

Maritime Safety Queensland guidelines for major development proposals

Background

Maritime Safety Queensland (MSQ), a branch of the Department of Transport and Main Roads, is responsible for the safety of navigation and prevention of ship-sourced pollution in Queensland.

MSQ provides expert maritime advice to the Department of State Development through the Office of the Coordinator-General on major project development proposals, including declared significant projects, using the Environmental Impact Assessment process.

This guideline was developed to assist proponents of major projects, including Coordinator-General declared significant projects, to identify, describe, evaluate and manage all likely maritime-related impacts as part of the development approval process.

Apart from the requirements specified in this guideline, MSQ may request additional information and make recommendations about the proposal to the Coordinator-General.

It is strongly recommended that proponents liaise with the appropriate Regional Harbour Master (RHM) to ensure local requirements relevant to the project development are well understood.

Applicants for tidal works administered through the Integrated Development Assessment System (IDAS) should consult MSQ's requirements for tidal works applications under IDAS available from the MSQ website at

www.msq.qld.gov.au/Waterways/Tidal-works-idas.aspx.

Jurisdiction

MSQ has statutory responsibilities under the following legislation and it is a requirement that any proposal complies with and addresses these regulatory requirements:

- *Maritime Safety Queensland Act 2002*
- *Maritime Safety Queensland Regulation 2002*

- *Transport Operations (Marine Safety) Act 1994*
- *Transport Operations (Marine Safety) Regulation 2004*
- *Transport Operations (Marine Pollution) Act 1995*
- *Transport Operations (Marine Pollution) Regulation 2008*

Management plans

Project proponents must develop and submit these management plans well before starting any construction work:

- Marine execution plan
- Vessel traffic management plan
- Aids to navigation management plan
- Ship-sourced pollution prevention management plan

Proponents must fully address these general requirements for each of the management plans, covering the whole lifecycle of the proposed development including site establishment, construction, operation, closing down and site rehabilitation.

These plans must:

- identify, describe and evaluate all likely impacts on navigational safety and ship-sourced marine pollution resulting from the proposed development
- identify and describe proposed mitigation measures to manage any impacts
- identify and describe funding requirements and financial guarantees necessary for the successful delivery and operation of the proposed mitigation measures for the project lifecycle
- identify and describe the proposed ownership model of any marine infrastructure and supporting systems.

Proponents should regularly consult with the RHM when developing these plans to ensure local requirements are addressed and that the plans will gain approval.

Marine execution plan

A marine execution plan shall include detailed information about the following for the proposed development project during its construction stages:

- all development related or construction vessels and their operations
- the relevant impacts of the development construction on the availability of the navigable waterway to existing vessel traffic

The marine execution plan must include and consider all requirements for the following plans, but for the construction stages of the proposed project:

- Vessel traffic management plan
- Aids to navigation management plan
- Ship-sourced pollution prevention management plan

Alternatively, these three plans can include the required information for the construction **and** operational stages of development. The relevant Regional Harbour Master must be consulted to advise on the format required for each different development proposal.

Vessel traffic management plan

The vessel traffic management plan shall include information about the following for the project once it is built and operating:

- changes and increases to local vessel traffic resulting from the proposed development project
- methods of cumulative vessel traffic management for the proposed project, to ensure safety of navigation at all times.

For the operational stages of the development, the plan should include, but not be limited to, details about:

- the type and size of ships
- frequency of movements
- proposed patterns of operation

- existing and proposed navigational channels or waterways
- the potential requirement for pilotage or pilotage exemptions.

The vessel traffic management plan should also consider:

- additional requirements for port services, including pilotage and tugs
- ship scheduling
- underkeel clearance allowance and any dredge footprints and depths
- cyclone and other extreme weather procedures, including weather limits for suspension of cargo operations and pilotage
- tidal information, as relevant
- towage and tug requirements
- procedures for dangerous cargo, if applicable
- changes to availability of bunkering, fresh water or waste.

Aids to navigation management plan

Aids to navigation includes physical and virtual aids to navigation and vessel traffic services provided by MSQ's vessel traffic service (VTS) centres.

The aids to navigation management plan shall include information about the following for the project once it is built and operating:

- possible impacts from the project on the operations of existing aids to navigation (for example, physical or electronic interference)
- any changes to existing aids to navigation required
- any new aids to navigation required
- infrastructure and services required for the proposed project to ensure safety of navigation at all times.

For the operational stages of development, the aids to navigation management plan should also include, but not be limited to, details about:

- the type of systems and infrastructure required, following consultation with the RHM

- changes needed to existing VTS systems and infrastructure (description, location, networks)
- operational and maintenance requirements
- lifecycle costs and funding sources and schedules.

Ship-sourced pollution prevention management plan

Ship-sourced pollution includes ballast water, garbage, chemical or toxic waste disposal and sewage.

The ship-sourced pollution prevention plan shall include information about the following for the project:

- any changes to existing ship-sourced pollution prevention systems required
- any new ship-sourced pollution prevention systems required
- infrastructure and measures required for the proposed project, once built and operating, to ensure compliance at all times.

For the operational stages of the development, the ship-sourced pollution prevention management plan should also include, but not be limited to, details about:

- the type and characteristics of any systems or infrastructure required, following consultation with the RHM
- operational and maintenance requirements
- lifecycle costs and funding schedules.

Statement of commitments

Project proponents shall detail all identified resolutions in the proponent's statement of commitments. A statement of commitments shall also address details of funding and how it will be provided over the lifecycle of the project, as well as the method of addressing the ownership of the required marine infrastructure assets.

Further information

For further information, contact your local Maritime Safety Queensland office:

Airlie Beach	4841 4500
Bundaberg	4132 6600
Cairns	4052 7400
Gladstone	4971 5200
Hervey Bay	4194 9600
Mackay	4944 3700
Mooloolaba	5452 1825
Brisbane	3632 7500
Gold Coast	5585 1810
Townsville	4421 8100

Other Marine Information Bulletins about the safe operation of ships are on Maritime Safety Queensland's website www.msq.qld.gov.au.