



GREAT BARRIER REEF
MARINE PARK AUTHORITY

Cruise Shipping Policy for the Great Barrier Reef Marine Park

October 1999

let's keep it great

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SUMMARY OF RECOMMENDATIONS

1. The following definitions of "cruise ship" and "ship", as proposed for the revised Far Northern Section Zoning Plan, be adopted for this policy:
 - *"Cruise ship" will be defined as a ship engaged in the conduct of a tourist program in accordance with a permission.*
 - *"Ship" will be defined as a vessel in excess of 70 metres in overall length.*
2. The Cairns Section Zoning Plan be revised at the earliest opportunity to include the definitions of "cruise ship" and "ship" recommended in this policy.
3. The Central Section Zoning Plan be revised at the earliest opportunity to include the definitions of "cruise ship" and "ship" recommended in this policy.
4. The Mackay/Capricorn Section Zoning Plan be revised at the earliest opportunity to include the definitions of "cruise ship" and "ship" recommended in this policy.
5. Hinchinbrook Area Plan of Management to include similar provision for cruise shipping to those prescribed in the Cairns Area and Whitsundays Plans of Management.
6. Future permits will only be issued to those companies conducting the cruise ship operations (whether domestic or international). Agents may be engaged to act on behalf of these companies, but will not be able to obtain cruise ship operation permits in their own name. Agents currently holding permits should apply at the earliest opportunity to transfer those permits to the relevant cruise ship companies.
7. The standard 6-year permit be issued for all cruise ships.
8. Where preliminary safety and environmental assessment raises issues with a proposed cruise ship anchorage in the Marine Park, a full risk analysis approach will be adopted (refer Attachment 3).
9. In the future, all cruise ships will be required to make a booking prior to visiting designated cruise ship anchorages in the Marine Park.
10. Ships' tenders may be used to provide tourism services to cruise ship passengers, other than in the Whitsundays, at Low Island Locality and at Green Island Reef Localities.
11. Access to the Flinders Island Group will be made more flexible to enable the most suitable anchorage to be selected depending on weather conditions at the time. This has been reflected in the list of designated cruise ship anchorages.

INTRODUCTION

The Great Barrier Reef World Heritage Area consists of the world's largest system of coral reefs together with lagoon, seagrass, mangrove and estuarine communities. Stretching over 2000 kilometres along Australia's north-east coastline, the Great Barrier Reef World Heritage Area covers more than 38 million hectares. It represents one of the most complex and biologically diverse systems on earth and contains critical habitats for a number of rare, endangered and threatened species.

The Great Barrier Reef Marine Park and adjacent coastal areas and islands were inscribed on the World Heritage List in 1981, on the basis of their outstanding natural features and ecological integrity.

Cruise ships visit the Marine Park for the scenic beauty of the cruising grounds. In addition, suitable anchorages throughout the Marine Park allow access to the reef and islands where activities such as swimming, snorkelling and SCUBA diving can be undertaken. More and more cruise ships are visiting the Marine Park each year, many seeking natural anchorage in addition to standard port calls.

Cruise ships are permitted to access a number of cruise ship anchorages in the Marine Park, however at present, the majority of ships only visit Cid Harbour in the Whitsundays and only once or twice per year, typically in the months of January, February and March.

In addition, some cruise ships use the anchorages at Cid Harbour and Hardy Reef some 8 to 10 times per year. These visits are usually between March and December. In 1998 there were 12 cruise ships that anchored in the Whitsundays for a total of 16 visits. In 1999 it is expected that there will be 11 cruise ships and 19 visits. For 2000 there are already bookings for 8 cruise ships and 18 visits.

A local cruise ship company has operated weekly 3 and 4 night cruises from Cairns for the past 7 years. Other 'expedition' class cruise ships, typically carrying up to 200 passengers, would prefer to use a range of anchorages throughout the Marine Park. There are only a small number of these cruise ships but it is a growing sector of the cruise industry. This type of cruise ship is currently seeking new cruise destinations in the Far Northern Section of the Marine Park.

