/ should be drafted. Large number of substantial sized private vessels in this area, frequently operated by inexperienced or ignorant skippers. Whatever the limit it would be good to see it enforced. There are an alarming number of badly operated craft in this space, causing a danger for all. Ferries are not the problem. They are regulated, professionally run and quite capable of operating at higher speeds than the weekend warriors, many of whom have no qualifications other than being able to afford a large powerful craft.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Other

**Comments:** Craft more operating more than 200m for site require two means of communication.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** You must also provide areas or exclusions to cover the existing use of wind surfers, kite boards and other novel craft or you will effectively make the use of all these craft illegal... you can't do 5kts on a kite board

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments:** History of one specific vessel in this location causing a navigational hazard.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Disagree

**Comments:** No normal person is going to know where to find this information. At a minimum state and link to the requirement.



**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Disagree

**Comments:** As above. Current statement is clear and doesn't require locating multiple pieces of legislation.

**Proposal 8:****Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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## Proposed new Navigation Bylaw 2021

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

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### Submitter details

Your local board: Maungakiekie-Tāmaki

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### **Increase the speed on the Waitematā Harbour Zone to 18 knots**

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments**

### Proposal 2:

#### **Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))**

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### **Make new rules about novel craft, for example a motorised surfboard**

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Disagree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Disagree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Disagree

**Comments:**

**Proposal 8:**

### **Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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## Proposed new Navigation Bylaw 2021

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### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

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### Submitter details

Your local board: Howick

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Name of organisation/business:

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Source: Online

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## Questions

### **Proposal 1:**

#### **Increase the speed on the Waitematā Harbour Zone to 18 knots**

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response**

**Comments**

### **Proposal 2:**

#### **Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))**

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response**

**Comments:**

### **Proposal 3:**

#### **Make new rules about novel craft, for example a motorised surfboard**

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:**

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:**

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:**

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response**

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

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**What is your opinion on this proposal?**

**Response**

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.



We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:**

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** Before any of this :- Stop the sewage from entering the harbour in overflows after rain or storms. !!!!!

FIRST THINGS FIRST

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

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### What Auckland Council does

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### Submitter details

Your local board: Rodney

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 15 knots

**Comments**

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

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### Submitter details

Your local board: Kaipātiki

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** I would propose a no-wake zone rather than a specific speed zone in the Harbour.

**Comments** Dependent on the size, displacement and type of vessel a no-wake policy would be easier and more practical to enforce. A light speed boat doing 18 knots will not produce any significant wake compared to a 50 tonne launch doing 18 knots.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Other

**Comments** Allow an exception for any local yacht clubs that use that area of the river to run their regular club racing and regattas.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Disagree

**Comments:** I don't see this as being a problem that needs fixing?

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

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**What is your opinion on this proposal?**

**Response** Agree

**Comments:**



**Proposal 7****Remove rules about speed around Marine Mammals**

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What is your opinion on this proposal?

**Response:** Agree

**Comments:**

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**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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### Submitter details

Your local board: Don't Know

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

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Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments** Existing wake issues from speeding launches make inner harbour unsafe. 10 knts better reflects a good user experience for all harbour users and balances impacts of speed while still giving a decent speed for booties to get to northhead. 18 knts is far too fast and will be dangerous for recreational users. If there is a ferry case then restrict any faster speeds to certain types of vessel (ie pilot vessels)

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

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This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

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**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

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**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

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**What is your opinion on this proposal?**

**Response**

**Comments:**

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**What is your opinion on this proposal?**

**Response**

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:**

**Comments:**

**Proposal 8:**

### **Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:**

**Comments**

### **Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

**Note:** *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

**Your local board:** Regional

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**Name of organisation/business:** Auckland Yacht & Boating Association (Refer full Submission emailed to Council,)

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**Source:** Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** Prefer a NO WAKE ZONE

18 knots is too risky as a general Rule - See Below

**Comments** When Considering increasing the maximum speed limit on the Waitemata Harbour from 12 to 18 knots.

- Will this speed limit be restricted to powered vessels. Foiling yachts and sail boards exceed these limits!
- 18 knots for vessel with experienced skippers would be OK but not by all vessels!
- The preference is for a "NO WAKE ZONE"! Some boats make a bigger wake dragging a stern wave at slow speed where a higher speed would reduce this wake.
- Will this conflict with the Speed Limits cited in Maritime Safety Law.
- Will the "zone" for the higher speed traffic allow a safe channel for slower boats whether under power or sail.
- Will this rule apply during hours of darkness when visibility is confused by the plethora of lights both navigational and those reflected from the onshore illuminations.
- The SAFETY of ALL HARBOUR USERS is the priority!

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Other

**Comments:** All should carry two means of communication. Is the cell phone coverage sufficient - there are "dead Spots"

**Proposal 3:**

**Make new rules about novel craft, for example a motorised surfboard**

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:**

**Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:**

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:**

**Comments:**

**Proposal 5:**

**Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response**

**Comments:**



**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?****Response****Comments:****Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:****Comments:****Proposal 8:****Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?****Response:****Comments****Important privacy information**

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## Proposed new Navigation Bylaw 2021

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### Submitter details

**Your local board:** Devonport-Takapuna

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**Name of organisation/business:**

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**Source:** Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 5 Knots or NO WAKE ZONE

**Comments** With many power driven vessels travelling at 12 knots the harbour is an unpleasant place to be with large launches creating huge wakes that destroy the potential tranquility of the harbour. At 18 knots these wakes may not be bigger than at 12 knots, but their ferocity traveling 50% faster will be even more damaging. Swimmers on the beaches will be in even more danger and occupants of sailing yacht put at greater danger.

A collision at 12 knots is deadly, at 18 knots it is even more likely to be deadly and definitely resulting in multiple deaths and the total loss of one or both vessels involved in the accident. Not to mention the closing speed of two of these high speed vessels colliding head on.

in 2012 Auckland Anniversary Regatta there was a collision at 5 knots at 5 knots which resulted in the near death of one of the crew and sinking of the yacht Gypsy. At any greater speed death would have been unavoidable.

Ferries, Police, Pilot Vessels, and Customs should be allowed to travel at higher speeds to meet their operational requirements, however recreational power driven vessels should be restricted to 5 knots, or as is often done overseas vessels transiting through a harbour must treat the area as a NO WAKE ZONE.

The Auckland Harbour is for Aucklanders to enjoy not for fast recreational launches to get in and out of as quickly as possible.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

**Proposal 3:****Make new rules about novel craft, for example a motorised surfboard**

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:****Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:****Proposal 8:****Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments****Important privacy information**

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## Proposed new Navigation Bylaw 2021

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### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

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### Submitter details

Your local board: Albert-Eden

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 5 knots is the legal limit

**Comments** to avoid danger to people

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Disagree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Disagree

**Comments:** collision rules apply for all vessels nto safely navigate . RAM vessels have right of way or those over 500 tonnes

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Disagree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**



**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:****Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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## Proposed new Navigation Bylaw 2021

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

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### Submitter details

Your local board: Ōrākei

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments** The stated policy is "better minimise the risk of accidents, nuisance and damage".

Increasing speeds to 18 knots means closing speeds of 36 knots in some cases - completely dumb.

Whilst the argument may be made to reduce the wake of powerboats and launches by increasing speed limits the overall result of this in my opinion will only increase the risk of accidents, nuisance and damage.

I am in favour of reducing the current speed limit.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Seems reasonable to request all vessels to have a means of communicating in addition to yelling out

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Seems sensible in a busy waterway zone

#### Proposal 4:

##### Make new rules for the Tamaki River Entrance and Commercial Port Area

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Disagree

**Comments:** I would support this if it was limited to the commercial shipping lanes but seems draconian when considering leisurecraft mooring in places like Karaka Bay.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Working port area okay fair enough.

#### Proposal 5:

##### Align rules about the use of Ōrākei Basin with current accepted practices

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Disagree

**Comments:** I cant see this being practically workable or enforceable. Surely rules of the sea should apply.

The basin is a public amenity and should be available for all public activities and access. If waterskiing want rights over the basin they should pay for it.

#### Proposal 6

##### Remove rules about Commercial Vessels for Hire and Reward

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** Dont have an opinion

**Proposal 7****Remove rules about speed around Marine Mammals**

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The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Disagree

**Comments:** This bylaw should remain in my opinion with reference to the Act

**Proposal 8:****Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:**

**Comments** Seems reasonable

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### Submitter details

Your local board: Devonport-Takapuna

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Name of organisation/business:

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Source: Online

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## Questions

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Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 5 knots

**Comments** The harbour should be a no-wake zone, therefore private vessels should travel no faster than 5 knots. This would not apply to ferries, harbour master, coastguard, police, customs, pilot, etc.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** adequate comms

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Disagree

**Comments:** should be treated like other vessels

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments:** high traffic area

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** high traffic area

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.



We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** clear comms

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

Your local board: Henderson-Massey

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 5 knots

**Comments** keep wakes from damaging actions, such as water users like kayaks and small craft plus lower the risk of coastal erosion. I have a 14m vessel and travelling down the harbour is no issue for me. Limit on well designed ferries and business vessels could stay at 12knots.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Just good safety practice.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Like jet skies operated near people swimming, these craft should be similarly controlled. A friend just had the stern of his kayak cut cleanly off by an out-of-control jet skier in a very recent incident.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response**

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

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### Submitter details

**Your local board:** Devonport-Takapuna

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**Name of organisation/business:**

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**Source:** Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

#### Response 8

**Comments** Due to the increase in water craft, the costal shoreline and users of this space are inflicted with increased shoreline water activity - like increased ships wash.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.



We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters. The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

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### Submitter details

Your local board: Māngere-Ōtāhuhu

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments** The speed limit should be lowered from where it is now - preferably to 5 knots - and more notices and education should be in place so boat owners and operators are aware of speed limits and boat operating rules.

There are lots of boats being operated on the Waitemata by people operating powerful and fast water craft who don't have any idea about speed limits or water vessel navigation rules - this is very dangerous. I've seen lots of near-misses, and examples of dangerous vessel operating - this seems to be getting worse. Increasing the speed limit will not help improve safety on the Waitemata, and is likely to contribute to an increase in accidents and injuries. The Waitemata is increasingly busy with pleasure craft - so more craft going faster won't be good.

Ferries should continue to apply for exemptions, or be covered by an approved operator blanket exemption.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** I agree powered vessels, and boats should carry two forms of communication, however small unpowered water craft such as kayaks, paddle-boards, surf boards, and wind-surfers should be exempt from having to carry electronic forms of communication.

**Proposal 3:****Make new rules about novel craft, for example a motorised surfboard**

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Disagree

**Comments:** The commercial area continues to expand at the expense of the pleasure craft operating public. The general public should be allowed to use the public space and waterways being used by commercial interests.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

## **Proposal 7**

### **Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** As long as this doesn't reduce the public knowledge of these rules.

## **Proposal 8:**

### **Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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### Submitter details

Your local board: Whau

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Name of organisation/business:

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Source: Online

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## Questions

### **Proposal 1:**

#### **Increase the speed on the Waitematā Harbour Zone to 18 knots**

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments**

### **Proposal 2:**

#### **Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))**

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### **Proposal 3:**

#### **Make new rules about novel craft, for example a motorised surfboard**

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

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**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

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We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

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We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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### Submitter details

Your local board: Devonport-Takapuna

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

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Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** I sail and motorboat extensively in the harbour and the majority of the users will speed up to the maximum and refuse to use the 50m or 100m distance rule. Most boaties don't know the give way rules, most boaties refuse to use proper give way rules. Now, this is one thing whilst travelling at 12 knots, but at a higher speed, the bigger the crash the bigger the safety risk. In addition, the number of boaties drinking alcohol whilst on the water is increasing over the years. The increased speed will only exacerbate this.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** It should be follow the vessel rules until a new type of vessel is classified, rather than currently it seems to be import/invent a new type of vessel and do what you want until there is an accident or enough people complain to get ti classified. A classic example is the lime scooters which were brought in before the rules were governed.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments:** Too much congestion.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** There is no need to be there.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** I am unaware of the use in this area.

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** I am unsure about these rules so cannot comment.

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Other

**Comments:** I am unsure how this would affect the safety of marine mammals. If it is so one agency can give them greater protection, then great.

#### **Proposal 8:**

##### **Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** I'm not sure where to add this urgent suggestion.

There needs to be more publicly advertised rules and enforcement regarding the use of ski lanes. Most people think it is the "fast lane". We have a property on Matakatia bay where half the beach is unusable in summer because the jet skiers race in and out doing doughnuts. Fishing boats use it as the fast lane. Most boaties don't even know the port to port rule and 5 knots within 100m of a swimmer. Water skiers swing into shore and the boat comes within 20m of the shore making it unsafe to even be near them in the water. If I ever talk to these skippers, they are unaware of any rules and unaware it only becomes a designated ski lane until someone is actually using it for the designate purpose, water skiing, not jet skiing.

I've even had fishing skippers aggressively speed up to my children in kayaks and yell at them to get out the ski lane. They are aggressive and my children are scared to be in the water. The ski lane needs to be made smaller, better signage and more enforceable of the speed limits and a reminder it only becomes a designated ski lane until someone is actually using it for the designate purpose, water skiing, not jet skiing.

#### **Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

Your local board: Devonport-Takapuna

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments** I do most of my boating under sail and being one of the slower boats in the harbour have seen many times where other boats have come screaming past trying to fit into the smallest gaps between other boats or navigational marks. The typical attitude will always be: set power to max allowable speed and stay at that speed until you hit the berth. I have never seen anyone slow down to avoid a collision. Instead erratic steering and close calls is the preferred solution. Therefore, the speed inside the harbour, inside a constricted area with a significant amount of traffic, should be reduced to a safe level, not increased to encourage further bad seamanship.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** A good proposal to ensure redundancy.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** All vessels on the water should adhere to the same rules.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Other

**Comments**No opinion on the matter. Will fall back on the council's better judgement.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** The commercial port is a working area with large vessels that do not need recreational craft to add extra risk to their operations.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Other

**Comments:** No opinion.

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Other

**Comments:** No opinion.



## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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### Submitter details

Your local board: Ōrākei

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

#### Response 5 knots

**Comments** As a Commercial Yacht Master 200ton who has sailed yachts on Auckland Harbour and around the world extensively since 1974 I consider the increasing of speed limits in the inner Auckland Harbour to be an extremely dangerous and a preposterous idea to propose or entertain. A collision between motorboats moving at 18 knots amounts to a 36 knot impact for both vessels and their occupants.

5 Knots is an internationally accepted safe speed limit for inner harbour motorised vessels, for very good reasons.

Big motor boat waves/wake present a serious navigational hazard and menace to smaller boats, the large launches which have gained in popularity in recent decades are capable of producing enormous violent waves that are out of scale with the environment, subsequently causing onboard chaos for all other watercraft in a disproportionately negative way. A sensible speed limit must be established now, and 12 knots is manifestly too fast and dangerous from my considerable experience.

Increasing Auckland's already high 12 knot speed limit to 18 knots is simply irresponsible to the maximum for all our harbour users. I am astounded that the idea of increasing the speed is even in circulation given the mess of dangerous waves and circumstances that already currently exist!! Yacht owners already refer to the inner Auckland Harbour as 'the washing machine', the disproportionately large wake waves rebound off the shoreline and reverberate in a confused sea state mess, so why exacerbate an already evident existing problem

According to a 2018 Tonkin Taylor report written in conjunction with New Zealand's coastal erosion expert, increased wave action has had a significant effect in coastal erosion and sand migration. Lots more big boats going faster with secondary and tertiary side effects are aspects that must be considered in light of that report.

I have personally witnessed numerous accidents caused in-port and on the water when a large motor vessel creates an enormous wake and causes other vessels to react violently, I have seen older passengers/sailors fall and get injured due to the irresponsible wave makers who exhibit no concern at all for the consequences of their arrogant and inconsiderate actions, ie 12 knots is already TOO FAST in practical reality today, even if that is the current legal limit, it is dangerous.

During my extensive time sailing in Europe I discovered their system for determining the correct speed for any vessel, that being the 'number of wake waves rule'. This system is excellent in my experience and operates on the following basis. If your boat is moving and producing 1 wake/standing wave then the boat is at the correct speed for it's size, weight and speed. If a boat produces 2 or 3 wake waves then the hull speed is too high and needs to be reduced until only 1 wake wave is visible. This is the basis of how the Swiss police their waterways, it's easy to see who is going too fast, just examine their wake waves!. This system

caters for different boat shapes, each which creates more or less wake for any given speed. They also have a 5 knot speed limit within 200m of any coastline, which is blindingly sensible as well. Their norms would be an improvement to the current situation that exists on the Auckland Inner Harbour shared water way.

Faster boats create even more air pollution, and New Zealand is in a very novel case already because we do NOT impose any international exhaust emission standards on boats. We all need less toxic air, not even more, and on the water we receive plenty of diesel toxicity from big stinkers, unlike EU regulated watercraft which must have fully functional exhaust filtration systems, fine particle filters and exhaust scrubbers, a great basic technology that we should adopt for our safety and long-term well being. A new Draft of Maritime Law should enforce air quality standards if public safety is of any actual real concern.

## Proposal 2:

### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

#### Please select whether you support this proposal?

**Response** Disagree

**Comments:** Unenforceable laws pertaining to individual safety choices do not serve any effective purpose other than imposing penalties on those who do not own such devices, but can feasibly enjoy a paddle board or kayak session with minimal and manageable risk.

How will this new somewhat draconian new law draft actually ever be enforced? On water checkpoints as a control obsessed police state would choose to do?

This personal safety issue is better treated as a recommendation for self preservation rather than an unenforceable legal wrangle, people do have the right to go on the water without owning electronic devices as well it should be noted, we must not create a two tier system based on haves and have nots either.

NZ must not become any more hamstrung through unenforceable laws, nor should police resources be wasted on enforcing the unenforceable, unless it's considered to be policing budget priority, which is hard to imagine given current priorities of our police force.

