

**ANALYSIS OF PUBLIC
SUBMISSIONS**

TO THE CORAL BAY BOATING STRATEGY

**MAUDS SANCTUARY ZONE,
NINGALOO MARINE PARK**

Department of Conservation and Land Management
for the
Marine Parks and Reserves Authority
Perth Western Australia November 2002

Public Submission Report for the Coral Bay Boating Strategy

In accordance with Government Policy of community consultation, the Coral Bay Boating Strategy was developed to seek comment regarding the proposed changes to the management of users at Coral Bay, Ningaloo Marine Park.

The Coral Bay Boating Strategy was released by the Minister for Environment and Heritage for a 6-week period, on 2 August 2002. At this time, an electronic version of the Coral Bay Boating Strategy brochure and a Media Statement were placed on the Department of Conservation and Land Management's Naturebase website. Advertisements were also placed in the local and Statewide newspapers to advise about the Strategy and that it was available for comment. The Coral Bay Boating Strategy was distributed to State and local Government Departments, stakeholder groups, commercial tour operators and individuals that may be affected by the proposal.

The Coral Coast Infrastructure Implementation Group launched the brochure in Coral Bay on Monday 5 August 2002. Copies of the Brochure were made available at this time, from the Exmouth District, the Departments Coral Bay mobile information bus, the Department's State Operations Headquarters and the Naturebase website. Presentations were also given to a number of stakeholder groups and the brochures were available at the Boat, Dive and Fishing Show 2002 to encourage and facilitate submissions from the general public to the Strategy.

The Submission date was extended for two weeks, from 30 August to 13 September 2002. A letter was sent to the individuals on the distribution list, Naturebase website was updated and stakeholder groups were notified of the extension.

The community consultation period closed on 13 September 2002. A total of 29 public submissions to the Coral Bay Boating Strategy were received. All submissions received were summarised and changes were made to the Strategy, where appropriate. This document provides an analysis of public submissions categorised according to restrictions proposed to each user group to which the comments apply.

Analysis of Public Submissions

The public submissions to the Coral Bay Boating Strategy were analysed according to the process outlined below:

- All comments were collated according to the section of the Strategy they addressed;
 - Each comment was assessed using the following criteria
1. The Strategy was **amended** if the submission:
 - (a) provided additional resource information of direct relevance to management;
 - (b) provided additional information on affected user groups of direct relevance to management;
 - (c) indicated a change in (or clarified) government legislation, management commitment or management policy;
 - (d) proposed strategies that would better achieve management objectives and aims; or
 - (e) indicated omissions, inaccuracies or lack of clarity.
 2. The Strategy was **not amended** if the submission:
 - (a) clearly supported the draft strategy;
 - (b) offered a neutral statement or no change was sought;
 - (c) addressed issues beyond the scope of the Strategy;
 - (d) made points that were already in the Strategy or were considered during the preparation;
 - (e) was amongst several widely divergent viewpoints received on the topic and the option in the Strategy was still considered the best option; or
 - (f) contributed options which are not possible (generally due to some aspect of existing legislation or Government Policy.
- The reasons why recommendations of the Strategy were, or were not changed and the relevant criteria used were discussed with each comment.

Comments made in submissions have been assessed entirely on the cogency of the points raised. No subjective weighting has been given to any submission for reasons of its origin or any other factor, which would give cause to elevate the importance of any submission above another.

Number and Origin of Submissions

The number and place of origin of submissions are listed below:

Table 1: Number and Origin of Submissions

	Number of Submissions	Percentage (%)
Recreational Users	6	20.7
Fishing/Tourism Operators	14	48.3
Commercial Fishers	1	3.4
Community Groups	4	13.8
Government (Local)	0	0
Government (State)	4	13.8

A list of Submitters to the Coral Bay Boating Strategy is given in Appendix 1.

Analysis Table

Table 2 contains an analysis of the public submissions to the Coral Bay Boating Strategy. The table contains:

- a summary of each comment made on the Coral Bay Boating Strategy
- the number of submissions that made each comment (in parentheses);
- an indication whether or not the comment resulted an amendment to the final Strategy
- a discussion on why the comment did not result in an amendment to the final Strategy, or an indication of what action was taken in the final strategy; and
- the criteria by which each comment was assessed.