MANAGEMENT OVERVIEW

ACT AND REGULATIONS

The Great Barrier Reef Marine Park Authority (the Authority) has lead responsibility for managing the Marine Park, with Queensland Parks and Wildlife Service (QPWS) providing day-to-day management. The Authority's prime responsibility is to ensure the protection, conservation, wise use and enjoyment of the Marine Park.

The *Great Barrier Reef Marine Park Act 1975* and Great Barrier Reef Marine Park Regulations provide the statutory and regulatory foundation for managing the World Heritage Area, while the main tools used in managing the Marine Park are zoning and Plans of Management.

Zoning provides protection for areas critical to maintaining a healthy environment and sets a broad framework for the management of human use by designating where specific types of activities can take place.

There are 4 sections of the Marine Park which have Zoning Plan as a basis for management. These are the Far Northern Section, the Cairns Section, Central Section and Mackay/Capricorn Section. The parts of the Marine Park used most by cruise ships are the Cairns Area and the Whitsundays.

ZONING PLANS

Far Northern Section

Under the Far Northern Section Zoning Plan, only the General Use 'A' Zone may be used or entered without a permit for the navigation and operation of ships. The navigation and operation of ships is permitted in a Shipping Area. "Ship" is defined as a vessel with gross tonnage in excess of 500.

The written permission of the Authority is required to use or enter the following zones for the navigation and operation of tourist cruise ships: General Use 'B' Zone; Marine National Park 'A' Zone; Marine National Park 'B' Zone.

Under the proposed rezoning, only the General Use Zone may be used or entered without a permit for the navigation of ships. The navigation of ships will also be permitted in a Shipping Area. "Cruise ship" is defined as a ship engaged in the conduct of a tourist program in accordance with a permission, and "ship" is defined as a vessel in excess of 70 metres in overall length.

Under the proposed rezoning, the written permission of the Authority will be required to use or enter the following zones for the navigating a ship for tourism: Habitat Protection Zone; Conservation Park Zone; Buffer Zone; National Park Zone.

'WILDERNESS AREA'

Under the proposed rezoning there is provision for a 'wilderness area'. The Authority must not grant permission to use or enter the 'Wilderness Area' for:

- anchoring or mooring a cruise ship, except in a 'Cruise Ship Anchorage Area';
- establishing or operating a tourist program, including operating a cruise ship, in a single location (including a 'Cruise Ship Anchorage Area') for a period in excess of the period prescribed in the Regulations or in a plan of management applying to the 'Wilderness Area' (currently being developed).

'CRUISE SHIP ANCHORAGE AREA'

Under the proposed rezoning these are areas where cruise ships may anchor or moor. Special management provisions may apply. These areas may be used or entered for the anchorage or mooring of a cruise ship.

RECOMMENDATION

The following definitions of "cruise ship" and "ship", as proposed for the revised Far Northern Section Zoning Plan, be adopted for this policy:

- *"Cruise ship" will be defined as a ship engaged in the conduct of a tourist program in accordance with a permission.*
- *"Ship" will be defined as a vessel in excess of 70 metres in overall length.*

Cairns Section

Under the Cairns Section Zoning Plan, only the General Use Zone may be used or entered without a permit for the navigation of ships. The navigation of ships is also permitted in a Shipping Area. "Ship" is defined as a vessel with gross tonnage in excess of 1500.

The written permission of the Authority is required to use or enter the following zones for the navigation of ships for the purpose of tourism: Habitat Protection Zone; Conservation Park Zone; Buffer Zone; National Park Zone.

RECOMMENDATION

The Cairns Section Zoning Plan be revised at the earliest opportunity to include the definitions of "cruise ship" and "ship" recommended in this policy.

Central Section

Under the Central Section Zoning Plan, only the General Use 'A' Zone may be used or entered without a permit for the navigation and operation of ships. The navigation and operation of ships is also permitted in a Shipping Area. "Ship" is defined as a vessel with gross tonnage in excess of 1500.

The written permission of the Authority is required to use or enter the following zones for the navigation of ships for the purpose of tourism: General Use 'B' Zone; Marine National Park 'A' Zone; Marine National Park 'B' Zone.

