



**GREAT BARRIER REEF**  
MARINE PARK AUTHORITY

***Draft Hinchinbrook Plan of Management  
Information Booklet***



***let's keep it great***



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Information Booklet***

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# Map 1 - Hinchinbrook Planning Area



Note: This Plan of Management applies only to the Great Barrier Reef Marine Park and excludes internal waters of Queensland.

**WARNING** This map must not be used for marine navigation. Comprehensive and updated navigational information should be obtained from published hydrographic charts.



- Hinchinbrook Planning Area Boundary
- ..... Hinchinbrook Planning Area
- ..... Reefs
- ..... Population Centre
- ..... Queensland Coast and Island

Data Sources:  
AUSLIG/GBRMPA; GBRMPA



Projection / Datum: Geographic / GDA94  
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The distinctive natural surroundings, unique plant and wildlife, and the nature-based experiences offered by the Hinchinbrook region have led to international recognition of this portion of the World Heritage Area. Through the draft Hinchinbrook Plan of Management ('the draft Plan') the Great Barrier Reef Marine Park Authority ('the Authority') has undertaken to ensure that the values of the area are preserved whilst allowing for appropriate levels of nature-based experiences, that will provide for a range of commercial and recreational opportunities.

Efficient and effective management of use in the Hinchinbrook Planning Area ('the Planning Area') relies on the development of complementary management arrangements across marine and terrestrial environments. This draft Plan seeks to complement the provisions outlined in management plans for island national parks and those islands held as reserves by Local Government within the Planning Area.

The draft Plan has been prepared in consideration of 5 main objectives:

1. To ensure maintenance of the biodiversity of the Planning Area by managing marine ecosystems in a manner that retains their natural values and ecological integrity;
2. To ensure the conservation of rare, vulnerable or endangered species or communities and their habitats;
3. To ensure that cultural heritage values are protected;
4. To ensure that the wild and natural qualities of the Planning Area are maintained by minimising impacts of recreational and commercial use on these qualities, including minimising disturbance to users caused by noisy and intrusive activities; and
5. To ensure that Australia's obligations to protect, conserve, present, rehabilitate and transmit to future generations the outstanding universal values of this portion of the Great Barrier Reef World Heritage Area are upheld.

The draft Plan relates to Great Barrier Reef Marine Park waters in the Planning Area (refer to Map 1, page 3). **Issues that solely relate to Queensland waters (for example, activities in Hinchinbrook Channel and in Queensland waters of Missionary Bay) do not form part of the draft Plan or this booklet.**

This draft Plan should be read in conjunction with the draft Hinchinbrook Marine Management Plan, which covers Queensland marine waters within the Planning Area.

## ABOUT THIS BOOKLET

The draft Plan is now ready for community consultation prior to finalisation.

This booklet summarises and explains the major strategies found in the draft Plan. Comments and feedback from interested persons are invited in relation to the content of the draft Plan. All comments will be considered when preparing the final plan of management for this area. Please refer to page 30 for more information regarding making submissions on the draft Plan.

### How to use this booklet

Section 1 of this booklet relates to use of the Planning Area, particularly in relation to tourism operations. Section 2 outlines the nature conservation values that exist within the Planning Area and details restrictions that apply to user groups in order to conserve these values. In this section, types of uses have been grouped and are represented by a symbol as set out below. These symbols are a guide to help show how the draft Plan intends to manage each particular use.

Symbol	Use Category	Description
	Aircraft	Recreational use or tourism operations
	Craftless	Recreational use or tourism operations (eg snorkelling)
	Crewed vessel (up to 70m)	Tourism operations
	Cruise ship (greater than 70m)	Tourism operations
	Hire	Tourism operations (includes both hire and bareboat tourism operations)
	Long range roving	Tourism operations
	Motorised water sports	Recreational use or tourism operations (eg water skiing, para-sailing and jet boating)
	Non-motorised craft	Recreational use or tourism operations (tourism operations must include a crew or guide, eg guided kayak tours)
	Passenger transport	Tourism operations
	Recreational boating	Recreational use (applies to all recreational vessel sizes)
	Support service	Tourism operations

# USE OF THE PLANNING AREA



The Authority has identified a broad range of existing uses in the Planning Area including:

- recreation;
- tourism;
- education;
- coastal development and marine facilities;
- commercial and recreational fishing, collecting and mariculture;
- traditional fishing, hunting and gathering;
- shipping; and
- research and monitoring.

The draft Plan focuses on the protection and conservation of specific ecosystems and species through the management of commercial tourism operations, however many strategies apply to both recreational and commercial sectors.

Protection of the values of the Planning Area is paramount to the long-term sustainability of the environment, and hence the local tourism industry.



## Tourism use strategies

The draft Plan intends to manage any increase in use by providing a range of opportunities within the Planning Area for both tourists and recreational visitors by using the following strategies:

- create designated Locations with defined management use settings;
- identify Locations that have special values (nature conservation, cultural and heritage, scientific and specific use values) and class them as Sensitive Locations;
- restructure of the tourist program permit system to allow for a simpler more equitable allocation of permits based on prior use;
- manage the number of tourism operation vessels and aircraft operating tourist programs through a booking system;
- manage the number of permitted moorings, pontoons and other structures installed in the Planning Area;
- manage noisy and intrusive activities that may impair values of the Planning Area;
- manage access of cruise ships to the Planning Area, and require large vessels (greater than 35m) to anchor outside Locations, or within cruise ship anchorages; and
- develop site specific plans when required to manage specific impacts on the values of the Location.

In restructuring the tourist program permit system, 11 types of tourism operations have been identified as operating in the Planning Area. These tourism operations and their access to the Planning Area and Locations are set out in the following pages.