Perhaps on the face of it passing such a law seems like a great idea, but I have serious reservations that limiting water access exclusively to humans who own the said two electronic devices is even compatible with the Universal Human Rights Charter itself, the right to access and circulate. Food for thought in my opinion.

## Proposal 3:

### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

#### What is your opinion on this proposal?

**Response:** Agree

**Comments:** High-speed Novel Craft is the real world concern. Low speed novel craft such as paddle-boarding is of little consequence to anyone, where as high speed novel craft should be the description for new law drafts., in particular, where they can and can not operate, ie: close to beaches or swimmers. How much noise, disruption to peace and the quantity of pollution they can emit, noise pollution being considered as well.

## Proposal 4:

### Make new rules for the Tamaki River Entrance and Commercial Port Area

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Disagree

**Comments**Current rules disallow anchoring in commercially navigated channels. This new law proposal seems like a very esoteric approach considering the number of boats that I ever see anchoring at the Tamaki River Entrance and obstructing commercial traffic, and I have a clear view of the region from my home in Kohimarama. Why make such peculiar and niche laws even when a targeted education campaign would be more preventative and less penal minded?? I see little reason to create another law specifically for that area, and then the need to actively enforce such niche laws using police resources which are already stretched.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Disagree

**Comments:** The Commercial Port operations have reclaimed 50% of the original navigable breadth off Mechanics bay foreshore. The yacht racing community have put in place a penalty system for yachts that stray into the zone between Fergusson Wharf and Queens wharf, other less disciplined boaties are seldom ever found inside that area, and instead of creating yet another law that requires resources to police and enforce, it would be altogether better to simply start a boat user education system, a boating license as the french and Swiss do, a lightweight exam that primarily focuses on navigation systems and the rules surrounding safe and legal boat operation.

Fergusson wharf should be reduced in length by 300m to relieve the 'choke point in the harbour where radical water currents and wild wind disruption have become the new threat to navigational safety. Fergusson Wharf is a danger to safe yachting and yacht racing in the City of Sails. Fergusson is a lamentable monstrosity that should never have been consented, it's environmental impact report was a fake study, as we can now conclude in retrospect.

## Proposal 5:

### Align rules about the use of Ōrākei Basin with current accepted practices

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Very few motor boat operators at Orakei Basin respect the close-to-shore speed limits. Very few of those boaties bother to look at the public information panel that is obscurely positioned amongst bushes not even near the actual boat launching ramp in the Car-Park.

Seemingly, it would make a lot more sense to display the rules clearly and visibly where the signs can not be overlooked (not the current emplacement) and the boaties can then understand their obligations, than to make more laws that again are effectively unenforceable, easily made a mockery of through user ignorance more than bad intentions.

I race radio controlled yachts at Orakei Basin on a weekly basis and we all too often confronted with motorboats who have no knowledge of the rules there. No wonder they don't know the site specific rules, the information is not on display in an adequate manner which the boats read. We have been going to Orakei to race model yachts for years already before I finally dicovered the regulation notice board behind some foliage near the entry to the carpark.

Inform, educate, do not penalise and prosecute.

## **Proposal 6**

### **Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

#### **What is your opinion on this proposal?**

**Response** Agree

**Comments:**

## **Proposal 7**

### **Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:****Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** All boat operators should need to pass a lightweight exam to demonstrate their knowledge of navigational systems, basic navigational laws including the rules of the road, signage, obligations. Through a licensing system that educates, rather than a non-educational system that legislates and imposes fines and draconian penalties, a more positive long term outcome can be achieved for everyone, and the typical NZ syndrome of 'ambulance at the bottom of the cliff' can be overcome. Prevention rather than punishments.

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### Submitter details

Your local board: Rodney

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### **Increase the speed on the Waitematā Harbour Zone to 18 knots**

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The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** No wake zone

**Comments** safety

### Proposal 2:

#### **Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))**

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### **Make new rules about novel craft, for example a motorised surfboard**

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

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**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:**

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:**

**Comments:**

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**What is your opinion on this proposal?**

**Response**

**Comments:**

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**What is your opinion on this proposal?**

**Response**

**Comments:**

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What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

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**What is your opinion on this proposal?**

**Response:**

**Comments**

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Your local board: Devonport-Takapuna

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Name of organisation/business:

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Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** As it stands now at 12 knots there are large bow waves from launches at least 1 mtr. really serious on Saturday morn,. & Sunday afternoon . Boats do not observe the 50 mtr. passing distance, it is quite dangerous to small craft & kayakers . It has already

**Comments** See above

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** Would not be practical for kayakers to carry VHF

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** Jet skis are the most troublesome

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response**

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:**

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

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### Submitter details

**Your local board:** Devonport-Takapuna

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**Name of organisation/business:**

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**Source:** Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 5 knots

**Comments** The 5 knot speed limit is working so well for all craft on the water during Americas Cup race days - no one is in danger of being flipped over or run over. Drivers have time to look around them and react accordingly. Higher speeds of motorized craft are always accompanied by boat wakes, some of which are easily a metre high and impact in most unpleasant and for some, dangerous ways. For sailing vessels, loosing wind from sails results in complete loss of steerage and depending on traffic direction and tidal flow can create dangerous situations. Saturday and Sunday are especially hazardous days.

A sedate 5 knots creates no wakes, gives the drivers of all vessels time to look around and think about the impact they might have on the movement of all other users on the water - from swimmers, kayakers, canoes, small craft, paddle boards, etc as well as larger sailing vessels. Boat wakes may create problems and most motorised craft that roar past give not a single thought to the effect their craft is having on those they whip past.

It is time the impact of boat wakes is given thought and consideration in the interests of public safety. A 5 knot limit would confer the same benefits to all harbour users as is seen in the approaches to all the marinas.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

**Proposal 3:****Make new rules about novel craft, for example a motorised surfboard**

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:**

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response**

**Comments:**

## **Proposal 7**

### **Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:**

**Comments:**

## **Proposal 8:**

### **Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

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**What is your opinion on this proposal?**

**Response:**

**Comments**

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### What Auckland Council does

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### Submitter details

**Your local board:** Maungakiekie-Tāmaki

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**Name of organisation/business:**

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**Source:** Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 8 knots

**Comments** 18 knots is a ridiculous and dangerous speed and is pandering to the many very dangerous large launch owners.

I have two often had large Launches come past me at high speed in the harbour throwing out large wakes causing out boat to dangerously roll.

18knots is not a prudent and safe speed. And shows no regard at all for public safety.

I believe it is time to start licensing operators of vessels - particularly large launches.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** I have been in situations where signal for one device has not been adequate.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

#### **Proposal 4:**

##### **Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Other

**Comments**I would also suggest that the docking of large car barges at the entrance of Westhaven is a far more dangerous activity, and shows no care or regard for the safety of the Westhaven boating community.

**Some boats anchoring at the Tamaki entrance while slightly dangerous is nothing on what panuku has approved for some commercial gain.**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Disagree

**Comments:** I might agree to this, however panuku has made a recreational area a commercial port area.

The docking of the sealing vessels at the entrance to Westhaven makes a mockery of this proposal.

#### **Proposal 5:**

##### **Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

#### **Proposal 6**

##### **Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Disagree

**Comments:** How can duplication of this requirement be a bad thing?

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:**

**Comments** This question is somewhat ambiguous requiring to go to an external link and guess and what's different. Clarification of rules and making them easy to access is a good thing

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## Proposed new Navigation Bylaw 2021

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Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

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### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

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### Submitter details

**Your local board:** Devonport-Takapuna

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**Name of organisation/business:**

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**Source:** Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments** 18 knots does not meet your stated objective of minimizing risk of accident, nuisance and damage, in fact quite the opposite. Large vessels travelling at 18 knots have a closing speed of 36 knots. The worst offenders are large semi displacement launches with impressive wakes. A collision at this speed will have disastrous consequences. Boats capable of 18 knots create a series of displacement waves which combine to form a washing machine effect. These waves adversely affect all users of the harbour from small craft to beach users. Devonport Yacht Club's haulage operations will become very much more hazardous as will access to boats in the mooring area. There would be increased loss of sand and increased seawall damage. All this needs resources allocated to police it as there is no point in it otherwise.

In a similar way to the speed limit on Bon Accord at Kawau an addition to the bylaw could create a speed limit of 10 knots at the "Bottom End" of Waiheke in the Waiheke Channel between Orapiu, Ponui, Rotoroa and Pakatoa. This is a boaties recreational paradise which is being ruined by speeding semi displacement launches making anchoring there an increasingly uncomfortable experience.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

**Proposal 3:****Make new rules about novel craft, for example a motorised surfboard**

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

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**What is your opinion on this proposal?**

**Response** Agree

**Comments:****Proposal 7****Remove rules about speed around Marine Mammals**

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We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:****Proposal 8:****Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments****Important privacy information**

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### Submitter details

Your local board: Albert-Eden

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

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We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

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Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** Less Wake from boats struggling to plane at 12knots

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

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This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Disagree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

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**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Disagree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Other

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

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**What is your opinion on this proposal?**

**Response** Other

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

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The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

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What is your opinion on this proposal?

**Response:** Other

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Other

**Comments**

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### Submitter details

Your local board: Don't Know

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** A lower boat speed of 8-10 knots for all boats in the harbour zone.

**Comments** Please consider small yacht users who either sail or motor at a max speed of 5-7 knots.

An increase from the current 12 knots kicks a big wake making it uncomfortable for small boat users to navigate, also becomes dangerous when crews are moving about the boat hoisting or lowering sails.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response**

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:**

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:**

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:**

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response**

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response**

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:**

**Comments:**

**Proposal 8:**

### **Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:**

**Comments**

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## Proposed new Navigation Bylaw 2021

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

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### Submitter details

Your local board: Waiheke

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments** Any vessels that habitually need to travel faster than 10 knots like the fast ferries should apply for exemption.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments** There is a lot of traffic in/out of Tamaki estuary. Strong tides and frequent low tides require concentration without worrying about anchored vessels

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Disagree

**Comments:** The commercial port has already encroached into too much of the harbour. A 5 knot speed limit would suffice. Swimming restriction is ok.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Disagree

**Comments:** This information should remain in both documents. Ignorance cannot be an excuse if it is in both places

**Proposal 8:****Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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### Submitter details

Your local board: Don't Know

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Name of organisation/business:

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Source: Online

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## Questions

### **Proposal 1:**

#### **Increase the speed on the Waitematā Harbour Zone to 18 knots**

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response**

**Comments**

### **Proposal 2:**

#### **Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))**

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response**

**Comments:**

### **Proposal 3:**

#### **Make new rules about novel craft, for example a motorised surfboard**

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:**

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:**

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:**

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response**

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

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We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response**

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

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What is your opinion on this proposal?

**Response:**

**Comments:**

**Proposal 8:**

#### **Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

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**What is your opinion on this proposal?**

**Response:** Agree

**Comments** Clear definition of what constitutes the 'Bay' area. I wish to note my request that the bay remains a NO JET SKI or WATER SKI area.

#### **Important privacy information**

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## Proposed new Navigation Bylaw 2021

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### Submitter details

**Your local board:** Howick

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**Name of organisation/business:** Townson Owners Association with 190 paid members throughout New Zealand

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**Source:** Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments** This speed limit should be restricted to private pleasure craft. The area proposed is a dangerous washing machine mostly caused by pleasure craft that are inefficient in design and can cause wakes of tsunami proportions. The area is undoubtedly the roughest most dangerous stretch of water in the Hauraki Gulf.

Ferries and commercial craft could be exempted due to better trained crew and a more economical limit could be decided on in consultation with the ferry operators.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** It is obvious that batteries are the main cause of failure requiring two means of communication. Islington Bay is notorious for having no radio or phone signal, so should be considered separately. Personal locator beacons as used by trampers and aircraft should be considered as an alternative

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** They should have categories similar to Personal watercraft legislation if they exceed 5 knots

#### **Proposal 4:**

##### **Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Disagree

**Comments**Anchoring in the navigable areas should be prohibited, but allowed outside these areas out of the channels. The areas should be better defined. A blanket area ban is not accepted. There are many mostly Polynesian and Asian people in dinghies and kayaks anchoring and fishing out of the channels and I see no reason why they should not continue

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Commercial traffic in the area is already very busy and casual sightseers travelling randomly at usually slow speeds can be a hazard

#### **Proposal 5:**

##### **Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Do not know of the uses of the basin

#### **Proposal 6**

##### **Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

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**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Possibly makes sense

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** Avoids duplication

**Proposal 8:****Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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Your local board: Don't Know

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

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Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** no speed limits on Waitematā Harbour Zone.

**Comments** The 5 knots within 50m of other boats/swimmers and 200m from shore is quite sufficient.

If the goal is to reduce wash then limiting boats over 8m to 6 knots while having no speed limit on small boats would achieve this (as used on gold coast).

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

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This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Other

**Comments:** Be consistent with national standards. There is no need for the inner harbour to be more strict than say the Hokianga bar.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:**

**Comments:**

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**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:**

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:**

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

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**Response**

**Comments:**

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**What is your opinion on this proposal?**

**Response**

**Comments:**

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What is your opinion on this proposal?

**Response:**

**Comments:**

**Proposal 8:**

### **Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

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**What is your opinion on this proposal?**

**Response:**

**Comments**

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Your local board: Don't Know

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Name of organisation/business:

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## Questions

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The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** Do not agree to increase speed especially speed of large 20-ton private vessel for example. Suggesting 8 knots for private motorised vessels.

**Comments** Boat users already disregard the current speed limit and distance from other vessels and there is very little enforcement of current rules. This compromises the infrastructure on the foreshore and beaches where people are threatened by large wave created by these vessels.

This should be enforced more. It would make it safer for small and/or novel craft to user the harbour safely.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response**

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:**

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:**

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:**

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response**

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response**

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:**

**Comments:**

**Proposal 8:**

### **Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:**

**Comments**

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Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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Name of organisation/business:

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

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The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** Do not support the increase. Make it less, 8 knots.

**Comments** There are many large motorised private boats who tend to go way over the present speed limit and create wash, that has become dangerous for other harbour users.

This should be enforced by the Harbour Master and police.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response**

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:**

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

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**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:**

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:**

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

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**Response**

**Comments:**

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**What is your opinion on this proposal?**

**Response**

**Comments:**

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The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

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What is your opinion on this proposal?

**Response:**

**Comments:**

**Proposal 8:**

### **Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

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**What is your opinion on this proposal?**

**Response:**

**Comments**

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Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** It is already unnerving to navigate the restricted harbour areas amongst ferries and other vessels. It would be foolhardy to increase this limit in a congested space with much small craft.

The COVID restrictions on overseas travel have seen a significant increase in people buying boats and enjoying recreation in the harbour. Many of these new boaters I am sure many have had very little if any formal maritime training.

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**Please select whether you support this proposal?**

**Response**

**Comments:**

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**What is your opinion on this proposal?**

**Response:**

**Comments:**

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**Response:**

**Comments**

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**Response:**

**Comments:**

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**Response**

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What is your opinion on this proposal?

**Response:**

**Comments:**

**Proposal 8:**

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**What is your opinion on this proposal?**

**Response:**

**Comments**

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**Your local board:** Regional

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**Name of organisation/business:** Hauraki Gulf Forum

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**Source:** Online

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## Questions

### Proposal 1:

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Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** Vessel-strike of cetaceans at 18 knots could well be fatal to the cetacean and marine life and could also result in a risk of injury to passengers and crew.

If however, the speed limit is increased, we recommend the implementation of a 'cetacean watch' for all craft operating in the inner-Waitematā harbour at speeds in excess of the current limits.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

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**Please select whether you support this proposal?**

**Response**

**Comments:**

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**What is your opinion on this proposal?**

**Response:**

**Comments:**

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**Response:**

**Comments**

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**Response:**

**Comments:**

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**What is your opinion on this proposal?**

**Response**

**Comments:**

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**What is your opinion on this proposal?**

**Response**

**Comments:**

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What is your opinion on this proposal?

**Response:**

**Comments:**

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**What is your opinion on this proposal?**

**Response:**

**Comments**

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Auckland Council

Navigation Safety Bylaw Review

[navigationsafetybylawreview@aucklandcouncil.govt.nz](mailto:navigationsafetybylawreview@aucklandcouncil.govt.nz)

*He waka kōtuia kāhore e tukutukua ngā mimira.*

*A canoe that is interlaced will not become separated at the bow. In unity there is strength.*

**Re: Ture ā Rohe Urungi Āhuru, Navigation Safety Bylaw**

9 February 2021

Tēnā koe,

Thank you for the opportunity to provide input on the proposed 2021 Navigation Safety Bylaw. The bylaw would, *inter alia*, increase the marine speed limit from 12kts to 18kts in the inner-Waitematā harbour.

The Hauraki Gulf Forum is concerned at the risk of vessel-strike of marine life from this speed increase. There are regular visits to those waters by bottlenose dolphins, and occasional visits by false killer whales and our resident Bryde's whales. And if we are successful in our efforts to improve ecosystem health in the Hauraki Gulf and restore its mauri, those visits will increase in frequency.

Vessel-strike of cetaceans at 18kts could well be fatal to the cetacean and could also result in risk of injury to passengers and crew. This is the reason for the 10kt voluntary protocol for commercial and cruise shipping in the Marine Park, introduced in 2015. Prior to that time, Bryde's whales were being regularly hit and killed. Since then, we have not had one death identified as a result of ship strike.

The proposed speed increase therefore goes in the wrong direction, increasing risk to both marine life and people – particularly from faster ferry transit. We would recommend the limit remains at 12kts.

If, however, the speed limit is increased as proposed, we would recommend the implementation of a 'cetacean watch' for all craft operating in the inner-Waitematā harbour at speeds in excess of the current limit - 12kts.

Nā māua noa, nā

**Nicola MacDonald**  
Co-Chair – Tangata Whenua

**Pippa Coom**  
Co-Chair



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Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** On a busy Sunday when everyone is heading up the harbour it needs to be 10 knots. All other times 18 is fine. Depends on the conditions really.