RECOMMENDATION

The Central Section Zoning Plan be revised at the earliest opportunity to include the definitions of "cruise ship" and "ship" recommended in this policy.

Mackay/Capricorn Section

Under the Mackay/Capricorn Section Zoning Plan, only the General Use 'A' Zone may be used or entered without a permit for the navigation and operation of ships. The navigation and operation of ships is also permitted in a Shipping Area. "Ship" is defined as a vessel with gross tonnage in excess of 1500.

The written permission of the Authority is required to use or enter the following zones for the navigation and operation of tourist cruise ships: General Use 'B' Zone; Marine National Park 'A' Zone; Marine National Park 'B' Zone.

RECOMMENDATION

The Mackay/Capricorn Section Zoning Plan be revised at the earliest opportunity to include the definitions of "cruise ship" and "ship" recommended in this policy.

MANAGEMENT PLANS AND POLICY

To manage areas of high use more effectively, the Authority has developed the Cairns Area and the Whitsunday Plans of Management. These Plans were gazetted on 22 June 1998 (decisions MPA 170/9 and 170/11 refer). As a result of further discussions with stakeholders and a period of public consultation, amendments of both Plans were gazetted on 12 October 1999, and enforcement regulations were proclaimed [on 20 October 1999].

Cairns Area Plan of Management

The amended Cairns Area Plan of Management precludes cruise ships from anchoring in Locations, defined generally as within 500 metres of a reef, with the exception of Ribbon Reef No.2 and Ribbon Reef No.5 Locations, and Lizard Island Localities 2 and 3. There are no stated restrictions on cruise ship outside Locations, although there is a compulsory pilotage requirement for ships to the north of Snapper Island.

At Low Island Locality and Green Island Reef Localities, large scale tourism operations have been established and further tourism use is generally not allowed. However, cruise ship operations may use their tenders to transfer passengers to port facilities or to local tourism operations, such that cruise ship passengers may participate in the permitted activities offered by local tourism operations.

Whitsundays Plan of Management

The amended Whitsundays Plan of Management requires cruise ships to keep to the recognised shipping routes. Cruise ships are precluded from anchoring in setting areas, generally defined as within 1500 metres of a reef, other than at designated cruise ship anchorages. Seven Whitsundays anchorages have been identified, assessed and made available for cruise ships, including weather alternatives. Cruise ships are required to carry a pilot when operating in the Whitsundays.

The Whitsundays has an established tourism fleet which can adequately service and accommodate cruise ship passengers. Consequently, ships' tenders may only be used for transferring passengers to port facilities or local tourism operations.

Also in the Whitsundays, a compulsory booking system applies. To prevent conflicts with other users of the Whitsundays, there are a maximum of 3 bookings available per day for cruise ships. Booked cruise ships may use Turtle Bay simultaneously (during northerlies), and any of the other six designated anchorages independently. The Authority has established interim booking arrangements while a comprehensive booking system is being developed.

Hinchinbrook interim management arrangements

Pending development of a Plan of Management for the Hinchinbrook Area, interim management arrangements have been adopted by the Authority. These arrangements limit new tourism operations to 50 days access to the Hinchinbrook Area per year. However, there are no standard cruise ship anchorages designated in the Hinchinbrook Area, although several proposed anchorages are currently under consideration.

RECOMMENDATION

Hinchinbrook Area Plan of Management to include similar provision for cruise shipping to those prescribed in the Cairns Area and Whitsundays Plans of Management.

CRUISE SHIPPING ISSUES

The coming of the new millennium and the Sydney Olympics (September 2000) has stimulated an increase in cruise ship itinerary planning to the Marine Park. Consequently, in December 1998, pending adoption of a reef-wide cruise shipping policy, the Authority adopted interim strategies to deal with new cruise ship permit applications. It was recognised at the time that a number of cruise ships already had permits and should not be adversely affected by the interim strategies. It was agreed, however, that these cruise ships would be asked to comply voluntarily with the interim strategies.