The 11 types of tourism operations in the Planning Area are:

- Crewed vessel operations (up to 70m)
- Cruise ship operations (crewed vessels greater than 70m)
- Aircraft operations
- Support service operations
- Motorised water sports operations
- Long range roving operations
- Hire operations
- Bareboat operations
- Craftless operations
- Non-motorised craft operations
- Passenger transport operations

## Types of tourism operations

Existing operations that meet the eligibility criteria may be classed as Regional Tour Operations (RTO) and these operations will have daily access to the Planning Area. RTOs may also be endorsed to access Locations and Sensitive Locations above base levels if assessed to be eligible.

New operations, and operations that do not meet eligibility criteria will be classed as Standard Tour Operations (STO). These operations will be required to make a booking to access the Planning Area and will be limited to 50 days per year. STOs will also be required to operate within management setting limits at all Locations.

Access limits and bookings to the Planning Area are not considered necessary for bareboat, hire, non-motorised craft, craftless, passenger transport, support service and motorised water sports operations (please note that other restrictions do apply to motorised water sports operations).

### Crewed vessel STO

up to 35m



Planning Area

- 50 days per year
- required to book (max 10 tourism operations per day, including crewed vessels 35 to 70m)

Locations

- subject to management settings

Sensitive Locations

- 50 days per year
- required to book
- subject to management settings

### Crewed vessel RTO

up to 35m



Planning Area

- daily access, no booking

Locations

- daily access
- subject to management settings, unless otherwise endorsed

Sensitive Locations

- 50 days per year, unless otherwise endorsed
- required to book, unless otherwise endorsed
- subject to management settings, unless otherwise endorsed

### Aircraft STO

Planning Area

#### Access

- max 50 days per year
- required to book (max 2 operations per day)

Locations

- 2 visits in a 7 day period
- subject to management settings

Sensitive Locations

- 2 visits in a 7 day period, no booking
- subject to management settings

- A person can not land, take off or taxi an aircraft in a Location or the Hinchinbrook Island Dugong Protection Area.
- No scenic flights to be conducted as part of a tourism operation below 1500ft.
- A visit equals one take off and one landing.



### Aircraft RTO

Planning Area

#### Access

- daily access, no booking
- daily access
- subject to management settings, unless otherwise endorsed

Locations

- no booking required
- may access up to existing permitted use
- subject to management settings unless otherwise endorsed

Sensitive Locations

- A person can not land, take off or taxi an aircraft in a Location or the Hinchinbrook Island Dugong Protection Area.
- No scenic flights to be conducted as part of a tourism operation below 1500ft.
- A visit equals one take off and one landing.



## Crewed vessel STO

35 to 70m

### Access



#### Planning Area

- max 50 days per year
- required to book (max 10 operations per day, including crewed vessels up to 35m)

#### Locations and Sensitive Locations

- only permitted when anchoring at or transiting to/from a cruise ship anchorage

- Required to anchor outside Locations or at cruise ship anchorages (refer to Map 5, page 26)
- Cannot transit through the Missionary Bay Location.
- A booking must be secured when using cruise ship anchorages (refer to Map 5, page 26).
- Tenders cannot be operated in Locations unless otherwise endorsed, other than to directly transport passengers.

## Crewed vessel RTO

35 to 70m

### Access



#### Planning Area

- may operate up to existing permitted use

#### Locations

- may operate up to existing permitted use

#### Sensitive Locations

- may operate up to existing permitted use, without a booking

- Required to anchor outside Locations or at cruise ship anchorages (refer to Map 5, page 26)
- Cannot transit through the Missionary Bay Location.
- A booking must be secured when using cruise ship anchorages (refer to Map 5, page 26).
- Tenders cannot be operated in Locations unless otherwise endorsed, other than to directly transport passengers.

### Cruise ship STO

*Greater than 70m*

#### Access



Planning Area

- required to book (max of 12 cruise ships per year and 2 per day)

Locations

- only permitted when anchoring at or transiting to/from a cruise ship anchorage

Sensitive Locations

- transiting not allowed, unless otherwise endorsed
- Required to anchor outside Locations or at cruise ship anchorages (refer to Map 5, page 26)
- A booking must be secured when using cruise ship anchorages (refer to Map 5, page 26).
- Tenders cannot be operated in the Planning Area unless otherwise endorsed, other than to directly transport passengers.

### Cruise ship RTO

*Greater than 70m*

#### Access



Planning Area

- may operate up to existing permitted, no booking

Locations

- may operate up to existing permitted use
- only permitted when anchoring at or transiting to/from a cruise ship anchorage, unless otherwise endorsed

Sensitive Locations

- may operate up to existing permitted use, without a booking
- transiting not allowed, unless otherwise endorsed
- Required to anchor outside Locations or at cruise ship anchorages (refer to Map 5, page 26)
- A booking must be secured when using cruise ship anchorages (refer to Map 5, page 26).
- Tenders cannot be operated in the Planning Area unless otherwise endorsed, other than to directly transport passengers.

## Bareboat operations

Planning Area

Locations

Sensitive Locations

### Access

- daily access, no booking
- daily access, no booking
- subject to management settings, unless otherwise endorsed

- daily access, no booking

- subject to management settings, unless otherwise endorsed

- A bareboat means a motorised vessel, at least 6 metres in overall length that is available for timeshare, hire or charter without a master or crew (eg yacht, motor cruiser).
- The Authority is concerned that there are a limited number of Locations in the Planning Area for bareboats to visit. The Authority also recognises it is more environmentally sound to have accredited bareboat operations and guided rather than unguided bareboats.