**Comments** See above

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

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This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** So I go for a sail in my 4mtr Laser racing dinghy and I need a phone and a VHF it just doesn't work and there is no where to put the gear.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** They are watercraft. Also the 2 forms of communication should not apply as there is no where to carry all the gear.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

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**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments** Makes sense

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Disagree

**Comments:** It's a way for a small boat to get out of the tide and get home.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Makes great use of the space

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

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**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

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What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

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**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

*Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

Your local board: Regional

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Name of organisation/business: Yachting New Zealand

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** No Wake Zone

**Comments** Yachting New Zealand, the national sports organisation for yachting in this country, strongly opposes the proposal to increase the speed limit on the Waitemata Harbour Zone to 18 knots. It is dangerous and inconsiderate to other users for many boats to be travelling at this new recommended speed in a crowded waterway such as the Waitemata Harbour.

Yachting New Zealand believe the Waitemata Harbour Zone should be designated a 'no wake zone' for the good of all users of the harbour. A designated 'no wake zone' should be easier for boat users to understand and authorities to regulate.

This is a view supported by Yachting New Zealand affiliated clubs in the Auckland region. You can find a list of these clubs in the link <https://www.yachtingnz.org.nz/clubs/find-club>

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response**

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:**

**Comments:**

#### **Proposal 4:**

##### **Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:**

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:**

**Comments:**

#### **Proposal 5:**

##### **Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response**

**Comments:**

#### **Proposal 6**

##### **Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response**

**Comments:**

**Proposal 7**

**Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:**

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:**

**Comments**

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

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### Submitter details

Your local board: Waiheke

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 5 knots as per all boating regulation within 200 meters of shore AND other vessels.

**Comments** There is a huge range of water craft that use the inner harbour area and it can be difficult to see smaller craft. This would make it safer for all who use this body of water. I'm very surprised there has not already been loss of life the way some people travel through here. As an avid yachty and yacht racer, we already have to be alert to many obstacles as well as huge wash from commercial vessels that use the inner harbour. Many of us believe we need to be slowing shipping down not speeding it up for commercial gain. Ferries are able to make up speed in other parts of the harbour. It would also be a timely reminder for all of the idiots who pretend to not know the rules to have instant fines for breaches. We were nearly taken out by 3 massive launches over the weekend within 200m of shore with them doing in excess of 20 knots! Would hate to imagine the impact more speed would have :(

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** It is basic small craft safety. Coastguard do an amazing job without needing to deal with incompetent people who have not planned their trip.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** The rules of the sea apply to all and any that use it with no exceptions or exemptions except in the case of commercial vessels. Keep it simple by being consistent.

#### **Proposal 4:**

##### **Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**It is an extremely busy body of water used by a massive number of boaties of all kinds including the barges and ferry's.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Other

**Comments:** I agree with the rules on swimming. We have had on occasion had to go into the wharf to drop people off in emergency situations and this is one of the few areas that it can be done in. we have however never tied up for more than 5 minutes so maybe a time limit could be put in place.

#### **Proposal 5:**

##### **Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** The basin is getting more and more use from a range of recreation users and everyone needs to be aware of the rules and what it means for them.

#### **Proposal 6**

##### **Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** Clear, concise, simple

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** If it's already covered in rules it just needs to refer back to them.

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Disagree

**Comments** I think it will be very onerous to have to provide all of a boat owners details and wait for harbour master approval before leasing a mooring out temporarily. I think it needs to have a timeframe attached to it so a mooring holder can have other boats on their mooring for up to 3 months without requiring to provide all details. We regularly have other boats on moorings over on Waiheke that are temporary for safety reasons and visiting friends and family.

### Important privacy information

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

Your local board: Waitākere Ranges

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments** This is a busy area with lots of traffic.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** You need a backup means of communicating.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** It can get quite busy with paddlers, sail boats, jet skis etc and it's important to have rules to ensure everyone is safe.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments:** Safety. If you park in this limited space you're making it more difficult for other users.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** Safety. It's a busy commercial area.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** If there is a discrepancy then this can cause issues and non compliance.

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** No point in duplication.

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** But I hope the Marine Act has bylaws with real teeth to protect our marine mammals.

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** Many bylaws are complex. The more they can be written in simple clear English the better.

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## Proposed new Navigation Bylaw 2021

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### Submitter details

Your local board: Don't Know

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Name of organisation/business:

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Source: Online

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## Questions

### **Proposal 1:**

#### **Increase the speed on the Waitematā Harbour Zone to 18 knots**

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

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Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response**

**Comments**

### **Proposal 2:**

#### **Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))**

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response**

**Comments:**

### **Proposal 3:**

#### **Make new rules about novel craft, for example a motorised surfboard**

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:**

**Comments:**

**Proposal 4:**

**Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

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**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:**

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:**

**Comments:**

**Proposal 5:**

**Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Other

**Comments:** I endorse the submission made by the Auckland Water Ski Club. The new bylaw (with the minor proposed changes for the AWSC) will ensure safe skiing and enhanced utility for both current and future members.

**Proposal 6**

**Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response**

**Comments:**

## Proposal 7

### Remove rules about speed around Marine Mammals

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

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We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:**

**Comments:**

## Proposal 8:

### Clarify the remaining existing rules and update the format of the Bylaw and associated controls

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**What is your opinion on this proposal?**

**Response:**

**Comments**

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## Proposed new Navigation Bylaw 2021

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### Submitter details

Your local board: Don't Know

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Name of organisation/business:

---

Source: Online

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## Questions

### **Proposal 1:**

#### **Increase the speed on the Waitematā Harbour Zone to 18 knots**

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Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response**

**Comments**

### **Proposal 2:**

#### **Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))**

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response**

**Comments:**

### **Proposal 3:**

#### **Make new rules about novel craft, for example a motorised surfboard**

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:**

**Comments:**

**Proposal 4:**

**Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:**

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:**

**Comments:**

**Proposal 5:**

**Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Other

**Comments:** I endorse the submission made by the Auckland Water Ski Club. The new Bylaw (with the minor proposed changes for the AWSC) will ensure safe skiing and enhanced utility for both current and future members.

**Proposal 6**

**Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response**

**Comments:**

**Proposal 7**

**Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:**

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:**

**Comments**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

**Your local board:** Regional

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**Name of organisation/business:** AYBA on behalf of Yachting and Boating Clubs of the Auckland Region.

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**Source:** Online

---

## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** The preference is for a "NO WAKE ZONE"!

**Comments** Some boats make a bigger wake dragging a stern wave at slow speed where a higher speed would reduce this wake.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response**

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** '- ensure visibility

- buoyancy of user and buoyancy of the craft- will it sink!

- if powered by motor, paddle or pedal the Collision Rules apply as they do with all paddle craft

- facility for rescue of the craft either by hauling aboard or towing.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:**

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:**

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response**

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response**

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:**

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:**

**Comments**

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**Auckland Yacht & Boating Association INC**  
 P O Box 90977, Victoria Street West, Auckland 1142  
 e. [ayba.secretary@gmail.com](mailto:ayba.secretary@gmail.com)  
 w. [www.ayba.org.nz](http://www.ayba.org.nz)

## Submission

### Re Proposed Changes to Existing Navigation Safety ByLaws 2014

By the Auckland Yacht & Boat Association.

(With reference to the proposed amendments)

When reviewing the proposed to changes to the existing bylaws these changes need to be well considered and must consider all possible implications.

**10. Accidents and Incidents must be reported. (Previously Clause 17):** Changes to this Rule need to consider those incidents which occur during yacht racing under the Racing Rules of Sailing and which are generally resolved by with a Protest hearing. Some of these incidents may involve damage.

- **Would it still be a requirement to report ALL incidents.**
- **It is recommended that an “exception clause” be included.**

#### **Subpart 3 – Responsibilities of Persons Undertaking Certain Activities:**

**24. Paddle Craft must be visible 200m away when used beyond sheltered waters.**

- This rule should also be applicable to shelter waters where other water traffic may obscure visibility!
- Paddlers, Paddle boards and Kayaks who can appear unexpectedly from behind a larger vessel
- Swimmers, not taking part in a controlled activity, must wear coloured caps or be accompanied by a support vessel.

**28. Events, Training and other organised water activities may require approval.**

**(2) (b) States that approval is required where the activity requires installation of course markers or similar structures in the water.**

- Will this be a requirement of all clubs before laying racing buoys?
- Will the lodging of the Events Calendar as coordinated by the AYBA be sufficient notification for general club activities?
- It is essential to ensure all harbour events – including swimming, waka ama, paddling etc - are recorded on a single Events Listing to allow for the safe co-operation between fleets.
- An appropriate notification time is essential for all events not listed, that may be affected by the operation of other Harbour events. (Boating Clubs through the AYBA coordinate their programmes for the season to avoid conflict!)
- Unless an events organiser or club checks individually with other sorting programmes the organiser or club may be unaware of any conflicting use of the harbour’s waterways.
- Sufficient time is needed by the organiser to notify the variations or changes that may be necessary to the club’s published programme where there is a possible clash.

**33. Vessel identification must be clearly displayed.**

**(1) A person in charge of a vessel must ensure appropriate identification is displayed on that vessel.**

- This is a requirement under the YNZ Safety Rule for all boats registered with a class or club.

**(4) For all other vessels (...non-power driven vessels less than six metres overall) The ID must include the name and contact details of the owner displayed on the vessel.**

- Does this include all those sailing dinghies already cover by the YNZ Safety Rule.

**34 Vessels must have appropriate Navigational & Communication equipment**

Boats must carry at least two means of communication –

- Is there sufficient & efficient VHF & Cell phone coverage for all of the Auckland aquatic Region?
- Are there options for successful communication in “Dead Spots”? AYBA manages relay stations for its members.

**These items are Referred to in the following Section:**

**Title: Auckland Council Navigational Bylaw (Specific Areas and Conditions of use ) Control 2021.**

**Table 1.0 States Lake Pupuke Map1, & Part of the Panmure Basin Map 1.1 are reserved for non-power driven vessels.**

Both these areas are used for dinghy sailing and it is a YNZ Rule that the fleet be accompanied by a rescue vessel.

- Exemption needs to be granted in both these area for the operation of Rescue Vessels

**Unless given prior approval****Anchorage is restricted on the Waitemata Harbour, Map 3.4**

- This affects all aquatic events on the Waitemata event which involve the anchoring of race management vessels and Course Buoys
- Is it necessary to apply for approval for every event or can there be an exemption clause for all those events listed.

**A Restricted Speed Zone for the Waitemata Harbour is shown on Map 7**

**Refer:**

**Rule 60 Waitemata Harbour Restricted Zone and Speed Limits****Rule 60 (2)**

When Considering increasing the maximum speed limit on the Waitemata Harbour from 12 to 18 knots.

- Will this speed limit be restricted to powered vessels. Foiling yachts and sail boards exceed these limits!
- 18 knots for vessel with experienced skippers would be OK but not by all vessels!
- The preference is for a “NO WAKE ZONE”! Some boats make a bigger wake dragging a stern wave at slow speed where a higher speed would reduce this wake.
- Will this conflict with the Speed Limits cited in Maritime Safety Law.
- Will the “zone” for the higher speed traffic allow a safe channel for slower boats whether under power or sail.
- Will this rule apply during hours of darkness when visibility is confused by the plethora of lights both navigational and those reflected from the onshore illuminations.
- The SAFETY of ALL HARBOUR USERS is the priority!

### Rules Governing novel craft! Foiling Bikes, Motorised Surf Boards, .....

- **Ensure high visibility,**
- Buoyancy of user and buoyancy of the craft – will it sink!
- Use of leg strap or other means of contact for the rider. Safety release.
- If powered by motor, paddle or pedal the Collision Rules apply as they do with all paddle craft
- Facility for rescue of the craft either by hauling aboard or towing.

### **Moorings and the Rules with a view to the Possible Sharing there of:**

There is much discussion on the sharing of moorings and there are concerns about the appropriate Rules which need to apply. These Rules need to be discussed fully before any redrafting and final approval. **Our concerns are listed at the end of this review.**

The following rules are those proposed for the locating and use of Moorings.

- **Nowhere do these rules refer to a Designated Mooring Area.**
- **For the rules governing Designated Mooring Area refer:**  
<https://at.govt.nz/boating-marine/moorings/mooring-licence/>
- **Do the Rules governing Designated Mooring Areas need to be reviewed to ensure alignment with the Navigation Safety Bylaws.**

**38. States that the Harbour Master's approval must be obtained before:**

- (b) Using a mooring for a vessel
- (c) Using the mooring for a vessel not included in the approval.
- (d) Transferring the approval to another person

**39. Moorings must be maintained and certified to be in good condition as specified and to the satisfaction of the Harbour Master and with a current inspection certificate attached**

**40. Mooring must be removed if approval cancelled.**

**62. Applications for an approval must include required information & Fees.**

- The Harbour Master may require an application to include a description of the mooring location & features and the Specifications of the mooring, and the vessels name, type, length, size and owner's contact details.

**63. Applications are considered against relevant matters:**

- Matters considered relevant to this Bylaw.
- The Harbour Master may inspect the vessel and the Area
- The Harbour Master may consider the matter against one or more of the following:
  - a) Suitability of the applicant
  - b) Adequate space
  - c) Adequate specifications
  - d) If vessel is over 15 meters
  - e) If Vessel can safely navigate to the mooring site
  - f) If the mooring or its use may cause a public health or safety risk, congestion or overcrowding.....

**Transfer of approval to another person:**

  - g) If all fees are paid
  - h) if the mooring has a current inspection certificate
  - i) If mooring Specifications are adequate

j) If person applying agrees to the terms

**64. Application may be granted or declined:**

- After consideration of the above
- Of if used for a vessel over 15 metres.

**67. Transfer of approvals not allowed unless approval expressly provides for otherwise**

**68. Approved licence Holder must comply with the conditions.**

**73. The Harbour Master and Council are not liable for damage to vessels.**

**Re Moorings and Proposed Shared Use:**

**Maintenance and Responsibilities:**

Once a mooring, which is outside and approved mooring area, is approved by the Harbour Master for the purposes of Resource Consent the Harbour Master has no further jurisdiction over the mooring. **On-going Maintenance and annual checks are the responsibility of the Consent holder.**

**If a Mooring is given Resource Consent as a Shared Mooring:**

**(Refer Mooring Approval Coastal Marine Area: Pohutukawa Bay, Rakino Island - CST60352182)**

**Who endorses the approval:**

- To lend the mooring & the approval to occupy.
- The clarification of the appropriateness of a mooring for the sharer.
- Who issues or endorses the approval –
- Is a signed agreement required -
- Warrant of fitness of mooring –
- Insurance & Liability if damage is done to the moored vessel or the mooring.

**Areas of concern and questions that need resolving:**

- **What are the Rules re Designated Mooring Zones? Is there conflict?**
- **Are the specifications for the mooring adequate for the Shared user**
- **What are the delays before the Harbour Master can knowingly authorise his approval.**
- **Do all moorings outside a Designated Mooring Zone have Resource Consent & what are those conditions of the consent? Where are they recorded for the Public Information.**
- **Moorings within Designated Zones are required to be serviced regularly.**
- **Moorings outside Designated Zones are not the responsibility of the Harbour Master once approved.**
- **If an approval is given on a “shared basis” do all these rules apply to who-ever may be sharing the Mooring.**
- **Do the probable List of Sharers need to be recorded?**
- **Who endorses or authorises the sharing.**
- **Who is responsible for the maintenance?**

**Use of shared moorings in other regions - what works, who controls.**

The sharing of moorings is being trialled in other regions around New Zealand and the success or otherwise of these trials should be examined and considered when drafting any rules for the sharing of moorings in the Auckland Region.

Prepared by: Janet Watkins

AYBA Executive Committee.

For the **AYBA on behalf of the Yachting and Boating Clubs of the Auckland Region.**



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**Your local board:** Devonport-Takapuna

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**Name of organisation/business:**

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**Source:** Online

---

## Questions

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#### Increase the speed on the Waitematā Harbour Zone to 18 knots

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The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 8 knots for private vessels and 18knots for Commerical vessels.

**Comments** Auckland Harbour is a small waterspace used by many vessels, often not following the expected east/west route of the harbour. 18knots is far to fast for untrained skippers to operate in very confined waters. Many private skippers do not follow the 5knots with 50m of a another vessel and pass within 20-30m at the current limit of 12knots. These skippers will now be passing at 18knots, creating very dangerous situations. Private vessels are growing in average size, meaning larger wakes and more force in collisions.

The recent Americas Cup speed limit of 5 knots have shown how orderly and safe the harbour can be with a slower speed limit. Far safer than the average Sunday afternoon with large launches plowing their way up the Waitemata at 12knots, throwing a wall of water out behind them and driving close to other boats. I'd estimate that we have a vessel pass closer than 50m, at more than 5knots everytime we move in or out of the harbour.

I recommend 8knots for private vessels, with 18knots allowed for commercial vessels due to them having licensed skippers. Yachts racing should be exempt for the speed restrictions.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

**Proposal 3:****Make new rules about novel craft, for example a motorised surfboard**

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Disagree

**Comments:** This is privatization of public water if the public are excluded from this area. The existing bylaw and maritime rules are sufficient to govern the vessel movements in this area.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

## **Proposal 7**

### **Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

## **Proposal 8:**

### **Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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Your local board: Kaipātiki

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Name of organisation/business:

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Source: Online

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Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** I would like the ferries to be exempt from this speed limitation. Currently this part of the harbour is a 'washing machine' of boat wakes and if the speed is increased large launches will make it much worse with above displacement speed waves that are unsafe for smaller craft

### Proposal 2:

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**Response** Agree

**Comments:**

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**Response:** Other

**Comments:** Unqualified to answer

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**Response:** Disagree

**Comments:**

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**What is your opinion on this proposal?**

**Response:** Other

**Comments:** Unqualified

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**What is your opinion on this proposal?**

**Response:** Agree

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### Submitter details

Your local board: Rodney

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 18 knots (proposed)

**Comments**

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

Feedback received from Monday 16 November 2020 to Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

*Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

**Your local board:** Hibiscus and Bays

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**Name of organisation/business:** Ports of Auckland Limited

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**Source:** Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 15 knots

**Comments** Although we accept that there does need to be a change to this outdated speed, we believe 18knots is too fast. All high speed craft (ferries, POAL Pilot Boat), converge at the point where the high speed lane meets the current Waitemata Restricted Speed Zone area to the east of Fergusson Wharf. This is currently a dangerous / high risk area and to have craft approaching this at high speed in both directions is heightening this risk and doesn't provide enough time for vessels to take appropriate action in time.