In developing the reef-wide cruise shipping policy some problems with the current interim strategies (refer Attachment 1) have been identified, specifically relating to standard permits, ownership and longevity of permits, designated cruise ship anchorages, booking arrangements, use of ships' tenders, 'expedition' class cruise ships and access to the Flinders Island Group and Hinchinbrook Area.

STANDARD PERMITS

The Authority has developed a simplified, standard permits system which introduces reef-wide controls to ensure cruise shipping is conducted within defined environmental parameters. Consequently, the managing agencies have developed a standard Marine Parks permit for access to a list of designated cruise ship anchorages (refer Attachment 2).

The standard permit includes a number of conditions dealing with environmental issues, such as waste discharge, anchoring and manoeuvring and fish feeding. The standard permit and list of anchorages are largely suitable and readily available to all cruise ship operations, although the existing permit assessment process is still available for any non-standard requests.

Cruise ship operations wishing to undertake an activity or itinerary not provided for by the standard permit may request customised assessment. Given that the Authority has developed a standard permits system, where impacts and suitable controls have been predetermined, greater assessment costs and time may come into effect for customised assessments. Also, no guarantees are given that a permit will be granted at the end of the assessment process. Consequently, the Authority encourages cruise ships to take up the standard permit. Further designated cruise ship anchorages will be considered through ongoing liaison with stakeholders and policy development, to ensure a range of cruise itineraries and activities are possible.

One of the major frustrations for the cruise industry has been having to obtain a series of permits before operating in the Marine Park (i.e. Marine Parks permit and QPWS commercial activity permit). Consequently, the Authority is exploring with QPWS complementary permitting procedures in an attempt to streamline the permitting process for cruise ship companies.

OWNERSHIP OF PERMITS

The permit application kit currently states that only individuals or Australian

registered companies can apply for permits, which is incorrect. As a means of getting around this perceived problem, shipping agents have in the past obtained the permits on behalf of the cruise ship companies they represent. This has raised a number of legal, liability and enforcement issues of serious concern to both the Authority, cruise ship companies and the agents concerned.

RECOMMENDATION

Future permits will only be issued to those companies conducting the cruise ship operations (whether domestic or international). Agents may be engaged to act on behalf of these companies, but will not be able to obtain cruise ship operation permits in their own name. Agents currently holding permits should apply at the earliest opportunity to transfer those permits to the relevant cruise ship companies.

LONGEVITY OF PERMITS

Cruise ships generally confirm itineraries 18 months in advance but will begin planning an itinerary a further 18 months prior. Therefore, it has been requested that permits be issued to new cruise ships for at least 3 years (as opposed to the current 1 year) to complement itinerary planning.

RECOMMENDATION

The standard 6-year permit be issued for all cruise ships.

DESIGNATED CRUISE SHIP ANCHORAGES

The need for further designated cruise ship anchorages throughout the Marine Park was raised by stakeholders at a cruise shipping workshop in February 1999. In response, a list of proposed anchorages for cruise ships in the Whitsundays was drawn up and referred to a Technical Group for assessment. The Technical Group includes representatives of the Authority, Australian Maritime Safety Authority (AMSA), Queensland Department of Transport (QDoT), Queensland Parks and Wildlife Service (QPWS), Royal Australian Navy Hydrographic Service (RANHS), reef pilots and relevant local stakeholders.

Following a second cruise shipping workshop in June 1999, the Authority developed a list of designated cruise ship anchorages which met safety and environmental assessments.

Safety and environmental assessment criteria were developed by the Technical Group to assist consideration of potential cruise ship anchorages throughout the Marine Park. Preliminary safety and environmental assessments include an analysis of any existing information regarding the following:

1. Safety considerations including approach/departure channels, hydrographic survey and chart quality, tides and tidal streams, navigational risk assessment.
2. Existing use of the proposed anchorage, including adjacent areas, e.g. beaches/islands.
3. Strategic planning for the area.
4. Environmental values of the proposed anchorages, including adjacent areas, (e.g.

- fringing reefs, intertidal wetlands).
5. Degree of risk to environmental values.