Therefore, the Authority:

- has capped the number of permitted bareboats at the present level;
- will allow bareboats to carry guides as required; and
- will develop an accreditation and training program.



## Hire operations

Planning Area

Locations and Sensitive Locations

### Access

- daily access, no booking

- persons hiring the craft/equipment may access all Locations
- daily access, no booking

- May include non-motorised craft/equipment (eg kayak) or motorised vessels less than 6 metres in length (eg dinghy).
- No crew or guide.
- Hiring may only be carried out in an intensive use setting Location.



## Non-motorised craft operations

Planning Area

Locations and Sensitive Locations

### Access

- daily access, no booking

- daily access, no booking

- Must provide a guide or crew (eg guided kayak tours).



## Craftless operations

Planning Area

Locations and Sensitive Locations

### Access

- daily access, no booking

- daily access, no booking

- subject to management settings, unless otherwise endorsed

- Craftless operations that use a vessel or aircraft to access the Planning Area will be limited to the same access and activities permitted for that vessel or aircraft.



### Passenger transport operations

Planning Area

Locations

Sensitive Locations

- Vessels only.
- Only most direct, reasonable route can be used.
- A vessel may only stop:
  - to pick up and drop off passengers; or
  - in an emergency.

### Access

- daily access, no booking
- daily access, no booking
- subject to management settings, unless otherwise endorsed
- 50 days per year, unless otherwise endorsed
- required to book, unless otherwise endorsed
- subject to management settings, unless otherwise endorsed



### Support service operations

Planning Area

Locations and Sensitive Locations

- May be used only to offer services that are essential to ensure safe and effective operation of the other craft (eg delivering spare parts, medivac, pollution control, fixing sails).
- May only use a vessel to conduct operation.
- Cannot be continually associated with a vessel for prolonged periods.
- Cannot be used to transport a person for the purpose of tourism.

### Access

- daily access, no booking
- daily access, no booking
- subject to management settings, unless otherwise endorsed



### Motorised water sports operations

Planning Area

Locations

Sensitive Locations

- This operation involves activities such para-sailing, water skiing and guided jet ski tours.

### Access

- daily access, no booking
- intensive use setting Locations
- Dunk Island moderate use setting Location
- outside Locations
- daily access, no booking
- subject to management settings, unless otherwise endorsed
- no access allowed, unless otherwise endorsed



## Long range roving operation

### Access



Planning Area

- 100 days per year, no booking

Locations

- 2 visits per Location per 7 day period

Sensitive Location

- required to book (refer to Table 2, page 21)
- 2 visits per Location per 7 day period

- Only existing long range roving operations will be allowed to apply for the increased access to the Planning Area.
- May access the Planning Area with more than 30 passengers on no more than 10 days per year, subject to the management settings at Locations and must notify the Authority in writing beforehand.
- May not operate to a fixed schedule.
- Must be surveyed for overnight operation and at least 8 sleeping berths.

## **Eligibility requirements for certain tourism operations**

The Authority will write to every permitted operator when the Plan is finalised, providing each Permittee the opportunity to apply for exemptions. If a Permittee does not receive an information package within a reasonable timeframe they should contact the Authority.

Permittees that wish to apply for exemptions under this Plan will be required to lodge an application for exemptions with the Authority within 3 months of the of the date this Plan commences.

When applying for an exemption, documented proof of eligibility will be requested, this may be in the form of:

- Environmental Management Charge (EMC) returns;
- vessel or aircraft log books;
- Commercial Activity Permit returns;
- passenger manifests; or
- any other evidence that the Authority deems satisfactory.

## **Exemptions to the 50-day per year limit to the Planning Area and the requirement to book**

The Authority will consider awarding an operation RTO status, ie an exemption to the 50-day per year limit to the Planning Area and the booking requirement, if:

- the operator was permitted to operate in the Planning Area for more than 50 days per year at the date this Plan commences; and
- the operator can demonstrate that they operated in the Planning Area on at least 50 days between the date this Plan commences and a date 18 months prior; or
- special circumstances.

Note that most permissions issued since the Moratorium (7 May 1997) generally only allow 50 days access per year to the Planning Area and this does not qualify for an exemption.

## **Exemptions to the management settings (vessel length and group size limits) for Locations (not including Sensitive Locations)**

The Authority will consider an exemption to the management settings at specific Locations if:

- the operation is an RTO; and
- the existing permit allows access to that specific Location above vessel length or group size limit.



### **Exemptions to the management settings (vessel length and group size limits) for Sensitive Locations**

The Authority will consider an exemption to the management settings at specific Sensitive Locations if:

- the operation is an RTO; and
- the existing permit allows access to that specific Sensitive Location; and
- the operator can demonstrate that they operated above vessel length or group size limits in a particular Sensitive Location and did so on at least 1 day between the date this Plan commences and a date 12 months prior; or
- special circumstances.