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:** This is just common sense.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:** All motorised craft should need to abide by the local and national 'rules of the road'.

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments** Anything the will assist to make things safer has to be a good thing.

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:** This is a busy area and any craft not familiar with ships moving to/from the berth are at high risk of being involved in an incident or causing an incident. There are also security reasons why non-authorised vessels should not be in this area. Strongly agree with this change.

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:** No point in duplicating this information

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:** No requirement for duplication

**Proposal 8:****Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments** This is long overdue. Would be even better if designated swimming lanes could be introduced however good to see that swimmers are not permitted in the shipping channel.

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

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The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 / [Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

Your local board: Maungakiekie-Tāmaki

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

#### Increase the speed on the Waitematā Harbour Zone to 18 knots

We are proposing to increase the speed that vessels can travel on the Waitematā Harbour Zone. This area spans between the harbour bridge, North Head and Tamaki Yacht Club.

The proposal seeks to allow vessels to operate at a higher safe speed limit, to better reflect the use of the area by fast ferries and to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit).

Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 12 knots (current)

**Comments** Amount of traffic in close operating in close proximaty to each other, large wakes etc

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Disagree

**Comments:** How does this rule apply to for example someone going to and from their vessel in a dinghy etc, or cow casual kayak, it would not be practical to apply across all useage of craft.

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Other

**Comments:** I agree they should have to comply with rules around speed limits etc, but are not able to comply with rules around two forms of communication for example

**Proposal 4:**

**Make new rules for the Tamaki River Entrance and Commercial Port Area**

We want to make new rules for the Tamaki River Entrance and the Commercial Port Area.

We want to prohibit the anchoring of vessels at the entrance to the Tamaki River and restrict access to the Commercial Port Area to minimise risks to public safety.

**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments** Agree, but not sure if there is an issue here?

**Speed limited zones in the Tamaki river from the upper bridges do need to be monitored though with the massive increase in traffic recently**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:**

**Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Other

**Comments:** Not familiar with the current useage of the basin or the current issues to be able to comment

**Proposal 6**

**Remove rules about Commercial Vessels for Hire and Reward**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Health and Safety at Work (Adventure Activities) Regulations 2016.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Other

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

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The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:****Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Disagree

**Comments** Disagree on some item of the document as per questions earlier in the survey

**Important privacy information**

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## Proposed new Navigation Bylaw 2021

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### Submitter details

Your local board: Don't Know

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Name of organisation/business:

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Source: Online

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## Questions

### Proposal 1:

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Council has heard a range of views regarding speed limits within the Waitematā Harbour Zone and is seeking feedback on a lower or higher speed limit than the proposed 18 knots. For example, the current 12 knots or an alternative like 15 knots.

**Please select which new speed limit on the Waitematā Harbour Zone you think is appropriate:**

**Response** 10 knots

**Comments**

### Proposal 2:

#### Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

We want to expand the existing rules about carrying a means of communication on a vessel, to carrying at least two independent means of communication on a vessel.

This will further ensure the safety of people on board vessels by being able to reach help faster and more reliably in times of need. This will help minimise safety risks.

**Please select whether you support this proposal?**

**Response** Agree

**Comments:**

### Proposal 3:

#### Make new rules about novel craft, for example a motorised surfboard

We want to make new rules about novel craft for example a motorised surfboard or hydrofoil to minimise risks to public safety.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments:**

**Proposal 4:****Make new rules for the Tamaki River Entrance and Commercial Port Area**

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**What is your opinion on a new rule to prohibit the anchoring of vessels at the Tamaki River Entrance?**

**Response:** Agree

**Comments**

**What is your opinion on making a new rule to restrict access in the Commercial Port Area?**

**Response:** Agree

**Comments:**

**Proposal 5:****Align rules about the use of Ōrākei Basin with current accepted practices**

We want to align the rules for the use of Ōrākei Basin to reflect current practices displayed on the signs at the Basin. This proposal does not change the current use of the Basin.

**What is your opinion on this proposal?**

**Response** Agree

**Comments:**

**Proposal 6****Remove rules about Commercial Vessels for Hire and Reward**

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We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

**What is your opinion on this proposal?**

**Response** Disagree

**Comments:**

**Proposal 7****Remove rules about speed around Marine Mammals**

We want to remove rules about Commercial Vessels for Hire and Reward to avoid duplication with the Marine Mammals Protection Act 1992.

The Marine Mammals Protection Act 1992 is enforced by the Department of Conservation who can enforce rules about speed around Marine Mammals more effectively.

We have replaced this information in the Bylaw with a related information note. This explains which regulations must be complied with instead of the Bylaw.

What is your opinion on this proposal?

**Response:** Agree

**Comments:**

**Proposal 8:**

**Clarify the remaining existing rules and update the format of the Bylaw and associated controls**

We want to clarify existing rules and update the format of the Bylaw and associated controls to make the rules more certain and easier to read and understand. This applies to all existing rules, including those about swimming, events and support vessels.

**What is your opinion on this proposal?**

**Response:** Agree

**Comments**

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## Have your say on a proposed new Navigation Bylaw 2021

Feedback opens Monday 16 November and closes Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

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We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

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[Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime](#)

[Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine](#)

[Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the

safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

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### Submitter details

Your local board:

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Name or organisation/business:

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Source: Email

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### Feedback on a proposed new Navigation Bylaw 2021

All boat operators should need to pass a lightweight exam to demonstrate their knowledge of navigational systems, basic navigational laws including the rules of the road, signage, obligations. Through a licensing system that educates, rather than a non-educational system that legislates and imposes fines and draconian penalties, a more positive long term outcome can be achieved for everyone, and the typical NZ syndrome of 'ambulance at the bottom of the cliff' can be overcome. Prevention rather than punishments.

# AUCKLAND CONSERVATION BOARD

## *Te Rūnanga Papa Atawhai o Tāmaki Makaurau*

Board File Ref: ACB-2012

10 February 2021

Auckland Council  
Navigation Safety Bylaw 2014 Review

Submitted via email: [navigationsafetybylawreview@aucklandcouncil.govt.nz](mailto:navigationsafetybylawreview@aucklandcouncil.govt.nz)

### **Submission on Proposed new Ture ā-Rohe Urungi Āhuru / Navigation Safety Bylaw**

The Tāmaki Makaurau Auckland Conservation Board (ACB) has statutory roles in overseeing the implementation of conservation strategies and plans for areas within the Board's jurisdiction, as well as advocating its interests in statutory and other planning processes. In this latter capacity, the Board wishes to submit on the proposed new Ture ā-Rohe Urungi Āhuru / Navigation Safety Bylaw 2021.

The ACB submitted on the 2014 Navigation Safety Bylaw and at that time strongly advocated for a reduction in the speed limit for shipping in the Hauraki Gulf to reduce ship strike of marine mammals. The ACB monitors the incidents of ship strike and receives compliance reports from the Department of Conservation.

The Hauraki Gulf Marine Park is one of the most abundant and diverse marine parks in the world, with 33 species of marine mammals having been observed (nearly one third of the world's marine mammal species), including nationally and internationally endangered species. Resident Bryde's whales, Māui dolphins and orca are amongst some of the most threatened species in our region.

Since the reduction in the maximum speed limit to 12 knots, we have seen the incidence of ship strike reduced. We note that Auckland Council proposes to remove the rules about speed around marine mammals as this is better addressed under the Marine Mammals Protection Act.

It is our view that Auckland Council must ensure that its own regulations manage Auckland's navigable waters and reduce the risks to marine mammals from vessels rather than passing the responsibility to the Marine Mammals Protection Act which does not specify ship speeds.

The Auckland Conservation Board does not support an increase of the maximum speed limit in the Waitematā Harbour Zone to 18 knots and asks that the current 12 knot limit is maintained.



Lyn Mayes

**Chair – Auckland Conservation Board**

**SERVICED BY**

DEPARTMENT OF CONSERVATION  
TĀMAKI MAKĀURAU AUCKLAND

Private Bag 68908, Newton, Auckland 1141, New Zealand  
Telephone (09) 307 9279 | Email [aucklandconservationboard@doc.govt.nz](mailto:aucklandconservationboard@doc.govt.nz)

**From:** [REDACTED]  
**To:** [navigationsafetybylawreview](#)  
**Subject:** 2021 Navigation Safety Bylaw  
**Date:** Saturday, 13 February 2021 4:43:20 PM

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Greetings,

My name is [REDACTED]. I am currently the Chairperson of the volunteer 'Lifesaving Advisory Group' for Surf Lifesaving Northern Region.

The revision of the Navigation Safety Bylaw has been flagged to me for our input. As you may understand, this is the busiest time of the year for the surf lifesaving community so this has gone a bit under the radar.

This is a significant body of work however I feel the proposed bylaw changes will suit us well.

I have 1 question, and this relates to section 34 – Vessel must have appropriate navigational and communication equipment.

For Surf lifesaving uses, and for inshore purposes (line of sight) we generally just use 1 x hand held VHF type radio. This is supplemented by use of hand signals (suitably qualified members are trained in use of as per SLSNZ IRB / RWC manuals).

For operations further away from a surf lifesaving base (clubs) we recommend the carrying of

- a. A mobile phone in a waterproof case/bag
- b. Personal locator beacon (all Northern Region surf lifesaving clubs have these available)

[REDACTED]  
[REDACTED]  
[REDACTED]



11.02.21

Auckland Council  
Navigation Safety Bylaw 2014 Review  
by email to [navigationsafetybylawreview@aucklandcouncil.govt.nz](mailto:navigationsafetybylawreview@aucklandcouncil.govt.nz)

Dear Bylaw Panel

**Submission on proposed new Navigation Safety Bylaw (2021)**

I am writing to give feedback on the proposed Navigation Safety Bylaw, in particular proposed bylaw 38(1)(c) which is similar in effect to the current bylaw 38(3).

This bylaw requires approval from the Harbour Master (HM) to lay, use or to leave unoccupied any mooring (other than a mooring covered by a Resource Consent). We believe that approval is justified for laying a mooring but **not** for use of the mooring by other appropriate or similar vessels.

**My interest in the bylaw**

I am the director of a new business called Moorings4u. Moorings4u believe in providing boat owners access to use moorings casually when they are not occupied by the owner. This supports more effective use of the waterways - while minimising environmental damage caused by anchors.

The primary service Moorings4u provide is casual short-term stay (1-7 nights) for boat owners who are looking for peace of mind when they anchor overnight in a destination bay. We provide a platform where boat owners who wish to use a mooring can find available moorings to rent – like Airbnb, but for boat moorings.

We are a new business and we think we're innovative. We also like to think we are the type of business the Auckland Council would love to support, encourage and help wherever they can to ensure our success.

**The problem with the proposed bylaw**

We believe the current and proposed bylaws unnecessarily restrict the economic and social benefits of better use of moorings, without providing any additional safety benefits.

There are a large number of Auckland moorings that are not occupied at any one time, but currently only the mooring owner can attach their boat to that mooring. This is unless (under the current bylaw) they have written authority from the Harbour Master for another boat to use the mooring, even if the other boat owner intends to use it for only one night. That boat owner therefore needs to either defy the current and proposed Auckland Navigation Safety Bylaw and attach their boat to the mooring for the night or drop anchor a safe distance from the unoccupied mooring – or wait until they get written approval from the HM which will take an undetermined number of business



days. When I recently asked if the process to approve or decline a request could take a month, the reply was, 'can't say'.

I have been told that the HM's office haven't fined a boat or mooring owner for attaching their boat to a mooring without getting prior approval from the HM. They have also told me that they know sharing of moorings (without HM approval) is happening regularly now. As such, I do not agree that the current bylaw is administered efficiently as the review report states.

### **Recommended alternative bylaw**

I propose changing 38.1.c to the below which is very similar to the Northland Navigation Safety Bylaw.

*The licensee must notify the council of the vessel occupying the mooring changes and provide the vessel's name, type, length, size, owner's contact details and length of stay. If a licensee wants to moor a vessel that is larger than, or significantly different from, the vessel that is currently occupying the mooring, the council's approval must be sought in advance. Council's approval must also be sought in advance if the length of stay is longer than six (or three) months.*

This bylaw would align the requirements in Auckland with the majority of the country, which does not require HM approval before sharing moorings. There are no restrictions/requirements when sharing a mooring in Waikato, Taranaki, Gisborne, Manawatu-Wanganui, Hawkes Bay, Queenstown Lakes, Otago or Southland.

Canterbury, Greater Wellington and Bay of Plenty are the only other regions that have a similar bylaw to Auckland. As mentioned above Northland's bylaw require that they are informed only. However, we (Moorings4u) have come to an agreement with the Canterbury HM where written approval is not required which results in less administrative work for the Canterbury HM team. We are only required to send the details of the mooring and mooring owner and the boat and boat owner.

### **Benefits of the proposed bylaw**

The main benefits of changing the bylaw are:

- Economic and social benefits from more concentrated and consolidated use of existing moorings.

The concentrated use of moorings was one of the purposes of changes to the Unitary Plan that required moorings to be consented. The social and economic benefits of concentrated and use were noted in the section 32 evaluation of the unitary plan change which also noted at page 8:

*"Recreational boating is a significant activity in Auckland and provides social and economic benefits associated with operating and maintaining vessels, as well as the activities associated with boating. Providing for moorings within Mooring zones supports recreational boating use and the employment and other benefits associated with this activity".*

- Alignment with the Auckland Plan outcomes

I believe removing the unnecessary approval process for use of moorings would better align with the following Auckland Plan outcomes:

- Transport and Access : Aucklanders will be able to stay in desirable areas more easily, safely and sustainably:
  - Direction 1: Better connect people, places, goods and services
  - Direction 2: Increase genuine travel choices for a healthy, vibrant and equitable Auckland
  - Direction 3: Maximise safety and environmental protection
- Reduced administration for the HM
  - Removing the written approval of every short-term sharing of a mooring will free up more resource for the HM to focus on the more important and higher risk aspects of the role
  - I believe the HM will also be more informed as sharing of moorings is happening now without the knowledge of the HM because of the lengthy process to get written approval. Boat and mooring owners will be more willing to share their details if the process is easy and does not require approval.
- Reduced risk of environmental damage associated with attaching anchors to the seabed. There are many published articles from New Zealand and around the world detailing the environmental impact anchors have on the seabed.

### **Support from the public**

Finally, I believe the boating community are screaming out for better use and access of mooring. Everyone I have spoken with in the boating community want to be able to share moorings without prior approval from the HM.

To reiterate this point I sent out a letter to some boat and mooring owners asking if they would support our submissions. I have attached emails from 10 others confirming support for my submission (Appendix 1). If you wish to review the letter I sent them, it is attached as Appendix 2.

Thank you for considering my submission. Please feel free to contact me if you require any further information.

Yours faithfully

Dan Cooney  
 Director  
[info@moorings4u.com](mailto:info@moorings4u.com)  
 027 707 1133

[www.moorings4u.com](http://www.moorings4u.com)

## Appendix 2 – Letter asking for support

To whom it may concern

I am submitting to support a change to bylaw 38. Currently it requires written authority from the harbour master before another vessel may use a mooring. I submit this is unnecessary regulation that inhibits productive and safe use of moorings.

I believe in providing boat owners access to use moorings casually, when they are not occupied by the owner to support better use of the waterways, while positively minimising environmental damage caused by anchors. Therefore, I would like the following changed in the proposed Auckland Navigation Safety Bylaw from

38 Approval required to lay, use or to leave unoccupied any mooring

(1) A person must obtain an approval from the Harbourmaster before

(c) using the mooring for another vessel not included in the approval

to (taken from the Northland Navigation Safety Bylaw 2017)

4.1 Moorings to be licensed

4.1.4 The licensee must notify the council of the vessel occupying the mooring changes and provide the vessel's name, type, length, size and owner's contact details. If a licensee wants to moor a vessel that is larger than, or significantly different from, the vessel that is currently occupying the mooring, the council's approval must be sought in advance.

There are many Auckland moorings that are not occupied at any one time, but currently only the mooring owner can attach their boat to that mooring. That is unless they have written authority from the harbour master for another boat to use the mooring, even if the other boat owner intends to use it for only one night. The boat owner therefore needs to either defy the current and proposed Auckland Navigation Safety Bylaw and attach their boat to the mooring for the night or drop anchor a safe distance from the unoccupied mooring. This results in

- Damage to the seabed and the marine environment
- Often anchoring in an area more exposed to the elements due to (often unoccupied) moorings in sheltered bays restricting space
- A restless night on anchor watch

Thank you for your time

**From:** [REDACTED]  
**To:** [navigationsafetybylawreview](#)  
**Subject:** Navigation safety bylaw review submission  
**Date:** Friday, 12 February 2021 2:49:34 PM

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Hi there,

I would like to respond to the Navigation Safety Bylaw review 2021 as follows.

Apart from the obvious concerns about speed and safety, I oppose the proposed increase in the speed limit to 18 knots because it will likely increase dangerous speeding through mooring areas. Any speeding at all through the mooring areas, especially at Devonport, should be stopped. I would suggest that there needs to be additional starboard beacons/buoys with signage from Torpedo Bay wharf to the starboard beacon at the south east edge of the Devonport mooring area. These should clearly state the 5 knots speed restriction and this should be backed by increased surveillance especially at weekends.

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**To:** [navigationsafetybylawreview](#)  
**Subject:** Jet skis  
**Date:** Wednesday, 10 February 2021 1:44:18 PM

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Just a quick comment, from the perspective of an overseas visitor....

I am often shocked by the proximity of jet skis to swimmers, paddle boarders etc in New Zealand. It feels to me like an accident waiting to happen particularly on the Waitemata.