TABLE 2. CORAL BAY BOATING STRATEGY – ANALYSIS OF PUBLIC SUBMISSIONS

Comment	No. of submissions	Origin of comment	Summary of Comment	Discussion/Action taken	Strategy amended	Criteria
			A. GENERAL			
1	2	1, 22	Support the strategy.	Noted	No	2(a)
2	1	1	Strategy does not mention the proposed development at Mauds Landing that offers long term solutions to the key issues	The Strategy is an interim solution until the Mauds Landing proposal is finalised.	No	2(c)
3	1	2	Should significant threats to birds from boating activities be identified, management strategies to address these should be given attention via the Coral Bay Boating Strategy process.	Agreed. No amendment to the Strategy required.	No	2(b)
4	1	4	If Monck Head is to be opened to all users operating outside the Marine Park it should be stated in the Strategy.	Public moorings are being considered for Monck Head and sites will be subject to availability.	Yes	1(c)
5	1	6	The Strategy does not state that all vessels are also excluded from the no-boating (swimming) area in southern Bills Bay.	Agreed. Addition made to Strategy. Will be specified as part of the restricted area notice	Yes	1(e)
6	1	6	Conditions on the restricted area would not apply around a boat launching facility if it was constructed at Monck Head.	Agreed. Amendments to the restricted area will be made once an alternative boating facility is constructed. No amendment to the Strategy required.	No	2(b)
7	1	7	No mention of how Strategy’s effectiveness will be measured – indicators, monitoring and reporting mechanisms need to be established.	Monitoring sites are located within Bills Bay, indicators will be developed as part of the management planning process Mechanisms for measuring the Strategy’s effectiveness will be developed as part of the implementation plan for the Strategy. No amendment to the Strategy required.	No	2(c)
8	1	7	Strategy should be flexible to reflect policies developed during Carnarvon Ningaloo Coastal Strategy and other planning.	Agreed. The Strategy is an interim strategy.	No	2(b)
9	1	7	The MSZ mooring control area is not defined in the Strategy - this is confusing.	Agreed. This will be included in future publications.	No	2(b)
10	1	7	Not clear how the Strategy will affect where and how larger boats will be moored.	Agreed. Addition made to Strategy.	Yes	1(e)

				Public moorings are being considered for Monck Head and sites will be subject to availability.		
11	1	9	Majority of coral damage is due to inadequate channel markers exiting Bills Bay and to the North passage. Existing markers are difficult to see.	The channel is not recognised by the Department of Transport as a navigational channel and therefore is not formally marked.	No	2(c)
12	1	11	Unrestricted recreational boating activities pose an unacceptable level of public risk. Residential commercial fishing vessels are the less active users accessing southern Bills Bay and therefore pose a low risk to public safety.	Comment noted.	No	2(e)
13	1	11	Transient vessels (recreational and tourism operators) are not addressed in the Strategy – where do they moor?	Limited public moorings will be considered at Monck Head, and will be subject to availability. Anchoring will be available outside of restricted area, such as Point Maud.	No	2(d)
14	1	11	<p>Questions regarding operational plans that should be addressed before the Strategy is finalised:</p> <ul style="list-style-type: none"> • When do vessels having to moor outside southern Bills Bay need to submit a plan? • Will there be individual consultation to determine operational plans? • Are there individual plans or do all vessels follow one plan? • Clarification of conditions on permits. • Charter vessels moored outside southern Bills Bay – will they have access to southern Bills Bay to pick-up and drop off patrons at a designated area on a daily basis? 	These will be determined as part of the implementation plan for the Strategy.	No	2(c)
15	1	11	<p>Questions regarding moorings and fees that should be addressed before the Strategy is finalised:</p> <ul style="list-style-type: none"> • What fees apply, mooring site licences? • Are there relocation fees and at whose cost? • Where will the relocated moorings be located? • What fees apply to obtaining CALM Act S101 permit to access the restricted area? • Do the environmental moorings meet cyclone standards? • Has a mooring been allocated for Sea Search and Rescue? 	<p>These will be determined as part of the implementation plan for the Strategy.</p> <p>Sea search and rescue vessel will be trailerable. A service mooring will be available for short term SSR use</p>	No	2(c)
16	9	12-19, 21	Photo on Strategy brochure that shows a snorkeller handling a	Comment noted.	No	2(b)