### **Exemptions to a booking limit at Sensitive Locations**

The Authority will consider an exemption to the booking limit at specific Sensitive Locations if:

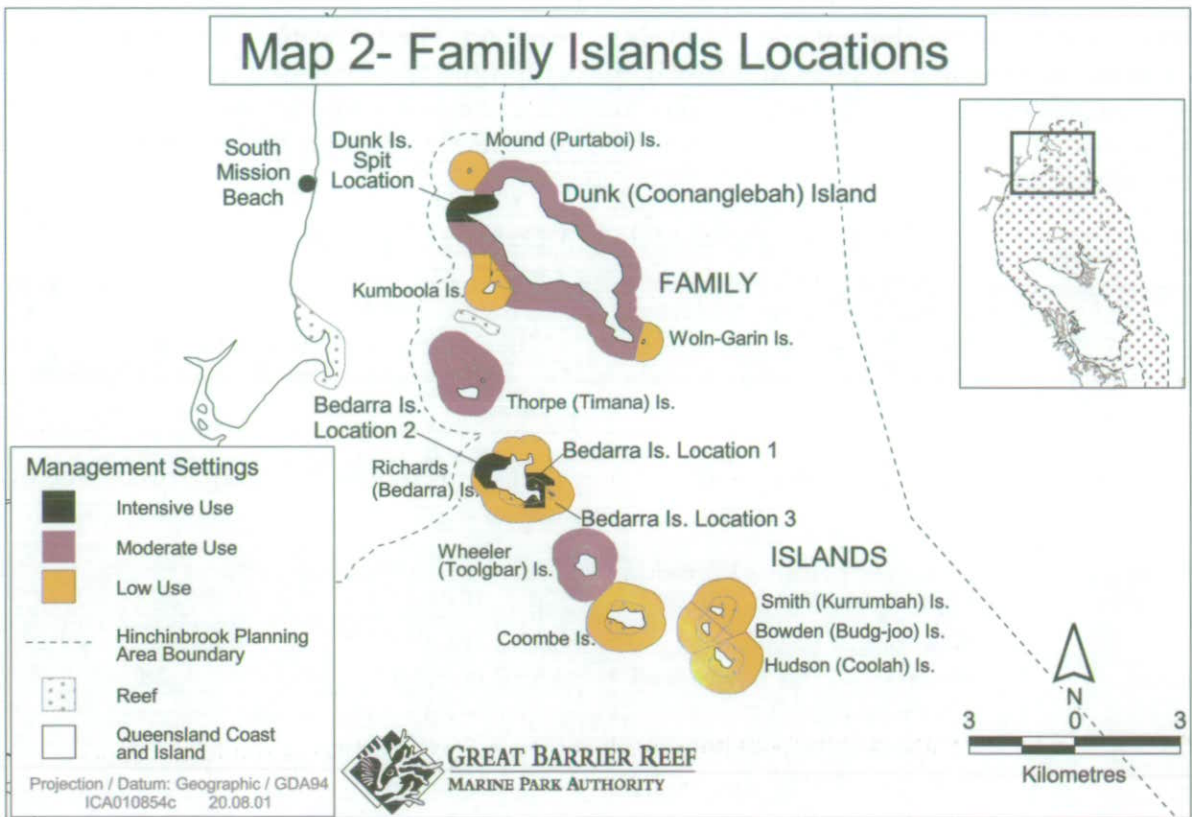
- the operation is an RTO; and
- the existing permit allows access to that specific Sensitive Location; and
- the operator can demonstrate that they operated to that specific Sensitive Location on at least 1 day between the date this Plan commences and a date 12 months prior; or
- special circumstances.

**SPECIAL CIRCUMSTANCES** may include:

- personal illness; or
- other unforeseen circumstances preventing the operator from meeting the eligibility criteria.

# Management Settings for Locations

Particular areas have been designated as Locations due to conservation and amenity values. These Locations have been assigned a particular management setting relating to the intended level of use by tourism operations for that area (refer to Map 2 and 3, pages 17 and 19, respectively). Table 1 (refer to page 18) describes these management settings. For further information regarding conservation, recreation, management and use values for each setting, please consult Table 1 of the draft Plan.



**Table 1: Management Settings**

<b>INTENSIVE USE SETTING</b>		
<p>These Locations are commonly the access points to the parks and may be a focus for intensive tourism and recreation use (eg around ports, urban areas and resorts). Used regularly by a wide range of craft, and may contain permanent facilities (eg jetties and boat ramps). These Locations may have anchorages for large vessels (refer to Map 5, page 26).</p>		
<b>Locations</b>	<p>Dunk (Coonanglebah) Island Spit Location Bedarra Island Location 1 Bedarra Island Location 2</p>	
<b>MODERATE USE SETTING</b>		
<p>A natural setting that may have moderate levels of visitation. These Locations are easily accessed, and facilities such as moorings would generally be inappropriate except as management tools to minimise impacts or assist in visitor interpretation of the Location. Expect these Locations to be visited occasionally by large vessels (for anchorages refer to Map 5, page 26) with the number of passengers stipulated.</p>		
<b>Locations</b>	<p>Dunk (Coonanglebah) Island Thorpe (Timana) Island Wheeler (Toolgbar) Island Goold Island</p>	<p>Garden (Tindappah) Island Macushla Cape Richards Missionary Bay Transit Lanes</p>
<b>LOW USE SETTING</b>		
<p>A natural setting with low levels of visitation. Expect Locations in low use settings to be free from facilities except those required for management purposes.</p>		
<b>Locations</b>	<p>Purtaboi (Mound) Island Woln-Garin Island Kumboola Island Bedarra Island Location 3 Coombe Island Hudson (Coolah) Island Bowden (Budg-Joo) Island Pandora Reef</p>	<p>Smith (Kurrumbah) Island Brook Islands Missionary Bay Shepherd Bay Eva Island East Coast of Hinchinbrook Island Picnic Beach</p>

In some circumstances, vessel size and passenger limits do not apply. These include:

- a large vessel when anchored in a designated cruise ship anchorage (refer to Map 5, page 26);
- a vessel when transiting through a Location (see note below);
- a long range roving operation; and
- a vessel operated in accordance with an endorsement.

A cruise ship operation must not transit through a Sensitive Location, and any vessel greater than 20 metres in length must not operate in or transit through the Missionary Bay Location.