A subcommittee of the Technical Group met in July 1999 to investigate a proposed cruise ship anchorage in the Fitzalan Passage (Whitsundays), referred to as 'Hamilton Cove'. The subcommittee agreed the terms of reference and work program for a full risk analysis (including safety and environmental assessment) of the proposed anchorage.

RECOMMENDATION

Where preliminary safety and environmental assessment raises issues with a proposed cruise ship anchorage in the Marine Park, a full risk analysis approach will be adopted (refer Attachment 3).

The Technical Group reconvened in September 1999 to discuss potential cruise ship anchorages from Hinchinbrook north to Cape York. A list of prospective anchorages was drawn up for further consideration by the Technical Group. It is intended that a similar meeting covering Hinchinbrook south to Bundaberg be held in late 1999.

Once safety and environmental assessment have been completed for the proposed anchorages, those suitable will be included in the list of designated cruise ship anchorages, and be made available to all cruise ship operations. It is noted, however, that in the case of the Cairns Area and Whitsundays, an amendment of the Plans of Management will be required to bring about any changes, including a period of formal public consultation.

BOOKING ARRANGEMENTS

The issue for the industry is the availability of a booking system which provides certainty for cruise ship operations, is available up to 3 years in advance and has 24 hour operation, especially in a situation of identifying available weather alternatives in inclement weather.

Interim booking arrangements have been introduced by the Authority to manage access to designated cruise ship anchorages throughout the Marine Park. Bookings are taken on a first come first served basis, however, bookings cannot be confirmed until the appropriate Marine Parks permits have been issued. Any itinerary changes should be conveyed to the Authority at the earliest opportunity, such that bookings can be reconfirmed.

Bookings for a cruise ship anchorage can be made directly with the Authority. It is confusing for a cruise ship operation to make bookings at regional offices of QPWS. Again, the Authority is exploring with QPWS complementary booking procedures in an attempt to streamline the booking process for cruise ship companies.

In the future, it may be cost-effective to implement an interactive system on the Authority's website. However, given the current number of bookings, it is more appropriate at present to retain a database within the Authority to handle cruise

ship bookings.

It has been suggested that the cruise ship booking system include the following features:

- all cruise ship operations be required to make a booking to anchor at a designated cruise ship anchorage;
- the Authority be the point of contact for making a cruise ship booking;
- bookings be taken on a first come first served basis;
- bookings be possible by mail, e-mail, facsimile and telephone;
- a 24 hour operation contact number be available;
- the ability to change a booking at short notice, especially for alternative arrangements for inclement weather, utilising the ship reporting system, be available;
- the Authority provide each cruise ship company or shipping agent with a list showing the status of their future bookings;
- the Authority take bookings up to three years in advance;
- a scheduled itinerary confirming the booking should be to the authority within a minimum of 12 months prior to the booking date, as a deterrent to 'false' bookings. failure to do so should result in the booking being cancelled and made available to other cruise operators if required;
- a booking can be at the same time (or following) an application for a permit. the booking will not be confirmed until the permit is issued.

Cruise ship operators with permits issued after 22 June 1998 are required to make a booking prior to arrival at any anchorage. Cruise ships with permits issued before 22 June 1998, although not required to make a booking, are advised to do so in order to secure a particular anchorage on a particular day.

RECOMMENDATION

In the future, all cruise ships will be required to make a booking prior to visiting designated cruise ship anchorages in the Marine Park.

In relation to booking arrangements for cruise ships, staff of the Authority and the QPWS are currently working with consultants to develop a comprehensive booking system for all tourism operations. In the interim, however, the Authority has established an Access database specifically to record cruise ship bookings. Bookings can be made by contacting the Authority's Tourism and Recreation group on (07) 4750 0775.

USE OF SHIP'S TENDERS FOR TOURISM ACTIVITIES

Requests to use ships' tenders for tourism activities (e.g. coral viewing, snorkelling, fishing) is an emerging trend, particularly in remote areas of the Marine Park where there is no local tourism fleet. In high tourism use areas, however, local tourism operators are readily available to service cruise ships and their passengers.