of coral

			piece sends a mixed message and is contradictory to statements in the Strategic Approach.			
17	9	12-19, 21	Concerned at proposed timetable for construction of the alternative boating facility. The proposed timescale for implementing a Coral Bay Boating Strategy should be re-evaluated in the consultation with the MPRA.	Timetable for alternative boating facility is outside the scope of the Strategy.	No	2(c)
18	9	12-19, 21	The Mauds Landing development proposal is not relevant to the Coral Bay Boating Strategy.	Comment noted.	No	2(b)
19	9	12-19, 21	It is important that the Mooring Program for Ningaloo Marine Park is concurrent with the Coral Bay Boating Strategy.	Agreement on the Strategy is required before the mooring program can be implemented.	No	2(e)
20	9	12-19, 21	Risk management for the MSZ must include educational brochures and signage, together with a greater CALM staff presence, to raise awareness of pressures on the MSZ.	Agreed. This will be addressed as part of the implementation plan for the Strategy.	No	2(d)
21	9	12-19, 21	The current brochure that is a guide to snorkellers does not give adequate educational information. It focuses on safety but not environmental consequences from touching the reef etc.	Comment noted.	No	2(c)
22	9	12-19, 21	Do not agree with strategy in Strategic Management Approach that any current activity that is not consistent with maintaining/restoring the ecological and primary objectives will not be permitted. This is ambiguous and onerous. Instead clearly defined parameters are needed to enable a level playing field.	The strategy is consistent with the management of marine sanctuary zones.	No	2(f)
23	9	12-19, 21	Do not agree with strategy in the Strategic Management Approach to liaise with DPI to increase the gazetted 5 knot speed restricted area to Monck Head. Approach should be to enable 8 knots from the southern end of the existing 5 knot zone to Monck Head as most snorkelling takes place north of the 5 knot sign.	Comment noted but not agreed. Risk is for swimmers and damage to coral.	No	2(e)
24	9	12-19, 21	Disagree with statement in the Strategic Management Approach that sediments in southern Bills Bay have high concentrations of tributyl tin (TBT) in 1995. These sediments were found at Monck Head, not southern Bills Bay and TBT use was banned in 1987.	TBT remains in sediments for extended period of time.	No	2(b)
25	1	23	The Strategy should allow for see kayaking from Bills Bay. The activity is environmentally friendly with no ramps or moorings required, no pollution etc.	The long term strategy will be to provide for passive recreation originating from Bills Bay.	No	2(c)
26	1	27	Preference that the long term boating facility be located at north Bills Bay due to ease and time of access and lesser risk of damage to vessel.	Comment noted. Outside the scope of the Strategy.	No	2(c)
27	1	27	Best way to judge amount of water in the Bay due to tidal movements would be with fixed datum poles at entrance into Bills Bay, another where the 5 knot sign is currently located and	Comment noted. Will be considered as part of implementation plan.	No	2(d)

			another on the beach. The tide charts provided are not accurate enough for safe passage.			
28	1	27	Channel markers should be put in place and serviced by CALM.	Comment noted. The channel is not recognised by the Department of Transport as a navigational channel and therefore is not formally marked	No	2(c)
29	1	28	Concerned about waste seeping into the Bay and damaging the coral.	Comment noted. Outside the scope of the Strategy.	No	2(c)
30	1	28	Preference that the long term boating facility be located at Moncks Head as it provides shelter and is closer to Coral Bay.	Comment noted. Outside the scope of the Strategy.	No	2(c)
31	1	28	Concerned about the degradation of flora south of Coral Bay due to 4 wheel drive vehicles.	Comment noted. Outside the scope of the Strategy.	No	2(c)
			B. ALL USERS			
32	1	26	Believe that refuelling in the restricted area should be banned for all users.	Not a practical short term solution.	No	2(e)
			Permit required for vessels with draft greater than 1.2m to access restricted area. Submission for access permits will require an operational plan.			
33	4	3, 4, 10, 24	Supports	Noted	No	2(a)
34	2	3, 10	Concerned that vessels may enter if they have a permit and operational plan. This would need to be monitored closely.	Noted and agreed. Operational plans will include conditions that restrict access times.	No	2(b)
35	1	6	Exact measure of draft will be problematic for vessels close to 1.2m displacement. Consistency of measurement practice is desirable and measurement techniques may need to be developed.	Noted and agreed. To be addressed as part of implementation plan.	No	2(b)
36	1	7	CALM to negotiate with individual operators to ensure that operational plans correspond with stated environmental and safety objectives of Strategy and are fair and equitable.	Noted and agreed.	No	2(b)
37	1	7	Impacts on coral be considered when evaluating all operational plans and cumulative impacts.	Noted and agreed. Potential coral impacts along with safety will be main criteria for setting operational plans	No	2(d)
38	1	8	Does not support introduction of access conditions relating to times of day other than based on optimal tides for vessel access. Due to the proposal to relocate LFBs to alternative moorings outside southern Bills Bay boat traffic by LFBs through the restricted area will increase.	Access conditions will be based on relationship between tide and vessel draft.	No	2(d)
39	1	8	Conditions of access should be developed in conjunction with	The Coral Bay Liaison Group will	No	2(b)