# Map 3 - Management Settings for Locations



Note: This Plan of Management applies only to the Great Barrier Reef Marine Park and excludes internal waters of Queensland.

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**Management Settings**

- Intensive Use
- Moderate Use
- Low Use
- Hinchinbrook Planning Area Boundary
- Reef
- Population Centre
- Queensland Coast and Island

Data Sources:  
AUSLIG/GBRMPA; GBRMPA



Projection / Datum: Geographic / GDA94  
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## Sensitive Locations

Sensitive Locations have been identified for their special combination of high nature conservation, scientific, cultural and World Heritage values, and their present use levels and opportunities (refer to Table 2 and Map 4, pages 21 and 22, respectively).

Management use settings are also applicable to Sensitive Locations. Sensitive Locations generally have either a low or moderate management use settings.

Many Sensitive Locations also have specific management requirements for activities that have potential to degrade the Locations' values.

The intensity of tourism use will be managed at Sensitive Locations by managing the number of vessels operating tourism operations that can visit each Location on any one day through a booking system. There will be a limit on the number of visits per year per operation and the number of bookings per day for each Sensitive Location. The only tourism operations that are not required to book to a Sensitive Location are:

- hire;
- aircraft;
- craftless;
- bareboat;
- support service operations;
- non-motorised craft; and
- other operations that have an endorsement.