I am not clear whether regulations are inadequate or whether it is a matter of enforcement, though I notice there appear to be no designated launch areas with a channel marked out by buoys and restrictions on coming anywhere near beaches in the way there is in much of Spain.

I can't really see any justification for having any jet skis at all in the Waitemata.

Good luck with your consultation exercise.

[REDACTED]

[REDACTED]

Submission to Auckland Council re: Speed Limits, Waitemata Harbour

I wish to submit against any increase in speed restrictions for the Waitemata harbour and believe the proper action should be a reduction in speed limits to no more than eight knots from approximately North Head to Orakei up to the Harbour Bridge except in specified ferry lanes and a possible traffic separation zone on the southern side of the harbour (“the fast ferry lane”) which could be extended to the vicinity of Queens Wharf.

Recently a friend with years of boating experience was loudly sworn at and abused and told to “keep left” after being forced to take last minute collision avoiding action off Devonport.

This might have seemed inconsequential coming from a small runabout. But it was from the skipper of a very large, heavy and fast power boat of something over 15 metres travelling at speed.

My qualifications for making this submission amount to thousands of hours sailing on the harbour and gulf in everything from centre-boarders to major keel boats as well as two circumnavigations of the world which involved both Panama and Suez canals and experience of such crowded waterways as the English Channel, the Solent, Mediterranean, Aegean and Caribbean boating centres, and as an observant passenger on Devonport and Waiheke ferries.

Clearly there are two problems:

1. A lack of understanding and observance of the navigation rules.
2. The effects of wakes on other vessels and the northern foreshores.

(A third might be the effect on the natural environment of propeller noise and water disturbance by so many vessels travelling at speed

as during lockdown the return of wildlife to inshore waters was observed but hard to prove.)

Taking first the lack of understanding or rules it is clear that many have a hazy or even erroneous knowledge and rely on the high manoeuvrability and quick ability to slow of the more lightweight craft like runabouts. But given the example used to open this submission it is apparent that with no requirements for competence anyone can purchase an extremely substantial pleasure boat and use it, as some seem to, as if it was a large SUV in Auckland traffic.

There is also an element of arrogance and unconcern for other craft displayed by many of the large power craft and some sailing skippers also as they test the nerves of ferry masters.

In terms of the Fullers ferries' need for increased speed to maintain their timetable, this is a privately owned profit driven company and their needs should be secondary to safety considerations. (Think Pike River Coal mine disaster.)


For ferries the higher speed corridor coming into the harbour on the southern side beside the container port appears to work well and could probably be extended further towards Queens Wharf without detriment. It should be noted that more recent ferry designs put up less wash than the larger Quickcat but they are still not as good as the ferries which ply in Sydney's low wash zones.

Turning to the question of wakes the level of pleasure boat traffic returning to Auckland on Sunday afternoons creates a "washing machine" affect which can lead to control problems and where sailing alone is nigh on impossible unless there is significant wind. Can it be said that that because someone owns a large power boat they have a greater right to the water than a simple kayak which

their wash makes unusable? It can be argued that a higher speed limit would permit larger craft to continue on the plane for reduced wash. That may be true of many more successfully designed planning boats but there has been a tendency in recent times towards large imported craft where horsepower is substituted for subtlety and even at what should be planning speeds they put up waves threatening to small craft and leave many rolling violently astern with implications for control and safety.

The only real solutions to these problems would actually be a reduction of the speed limit to no more than eight knots except in the fast ferry lanes where at least commercial skippers invariably hold to the starboard side.

A delineated zone with clear traffic separation could be legislated in this area to provide more certainty for other vessels that feel the need to travel at speed and let the rest of us enjoy the Waitemata in some comfort and safety.





12 February 2021

Auckland Council

Navigation Safety Bylaw 2014 Review

Submitted via email to : [navigationsafetybylawreview@aucklandcouncil.govt.nz](mailto:navigationsafetybylawreview@aucklandcouncil.govt.nz)

Tēnā koe

### **Submission on Proposed new Ture ā-Rohe Urungi Āhuru / Navigation Safety Bylaw**

Thank you for the opportunity to submit on Auckland Council's proposed amendments to the Navigation Safety Bylaw. The Department of Conservation's submission is specific to the following two proposed amendments to the Bylaw:

- The proposed increase in the maximum speed limit in the Waitematā Harbour Zone (Harbour Bridge to Maungauika/North Head) from 12 knots to 18 knots.
- The proposed deletion of the 5knot speed restriction within 200m of a marine mammal.

#### Proposed increase in speed in the Waitematā Harbour Zone

The Department considers that 18 knots within this confined waterway is excessive, particularly as it is often congested; used by a large number of smaller craft such as dinghies, kayaks, waka, and sailing dinghies and frequently used by marine mammals.

The marine mammal species most regularly observed in the harbour (including the upper reaches beyond the Harbour Bridge) are brydes whales, dolphins, orca and New Zealand fur seals. Large whales are also sometimes found in this part of the harbour (for example, juvenile minke and southern right whales have been observed).

Increasing the speed limit will increase disturbance to all forms of marine life inhabiting the harbour and increase the risk of vessel strike and the level of harm resulting from this.

The Department submits that the maximum speed limit within the Waitematā Harbour Zone should remain at 12 knots or be lowered and strongly opposes an increase of any kind.

#### Deletion of the speed limit near marine mammals

Clause 14 of the existing Navigation Safety Bylaw 2014 states that a vessel cannot be operated above 5 knots within 200m of a marine mammal. It is proposed to delete this clause from the 2021 document. The reason for the deletion is outlined in the

**Department of Conservation Te Papa Atawhai**

Tāmaki Makaurau / Auckland Office

Private Bag 68908, Wellesley St., Auckland 1141

[www.doc.govt.nz](http://www.doc.govt.nz)

supporting information as due to the issue already being addressed by the Marine Mammal Protection Act 1978.

It is the Marine Mammal Protection Regulations 1992 that detail the required speed restrictions and appropriate vessel movements around marine mammals, a helpful summary of which can be found on the Department's website at:

<https://www.doc.govt.nz/Documents/conservation/native-animals/marine-mammals/marine-mammal-regulations-summary.pdf>

While it may appear to be a duplication and potentially a simplistic interpretation of the Regulations, the Department considers that the inclusion of the 5 knot speed restriction near marine mammals within the Bylaw, provides complimentary protection for these species and also helps to increase the awareness of speed restrictions around marine mammals among the boating community. The Department is therefore opposed to the deletion of the clause.

I am happy to discuss the matters raised in this submission further. Please direct any correspondence, or contact me at: [aucklandpermissions@doc.govt.nz](mailto:aucklandpermissions@doc.govt.nz).

Ngā mihi



Kirsty Prior  
Operations Manager - Tāmaki Makaurau/Auckland Mainland

11 February 2020

To: Auckland Navigational Safety Bylaw Panel

## Ture ā Rohe Urungi Āhuru / Navigation Safety Bylaw – Submission from Drowning Prevention Auckland

### Summary

Drowning Prevention Auckland supports Proposals 2-7 of the proposed bylaw. Drowning Prevention Auckland does not support Proposal 1, increasing the speed of vessels on the Waitemātā Harbour Zone to 18 knots or Proposal 8, allowing the removal of lifejackets on boats 6m or less if the skipper deems it safe to do so.

### Introduction

Drowning Prevention Auckland was formed in 1994 with a vision of an Auckland free from drowning achieved through the development of water competence, including improved knowledge and safer attitudes and behaviours.

Drowning Prevention Auckland was instrumental in the introduction of the Auckland Navigational Safety Bylaw 2014.

Wai is the source of life, but it can also be the cause of death through drowning. Drowning prevention education, research, and advocacy is paramount for Tāmaki Makaurau's wellbeing and safety in, on and around water environments.

Our approach is across three channels of engagement and delivery – where we live (community), where we work (workplace), and where we learn (education). Through a range of innovative and evidence-based learning opportunities we help individuals, families, communities, and workplaces to be safe from drowning.

### Comment

Drowning Prevention Auckland supports the following proposals:

**Proposal 2:** Amend existing rules about carrying a means of communication on a vessel, to carrying at least two independent forms of communication on a vessel (Clause 34 (b))

**Proposal 3:** Make new rules about novel craft, for example a motorised surfboard

**Proposal 4a:** Make new rules for the Tamaki River Entrance

**Proposal 4b:** Make new rules for the Commercial Port Area

**Proposal 5:** Align rules about the use of Ōrākei Basin with current accepted practices

**Proposal 6:** Remove rules about Commercial Vessels for Hire and Reward

**Proposal 7:** Remove rules about speed around Marine Mammals

Drowning Prevention Auckland does not support the following two proposals in their entirety:

**Proposal 1:** Increase the speed on the Waitematā Harbour Zone to 18 knots

**Proposal 8:** Clarify the remaining existing rules and update the format of the Bylaw and associated controls

**Proposal 1:** Increase the speed on the Waitematā Harbour Zone to 18 knots

We support either reducing to 10 knots or remaining at 12 knots. The argument to allow fast ferries to operate at faster speed to maximise public transport should not allow personal craft to travel at greater speed with a possible consequence of reducing safety. We suggest reducing or retaining the current maximum speed, but to introduce an exemption for ferries in public transport.

**Proposal 8:** Clarify the remaining existing rules and update the format of the Bylaw and associated controls

The Auckland Council Navigational Safety Bylaw is at odds with other Navigation Safety Bylaws around the country in terms of allowing the skipper to determine if it is safe to remove lifejackets. Many Aucklanders undertake their boating both within and outside the Auckland regional boundaries, and it would be preferable for the bylaws to be consistent. We do not agree with the inclusion of the clause allowing the person in charge of the vessel to determine if lifejackets can be removed. This creates a lack of objectiveness that is unnecessary. Most other Councils around New Zealand have introduced compulsory wearing of lifejackets on vessels under six metres when the vessel is underway. We believe a similar stance would improve understanding and safety in small craft under six metres. The New Zealand Safer Boating Forum also advocates for both consistency of legislation through the compulsory wearing of lifejackets on small vessels when underway.

Recent studies have determined that that wearing a lifejacket may at least halve recreational boating drowning deaths<sup>i ii</sup>. While educational programmes have seen a short-term increase in the wearing of lifejackets, it is the mandatory legislation that ensures a sustainable increase in wearing rates<sup>iiiiv</sup>

Furthermore, in New Zealand, one third of all drownings occur due to sudden immersion in water, where people have not meant to have entered the water where lifejackets may be inaccessible<sup>v</sup>. The major trigger for the legislation requiring mandatory lifejacket wearing on small boats in Victoria, Australia was regulations was prompted by a coronial study of regional boater drowning deaths mainly involving vessels under 6 metres in length, where lifejackets were either not available or unable to be used because of sudden immersion<sup>vi</sup>.

Subpart 2, 19, (1) We suggest including an added example (b) *boating at night*.

We suggest adding the words 'when moving' to the following clause. Subpart 2, 20 *Personal flotation devices must be worn on recreational vessels six metres or less in length **when moving***

Subpart 2, 20, (2) We suggest removing this entire clause.

In the new proposed bylaw, Part 2, (6), it states: *The person in charge must not be under the influence of alcohol or a drug, or both, to such an extent that the person is incapable of having proper control of the vessel.*

Alcohol is a drug, but its normalisation means many do not see it in this way.

We recommend the clause be amended to read:

The person in charge must not be under the influence of alcohol and/or any other drug, to such an extent that the person is incapable of having proper control of the vessel.

We request consistent spelling of 'flotation' in the whole document.

### Contact for enquiries:

Teresa Stanley, Research and Development Manager

[teresa.stanley@dpanz.org.nz](mailto:teresa.stanley@dpanz.org.nz)

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<sup>i</sup> Bugeja L, Cassell E, Brodie L, Walter S. (2014). The effectiveness of the 2005 compulsory personal flotation device (PFD) wearing regulations in reducing drowning deaths among recreational boaters in Victoria, Australia. *Injury Prevention*. 20(6):387–92.

<sup>ii</sup> Cummings P, Mueller BA, Quan L. (2011). Association between wearing a personal floatation device and death by drowning among recreational boaters: a matched cohort analysis of United States Coast Guard data. *Injury Prevention*. 17(3):156–9

<sup>iii</sup> Chung C, Quan L, Bennett E, Kernic MA, Ebel BE. (2014). Informing policy on open water drowning prevention: an observational survey of lifejacket use in Washington State. *Injury Prevention*. 20: 238–243.

<sup>iv</sup> Mangione TW, Chow W, Nguyen J. (2012). Trends in lifejacket wearing among recreational boaters: a dozen years (1998–2010) of US observational data. *Journal of Public Health Policy*. 33(1):59–74.

<sup>v</sup> Water Safety New Zealand. (2021). Provisional Drowning Report. Water Safety New Zealand.

<sup>vi</sup> Golden AS, Weisbrod RE. Trends, causal analysis, and recommendations from 14 years of ferry accidents. *Journal of Public Transportation*. 2016;19:1.

**From:** [REDACTED]  
**To:** [navigationsafetybylawreview](#)  
**Subject:** Proposed bylaw change  
**Date:** Tuesday, 2 February 2021 6:53:26 AM

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Please consider my feedback on the proposed changes... while I am an individual, I also work for both the RAYC, the RNZYS ( of which I am a member). I sit on the executive committee of the Auckland Yacht and Boat Association (AYBA) and I'm an active boatie.

I

I believe the harbour zone should be 'wake free'.. for different hull shapes, this has a different speed implication.

Thanks [REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**To:** [navigationsafetybylawreview](#)  
**Subject:** Submission re Navigation ByLaws 2021  
**Date:** Tuesday, 9 February 2021 2:22:11 PM

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Hello,

I tried to make this submission online but I could not see how your template allowed my comments, hence I have put them in this email.

This submission is on my behalf and also on behalf of the New Zealand Optimist Dinghy Association of which I am their President.

### **My Submission**

I note in clause 8(3)(b) there is an exemption for sailboats while racing and training.

There should however be a further exemption included for support boats associated directly with those stated in 8(3)(b). This would be similar to the exemption in 8(3)(d).

If this exemption when included would then be similar to the exemption included in Maritime New Zealand, Maritime Rules, Part 22: Collision Regulations in clause 22.3(4), Note that the International Sailing Federation has since changed its name to World Sailing.

If this exemption is not included yachting officials could not:

- Perform swift rescue operation
- Perform swift mark set or relocation or change of course
- Signal abandonment or postponements swiftly
- Judge fast centreboard classes where illegal propulsion is not permitted (lasers)
- Umpire keelboats match racing
- Umpire Keelboat fleet racing (Young 88s)
- Effectively umpire some team racing regattas
- and obviously, umpire the Americas Cup

I therefore request that this exemption be included in the new Harbour Rules so that they are not in conflict with Maritime Rules, Part 22.

[REDACTED]

**From:** [REDACTED]  
**To:** [navigationsafetybylawreview](#)  
**Subject:** Feedback for review of By Laws  
**Date:** Thursday, 11 February 2021 4:41:00 PM

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Good Afternoon

I wish to submit the following feedback to the review:

### Main Proposal:

Increase the maximum speed limit on the Waitemata Harbour to 18knots

I agree with this proposal for an increase to 18 knots **WITH SOME PROVISORS**

NO power vessels to be allowed to use ANY form of steering assist whilst within the Harbour zone

Whilst I can understand and condone the speed it is imperative that the vessel is not on some sort of automatic steering equipment that allows for an empty bridge with no look out. That becomes an accident waiting to happen. I am very strong on there being accountability. There are good reasons for raising the speed limit but it will cause issues with wakes hitting the shore so ALL drivers of power driven vessels need to be aware of their effect on the rest of the users including those on the shore.

The Harbour Master **MUST** be accorded sufficient means ( eg man power, finances, vessels, remote monitoring equipment) and the space in which to investigate and infringe **ALL** noncompliance especially within the Tamaki River, estuary, inlets.

The fines for infringement **MUST** have teeth!! (no hand slapping with a wet bootlace) eg start at \$1000.00 and multiply by 10 for every Knot over the limit.

Clarify existing rules, including swimming events and (New) support vessels

This is absolutely necessary particularly with rowers' and swimmers support vessels. Depending on the speed of the rower/swimmer depends on the speed that a support vessel needs to attain to travel between them for personal instruction. This could exceed the speed limit but also leave swimmers, particularly , unattended and therefore virtually invisible in the water (also I believe that the support vessels for rowers carry their PFDs so there is a further safety issue in the case of a capsized etc.)

Organisers of events must have a clear map to follow to ensure the safety of competitors and on water followers and ACCOUNTABILITY

Make new rules about novel craft, for example a motorised surfboard



Rules are great and obviously needed however it is also important that owners of such creatures know that there are rules so one assumes that that knowledge has to start with the vendor having a pamphlet to hand out. I say paper in this case as you cannot guarantee anybody will read anything on line!! Also **accountability** as the owner of the novel craft. Same rules apply, the Harbour Master must have the ability to investigate and infringe breaches.

Make new specified area and conditions of use for Tamaki Entrance and Commercial Port Area

Commercial operators in these areas need to have a safety plan that has been overseen/confirmed by WorkSafe or Maritime NZ. This needs to include other water users such as Yachting and Rowing Clubs and Waka ARA

Amend existing rules about carrying a means of communication on vessel, to carrying at least two independent means of communication on a vessel

**YES** : phone or small VHF set in a waterproof bag on a cord around the neck!!

Align Rules around the use of Orakei Basin with current accepted practises

I no longer live in this area but I know that before the sewer pipe came down there was general concern that it would open up the space to "hoonery" that could cause issues with those that wanted to swim and sail in the peace that used to be there. Everyone needs to be able to enjoy the space .

Remove Rules about Commercial Vessels for Hire and Reward

Sounds fine but there **MUST** be a good DOCUMENT MAP so that those concerned with this area know where to go to find their set of rules

**Remove rules about speed around Marine Mammals**

The same applies as above **HOWEVER**, it has to be made clear that the rules apply to everyone so you had better go and read them even if you are in a dinghy, or on a motorised surf board!