			the Coral Bay Liaison Group.	be consulted.		
			Vessels with draft 1.2m or less can launch and retrieve at southern Bills Bay access point of restricted area.			
40	3	3, 4, 10	Supports	Noted	No	2(a)
41	2	3, 10	Will only work if monitored and policed all day.	Comment noted.	No	2(b)
42	1	3	Recreational boat owners should be addressed separately. Special needs of vessels that cannot be retrieved and launched daily should be addressed	Agreed. Limited public moorings will be considered for Monck Head and will be subject to availability.	Yes	1(b)
43	1	5	The chore of launching and retrieving boats be addressed by allowing limited No. of permanent moorings for those with a vested interest in the area or that work there – to be determined by an EOI.	Not practicable or equitable. and note consistent with the Ningaloo Marine Park Management Plan.	No	2(f)
44	2	22, 24	Believe that “all” boating traffic should be removed from the Bills Bay area as a matter of urgency, including all vessel launch and retrieval.	Not practical short term solution.	No	2(e)
45	1	29	Believe all fuel powered boating should cease inside the reef from North Passage south to the South Passage.	Not practical short term solution.	No	2(e)
			Anchoring, mooring or beach anchoring not permitted in restricted area except with approval of CALM.			
46	2	3, 10	Do not agree with proposal to put all charter operators with drafts of 1.2m or less on swing moorings at the lagoon as this will create more problems. At low tide or during bad weather when a No. of boats are moored it would be difficult to moor in the middle of the area. Avoiding bombies at low tide when trying to get to moorings can be a problem. Skippers of the vessels should be asked for input on this matter.	Comment noted. Mooring plan has been proposed based on size and draft of vessel to minimise potential impact.	No	2(e)
47	1	3	Concerns re proposal for designated area on beach at southern Bills Bay for refuelling and where passengers can embark/disembark. Concerns and questions include – <ul style="list-style-type: none"> • 50 metres wide is not enough, • consideration of the mooring and anchoring of vessels using the area, • how can everyone refuel at the same time (low tide), • if 2-3 vessels come into Bay at one time what do they do while waiting to use the designated area. Some vessels may only have approval to enter and not moor. 	Comment noted. Will required further consideration during implementation of the Strategy.	No	2(e)
48	10	4, 12-19, 21	Supports	Noted	No	2(a)
49	1	5	Supports as long as similar mooring arrangements are provided if and when the future boat launching facility site is selected.	Comment noted.	No	2(b)
50	1	6	Vessels may need to anchor in the restricted area in emergency situations.	Comment noted. Emergency and safety concerns override other issues	No	2(a)

51	1	7	CALM to take measures that prevent boats from anchoring and/or mooring in areas that can be damaged in Bills Bay, Bateman Bay and surrounding areas.	Comment noted. Anchoring not permitted in restricted area and moorings plans will be developed to protect sensitive habitats.	No	2(b)
52	1	8	Supports on condition that individual operational plans and loading/unloading facilities enable commercial fishermen to undertake necessary activities in southern Bills Bay (unloading, refuelling, maintaining vessels).	Comment noted.	No	2(a)
			No moorings installed in Marine Park without CALM approval. Mooring sites in mooring control area will be licensed. No private individual moorings in MSZ.			
53	3	3, 4, 10	Supports	Noted	No	2(a)
54	1	3	Local recreational boat users should be given special consideration and/or a licence to moor within the MSZ.	Not supported. Public moorings are being considered at Monck Head and sites will be subject to availability	No	2(e)
			No. of licensed commercial vessels for access and moorings in MSZ mooring control area will not increase from current level of usage.			
55	2	3, 10	Supports	Noted	No	2(a)
56	2	3, 10	Concerned already an additional Whale Shark licence being proposed – will this be an additional licence?	Comment noted. Additional licenses may be issued as long as the number of vessels remains the same or less.	No	2(b)
57	1	4	Concerns re how current level of usage will be established. Should consider needs of vessels that have a history of periodic visitation to Coral Bay that hold licenses to operate in the Gascoyne Fishing Zone. If a predetermined No. of vessels excludes some vessels with history EOI should be solicited from all users.	Comment noted.	No	2(e)
58	1	8	Do not support – No. of commercial vessels should not be limited to existing Nos.	Comment noted.	No	2(e)
59	1	11	Do not support - if applied growth of small business and future financial stability would be jeopardised with one vessel, one mooring to carry all licences.	Comment noted. Opportunity to carry out activities from outside the restricted area (other areas of NMP)	No	2(e)
60	1	11	Do not support – operating all licences from one vessel is dysfunctional, inappropriate and restrictive particularly when Fisheries Licences and Commercial Licences are transferable and CALM E class licences are not.	Comment noted.	No	2(e)
61	1	11	Do not support – operating from one vessel is difficult when each licence is controlled by different government agencies.	Comment noted.	No	2(e)