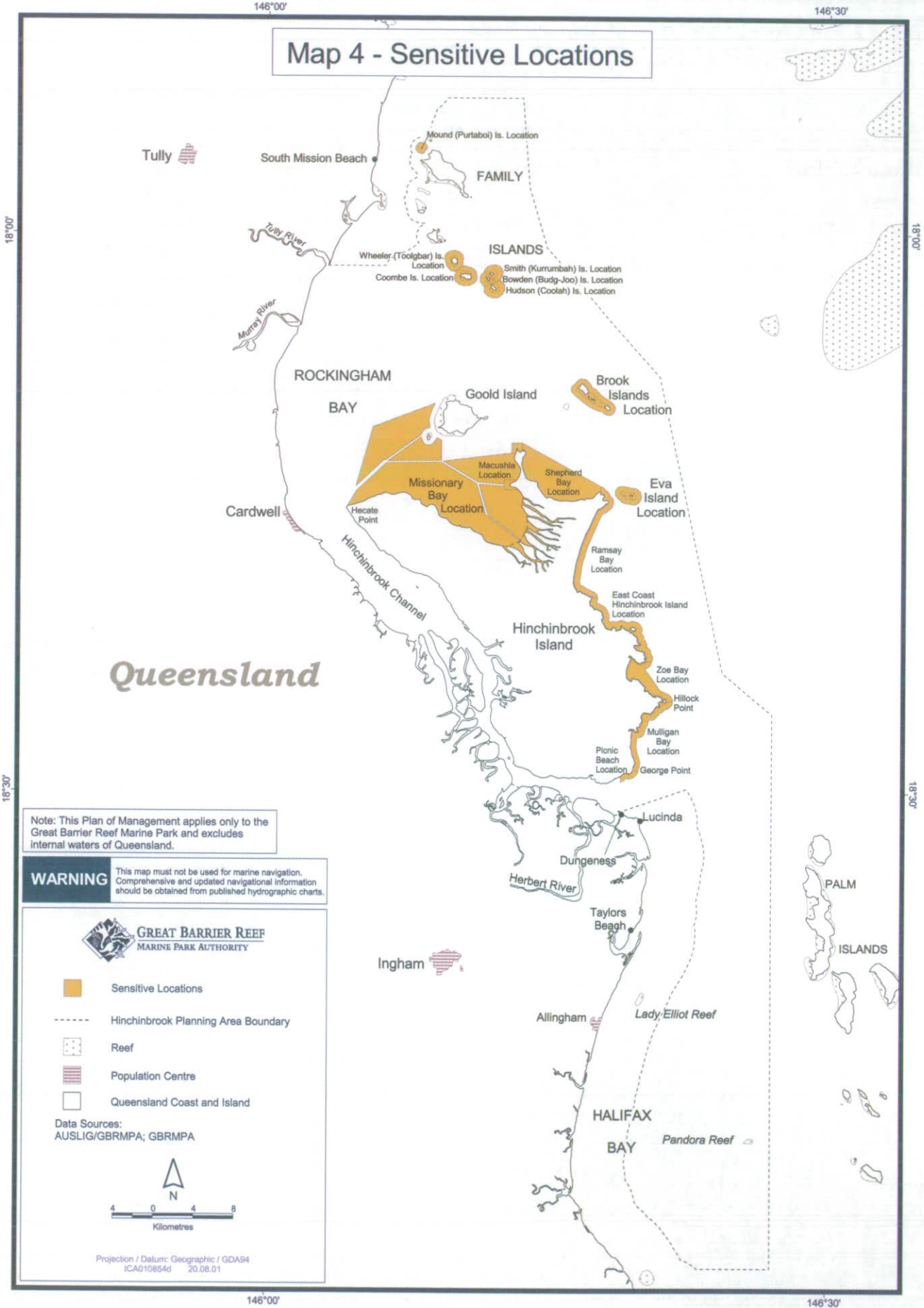
## Sensitive Locations - Levels of Use

**Table 2: Sensitive Locations and booking limits**

Sensitive Location	Booking limits for RTOs	Combined booking limits for STOs and Long Range Roving Operations	Management Setting	Rationale for management
Coombe Island	No allocation		Low use	Maintenance of wilderness values
Smith Island	No allocation		Low use	Maintenance of wilderness values
Purtaboi (Mound) Island	No further allocation		Low use	Birds roost and breed (refer to Page 29)
Wheeler (Toolgbar) Island	2 per week	2 per week	Moderate use	Moderate levels of recreation and tourist visitation
Hudson (Coolah) Island	2 per week	2 per week	Low use	Limited beach access
Bowden (Budg-Joo) Island	1 per week	1 per week	Low use	Limited beach access
Brook Islands	1 per week	1 per week	Low use	Birds roost and breed (refer to Page 29) and significant coral reefs
Eva Island	1 per week	1 per week	Low use	Birds roost and breed (refer to Page 29)
Missionary Bay	2 per day	1 per day	Low use except in transit lanes Location where moderate use settings apply	Significant sea grass and dugong habitat
Macushla	2 per week	1 per day (booking am/pm)	Moderate use	Moderate levels of recreation and tourist visitation
Shepherd Bay	1 per week	2 per week	Low use	Maintenance of wilderness values
Ramsay Bay	1 per week	1 per week	Low use	Maintenance of wilderness values
East Coast of Hinchinbrook Island	1 per week	2 per week	Low use	Maintenance of wilderness values
Zoe Bay	1 per week	1 per week	Low use	Maintenance of wilderness values
Mulligan Bay	No further allocation	1 per week	Low use	Maintenance of wilderness values
Picnic Beach	No further allocation		Low use	Maintenance of wilderness values

RTOs that are endorsed to access a Sensitive Location for more than 50 days per year will not have to book to access the Sensitive Location. Hire, bareboat, craftless, aircraft, non-motorised craft and support service operations will not be required to book. Other tourism operations will be required to book to access these sites in accordance with the limits identified in the above table. Access to Sensitive Locations by recreational users may be allocated in this same manner if it is identified, through community consultation, that recreational use is having significant detrimental impacts on values of the Planning Area.

# Map 4 - Sensitive Locations



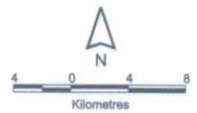
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- Sensitive Locations
- Hinchinbrook Planning Area Boundary
- Reef
- Population Centre
- Queensland Coast and Island

Data Sources:  
AUSLIG/GBRMPA; GBRMPA



Projection / Datum: Geographic / GDA94  
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## Management of Noisy Activities

The Authority recognises that motorised water sports and the operation of hovercraft and high speed vessels may potentially compromise existing values.

### Motorised water sports

A person (private or commercial) may only conduct motorised water sports in:

- intensive use Locations;
- the Dunk Island moderate use Location; and
- outside Locations, within the Planning Area.

Private users may also use the Goold Island moderate use Location for motorised water sports.

Appropriate locations for motorised water sports operations will be further refined through site plans.

Motorised water sports is defined as:

- irregular driving on a motorised vessel (eg weaving, surfing, jumping);
- use of high speed vessel or motorised vessel to tow a person on top of the water or in the air; and
- any activity in which a personal water craft (eg jet ski) is used, other than for transport.

### Hovercrafts

A person (private or commercial use) may only operate a hovercraft in:

- intensive use Locations; and
- outside Locations, within the Planning Area.

### High speed vessels other than hovercrafts

A person may operate a high-speed vessel other than a hovercraft in all Locations providing it is not done as a motorised water sport.

However, if it is part of a tourism operation, it may only be done in:

- intensive use Locations;
- the Dunk Island moderate use Location when conducting a motorised water sports operation; and
- outside Locations, within the Planning Area.

A high-speed vessel is defined as a personal water craft, hovercraft or wing-in-ground-effect craft, or a vessel of any kind if operated faster than 35 knots.



## Other Strategies

### Vessels vending goods and services

The Authority recognises that vessels vending goods or services can attract a number of other craft and people. Therefore to minimise the conflict with other users, these vessels may only be operated in intensive use setting Locations.

It is important to note that the draft Plan does not limit selling goods (eg food and drink) and services (eg SCUBA diving) to their passengers.

### Research

Research that is conducted under a relevant permission will not be constrained by this Plan.

Research permits will still be subject to the application, assessment and decision-making process under the Regulations.

### Installation and use of facilities

Recognising that the installation of tourist facilities (moorings and pontoons) at popular Locations may lead to exclusivity and displacement of other users, the number of permits to install, and use, tourist facilities in the Planning Area will be capped, except:

- in intensive use Locations;
- outside Locations, within the Planning Area;
- public moorings; or
- a mooring or pontoon as part of a temporary relocation measure.

The Authority will consider requests to temporarily relocate existing moorings, pontoons or other structures and tourism operations where the Authority considers there is a legitimate need to relocate the facility in the event of a natural environmental incident. Permitted tourist facilities or tourist programs will not be relocated until a Marine Tourism Contingency Plan has been prepared and adopted by the Authority.

The installation of a mooring or pontoon is subject to the application, assessment and decision-making process under the Regulations.



# NATURE CONSERVATION

The Authority believes that protection of nature conservation values to be a major consideration of management in the Planning Area. Use that threatens, or may potentially threaten nature conservation values will be managed to a sustainable level. Please refer to Map 5, page 26, for an overview of the coastal resources in the Planning Area and the Dugong Protection Areas.