**Update the format and wording of the Bylaw and associated controls**

Totally agree

I would like to reiterate that we have the most beautiful harbour in the world and everyone has the right to enjoy its space. I also know that we have an enormous number of people who are totally ignorant of behaviour expectations when socialising in a public space and the dangers associated with water. Therefore I believe there has to be accountability (being ignorant is no longer an excuse). Therefore the Harbour Master **MUST BE GIVEN THE TEETH TO BITE!!** Yes that means more funding. But people losing their lives or limbs through their own or other people's careless indifference or witting ignorance has to be curtailed. One would like to think it could be done through education as I loathe rules and regulations but there are those who do not read or listen or think they are immune.

Thank you for the opportunity to have my say , as you can see I am passionate about these things. **BE STRONG!!**

**[REDACTED]**

## Have your say on a proposed new Navigation Bylaw 2021

Feedback opens Monday 16 November and closes Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 /

[Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

*Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

Your local board:

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Name or organisation/business:

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Source: Email

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### Feedback on a proposed new Navigation Bylaw 2021

There needs to be more publicly advertised rules and enforcement regarding the use of ski lanes. Most people think it is the "fast lane". We have a property on Matakatia bay where half the beach is unusable in summer because the jet skiers race in and out doing doughnuts. Fishing boats use it as the fast lane. Most boaties don't even know the port to port rule and 5 knots within 100m of a swimmer. Water skiers swing into shore and the boat comes within 20m of the shore making it unsafe to even be near them in the water. If I ever talk to these skippers, they are unaware of any rules and unaware it only becomes a designated ski lane until someone is actually using it for the designate purpose, water skiing, not jet skiing. I've even had fishing skippers aggressively speed up to my children in kayaks and yell at them to get out the ski lane. They are aggressive and my children are scared to be in the water. The ski lane needs to be made smaller, better signage and more enforceable of the speed limits and a reminder it only becomes a designated ski lane until someone is actually using it for the designate purpose, water skiing, not jet skiing.

**From:** [REDACTED]  
**To:** [navigationsafetybylawreview](#)  
**Subject:** re submissions to the proposed new Navigation Safety Bylaw  
**Date:** Monday, 8 February 2021 4:38:27 PM

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Dear Policy Advisors [REDACTED]

I have a house at Pah Beach on Great Barrier Island. This year a new situation has arisen on Pah Beach and Gooseberry Flat because of the increased use of kite surf boards when a South West wind is blowing. There have regularly been one or two enjoying this activity but with the increase in tourists visiting Great Barrier there has been a corresponding increase in the number of kite surf boards. I now believe people are in danger of being hit and seriously injured by the boards and kites which are travelling at great speeds and very close to people in the water.

I have written about my concerns to the Great Barrier Local Board Chairperson (I have copied her into this email) and she has advised me that the current rule is that the kite surfers cannot be within 50m of a person or they can be fined, but this is very hard to enforce, especially in a remote place like Great Barrier Island. She suggested I make a submission to the new Navigation Safety Bylaw 2021. I have spent a considerable time looking at all the data online about this and would appreciate it if you could suggest the best way for me to make this submission. Do I have to suggest a remedy or just voice my concerns? There was a comment on the possibility of making a verbal presentation but I couldn't find any information about how or when to do this. I would appreciate your response.

Regards, [REDACTED]

24 November 2020

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Level 11,1 Grey Street, Wellington 6011  
PO Box 25620, Wellington 6140  
New Zealand

[REDACTED]

[REDACTED]

[REDACTED]

**PROPOSED NEW AUCKLAND COUNCIL NAVIGATION SAFETY BYLAW**

Thank you for your letter dated 30 October 2020 in which you sought our feedback on Auckland Council's proposed new Navigation Safety Bylaw.

**Consistency with Maritime Rules**

The proposed Auckland Navigation Safety Bylaw includes elements which Maritime New Zealand considers are inconsistent with the Maritime Transport Act 1994 (MTA). Consequently, our comments reflect section 33M of the MTA which requires that navigation bylaws should not be inconsistent with regulations or rules made under it.

In Maritime New Zealand's view, the requirement for example, to be "not inconsistent" with a maritime rule means that a bylaw must not permit what a rule expressly prohibits, nor prohibit what a rule expressly permits. A bylaw cannot impose a lesser standard than a maritime rule, and there must not be a situation where both the bylaws and the rule cannot operate side-by-side. In our view, a bylaw will not be inconsistent if it is made in respect of something or for a purpose that is not in a maritime rule, or imposes a higher standard than a maritime rule.

Please find Maritime New Zealand's feedback in Appendix 1 (attached).

Thank you for consulting the Director on the draft Bylaw. If you require clarification of any of the above matters, please contact [REDACTED]

[REDACTED]

[REDACTED]

## Appendix 1

Ture ā-Rohe Urungi Ahuru / Navigation Bylaw 2021	
Summary	
	We note the Maritime Transport Act 1994 (MTA) and Maritime Rules are not included in the last paragraph which outlines which regulations the Bylaw does not seek to duplicate or be inconsistent with.
Part 1: Preliminary provisions	
3 – Application	We note this clause should state that the bylaw applies to “Auckland’s navigable waters” rather than “Auckland”.
4 – Purpose	We note the proposed wording in the draft is narrower than the empowering authority. This may expose the Bylaw to the risk of legal challenge where the substantive clauses in the Bylaw are wider than the stated purpose in clause 4. The Council may want to consider revising the clause to cover all of the matters in section 33(1)(a)-(j) of the MTA.
5 – Interpretation	<p>Maritime NZ has considered the definitions in this section of the draft Bylaw and provides the following feedback for the Council’s consideration:</p> <ul style="list-style-type: none"> <li>• <b>Aircraft</b> – rather than providing a revised definition of aircraft, we note the term should have the same meaning as in section 2 of the Civil Aviation Act 1990 and state that the bylaw does not apply to an unmanned aerial vehicle (UAV).</li> <li>• <b>Automatic Identifications Systems (AIS)</b> – we recommend inserting the word “specification” to provide greater clarity (i.e. “means an operational transceiver of class A or class B <i>specification</i> that complies ...”).</li> <li>• <b>Fast Vessel</b> – we note this only applies to power driven vessels. The Council may wish to consider whether this remains appropriate, given the capabilities of some wind-driven vessels.</li> <li>• <b>Harbourmaster</b> – we note this term should have the same definition as in section 2 of the MTA. It may cause confusion to define Harbourmaster as including a person delegated or authorised to act on their behalf, including an enforcement officer and honorary enforcement officer. There may be instances where action by or notification to the Harbourmaster is required, not an enforcement officer or honorary enforcement officer. Further, issues concerning the exercise of authority and delegation are not matters of definition and should be dealt with in a separate provision in Part 4. If you agree, the Council may wish to consider revising Part 4’s heading to “Powers, enforcement, offences and penalties”.</li> <li>• <b>Navigational Equipment</b> – we note this does not include a compass or similar heading reference.</li> <li>• <b>Person in charge of a vessel</b> – we note this definition is inconsistent with the definition in Maritime Rules Part 91, which is stated to mean the master. The Council may wish to consider whether the expanded definition in the draft Bylaw could create confusion in respective roles and responsibilities.</li> <li>• <b>Recreational vessel</b> – we note the related information in the text box only includes a partial definition of the term “pleasure craft” under section 2 of the MTA and is not the definition of “recreational vessel” used in Maritime Rules Part 91. We recommend the explanatory note set out the full definition of both “pleasure craft” under section 2 of the MTA and “recreational craft” under Maritime Rules Part 91.</li> <li>• <b>Sheltered Waters</b> – we note this term is well-understood in terms of ordinary usage. The Council may wish to consider whether the</li> </ul>

	<p>definition is necessary. If there is a desire to retain it, we note that sheltered waters are dynamic, based on wind direction at the time, rather than permanent as seems to be assumed in the definition as it's presently drafted. Which waters in Auckland are protected from "<u>any</u> wind, currents or waves"?</p> <p>As a general comment, we note that the approach taken in the current draft Bylaw has been to remove definitions of many terms, such as "accident", "Act", "crew", "dangerous goods", "Director", "enforcement officer" etc. which in the previous Bylaw were defined by a cross reference to the MTA, relevant Maritime Rules or other legislation. While the meaning of these terms when used in the Bylaw will have the same meaning as the MTA or Maritime Rule unless the context otherwise requires (clause 5(2)), we consider this approach makes the Bylaw difficult to understand and less accessible to an ordinary reader. The Council may wish to consider reinstating the standard terms included in the previous Bylaw into the proposed Bylaw.</p>
<b>Part 2: Responsibilities of persons within Auckland's navigable waters</b>	
<b>Subpart 1 – General responsibilities of persons within navigable waters</b>	
6 – The person in charge of the vessel must be responsible	We note clause 6(1) which states that "A person on board must be nominated as the person in charge of the vessel before undertaking a voyage" is inconsistent with Maritime Rules Part 91. Under the Maritime Rule definition, the person in charge of a vessel means the master and this does not allow another person (such as the owner) to be nominated. We recommend clause 6 be revised to reflect the meaning of the MTA that the master, who is the person (except a pilot) having command or charge of any ship, is responsible.
7 – A person must be at least 15 years old to operate a power-driven vessel	To ensure consistency and clarity in drafting style, we recommend amending the wording in paragraph (4) to read as follows: "(4) However, 7(1), (2) and (3) do not apply if: [...]."
8 – Vessels must not exceed certain speed limits	We note the phrase in clause 8(4)(b) "accepted safe practices of the individual sport" is quite subjective and likely to be subject to dispute. The Council may wish to consider working in a reference to "the relevant sporting association" to tighten the definition's ambit. For example, (4)(b) could read as follows: " <i>any board sport carried out .... in accordance with the accepted safe practices of the relevant sporting association, where one exists, or if one does not exist, the accepted safe practices of the individual sport.</i> "
9 – The person operating a vessel must comply with collision prevention regulations	We recommend using the word "rules" rather than "regulations" in the clause's heading.
<b>Subpart 2 – Responsibilities for carriage and wearing of personal flotation devices on recreational vessels</b>	
17 – A person must not erect, interfere with or tie a vessel to a navigational aid	We recommend inserting a comma after the word "to" in the clause's heading.
18 – Personal flotation devices must be carried	<p>We note the explanatory material in the text box refers to "Maritime Rule exemptions". Section 47 of the MTA allows the Director to grant an exemption from specified requirements in Maritime Rules. There are some exemptions relating to the use of PFDs but these exemptions are quite different from the exceptions provided under Maritime Rule 91.4.</p> <p>The Council may wish to consider revising the explanatory note to refer to "exceptions" instead of "exemptions" to be consistent with clause 18(2)(c). We also recommend the summary of the exceptions in the text box be revised to reflect the full list of exceptions in Maritime Rule 91.4.</p>

20 – Personal floatation devices must be worn on recreational vessels six metres or less in length	We recommend the explanatory note be revised to refer to “exceptions” instead of “exemptions” (see above).
<b>Subpart 3 – Responsibilities of persons undertaking certain activities</b>	
24 – Paddle craft must be visible when used beyond sheltered waters	See comment on “sheltered waters” definition above. As the term is presently drafted narrowly, there will not be many instances when paddle craft will be in sheltered waters, even if the waters are in fact sheltered at the time.
30 – Activities must comply with prohibitions or restrictions	We note clause 30(1) requires a person to comply with any prohibitions or restrictions made in clause 60(1)(d) for an activity. The Council may wish to revise this as there is no clause 60(1)(d) and the example given should not form part of the actual requirement.
<b>Subpart 8 – Responsibilities of a person in charge of a large vessel</b>	
42 – Inoperative equipment must be notified to the Harbourmaster	The Council may wish to consider the specification of requirements relating to Portable Pilot Units (PPUs) in subpart 11, which already contains requirements for pilots and pilotage.  We recommend clarification if these requirements are to apply to inoperative PPUs used by pilots.
43 – Operating with inoperative equipment in a pilotage area requires approval	Same as above.
44 – Commercial fast vessels may require a Navigation Safety Operating Plan	The Council may wish to consider (a) how this requirement fits with current Maritime Operator Safety System (MOSS) requirements, which require the development of a Maritime Transport Operator Plan (MTOP) and the possession of a Maritime Transport Operator Certificate (MTOC), and (b) whether the requirement adds to navigation safety and whether the (likely) extra compliance costs are justified.
<b>Subpart 9 – Responsibilities of a person in charge of a vessel carrying explosive substances or bulk oil, or undertaking bunkering or hot works operations</b>	
47 – Vessels must provide notice of pending arrival	The Council may wish to consider whether the notice of pending arrival can also be done by the vessel’s agent.
49 – Vessels must maintain a safe distance from other vessels	The Council may wish to consider whether this clause needs to make provision for the use of tugs and pilot boats.
<b>Subpart 10 – Responsibilities of a person near large vessels, vessels carrying explosive substances or bulk oil, or Explosive Safety Zones</b>	
55 – Vessels must be a safe distance from vessels with an explosive substance	As above.
56 – Vessels restricted from entering Explosive Safety Zones	As above.
<b>Subpart 11 – Responsibilities of pilot and pilot exempt master operations</b>	
58 – Passage plan must be used and safely carried out in a pilotage area	In line with best practice bridge resource management principles, the Council may wish to consider whether the obligation in the clause should be that the Pilot and the Master must agree on and use a passage plan for every intended voyage and vessel movement.



<b>Part 3: Controls and Approvals</b>	
<b>Subpart 1 – Controls</b>	
<p>60 – The Harbourmaster may make controls about navigation safety</p>	<p>We note that clause 60 appears to create a separate empowering provision within the bylaw authorising the Harbourmaster to “make controls” for purposes to:</p> <ul style="list-style-type: none"> <li>• identify one or more specific areas in clause 31 and specify conditions of use;</li> <li>• prescribe constructions and maintenance of any type of mooring;</li> <li>• prohibit or restrict any activity to ensure adequate precautions are taken to achieve the purpose of the Bylaw.</li> </ul> <p>A separate control document, accompanying the Bylaw, is made under the authority of new clause 60 of the draft Bylaw. We note this is a different approach to the current 2014 Bylaw, where the requirements, areas etc. are set out in a document referred to as “controls” but made under delegation by the Harbourmaster as part of the Bylaw.</p> <p>We note the separate authority to “make controls” in the new clause does not appear consistent with the terminology of section 33M(1) of the MTA. Further, it appears to conflate the authority for the Regional Council to make bylaws under section 33M, to control certain matters, with general powers given to the Harbourmaster under section 33F.</p> <p>We note the broad approach under clause 60 may also result in potential conflict with the specific powers of the Director under the MTA, such as section 248 - Powers of the Director in relation to hazardous ships) and section 249 - Powers of Director in relation to hazardous structures and operations.</p> <p>The approach taken in the current 2014 Bylaw, clause 6, is to set out general limitations on any control specified by the Harbourmaster, rather than to provide an authority to the Harbourmaster to “make controls”. This approach appears to be consistent with section 33M which authorises the bylaws to regulate, prescribe and control various activities.</p> <p>We recommend that clause 60 be revised to the approach taken in the current 2014 Bylaw. Otherwise we suggest you seek legal advice as to whether such a bylaw can be lawfully established under the MTA.</p> <p>We also recommend further revisions to the clauses that cross reference clause 60 (such as Clauses 30, 31 and 50(1)(b)).</p>
<b>Part 4: Enforcement powers, offences and penalties</b>	
<p>69 – The Harbourmaster may take action for failure to comply with an approval</p>	<p>As a general comment, we recommend Part 4 be revised to clearly identify the following matters with separate clauses addressing the following:</p> <ul style="list-style-type: none"> <li>• general provisions concerning compliance with the bylaw</li> <li>• breaches of the bylaw</li> <li>• non-compliance with an approval or its conditions</li> <li>• additional powers such as removal of a vessel or construction.</li> </ul> <p>We note clause 69 conflates certain matters where an approval is granted along with other more general failures. The heading relates to failure to comply with an approval, but the matters in Clause 69(1)(e) and (2) apply to wider situations where an approval has been granted.</p> <p>We recommend the wording of Clause 69(1) be revised to clarify that action may be taken where the <u>person</u> who has been granted an approval fails to do the specified matters.</p> <p>We note clause 69(1)(e) appears to be based on the general power under section 145(b) of the Local Government Act 2002 to make bylaws “protecting, promoting and maintaining public health and safety”. We</p>

	<p>recommend that any such enforcement power under these Bylaws is constrained by maritime safety purposes and should be set out in a separate subclause. We suggest you seek legal advice as to whether such a bylaw can be lawfully established under the MTA.</p> <p>We also recommend clause 69(2) be revised as a clear and separate enforcement provision and the reference in (c) and (d) should refer to Part 4.</p>
70 – Statutory powers may be used to enforce this Bylaw	<p>We recommend this clause includes that the Harbourmaster, enforcement officer, honorary enforcement officer or police officer may direct any vessel or person to take any action they consider necessary to ensure compliance with the maritime rules and bylaws.</p> <p>We note the description of powers in the text box is wider than s33F(1)(e) referred to and recommend that the full references be included (if this mechanism is used to cross reference the statutory powers).</p>
72 – A person can be penalised for not complying with this Bylaw	<p>Section 33N(1) of the MTA provides that “a person who <i>breaches a navigation bylaw</i> commits an offence against this Act punishable by conviction”. Accordingly, we recommend that clause 72(1) of the Bylaw be revised to provide that “A person who fails to comply with this bylaw commits a breach of this bylaw and is liable to a penalty under the Act and maritime rules and/or the Local Government Act and regulations”.</p> <p>We note the text box also contains an incomplete description about the penalties. Section 33N(2) and (3) also set out penalties for breach of a navigation bylaw on conviction. Infringement offences may also be prescribed by regulations under section 33O.</p>
<b>Maps</b>	
1.2 Point Chevalier	We note the seaward boundary is not marked, for example, by buoys. The Council may wish to consider how a seaward incursion would be alerted to the master/skipper.
1.5 St Heliers Beach	As above.
1.6 Kohimarama	As above.
7 Waitemata Harbour Restricted Zone	<p>We note that the Zone includes charted mooring areas. Given the 18 knot speed uplift proposal, it may require further definition to take account of the proposed clause 8(1)(e) that limits speed to 5 knots in “any mooring zone”.</p> <p>We would have liked to have seen more evidence to support the proposed 18 knot speed uplift in the Waitemata Harbour Zone. The reasoning provided only appears to be that provided in the draft consultation document:</p> <ul style="list-style-type: none"> <li>• to allow vessels to operate at a higher safe speed limit</li> <li>• to better reflect the use of the area by fast ferries</li> <li>• to allow fast ferries to operate at higher known speeds to safely maximise public transport (instead of seeking exemptions to the current speed limit)</li> </ul> <p>These points summarise the potential benefits of the proposal. However, we would like to have seen evidence that navigational safety perspectives had also been considered. For example, with 18 knot speeds being permitted, there is now the opportunity for two vessels to be closing at 36 knots, i.e. travelling 1 cable (200 yards/185.2 m) every 10 seconds. Also, it is not clear that there has been adequate consideration of the safe speed requirements in Maritime Rule 22.6, especially given the high activity level in this waterway.</p>
<b>Other comments</b>	
Drafting style	We note some clauses have numbered sub-clauses that appear unnecessary given that they contain only one statement, e.g. clauses 9, 12, 13, 24, and 30.