			Commercial fishing licence is controlled by Fisheries, fishing charter licence is issued by Fisheries WA but controlled by CALM for operations from the marine park, and E class licence to operate eco tours is licensed by CALM.			
62	1	11	Do not support – operating all licences from the one vessel restricts supply on demand.	Comment noted.	No	2(e)
63	1	11	Believe there is inconsistency in some licensing situations, e.g. sole tourism businesses with restricted E Class licences for scuba diving, snorkelling, mammal interaction and also Whaleshark Licences are permitted to operate all these activities from 2 vessels.	Comment noted. Licences are consistent, as they have been issued through Expressions of Interest process with specific provisions	No	2(e)
64	1	11	Do not support – under this policy if an operator wished to sell their Tourism Charter Operation and concentrate on the commercial fishing sector they would be unable to do this.	Comment noted.	No	2(e)
65	1	11	Do not support – does not allow historical dual licence holders (commercial fishing and tourism) the opportunity to comply with the 1.2m draft, purchasing a smaller draft vessel to operate charters from southern Bills Bay or moor at Monck Head.	Comment noted.	No	2(e)
66	1	11	Alternative option – there be special circumstances or policy for demonstrated historical users of at least 4-5years to operate the commercial fishing and tourism businesses separately with two vessels if the need arises.	Comment noted.	No	2(e)
67	9	12-19, 21	Do not support statement in the Strategic Management Approach that licensed operators will be required to remove unauthorised second vessels – this statement is ambiguous and needs clarification.	Comment noted.	No	2(e)
			No. of licensed commercial vessels in each user groups will not increase from current level of usage			
68	2	3, 10	Supports	Noted	No	2(a)
69	2	3, 10	Concerned in last month another commercial vessel has entered Bay knowing that the Coral Bay Strategy being developed.	Comment noted.	No	2(b)
70	1	4	Concerns re how current level of usage will be established. Should consider needs of vessels that have a history of periodic visitation to Coral Bay that hold licenses to operate in the Gascoyne Fishing Zone. If a predetermined No. of vessels excludes some vessels with history EOI should be solicited from all users.	Comment noted.	No	2(e)
			Approval moorings installed need to meet environmental and safety standards			
71	2	3, 10	Supports	Noted	No	2(a)
72	2	3, 10	Must be monitored and enforced.	Agreed.	No	2(b)
73	1	4	The mooring environmental and safety standards should be described in the strategy or reference made to where can be	Agreed. Strategy amended.	Yes	1(e)