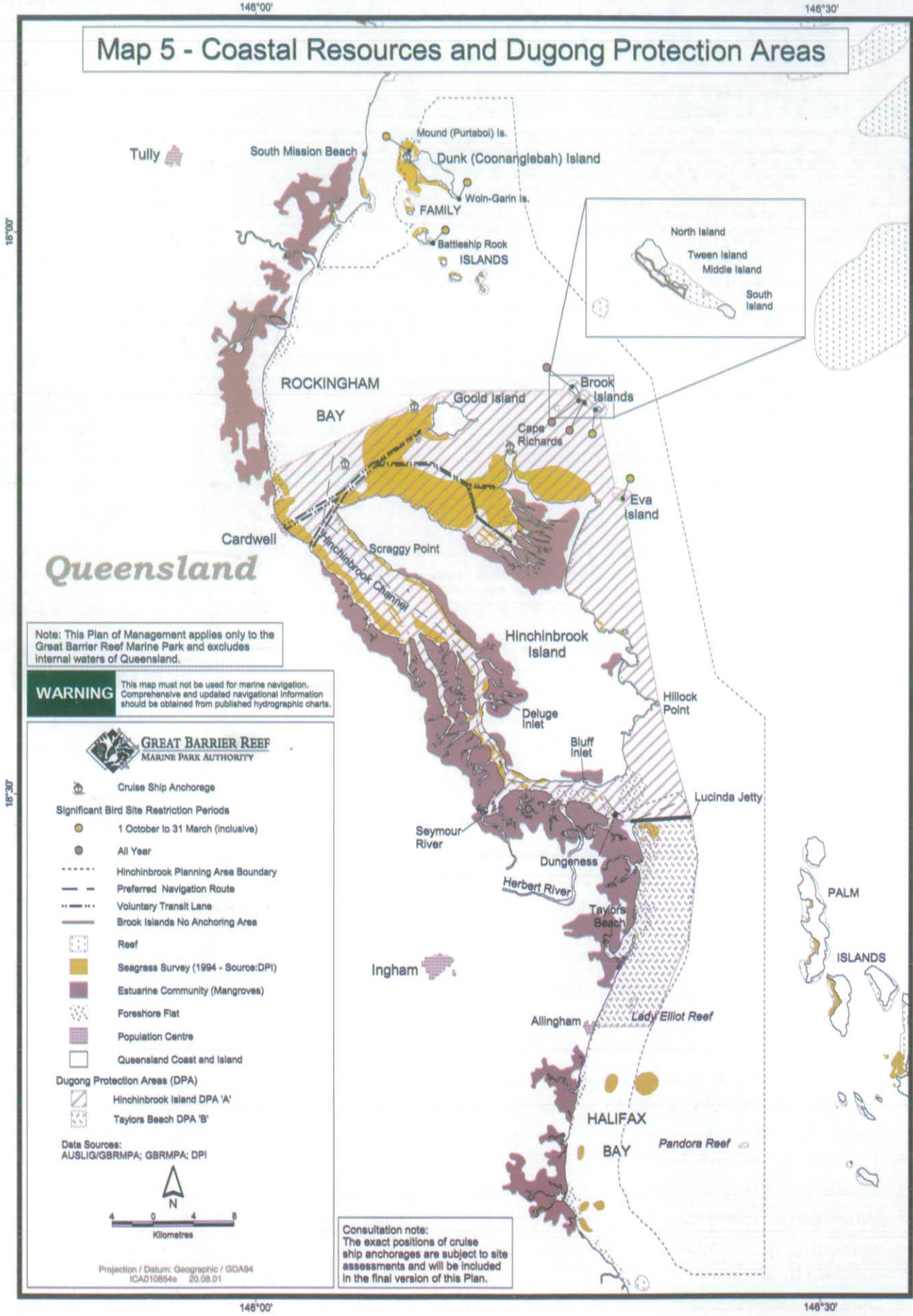
The draft Plan intends that:

- the biodiversity within the Planning Area is maintained and enhanced where ever possible;
- the ecological integrity of the Planning Area remains intact;
- a full range of habitats are preserved and protected; and
- any threatening processes are identified and reduced or eliminated with reference to the precautionary principle.

The draft Plan introduces a number of strategies to protect the nature conservation values of the Planning Area, these include:

- encouraging use of voluntary transit lanes and recommended speed limits in all seagrass areas;
- managing the use of aircraft in the Planning Area;
- limiting the number of facilities (such as moorings and pontoons) that may be installed in the Planning Area;
- limiting access and the nature of activities near significant bird sites;
- creating no anchoring areas in areas where corals are under stress from anchoring;
- introducing vessel size limits for all vessels entering into the Missionary Bay Location;
- managing the number of people and the size of vessels entering a Location in conjunction with tourism operation;
- making it an offence to interfere or disturb dugongs; and
- making it an offence to damage coral.

# Map 5 - Coastal Resources and Dugong Protection Areas



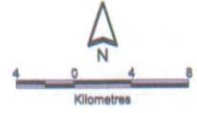
Note: This Plan of Management applies only to the Great Barrier Reef Marine Park and excludes internal waters of Queensland.

**WARNING** This map must not be used for marine navigation. Comprehensive and updated navigational information should be obtained from published hydrographic charts.



- Cruise Ship Anchorage
- Significant Bird Site Restriction Periods**
  - 1 October to 31 March (inclusive)
  - All Year
- Hinchinbrook Planning Area Boundary
- Preferred Navigation Route
- Voluntary Transit Lane
- Brook Islands No Anchoring Area
- Reef
- Seagrass Survey (1994 - Source:DPI)
- Estuarine Community (Mangroves)
- Foreshore Flat
- Population Centres
- Queensland Coast and Island
- Dugong Protection Areas (DPA)**
  - Hinchinbrook Island DPA 'A'
  - Taylors Beach DPA 'B'

Data Sources:  
AUSLIG/GBRMPA; GBRMPA; DPI



Projection / Datum: Geographic / GDA84  
ICA010894e 20.08.01

Consultation note:  
The exact positions of cruise ship anchorages are subject to site assessments and will be included in the final version of this Plan.