**From:** [Redacted]  
**To:** [navigationsafetybylawreview](#)  
**Subject:** Submission on 18-knot speed limit in Auckland's inner harbour  
**Date:** Friday, 12 February 2021 12:24:14 PM  
**Attachments:** [Merrie Hewetson email signature.png](#)

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**Submissions on the proposed review of Auckland Council's navigation safety bylaw February 2021**

[Redacted]

[Redacted]

**I am alarmed at this Auckland Council (and Auckland Transport) proposal to increase the speed limit on Auckland's inner harbour from 12 to 18 knots.**

**I request that the speed on all of the inner harbour from North Head to the harbour bridge be reduced to the five-knot speed limit generally considered appropriate for confined harbour waters, here and elsewhere.**

**At this speed, no vessels including the largest are generating significant waves and a consistent boat speed would improve the safety of all harbour traffic.**

**I have been sailing on the Waitemata Harbour and Hauraki Gulf since childhood. In recent years I have observed a massive increase in the number of 'learner' skippers using the harbour (often in charge of enormous vessels that push out a huge wake, a narrowing of the harbour around Ports of Auckland reclamation(s) that significantly increase the tidal flow hazards and the nuisance caused to sailing vessels like our own that are overtaken by high speed (massive) powerboats at speeds that give off a wake which seriously efforts how safe I feel sailing on the harbour with my husband and 2 young children aboard.**

**Consistent low speeds in the harbour are, in my view, the only safe option in an already crowded and narrow harbour.**

**Ngā mihi,**

[Redacted]

*Ngā mihi,*  
**Merrie Hewetson**  
Manager  
Ph: 372 5055 | Mob: 021 038 0275  
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**From:** [REDACTED]  
**To:** [navigationsafetybylawreview](#)  
**Subject:** Extra Feedback  
**Date:** Monday, 25 January 2021 8:46:42 PM

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Hi,

I have provided feedback on the 'have your say' form but have an extra comment I would like you to consider.

I'm not sure if its a change or clarification but its regarding the use of ski lanes by vessels travelling over 5 knots within 200m of shore and 50m of others but not towing a skier. Jet Skis are a particular problem hooning into the beach with no regard for people transiting through the (not in use) ski lane on Kayaks or SUP's. At Matakatia Bay a lot of visitors mistakenly play and swim in the ski lane and its an accident waiting to happen. This is partly because the ski lane is so wide it dominates the beach, so can you also please look at making it narrower.

Thanks

[REDACTED]

**From:** [REDACTED]  
**To:** [navigationsafetybylawreview](#)  
**Subject:** Matheson Bay Neighbourhood Association  
**Date:** Wednesday, 3 February 2021 10:12:22 AM  
**Attachments:** [Restricted Areas.png](#)

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Dear Bylaw reviewers,

Matheson Bay is a small, protected bay surrounded by a large council reserve area, in Rodney near Leigh, beyond Warkworth.

Council provides a moored pontoon over the summer season. The beach is promoted as a place for families and the swimming area protected by a reef to make it very suitable for swimming for families with young children [photo 1].

Each year, and particularly this year, jetskis enter the bay area around the swimmers. We have had recent experiences of excessive speed by jetskis entering the low level water area.

In history, Rodney Council looked after Matheson Bay and the environs very well. The reserve area is used for day visitors, freedom camping, dog walking, water vessels; but drought has affected the stream which feeds the facility water supply [toilets and rinsing shower]. It is well attended by the ums service teams.

However, Auckland Council since its merger of Rodney Council has neglected the reserve - the Council Ranger is available Monday-Friday 9-5 [and a 20 minutes drive from Warkworth] - the reserve comes to life on weekends and at evenings, when no Management occurs!

This local group received grants from Rodney Council to create an easier access path along the Kohuroa Stream, with edging & metal, and boardwalks constructed. Auckland Council has installed the DOC style Kauri Dieback biosecurity footwear cleaning stations at the top and bottom of the reserve track. The icing on the cake was for signage to display the work done and directions along the track for visitors, including a map.

An observant resident noted that Auckland Council had failed to include 3 sections along Leigh Road as part of the reserve on this map. These sections were resumed by Council after the mammoth 2001 floods which tore through the Kohuroa Stream area, and damaged the Leigh Road culvert by Frost Road. After the transfer of the Rodney lands to Auckland Council [the Super City], these three sections were not noted on the map and only through the intervention of Beth Houlbrooke [Rodney Local Board Deputy Chair] and others has the map been corrected and properly displayed.

Now we find another failure by the Super City to follow the grandfathered rights of Matheson Bay.

Rodney Council created a jetski free area in Matheson Bay waters. Signage has been on display for many years [2nd photo], but with this review it has been discovered that in the creation of the 2014 bylaw, Auckland Council failed to correctly identify and note the status of Matheson Bay as inherited from Rodney Council.

Matheson Bay is not on the list of excluded areas for jetski and motorised vessels [item 3]. Again, Beth Houlbrooke, [Rodney Local Board Deputy Chair] has gone into bat for protecting the swimmers/bathers at Matheson Bay from jetskis and motorised vessels.

The residents of Matheson Bay, Leigh and surrounding areas request that the bylaw correctly notate the status of Matheson Bay as an "area reserved for swimmers and non-mechanically powered vessels only" [as per Attachment area - item 3].

Matheson Bay is an hour from Auckland City by road with many inner city residents enjoying bach life here and delighting in the rural/coastal environment and "away from it all" vibe.

Regrettably, it seems that Auckland Council executives and staffers had not correctly reviewed the status of parts of Rodney Council when performing amalgamation functions.

This bylaw review allows this mistake to be remedied, so that swimmers and bathers in Matheson Bay can relax in the water without concerns of jetskis intrusively disturbing their recreational water activity.

Yours sincerely,

A large black rectangular redaction box covers the signature and name of the sender.

**From:** [REDACTED]  
**To:** [navigationsafetybylawreview](#)  
**Subject:** Bylaw submission  
**Date:** Sunday, 13 December 2020 9:01:43 PM

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To whom it may concern.

I agree to most of what you would like to implement, how ever I do not agree with the total ban on stopping people jumping or swimming from wharfs.

This is something families have done for years. And a total ban is overboard. Pardon the pun.

Most wharfs do not need this bylaw. Only some do. The ones that are regularly used by ferries etc. However, I would like to point out the example of the wharfs that don't get this use. Like Kawau wharfs.

We know that families will continue to do this family friendly, and safe pass time of swimming from these structures.

Please reconsider this blanket ban, so families are not forced to break the law.

Thank you

[REDACTED]  
[REDACTED]

[REDACTED]

12 February 2021

Navigational Safety Bylaw Review  
Auckland Council

Dear panel

**Submission to the Auckland Council navigation safety bylaw review 2021**

Thank you for the opportunity to submit on behalf of the Waikato Regional Council (WRC).

Our council submits in support of the following clauses:

**18 Personal flotation devices must be carried**

- (1) The person in charge of a recreational vessel must, at the time of use, have sufficient personal flotation devices for each person on board that are –
- (a) in a readily accessible location;
  - (b) of an appropriate size for each person on board; and
  - (c) in good working condition

**19 Personal flotation devices must be worn in times of heightened risk**

- (1) The person in charge of a recreational vessel must ensure every person on board is wearing a properly secured personal floatation device of an appropriate size for that person when:
- (a) tides, river flows, visibility, rough seas, adverse weather, emergencies or other situations cause danger or a risk to the safety of person on board; and
  - (b) crossing a bar (for example at the entrance to the Manukau Harbour).

With respect to clause 20, WRC along with many other councils and boating safety organisations, support the mandatory wearing of PFDs in vessels six metres and less **while underway**. We believe that the crew of a smaller vessel tied up or at anchor is at less risk of going overboard than when the vessel is underway.

We recognise that wearing a lifejacket<sup>1</sup> while boating is the singularly most important safety measure that can be taken.

The wearing of PFDs, and most recently wearing PFDs all of the time, has been the key message in Maritime New Zealand's series of safer boating campaigns. A lawful requirement to do so reinforces the safety messaging to date.



The Regional Council Chief Executives' Forum supports the introduction of a single maritime rule for PFDs, and many regional/district councils already have a bylaw that requires the wearing of PFDs at all times on recreational vessels six metres or less in length while underway.

Wearing of life jackets is further endorsed by:

**Maritime NZ website** (<http://www.maritimenz.govt.nz/Recreational-Boating/Lifejackets/Lifejackets.asp>)

- “Why wear a lifejacket?”
- “Most drownings in boating accidents involve craft under 6 metres. All on board boats under 6 metres should wear a lifejacket.....Most accidents occur suddenly with no warning....”

**NZ Safer Boating Forum** (<https://www.maritimenz.govt.nz/Publications-and-forms/Recreational-boating/SBF-fact-sheet-lifejackets.pdf>)

“FACT SHEET: LIFEJACKETS”

### **Lifejackets are life savers.**

Research commissioned by Maritime New Zealand (MNZ) shows that:

- people who wear lifejackets on the water are more likely to survive if something goes wrong.
- not wearing a lifejacket is the leading risk factor for boating fatalities.

The other key risks are:

- Not carrying communications, not checking the weather, and drinking alcohol.
- Skippers are also responsible for the operation of their craft, and their own and passengers' safety.
- Two-thirds of those who die in recreational boating accidents each year could have been saved had they been wearing a lifejacket. *Source: NPBSF 2006*
- Men aged 30-60 are over-represented in recreational boating fatalities. “The main reasons lifejackets weren't worn was people downplaying the personal risk of not wearing one and they are seen as being uncomfortable.” *Source: IPSOS 2015*
- Everyone on board a boat less than 6 metres should wear a lifejacket at all times. Most accidents occur suddenly, with no warning – there may be no time to grab a lifejacket, and it is extremely difficult to put on a lifejacket in the water.
- Many boaties drown less than 200 metres from shore.

### **NZ Safer Boating Forum and Maritime New Zealand position**

- Lifejackets should be worn – not stowed under seats or forward in the cabin. In case of a capsize or other emergency a lifejacket is no good unless it's being worn.
- Everyone on the water should wear lifejackets at all times. This is aimed at reducing the number of boating fatalities and encouraging a behaviour change by boaties, to wear their lifejackets rather than just carrying them.
- MNZ's “Lifejackets for Life” advertising campaign, styled on TV cop shows from the 1980s, targets men and sends the deadly message that if boaties don't wear a lifejacket they are risking their lives.

### **Minutes of the NZSBF meeting 3 October 2013**

#### **Item 17: International Lifejacket Principles**

Maritime NZ became a founding signatory to the International Lifejacket Principles at the Marine13 conference in Sydney May 2013. (<http://www.lifejacketwear.com/en>)

### 1.1.1 The Principles

#### 1.1.1.1 Organisations which are signatories to the International Lifejacket Wear Principles agree to the following:

- We recognise the fundamental role the wearing of lifejackets plays in the safeguarding of life for water users;
- We recognise the importance of promoting the wearing of lifejackets when boating;

#### **Minutes of the NZSBF meeting 1 October 2015**

“The forum again endorsed its support for lifejackets to be worn at all times in small boats”

Action item – “MNZ and regional councils to work together to try to develop a consistent approach to mandatory lifejacket wearing across the country.”

Nine regional/district councils (Northland, Waikato, Taupo, Hawkes Bay, Wellington, (Marlborough), Canterbury, Queenstown, Southland) already have a bylaw that requires the wearing of PFDs on recreational vessels 6 metres or less in length.

The New Zealand Safer Boating Forum’s Recreational Boating Summer Safety Report (2016), suggests that statistics from the 2014/15 summer period continues a common theme across the wider water safety sector. Approximately 82 percent of all drowning deaths involve males who underestimate the risks associated with the conditions, and overestimate their levels of competence.

There is wide support from boating safety organisations for a mandatory requirement. Mandatory PFD wearing on small boats has been recommended in media commentary on recreational boating incidents, Coroners’ reports and by Maritime New Zealand in advice to previous Ministers of Transport.

Views from recreational users appear to support mandatory wearing. Current attitudes toward mandatory wearing among recreational boat users, and among the general public, are predominantly positive. A recent Research New Zealand survey found that:

just over three-quarters of all recreational vessel users (76 percent) believe it is very important that adults should wear PFDs the entire time they are on the water. Among recreational users with small vessels, 62 percent believe it is important that adults wear PFDs the entire time they are on the water.

#### **Minutes of the NZSBF meeting 19 March 2017**

The forum confirmed, by vote, its position that “the wearing of lifejackets is mandatory on vessels 6 metres and less while underway”.

As recently as 6 February this year four people were close to drowning when they were pulled from the water near Kaiua when the 5.5m boat they were in sunk without warning. None was wearing a lifejacket. The NZ Police (Eagle) posted a very informative video which graphically shows the immediate peril these people were in.

For these reasons we do not support Cl 20, (2)

Further we support the clauses:

- 20
- 21

- 22
- 25
- 26, (1), (2), (3), (5)
- 29
- 32, (1)
- 33
- 35
- 36
- 70
- 72
- 73

All other clauses are either not reflected in our bylaw (on which we cannot submit) or are specific to the Auckland region (local schedules)

I would welcome the opportunity to speak to the hearings panel in support of our submission.

Yours faithfully



1 In this document the word lifejacket has the same meaning as personal flotation device



Submission regarding the proposed new Navigation Bylaws

[REDACTED]

[REDACTED]

[REDACTED]

Dear Sirs,

Please find below some points of concern regarding the proposed new Navigation Bylaws

[REDACTED]

10.1 requires notification of an accident in which damage occurs (as do the current bylaws). There are numerous “dings” caused by minor collisions during yacht racing despite the fact that the rules aim to avoid boat to boat contact. The rules allow a competitor to exonerate themselves by taking a penalty turn. Damage is normally minor or sorted out between owners. The HM would not want to be involved at this level. I suggest a lower damage limit be set – say \$1000

Clause 14.3e reads-“ A person must not cause or allow anything to be placed in any navigable waters...for example an anchored vessel ... that may restrict the use of any lawfully established mooring”

This has the effect of reversing clause 38.2.c in the current bylaw which says –“a person in charge of a vessel must not moor or anchor the vessel in a location where the vessel could...create a hazard to other vessels at anchor or on a mooring...”

Whilst I appreciate the argument that someone who has a legal mooring is entitled to use it, clause 38.2.c appeared to better set the balance in favour of a boat anchoring next to an unused mooring, so that the owner of the mooring could not suddenly turn up and demand the anchored boat would have to move. The new 14.3.e reverses that.

Despite the fact that mooring should either be in a mooring zone or have a consent, we all know this is not correct and that a visiting boat has no way of knowing if a mooring is legal or not. We also know that for very large parts of the year even legal moorings not in a mooring zone are empty. Can I suggest that 14.3.e is amended to read -“ A person must not cause or allow anything to be placed in any navigable waters...for example an anchored vessel ... that may restrict the use of a mooring in a mooring zone” In my opinion that sets a better balance. If the owner of a mooring outside a mooring zone wants to “book” the space by leaving a boat on the mooring, so be it.

28.2.b requires that a person intending to conduct a sporting event or training activity to obtain approval of the HM if the activity requires temporary installation of course markers.... in the water.

This suggests that every race and every training event by every centreboard and some keelboat yacht clubs in Auckland would have to apply to the HM for approval to lay every mark of every course, including marks which have to be relaid for a change in the wind, and based on weather information which may not be available at the time of application. Can I suggest yacht clubs (and

maybe others) be given a blanket exemption and if the HM has concerns about the laying of marks he sets out a “guidance to yacht clubs” to address those concerns.

Clause 33.4 requires that (for example) small yachts Optimist, P class etc must have the name, and contact details of the owner on the vessel. This would not be a new requirement (see 34.3) but seems unnecessary. I would ask how many times has the HM been in circumstances where this was helpful? Most of these boats are recognisable designs, usually have their sail number on the hull, and there are national registers of the owners. At the very least a nearby yacht club should be able to advise who owns a boat if, for instance it was found adrift or stolen. In my experience I have never seen such identification and feel this part of the bylaw should be deleted.

Clause 38d requires the HM approval to transfer the ownership of a mooring to another person. This appears to be in conflict with my understanding that in a mooring zone, such as Sandy Bay on Rakino where there is a “waiting list” an owner cannot transfer the ownership and it must be passed back into the pool and reallocated to the next in line.