			obtained.			
74	1	8	Consider leaving the 4 existing commercial fishing beach swing moorings in southern Bills Bay as alternative to replacing them with approved environmental moorings to provide an unloading facility due to potential disruption to coral growth.	Comment noted. Not supported. Liability and safety issues associated with existing moorings	No	2(e)
75	1	8	As commercial fishers will pay for costs of moorings outside southern Bills Bay request WAFIC, DPI and commercial users meet to discuss appropriate type and location of moorings to suit short term.	Comment noted. Issue to be addressed as part of implementation of the Strategy.	No	2(a)
76	1	8	Anchors be considered as an alternative to environmental pin moorings within mooring control area of Monck Head as they can be retracted at time of relocation	Comment noted. Not supported for safety and environmental reasons.	No	2(e)
			B. RECREATIONAL USERS			
77	9	12-19, 21	Install signage at southern Bills Bay informing all recreational users of the MSZ and of their responsibilities to the Ningaloo Reef, and the penalties that may be levied. Adopt the same zero tolerance approach to offenders as that applied to E Class licence holders.	Comment noted. Issue to be addressed as part of implementation of the Strategy.	No	2(b)
			Vessels with draft greater 1.2m require permit to access restricted area.			
78	12	3, 4, 10, 12-19, 21	Supports	Noted	No	2(a)
79	11	8, 11, 12-19, 21	Under the 'Strategy in Brief' it states under recreational users that no vessel with draft greater than 1.2m will be permitted but under 'Recreation Users' it states that they can have access with a permit. Unclear which one will apply.	Comment noted. The detailed strategy under the 'Recreational Users' section applies (access with a permit).	No	2(b)
			Vessels with draft equal to or less 1.2m allowed to launch and retrieve vessel and must comply with anchoring regulations.			
80	12	3, 4, 10, 12-19, 21	Supports	Noted	No	2(a)
81	1	8	Re swimmers safety question why the Strategy doesn't limit No. of recreational vessels under 1.2m that can access southern Bills Bay and the restricted area particularly on school holidays.	Comment noted. This proposal will be given further consideration.	No	2(e)
82	1	9	If boats are retrieved daily secure area must be set aside for storing boats when out of water.	Outside of the scope of the Strategy. Vessels can be stored at accommodation locations	No	2(c)
83	1	9	Alternative option to launching and retrieving vessels – boats over 6.5m be allowed to beach anchor at current site or moor in an area in Bills Bay. Current area is sand, not coral, so no further damage would occur.	Comment noted. Limited public moorings for Monck Head will be considered and sites will be subject to availability.	No	2(d)

84	1	9	Alternative option to launching and retrieving vessels – cement launching ramp be installed to allow removal of boats at end of day or the tractor be available at all times of the day free of charge.	Ramp not a practical short term solution.	No	2(e)
85	1	9	Restricting boat owners in Bills Bay will not protect divers and snorkellers as the same No. of boats will be launched and retrieved each day. The only exit from Bills Bay is past the snorkellers.	Comment noted. The restrictions relate primarily to environmental protection.	No	2(b)
86	1	9	To ensure diver and snorkeller safety rather than restrict boats an alternative is to have an authorised person on the beach at all times to educate all users. All divers must carry dive flags but this doesn't always happen.	Comment noted. Education of users is part of the strategy.	No	2(b)
87	1	25	Preference is that in the longer term recreational boat users in the area be stopped altogether.	Agreed. Separate facility is being planned	No	2(b)
88	1	26	Launching and retrieving will create significant difficulties for owners of larger recreational vessels. To ensure no users are disadvantaged by interim measures provision should be made for beach anchoring in a designated area for owners of larger recreational vessels.	Comment noted. Limited short term public mooring provisions for larger boats will be considered.	No	2(e)
89	1	26	Larger recreational vessels are not permitted to moor or access moorings in the restricted area or MSZ. While anchoring is permitted in the MSZ there is a risk that vessels may drag anchors. CALM should facilitate or make available a small number of environmentally friendly moorings within reasonable distance of the Coral Bay townsite for use by larger recreational vessels.	Agree. Limited public moorings for will be considered for Monck Head and will be subject to availability. No anchoring will be permitted in the restricted area.	Yes	1(b)
90	1	27	Non-trailerable vessels to be moored outside Bills Bay, possibly on moorings supplied by CALM and leased as required.	Comment noted. Limited public moorings will be considered for Monck Head and will be subject to availability .	Yes	1(b)
			Private moorings not permitted within MSZ.			
91	1	3	Private vessel owners who live and work should be considered separately.	Comment noted. Not consistent with the current Ningaloo Marine Park Management Plan. Will be considered as part of the management plans review.	No	2(f)
92	11	4, 10, 12-19, 21	Supports	Noted	No	2(a)
93	9	12-19, 21	Disagree – local residents and landholders should be eligible for a mooring site licence subject to an approved operating plan.	Not consistent with the current Ningaloo Marine Park Management Plan. Will be considered as part of the management plans review.	No	2(f)