## Marine Animal and Plant Conservation

The draft Plan recognises the valuable contribution the unique marine animal and plant life provides to the Hinchinbrook region and so intends that marine animals, plants and their habitats will be protected in the Planning Area. Please refer to Map 5, page 26, for an overview of the coastal resources including sea grass beds in the Planning Area and the Dugong Protection Areas.

The draft Plan introduces a number of specific strategies to protect the marine animal and plant life in the Planning Area, these include:

- prohibiting any interference with dugongs;
- applying management settings at Locations for tourism operations;
- establishing Sensitive Locations in appropriate areas and applying booking limits for tourism operations in these Locations;
- encouraging use of voluntary transit lanes and recommended speed limits of 25 knots in transit lanes and 10 knots over seagrass beds outside transit lanes or on seeing a marine animal close by;
- introducing a maximum overall length of 20 metres for all vessels in the Missionary Bay Location;
- restricting scenic flights (as part of tourism operations) to above 1500ft over Locations;
- not allowing vessels greater than 35 metres from anchoring in a Location except in a designated cruise ship anchorage; and
- not allowing aircraft to land, take off or taxi in any Location or the Hinchinbrook Island Dugong Protection Area.



A person can not land, take off or taxi an aircraft in the Hinchinbrook Island Dugong Protection Area or Locations.



Vessels greater than 35m can only anchor in a cruise ship anchorage or outside a Location.



Cruise ships can only anchor in a cruise ship anchorage or outside a Location.



- All vessels over 20m must not operate in the to Missionary Bay Location.
- A person should use voluntary transit lanes and observe recommended speed limits.
- A person must not take or interfere with dugongs.
- Tourism operations will be required to operate in accordance with booking limits to the Planning Area, management settings and Sensitive Location restrictions, unless otherwise endorsed.

## Corals And Associated Biota Conservation

Maintaining the Marine Parks as a natural, healthy and well-protected marine ecosystem, which includes coral reefs, is essential for the continuing appreciation and support for the Great Barrier Reef Marine Park and World Heritage Area.

The draft Plan intends that corals and associated biota will be afforded high levels of protection. The draft Plan introduces a number of specific strategies to protect corals in the Planning Area, these include:

- establishing no-anchoring areas (refer to Map 5, page 26) that will be marked by buoys;
- installing public moorings at key Locations to provide for public access;
- allowing vessels no greater than 35 metres from anchoring in a Location except in a designated cruise ship anchorage;
- developing site specific site plans; and
- making it an offence to damage coral.

These provisions do not apply in a situation where human safety is at risk or vessels seeking a safe anchorage from a severe storm or cyclone.



A person can not land, take off or taxi an aircraft in the Hinchinbrook Island Dugong Protection Area or Locations.



Vessels greater than 35m can only anchor in a cruise ship anchorage or outside a Location.



Cruise ships can only anchor in a cruise ship anchorage or outside a Location.



- A person can not damage coral, except when
  - anchoring with a light weight reef pick if reasonable care is taken to avoid damage; or
  - collecting under a relevant permit.
- A person can not anchor in a no-anchoring area.
- Tourism operations will be required to operate in accordance with booking limits to the Planning Area, management settings and Sensitive Location restrictions, unless otherwise endorsed.

## Bird Conservation

The draft Plan intends to protect birds, especially during their breeding season through the introduction of complementary provisions with National Park Management Plans.

Seabirds use extensive areas within the Planning Area and are especially dependant on island beaches, foreshores and adjacent vegetation for roosting and as breeding sites. As described in Table 3, there are a number of sites (refer to Map 5, page 26) in the Planning Area that have been declared significant bird sites. The distribution and conservation status of each species, and the number of each species, combine to determine the significance of a site. Birds are most susceptible to disturbance during peak breeding and roosting periods. These sites have also been allocated periods where access restrictions apply.

**Table 3: Significant bird sites and visitor restriction periods**

Sites that have an all year restriction period
North Island Middle Island Tween Island
Sites that have a restriction period from 1 October to 31 March (inclusive)
South Island Purtaboi (Mound) Island Pee Rahm Ah Island (Battleship Rock) Eva Island Woln-Garin Island Dunk Island Spit

The islands, rocks and beaches listed have been identified by the Queensland Parks and Wildlife Service and the Authority as significant bird sites, particularly for nesting or roosting which predominantly occurs from October to March.



Motorised water sports only allowed outside Locations, intensive use Locations, Dunk Island moderate use Location; and the Goold Island moderate use Location (refer to page 23 for more information).



A person can not land, take off or taxi an aircraft in the Hinchinbrook Island Dugong Protection Area or Locations.

A person can not operate an aircraft below 1500ft or within 1000m (lateral distance) of a significant bird site, during the restriction period.

Scenic flights by tourism operations may only occur above 1500ft over a Location.



Cruise ships can only anchor in a cruise ship anchorage or outside a Location.



Vessels greater than 35m can only anchor in a cruise ship anchorage or outside a Location.



- A person can not operate a vessel at greater than 6 knots within 200 metres of a significant bird site, during the restriction periods.
- Tourism operations will be required to operate in accordance with the booking limits to the Planning Area, management settings and Sensitive Location restrictions, unless otherwise endorsed.

## NEED MORE INFORMATION

Please note that this information booklet is a guide to the draft Hinchinbrook Plan of Management. For additional information or to clarify points from this booklet, please consult the draft Plan.

Should you wish to provide comments on the draft Plan, or if you have any further enquiries concerning the draft Plan, please contact the:

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Closing date for comments is by close of business 1 February 2002.









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