There are also environmental and amenity implications with permitting ships'

tenders to conduct tourism activities, particularly at environmentally sensitive and high use sites, where the number of local tourism operations has generally reached capacity, or is being managed through bookings or use of moorings.

RECOMMENDATION

Ships' tenders may be used to provide tourism services to cruise ship passengers, other than in the Whitsundays, at Low Island Locality and at Green Island Reef Localities.

EXPEDITION CLASS CRUISE SHIPS

The cruise industry has expressed interest in establishing an 'expedition' class cruise ship experience in the GBR region. These cruise ships, unlike the traditional cruise liners such as QE2, Norwegian Star and Fair Princess, are smaller (up to 120 metres long) and carry only small groups (around 150 passengers). The experience sought is focussed on self-reliant access to remote areas such as the Far Northern Section. Work is underway to complete assessments of potential anchorages in this region.

ACCESS TO THE FLINDERS ISLAND GROUP

The problem at the Flinders Island Group (Far Northern Section) is that cruise ships are confined to the south-western end of the Owen Channel. Whilst this is the preferred anchorage during prevailing weather, it can become unsuitable at other times and is a considerable distance (by ship's tender) from the beach landing point on the north-eastern side of Stanley Island.

RECOMMENDATION

Access to the Flinders Island Group will be made more flexible to enable the most suitable anchorage to be selected depending on weather conditions at the time. This has been reflected in the list of designated cruise ship anchorages.

ACCESS TO THE HINCHINBROOK AREA

The issue in the Hinchinbrook Area is that there is not currently a designated cruise ship anchorage. Consequently, cruise ships are unable to plan a visit with certainty and tend to avoid the area. However, cruise ship operations are allowed the base level of access (50 days per year), with standard permit conditions. This would limit visiting cruise ships to recognised shipping routes (i.e. General Use 'A' Zone and Shipping Areas), and not closer than 500 metres to any reef. Access to any of the islands will be addressed through the QPWS commercial activity permit process.

PROMOTING OF WORLD HERITAGE VALUES

Cruise ship operations are encouraged to promote, wherever possible, the World Heritage values of the Marine Park.

Also, the Authority has developed a series of Best Environmental Practices which are available to all cruise ship operations.

ATTACHMENTS

ATTACHMENT 1. INTERIM CRUISE SHIPPING STRATEGIES

PERMITS

- The definition of a cruise ship will include all vessels in excess of 70 metres in overall length, permitted to conduct a tourist program.
- Permits for cruise ships will be issued at least until 31 December 2000.
- Permits for cruise ships will include a booking requirement.

ACCESS

- Cruise ships will only be permitted to anchor in the following locations:
 1. Flinders Island Group - south-western end of Owen Channel
 2. Lizard Island Locality 2 or Locality 3
 3. Ribbon Reef No. 5
 4. Ribbon Reef No. 2
 5. West of Hook Reef or Cid Harbour - anchoring within the designated cruise ship anchorage only
 6. Great Keppel Island
 7. Wistari Reef - north-western side
 8. Lady Elliot Island

[Note: Additional locations to those listed above may be considered by the Authority on completion of a full safety and environmental assessment and advice from QDoT, AMSA and QDEH.]

- Cruise ships will not be permitted to deviate from recognised shipping routes (i.e. General Use Zone, General Use 'A' Zone and Shipping Areas) or approach within 500 metres of a reef or coastline (mean low water), except when visiting a location listed above.

BOOKINGS

[Note: a comprehensive booking system is currently being developed by the Authority and QDEH, and temporary bookings are being recorded by regional QDEH offices.]

- Bookings will be limited to one cruise ship per location at any time, except in the Whitsundays where the limit is one cruise ship in the planning area per day.
- Bookings (based on scheduled itineraries) for permitted cruise ships will be taken and confirmed on a first come/first serve basis.
- Bookings (based on scheduled itineraries) for unpermitted cruise ships may be taken, but will not be confirmed until appropriate permits have been granted.

ACTIVITIES

Cruise ships will be limited to conducting the following activities:

- sightseeing (cruising), passenger transport and anchoring activities; and
- tourist programs with their tenders, except in the Whitsundays.