			C. COMMERCIAL TOURISM AND FISHING CHARTERS			
94	1	11	<p>Questions that should be addressed before the Strategy is finalised:</p> <ul style="list-style-type: none"> • Is there a designated loading/unloading area for tourism operators? • If so for how many vessels? • Is the designated area strictly for tourism charters or can recreational users utilise the moorings? 	The number of vessels will be determined as part of implementation of the Strategy. Only commercial operations will be permitted moorings in Bills Bay and there will be a designated area for loading and unloading/refuelling that will accommodate tourism as well as other commercial users.	No	2(c)
95	9	12-19, 21	Develop working partnerships between eco-tourism operators and government agencies that recognise the expertise, daily interaction and experience that can be drawn upon to achieve the social objective identified in the Strategic Management Approach.	Comment noted.	No	2(b)
96	9	12-19, 21	Do not agree with statement in Strategic Management Approach that inappropriate commercial activity will be relocated – concerned that inappropriate activity is not defined.	Comment noted. Inappropriate activity deemed as those activities that compromise marine park values as determined in the management plan and/or present safety concerns	No	2(d)
97	9	12-19, 21	Do not agree with statement in the Strategic Management Approach to discuss with coral viewing licence holders the option of restricting the operations within the 5knot speed restricted area and transit area to reduce safety concerns where swimmers are. Coral viewing vessels generally travel at approx. 2 knots thus enabling action to be taken should a swimmer approach the vessel. Current coral viewing vessel operating conditions should be retained.	Comment noted.	No	2(d)
98	9	12-19, 21	Do not agree with statement in the Strategic Management Approach to develop/modify licence conditions for the coral viewing to be consistent with the agreed approach with the coral viewing operators. Current operating conditions for coral viewing vessels should be retained.	Comment noted.	No	2(d)
99	1	27	Beach access to be made available for operators to pickup and drop off customers and to service and refuel vessels.	Comment noted. As per Strategy	No	2(a)
100	1	29	Coral viewing craft should remain in the marine park at current Nos with anchoring area defined. All coral viewing craft to be powered by solar power within a given timeframe.	Comment noted.	No	2(a)
			Restricted E class licence holders with drafts equal to or less 1.2m allowed to moor within southern Bills Bay by way of			

			licence.			
101	3	3, 4, 10	Supports	Noted	No	2(a)
102	2	3, 10	Shouldn't be an additional fee to that already imposed.	Comment noted.	No	2(b)
103	1	20	Believe that continued access should be permitted to moorings where there has been historical use.	Comment noted.	No	2(b)
			Existing restricted E class licence holders seeking approval for replacement vessel with draft greater than 1.2m will be required to moor outside southern Bills Bay.			
104	3	3, 4, 10	Supports	Noted	No	2(a)
			Approved operational plans to determine conditions of access to southern Bills Bay for all vessels.			
105	3	3, 4, 10	Supports	Noted	No	2(a)
			Non-restricted T class commercial tourism operators not allowed to access southern Bills Bay unless 'historical use' shown.			
106	3	3, 4, 10	Supports	Noted	No	2(a)
107	1	11	'Historical use' needs to be clarified.	Comment noted.	No	2(d)
			No. of commercial charter operators and vessels permitted to operate from Coral Bay will not increase from current level of usage. This also applies to No. of mooring sites.			
108	2	3, 10	Supports	Noted	No	2(a)
109	1	4	It is not clear whether this limit on numbers applies to the southern Bills Bay area, Monck Head or all of the restricted area.	It is stated under the 'All users' section that numbers of licensed commercial vessels that require access and moorings within the MSZ mooring control area will not increase from the current level of usage.	No	2(d)
110	1	4	If the intent is to limit numbers in southern Bills Bay, Monck Head and the restricted area adequate notice should be given and a transparent process established to set the usage level.	Comment noted. This has occurred through the Expression of Interests for Coral Bay	No	2(b)
			D. COMMERCIAL FISHING (LFBs)			
			LFBs required to apply for mooring sites in MSZ mooring control area. No moorings in southern Bills Bay.			
111	12	3, 4, 10, 12-19, 21	Supports	Noted	No	2(a)
112	1	8	Relocating existing LFBs outside southern Bills Bay will increase their trips to and from southern Bills Bay through the restricted area from approx. 6 to 12 times/fortnight – increased safety issue for swimmers etc.	This point is acknowledged but access times will not always coincide with main swimming times and the potential environmental impact will be reduced.	No	2(e)