In Table 1 of the **Specific areas and conditions of use**, Lake Pupuke is described as “Reserved area for non power driven vessels.” Whilst I don’t disagree with that, every time a sailing (non powered) event is held there needs to be powered safety boats in attendance. Could this be included so that permission is not required every time. Event holders have to apply to use the lake anyway and the use of powered safety boats could and possible already are, part of the conditions of use. I suggest in the **Type (purpose) of area** column add the words “.. except for powered safety boats used in conjunction with an event for non powered vessels, approved by the Council.” This would encapsulate sailing, rowing, canoeing and dragon boating etc.

12 February 2021

To: Navigation Bylaw Panel

## Te Kaunihera o Tāmaki Makaurau Te Ture ā-Rohe Urungi Āhuru 2021 / Auckland Council Navigation Bylaw 2021 – Submission from SAFETY COLLECTIVE TĀMAKI MAKĀURAU

### Executive Summary

The Safety Collective supports the intent of the proposed bylaw. However, we do not support one aspect of Proposal 8. Specifically, we do not support clause 20(2), allowing personal floatation devices (PFDs) on vessels 6 metres or less in length to not be worn if the person in charge deems it safe to do so. We believe PFDs should be worn at all times on such vessels, and that removing this clause would substantially address the unacceptably low usage of PFDs on small vessels and high number of drownings that result. We also request a clarification in clause 6, highlighting that alcohol is itself a drug.

### Introduction and context

1. The Safety Collective Tāmaki Makaurau is a network of agencies and community organisations focussed on addressing the injury harm caused by alcohol, transport and falls. It brings an equity lens to its work, as this harm falls disproportionately on communities that have significant lower socio-economic populations; and Māori, Pasifika and ethnic communities.
2. It is an accredited [Pan Pacific Safe Community](#), hosted by Auckland Council and chaired by Cr Filipaina. A Strategic Advisor and a Data Analyst are funded by ACC to support its work.
3. As a network the collective seeks to influence outcomes through activities such as guiding vision and strategy, supporting aligned activities, improving the use of data, building public awareness, advancing policy, and mobilising funding and resources. It does not deliver frontline services.

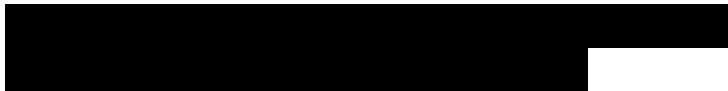
### Comment

4. **We support the purpose of this bylaw** : “to help minimise the risk of fatalities, injuries, nuisance, accidents, collisions and damage on Auckland’s navigable water”.
5. Drowning Prevention Auckland (DPA), a member of the Safety Collective, has made a submission on the bylaw and we specifically wish to support their view

regarding part of Proposal 8. This concerns clause 20(2) – which retains the current bylaw provision allowing a person in charge of a recreational vessel six metres or less in length to determine it is safe to not wear personal floatation devices (PFDs).

6. **We support DPA’s view that clause 20(2) should be removed.** Their submission cites recent studies showing “that wearing a lifejacket may at least halve recreational boating drowning deaths. While educational programmes have seen a short-term increase in the wearing of lifejackets, it is the mandatory legislation that ensures a sustainable increase in wearing rates.”
7. We understand many other councils’ bylaws now require the compulsory wearing of PFDs on small vessels (that is, without allowing the person in charge any discretion). This is in line with the Safer Boating Forum’s support for the **mandatory wearing of PFDs at all times** on vessels six metres and under, and their recommendation that all council’s bylaws should contain this provision to address this key risk factor contributing to boating fatalities.
8. **We ask for a clarification to clause 6(3).** Alcohol is a drug, but its normalisation means it is often referred to separately. We therefore suggest the clause be amended to read “The person in charge must not be under the influence of alcohol and/or any other drug, to such an extent that the person is incapable of having proper control of the vessel”.

**Contact for enquiries:**



**On behalf of the Safety Collective Tāmaki Makaurau**

## Have your say on a proposed new Navigation Bylaw 2021

Feedback opens Monday 16 November and closes Sunday 14 February 2021

Every day people use Auckland's navigable waters for both recreation and business, for example boating, kayaking, kite boarding, swimming, fishing, and ferrying people and cargo.

The number of people and variety of uses of Auckland's navigable waters can increase the risk of accidents, nuisance and damage. For example, jet skis in swimming areas, illegally moored vessels and explosive cargo.

### What Auckland Council does

We make rules to minimise the risk of accidents, nuisance and damage within Auckland's navigable waters.

The existing rules are set in the Te Kaunihera o Tāmaki Makaurau Ture ā-Rohe Urungi Āhuru 2014 /

[Auckland Council Navigation Safety Bylaw 2014](#) and associated controls.

These rules are in addition to national rules contained in the [Maritime Transport Act 1994](#) and [Maritime Rules \(in particular Part 91\)](#). We also rely on other legislation to protect marine mammals ([Marine Mammals Protection Act 1978](#)), to protect the environment ([Resource Management Act 1991](#)) and for the safe use of vessels for hire ([Health and Safety at Work \(Adventure Activities\) Regulations 2016](#)).

*Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

Your local board:

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Name or organisation/business:

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Source: Email

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### Feedback on a proposed new Navigation Bylaw 2021

I think it will be very onerous to have to provide all of a boat owners details and wait for harbour master approval before leasing a mooring out temporarily. I think it needs to have a timeframe attached to it so a mooring holder can have other boats on their mooring for up to 3 months without requiring to provide all details. We regularly have other boats on moorings over on Waiheke that are temporary for safety reasons and visiting friends and family.



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*Note: this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

### Submitter details

Your local board:

---

Name or organisation/business:

---

Source: Email

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## Feedback on a proposed new Navigation Bylaw 2021

No boats from 100m of the shore of any beach in Auckland, to allow swimmers peace and ability to swim without danger.

**From:** [REDACTED]  
**To:** [navigationsafetybylawreview](#)  
**Subject:** New Navigation Safety Bylaw  
**Date:** Saturday, 13 February 2021 1:17:04 PM

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My Name is [REDACTED] a resident of Matheson Bay, Rodney

I would like to request an addition to the Navigation Safety Bylaw under the section "Attachment A" (page 32)

Under the former Rodney areas Matheson Bay does not appear in the list of "Access lanes reserved for the purpose of allowing power driven vessels and power driven vessels towing water-skiers, wake boards or sea biscuits to navigate from a beach or launching area"

The reason for this was:-

1. No boat launching ramp.
2. The beach is one of the few beaches in this area that is non tidal. and as such is a very popular family and picnic beach. It has over many decades been a scuba diving mecca, spearfishing and rock fishing activity along with swimmers training for short or long distances.
3. Council has now installed a pontoon , which is enjoyed by a vast majority who use the bay for swimming activities

The Former Rodney District Council had designated Matheson Bay a "No Water Skiing, No Jet Skiing area. (Refer attached photos)

It appears that this was unfortunately missed when Auckland Council updated the Navigation Safety Bylaw in 2014

Over the last 3 or 4 years, Jet skiers and some Water skiers have been using the beach and pontoon for their activities.

Various residents have report these incidents, other residents requests to water skiers and jet skiers ignored.

Since there is no launching ramp the skiers approach the beach from sea side.

Could I make a request that Matheson Bay be added to the Demarcated Areas (A page 32) "Areas reserved for swimmers and non-mechanically power vessels only. Exemption for mechanical power vessels that are safety vessel for SUUBA or free divers (as for Lake Pupuke)

Thanking you for the opportunity to make our comments in making or region a safe area for water activities.

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]



## **Water Safety New Zealand Submission to the Auckland Council Navigation Safety Bylaw Review 2021**

1. Thank you for the opportunity to comment on the Auckland Navigational Safety Bylaw review
2. Water Safety New Zealand (WSNZ) is the leadership organisation for the water safety sector and has the policy and advocacy role for the sector. WSNZ also represents and has a specific mandate to support the capability development of member organisations and the wider sector. WSNZ is an enabling organisation, funding and supporting rather than delivering drowning prevention initiatives.
3. WSNZ supports and commends many of the proposed amendments to the Auckland Navigation and Safety Bylaws. Below are some suggestions for changes that we believe will support better drowning prevention and water safety outcomes.

### **Proposed Amendments Water Safety New Zealand is in Support of and Suggested Additions**

#### Speed

4. Subpart 1 (8) states *Vessels must not exceed certain speed limits*, WSNZ believes that the current speeds are sufficient and should not be increased as proposed due to the following reasons:
  - The Waitemata harbour is a busy area (one of New Zealand's busiest harbours) and therefore a lower speed increases safety and reduces risk of collision.
  - The Waitemata harbour is used by multiple marine recreational users from ferries to swimmers and higher speeds increase the risk of collision, injury, and death. A lower speed limit therefore keeps everyone safe.
  - A higher speed increases wake and the potential environmental impact and damage such as coastal erosion.
  - As New Zealand has no licensing system for skippers, many are inexperienced and lack the required knowledge and skills to operate safely in a busy area at a higher speed.

#### Personal Flotation Devices

5. In regard to subpart 2-18 (2) *A personal floatation device is not required if the vessel is a standup paddle board being used to ride breaking waves and the person is attached by a leg rope or leash;*

We suggest amending this subpart to require stand up paddle boarders (SUP) to wear a life jacket or other suitable personal flotation device at all times. This is in line with bylaws in other regions such as Waikato where Regional Council bylaws require SUP users to wear a life jacket at all times and also carry at least one form of waterproof communication, (Waikato Regional Council, 2020).

6. WSNZ supports Subpart 2-19 *Personal Floatation devices must be worn in times of heightened risk* and subpart 2-20 *Personal floatation devices must be worn on recreational vessels six metres or less in length*.

We suggest the addition of the following to the subpart 2-20 (2) list of exclusions for not wearing a lifejacket:

C. *Passengers are over the age of 16 years should wear a lifejacket at all times.*

We also consider the following phrase should be inserted into subpart 2-20 (2) after the list of exclusions.

D. *The person in charge of that craft should consider passengers swimming ability when permitting the removal of lifejackets.*

We recommend these amendments as research from Otago University has shown that two thirds of New Zealanders can't swim 100 metres. Therefore, the swimming ability of all passengers must be considered before permitting the removal of lifejackets. Studies also show that parents consistently overestimate their children's swimming ability, (Button, McGuire, Cotter, & Jackson, 2017).

As a result, there is a risk that the swimming ability of children may be perceived to be much stronger than it is in reality. This is also in line with Maritime New Zealand recommendations that non-swimmers and children wear lifejackets at all times, (Maritime NZ, 2020).

#### Two Independent Forms of Communication on a Vessel

7. WSNZ support the amendment to Subpart 5 34 (1) (a) and the requirement to carry at least two independent forms of communication at all times which have the capability of communicating with a land-based person from anywhere the vessel is intended to be operated.

We do not support the example listed in the navigation bylaws of a kayaker using their voice and a mobile phone. If the kayaker gets into trouble and is swept out and away from shore, their voice is no longer a reliable communication device. The effectiveness of using your voice also depends on their being another individual on shore to hear the cries for help, which is also not reliable.

Maritime New Zealand recommends carrying two forms of waterproof communication when boating in case one form fails. VHF radios, Distress beacons – PLBs (personal locator beacons) or EPIRBs (emergency position-indicating radio beacons) are recommended as they are the most reliable form of communication particularly whilst at sea. Maritime NZ additionally recommends the use of handheld communication devices (as opposed to attached to the vessel) and/or those that are attached to personal floatation devices, (Maritime NZ, 2021).

Please contact Karen Richardson – Policy and Research Advisor – if you have any queries or would like greater clarification of any points raised.

[REDACTED]

Nga Mihi

[REDACTED]

[REDACTED]

[REDACTED]

## References

Button, C., McGuire, T., Cotter, J., & Jackson, A.-M. (2017). *Assessing the Water Survival Skills Competency of Children*. Dunedin: University of Otago.

Maritime NZ. (2020, October 08). *Lifejackets*. Retrieved from Maritime New Zealand: <https://www.maritimenz.govt.nz/recreational/safety/lifejackets/default.asp#:~:text=Size%20matters&text=Everyone%20on%20board%20boats%20under,wear%20lifejackets%20at%20all%20times.>

Maritime NZ. (2021, February 5). *Communications If you cant call for help we cant rescue you*. Retrieved from Maritime NZ : <https://maritimenz.govt.nz/recreational/documents/Communications-fact-sheet.pdf>

Waikato Regional Council. (2020, October 6). *Stand up paddleboarding*. Retrieved from Waikato Regional Council : <https://www.waikatoregion.govt.nz/services/regional-services/navigation-safety/rules-and-safety/stand-up-paddle-boarding/>

**From:** [REDACTED]  
**To:** [navigationsafetybylawreview](#)  
**Subject:** bylaw review  
**Date:** Tuesday, 2 February 2021 10:59:31 AM

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Hi,

I cannot find any details to comment on certain aspects the proposal, specifically,

1. No detail on what is proposed to clarify rules on swimming events and new support vessels
2. No details on new rules about novel craft
3. No detail on amending existing rules about carrying means of communication. Means of communication is defined as VHF radio, beacons, flares and cellphones. Will jet skis be require to carry two means of communication. If not why not? Jet Skis are hired off Takapuna beach. I suggest they do not carry any form of communication. Also I sail off Takapuna beach. I am just not going to carry two forms of communication. Does that mean a 12 year old person sailing an optimist has to carry two forms of communication. It will just not happen for recreation sailing. Events are different.

In regard to the proposal to increase speed limits on the Waitemata Harbour Zone,

1. Why are higher speed limits viewed as being safer? There appears to be no basis for this statement
2. Why is a fast ferry travelling at higher known speeds viewed as safely maximising public transport. The statement appears to have no basis.

Regards

[REDACTED]

**From:** [REDACTED]

**To:** navigationsafetybylawreview

<navigationsafetybylawreview@aucklandcouncil.govt.nz>

**Subject:** Review of the Harbour Speed Limit Bylaw on the Auckland Harbour

[REDACTED]

And this is what is achievable when the speed limit is restricted to 5 Knots. Relative calm that does not affect other harbour users. Congratulation to the Harbour Master.



Kind Regards,

Chad `Thompson

[REDACTED]

**From:** [REDACTED]  
**To:** [navigationsafetybylawreview](#)  
**Subject:** Fw: Consultation: using Auckland's ♀ waters  
**Date:** Wednesday, 2 December 2020 9:24:25 AM

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Hi Project Team,

Just passing on some feedback I have been emailed about for the Navigation bylaw review, see below.

Ngā mihi,

[REDACTED]

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**From:** Murray Arthur [REDACTED]  
**Sent:** Tuesday, 1 December 2020 12:31 PM  
**To:** People's Panel <Peoplespanel@aklc.govt.nz>  
**Subject:** Re: Consultation: using Auckland's ♀ waters

I've already had my say but I'll quickly ask the panel reviewing the speed limit if they'd like their local street speed limit raised by 50%.

It's a stupid idea and shouldn't happen.

Cheers  
:)

On Tue, 1 Dec 2020 at 12:25, The People's Panel  
<[peoplespanel@peoplespanel.aucklandcouncil.govt.nz](mailto:peoplespanel@peoplespanel.aucklandcouncil.govt.nz)> wrote:

Having trouble viewing this email? [Click here.](#)

People using the water in different ways e.g. kyaking, surfing, sailing



## Kia ora Murray

Last year we asked you how you use Auckland's waters for recreational activities.

Your feedback, along with others, was used to review the Navigation Safety Bylaw 2014 (which aims to keep water users safe and prevent nuisance).



**From:** [Robyn Ryan](#)  
**To:** [navigationsafetybylawreview](#)  
**Date:** Thursday, 11 February 2021 10:02:12 PM

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**From:** [President - Auckland Water Ski Club](#)  
**To:** [navigationsafetybylawreview](#)  
**Subject:** Re: Request for Meeting re Bylaw Proposal  
**Date:** Wednesday, 27 January 2021 11:40:34 AM

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Thanks for the reply [REDACTED]

Please find below our feedback... do would you like this formally into the "have your say" website?

The Auckland Water Ski Club (AWSC) endorses the contents of the proposed Navigation Safety Bylaw and how it will apply to water skiing and the use of power-driven vessels on Orakei Basin and its intent of reatifying existing practice. The proposed Bylaw also aligns with AWSC Club rules, policies, and sanctioned driver training with the safety of all Basin users being paramount.

To align to existing practices, we seek a small change to Condition 9 of "Conditions of Use for Orakei Basin Reserved Areas A and B". We believe the intent was already in the current drafting but the application of the exclusion needs to apply to the other sub points by moving "except when the vessel is using an area reserved for an event approved by the council" to 9(a).

This would then read:

9) The person in charge of a power-driven vessel must –

a) not exceed the speed of 5 knots (except when the vessel is using an area reserved for an event approved by the council):

- i) within 20 metres of any jetty or boat ramp.
- ii) within 10 metres of the shoreline including when the vessel is using an area reserved for an event approved by the council: or
- iii) within 50 metres of any vessel or person in or on the water; and

b) not exceed a speed of 35 knots (65km/h) in all other situations.

In supporting this change and giving it effect, we would also like the council to reconfirm that the AWSC's operations in its reserved area constitute an approved event.

Secondly, as the AWSC runs skiers through approved & consented courses in a reserved area, clarification is needed to Condition 10(a). We request that a new 10(c) be added which reads

"10(c) Condition 10(a) does not apply to the Auckland Water Ski Club within approved courses."

The Auckland Water Ski Club has been operating at the Orakei basin for over 65 years, we have over 250 members and an in-depth knowledge of the basin and its

operations (including managing the flushing) and will continue to support and assist the Council in any way we can. If there is anything further we can do, please do not hesitate to contact us.

If there is anything in our proposal above which you do not believe is in the interests of the community and users, we request an opportunity to discuss this with the relevant decision makers within the council. The changes proposed, while minor, are needed to reflect the realities of operations and allow us to continue to provide the Auckland region's only tournament level water ski site.

Many thanks - Chris

**Chris Shaw**

**President - Auckland Water Ski Club**

[www.awsc.co.nz](http://www.awsc.co.nz)

\_\_\_\_\_ :OUR SUPPORTERS: \_\_\_\_\_



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