[Note: This does not preclude cruise ships from undertaking passenger transfers with their tenders in the Whitsundays.]

ATTACHMENT 2. DESIGNATED CRUISE SHIP ANCHORAGES

Geographic coordinates in the descriptions are given in terms of the World Geodetic Standard 1984.

[Note: Additional anchorages to those listed below may be considered by the Authority on completion of a full safety and environmental assessment and advice from AMSA, QPWS, QDoT, RANHS and reef pilots.]

1. In the vicinity of the Flinders Island Group

The area within the coastal 1000 metre line of Flinders and Stanley Islands

2. Lizard Island (Locality 2 or 3)

2.1. LIZARD ISLAND LOCALITY 2

Lizard Island Locality 2 of the Cairns Area is the part of the Lizard Island Sector bounded by a line which:

- (a) commences at the north-western extremity of the point immediately south east of Osprey Island (14-118a), located at low water at point of latitude 14°40.14' south, longitude 145°26.61 east;
- (b) runs then generally north westerly along the geodesic on a bearing of 305° for a distance of approximately 990 metres to the point of latitude 14°39.80' south, longitude 145°26.20' east;
- (c) then generally north-easterly along the geodesic on a bearing of 55° for a distance of approximately 800 metres to the point of latitude 14°39.55' south, longitude 145°26.56' east;
- (d) then generally south-easterly along the geodesic on a bearing of 155° for a distance of approximately 950 metres to the north-western extremity of Chinamans Ridge at low water; and
- (e) then generally southerly, south-westerly, north-westerly, south-westerly, south-easterly, southerly,
- (f) west-south-westerly along the coastline of Lizard Island at low water to the point of commencement.

2.2. LIZARD ISLAND LOCALITY 3

Lizard Island Locality 3 of the Cairns Area is the part of the Lizard Island Sector bounded by a line which:

- (a) commences at the north-western extremity of Chinamans Ridge at low water;
- (b) runs then generally north-westerly along the geodesic on a bearing of 325° for a distance of approximately 950 metres to the point of longitude 145°26.56' east, 14°39.55' south;
- (c) then generally north-easterly along the geodesic on a bearing of 55° for a distance of approximately 1050 metres to the southern end of Turtle Beach at low water; and
- (d) then generally south-westerly, south, south-easterly, south-westerly, and west-north-westerly along
- (e) the coastline of Lizard Island at low water to the point of commencement.

3. Ribbon Reef No.5 Location

The area within the 500 metre line of Ribbon Reef No.5 (15-038)

4. Ribbon Reef No.2 Location

The area within the 500 metre line of Ribbon Reef No.2 (15-075)

5. Hardy Reef Cruise Ship Anchorage

At or about:

- (a) the point of latitude 19°44.45′ south, longitude 149°08.40′ east; or
- (b) No.2 beacon bearing 090°, distance 1.10 nautical miles

6. Cid Harbour Cruise Ship Anchorage

The area the boundary of which:

- (a) commences at the point of latitude 20°14.30′ south, longitude 148°56.00′ east;
- (b) then runs south-easterly along the geodesic to the point of latitude 20°15.00′ south, longitude 148°56.20′ east;
- (c) then southerly along the geodesic to the point of latitude 20°15.70′ south, longitude 148°56.20′ east;
- (d) then westerly along the geodesic to the point of latitude 20°15.70′ south, longitude 148°55.80′ east;
- (e) then northerly along the geodesic to the point of latitude 20°14.30′ south, longitude 148°55.20′ east;
- (f) then easterly along the geodesic to the point of commencement.

7. Turtle Bay Cruise Ship Anchorage

The area the boundary of which:

- (a) commences at the point of latitude 20°19.50′ south, longitude 149°01.00′ east;
- (b) then southerly along the geodesic to the point of latitude 20°20.00′ south, longitude 149°01.00′ east;
- (c) then westerly along the geodesic to the point of latitude 20°20.00′ south, longitude 148°59.50′ east;
- (d) then northerly along the geodesic to the point of latitude 20°19.50′ south, longitude 148°59.50′ east;
- (e) then easterly along the geodesic to the point of commencement.