113	1	27	As commercial operators unload their catch at the same time (as the catch is picked up and taken away by truck) each boat would require its own beach mooring for this to be possible.	To be addressed as part of implementation of the Strategy.	No	2(e)
114	1	29	Anchorage for existing LFBs in Coral Bay should be situated at Mauds with proper landing and fuelling facility.	Outside the scope of the Strategy.	No	2(c)
			LFBs require permit to access restricted area. Access only for unloading catches and refuelling and subject to operational plans.			
115	12	3, 4, 10, 12-19, 21	Supports	Noted	No	2(a)
116	2	3, 10	Operational plans must take into consideration damage to the environment when vessels enter the Bay at low tide with full loads.	Agreed.	No	2(a)
117	1	8	Support operational plans on condition they are developed in conjunction with Coral Bay Liaison Group that has commercial fishing industry rep., all LFBs are consulted on plans individually, exemptions for access are incorporated into plans, clarification of infringements incorporated into plans, plans discuss workable brine offloading options, plans are reviewed monthly by Coral Bay Liaison Group until working effectively, if the plans hinder or threaten commercial user's business operations a review be undertaken by CALM and user and Tide Datum Posts be installed to assist CALM in enforcing plans.	Comment noted. To be addressed as part of implementation of the Strategy.	No	2(b)
			Specific area designated for unloading catches and refuelling. Owners of dinghies associated LFB can obtain permission to beach anchor.			
118	1	4	Supports	Noted	No	2(a)
119	1	8	Not clear whether fishing charter vessels will also access unloading/refuelling facilities	Comment noted. This is covered in the Commercial Tourism and Fishing Charter section.	No	2(d)
120	1	8	Concerned that proposed 4 pin moorings will not adequately enable all commercial vessels to enter, unload etc and exit southern Bills Bay at appropriate tides during daylight. If vessels cannot unload using allocated resources in time to meet an exit tide penalties should not apply.	Not agreed.	No	2(e)
121	1	8	Preferable that designated area for commercial fishing tenders is located in southern Bills Bay due to remoteness of short term locations and steep descent at Moncks Head.	Issue to be addressed as part of implementation of the Strategy.	No	2(b)
122	1	11	Questions that should be addressed before the Strategy is finalised: <ul style="list-style-type: none"> • what is the designated area? • how many moorings are allocated? • is the designated area for licensed fishing boats only? 	Issues to be addressed as part of implementation of the Strategy.	No	2(b)

123	1	26	If it can be demonstrated that risks associated with refuelling are minimal and acceptable then this facility should be provided for all users and not limited to approved licensed fishing boats only.	Comment noted. This is covered in the Commercial Tourism and Fishing Charters section	No	2(d)
124	1	27	Unloading of catch, loading of ice, stores and refuelling cannot be done safely on a swing mooring at Moncks Head, as weather conditions make tasks dangerous.	An area will be designated for these activities.	No	2(d)
			No. of LFBs accessing southern Bills Bay restricted area will not increase from usage level.			
125	3	3, 4, 10	Supports	Noted	No	2(a)
126	2	3, 10	Requires strict enforcement to ensure operators do not enter the Bay as a licensed tourism operator more readily, when commercial fishing.	Comment noted.	No	2(b)

Appendix 1 - List of Submitters

1. Doug Myers
2. Environmental Protection Authority – K J Taylor
3. Coral Bay Ocean Game Fishing Charters – S I Lymbery, B J Vale
4. Gascoyne Development Commission – Kim Antonio
5. R G Upton
6. Department for Planning and Infrastructure – Martin Baird
7. Save Ningaloo Campaign – Dennis Beros
8. WA Fishing Industry Council – Guy Leyland
9. Rod de Gunst
10. Charter Boat Owners and Operators Association of WA – Rick Reid
11. T/A Sea Force Tours and Charters – Simon Brown, Oria Wilson
12. Coral Bay Adventures – June Hunt
13. Coral Bay Adventures – Douglas Hunt
14. Coral Bay Adventures – Marnie Hunt
15. Coral Bay Adventures – Andrew Edwards
16. Coral Bay Adventures – Sally Hays
17. Coral Bay Adventures – Nick Edwards
18. Coral Bay Adventures – Sonia Edwards
19. Coral Bay Adventures – Yasmin Hunt
20. Ningaloo Experience – Peter Shaw and Melissa Zerbe
21. Coral Bay Adventures
22. Department of Fisheries – Eric Loughton
23. Capricorn Kayak Tours – Hal Paine
24. Willie Pearl Lugger Cruises – David Sheen
25. Paul Loring
26. Recfishwest – Frank Prokop
27. Commercial fishermen - Glen Hill, John Harrison, Anthony Farrelly, Stephen Powell
28. Kevin Schorer
29. U Harms