

# Sunshine Coast Waterways Authority Bill 2026

**Submission No:** 066

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A 'one stop shop' to look after 'on' Sunshine Coast Waterways and close coastal waters, as presented in the proposed legislation is a good idea as it is not superseding MSQ or environmental overrides. The balancing of commercial, tourism and recreational waterway users must be at the forefront of the SCWA's objectives with amenity for local recreational users at the forefront. Increasing pressures with large commercial craft running tours and sunset and party trips is overloading Noosa River with craft that are looking for extra landing bases and the opportunity to turn the river into a sideshow. Small recreational craft passive and motorised users are being pushed aside for this increasing large tourism, commercial craft. As SCWA will be overseeing and approving 'events' any commercial craft carrying passengers of more than 20 person capacity should be required to apply for an event licence. MSQ and the Minister for transport have set in Noosa strong rules in regards to long term anchoring, these rules must be publicly supported and acknowledged by the SCWA. Though the proposed remit of the SCWA does not include enforcement, a public appreciation and show of support for the work of the community, shire council and MSQ in regards to these state first anchoring laws in Noosa would show that the SCWA is strongly in support of its partner MSQ. SCWA must table as soon as possible the requirements for the SCWA CEO to communicate and liaise with the shire councils. Working with the shire councils is working with the local community and the differences of the community expectations for local waterways and the specifics of events and buoy mooring sites, are reflected by the local community as represented by the shire councils. As to how will SCWA be collaborative is missing from the proposed legislation or SCWA charter.