[Note: Turtle Bay is not surveyed to modern standards and uncharted dangers may exist. A survey of Turtle Bay will be conducted by mid 2000. In the interim, Turtle Bay is not recommended as a cruise ship anchorage.]

8. Funnel Bay Cruise Ship Anchorage

The area the boundary of which:

- (a) commences at the point of latitude 20°13.20′ south, longitude 148°44.75′ east;
- (b) then runs southerly along the geodesic to the point of latitude 20°14.60′ south, longitude 148°44.75′ east;
- (c) then westerly along the geodesic to the point of latitude 20°14.60′ south, longitude 148°43.00′ east;
- (d) then northerly along the geodesic to the point of latitude 20°13.20′ south, longitude 148°43.00′ east;
- (e) then easterly along the geodesic to the point of commencement.

9. Port Molle Cruise Ship Anchorage

The area the boundary of which:

- (a) commences at the point of latitude 20°19.00′ south, longitude 148°50.10′ east;
- (b) then runs southerly along the geodesic to the point of latitude 20°19.80′ south, longitude 148°50.60′ east;
- (c) then westerly along the geodesic to the point of latitude 20°19.80′ south, longitude 148°50.00′ east;
- (d) then northerly along the geodesic to the point of latitude 20°19.00′ south, longitude 148°49.50′ east;
- (e) then easterly along the geodesic to the point of commencement.

10. South East Hamilton Cruise Ship Anchorage

At or about the point of latitude 20°22.10′ south, longitude 148°59.25′ east

11. South Hayman Cruise Ship Anchorage

The area the boundary of which:

- (a) commences at the point of latitude 20°04.20′ south, longitude 148°53.40′ east;
- (b) then runs south-easterly along the geodesic to the point of latitude 20°04.70′ south, longitude 148°53.20′ east;
- (c) then south-westerly along the geodesic to the point of latitude 20°04.28′ south, longitude 148°52.27′ east;
- (d) then north-westerly along the geodesic to the point of latitude 20°03.90′ south, longitude 148°52.51′ east;
- (e) then north-easterly along the geodesic to the point of commencement.

12. In the vicinity of Great Keppel Island

The area within the coastal 1000 metre line of Great Keppel Island

13. In the vicinity of Wistari Reef

The area within the 1000 metre line of Wistari Reef

14. In the vicinity of Lady Elliot Island

The area within the coastal 1000 metre line of Lady Elliot Island

ATTACHMENT 3. TERMS OF REFERENCE FOR THE RISK ANALYSIS

1. Introduction
 - a) Project Outline
 - b) Project Alternatives
 - c) Project Justification
2. Detailed Description of the Project
 - a) Exact location
 - b) Specific requirements
3. Baseline Information
 - a) Description of Existing Environment
 - i) Marine Sediments
 - ii) Habitat
 - iii) Fauna
 - iv) Adjacent areas
 - b) Safety Requirements/Factors (already discussed)
 - i) Hydrography
 - ii) Weather
 - iii) Navigational Aids
 - iv) Tidal Stream Analysis
 - v) Charting
 - vi) Swing room
 - vii) Depth
 - viii) Access and egress
 - c) Description of Existing Use and Amenity (Social/Cultural)
 - i) Vessel/Aircraft traffic
 - ii) Adjacent use and facilities
 - iii) Cultural values
4. Assessment of Impacts and Risk Analysis
 - a) Daily Operation
 - i) Environment
 - ii) Social
 - iii) Safety
 - b) Likelihood of Oil Spill
 - i) Modelling
 - ii) Vessel characteristics
 - c) Incident
 - i) Environment
 - ii) Social
 - iii) Safety
5. Cost/Benefit Analysis
6. Recommendations/Management Arrangements
 - a) Ship size limits
 - b) Navigation aids
 - c) Minimal manoeuvring equipment
 - d) Marshalling craft
 - e) Operational manual

- f) Compulsory pilotage
- g) Voyage plan