

## Module 14. Maritime safety

### 14.1 Maritime safety state code

#### 14.1.1 Purpose

The purpose of the code is to ensure development:

- (1) supports the viable operation of aids to navigation
- (2) supports the safe operation of vessels in navigable waterways

Editor's note: Guidance for achieving the performance outcomes and acceptable solutions for this state code is available in the *State Development Assessment Provisions Supporting Information – Marine Safety*, Department of Transport and Main Roads, 2013.

#### 14.1.2 Criteria for assessment

Development mentioned in column 1 below must be assessed against the assessment criteria in the table mentioned in column 2.

Column 1	Column 2
Operational work	Table 14.1.1

**Table 14.1.1: Operational work**

Performance outcomes	Acceptable outcomes
<b>Lighting</b>	
<b>PO1</b> Development avoids lighting that has the potential to interfere with <u>aids to navigation</u> .	<p><b>AO1.1</b> Development ensures that at all times, all lights on or above the development site do not interfere with safe navigation in surrounding waterways by:</p> <ol style="list-style-type: none"> <li>(1) shielding lights to prevent glare or reflection</li> <li>(2) avoiding flood lighting which may reduce the visibility of <u>aids to navigation</u></li> <li>(3) avoiding flashing or flickering lights which may be confused with <u>aids to navigation</u></li> <li>(4) avoiding coloured lights such as green, blue or red lights, which may be confused with <u>aids to navigation</u>.</li> </ol> <p>AND</p> <p><b>AO1.2</b> Lighting complies with section 3 of <i>AS 4282–1997 Control of the obtrusive effects of outdoor lighting</i>.</p>
<b>Aids to navigation</b>	
<b>PO2</b> Development does not interfere with <u>aids to navigation</u> .	<p><b>AO2.1</b> Development does not remove any material that may destabilise an <u>aid to navigation</u>, including ground tackle.</p> <p>AND</p> <p><b>AO2.2</b> Development does not create any temporary or permanent obstruction of <u>aids to navigation</u>.</p> <p>AND</p> <p><b>AO2.3</b> Development keeps sight lines of any <u>aids to navigation</u> which cross the land clear of obstructions.</p> <p>AND</p> <p><b>AO2.4</b> Development ensures ongoing access to <u>aids to navigation</u> for maintenance purposes.</p> <p>AND</p>

Performance outcomes	Acceptable outcomes
	<b>AO2.5</b> Development does not result in electrical or electro-magnetic emissions which may impede the operation of aids to navigation.
<b>Protection of navigable waterways</b>	
<b>PO3</b> Development does not impede the safe movement of vessels in a <u>navigable waterway</u> .	<p><b>AO3.1</b> Development ensures <u>navigable waterways</u> are open to vessel traffic at all times.</p> <p>AND</p> <p><b>AO3.2</b> Development, including structures and any vessel berthed at the structures:</p> <p>(1) does not encroach into, pass over or under a <u>navigation corridor</u>, or</p> <p>(2) is not located in a <u>high risk maritime development zone</u>.</p> <p>Editor’s note: <u>Navigation corridor</u> and <u>high risk maritime development zone</u> layers are currently unavailable for <u>Gold Coast Waters</u>.</p> <p>AND</p> <p><b>AO3.3</b> Development does not limit either the depth of a <u>navigable waterway</u> or the size of vessels which can safely navigate the waterway.</p> <p>Editor’s note: Where development proposes to temporarily or permanently limit the depth of a <u>navigable waterway</u> or the size of vessels which can navigate a waterway, it is recommended that a <u>vessel traffic management plan</u> be provided. It is also recommended a marine execution plan be submitted to the regional harbour master 30 days prior to the commencement of works.</p> <p>AND</p> <p><b>AO3.4</b> Development involving the demolition of structures in a <u>navigable waterway</u>, including piling, ensures the entire structure is removed.</p> <p>AND</p> <p><b>AO3.5</b> Structures, including all freestanding piles, must be appropriately lit and clearly visible to approaching vessels, and reflective tape must be fitted to all structures to enhance visibility during the hours of darkness.</p> <p>Editor’s note: Where necessary, the Regional Harbour Master may require the installation of <u>aids to navigation</u> on structures.</p>

## 14.2 Reference documents

Department of Transport and Main Roads 2016 [State Development Assessment Provisions Supporting Information – Maritime Safety](#)

Standards Australia 1997 [AS 4282–1997 Control of the obtrusive effects of outdoor lighting](#)

## 14.3 Glossary of terms

**Aid to navigation** see the *Transport Operations (Marine Safety) Act 1994*, section 104.

Editor’s note:

- (1) An aid to navigation is a device designed to be used for navigation or the guidance of mariners, including a device to help in–
  - (a) fixing a ship’s position, or
  - (b) deciding a safe course for a ship, or
  - (c) warning a ship of dangers or obstructions.

Examples– beacon, buoy, light, lighthouse, marine mark, radio aid or signal.

- (2) An aid to navigation includes any structure or equipment ancillary to the aid to navigation.

Examples–the battery house providing a lighthouse with power; lifesaving equipment that is part of an aid to navigation.

- (3) However an aid to navigation does not include a device on board a ship.

**Gold Coast Waters** see the *Gold Coast Waterways Authority Act 2012*, section 7.

Editor's note: The Gold Coast Waterways Authority has responsibility for Gold Coast Waters which include the inland waterways within the City of Gold Coast local government area as well as the areas at the mouth of the Nerang River, Currumbin Creek and Tallebudgera Creek.

**High risk maritime development zone** means areas indicated in the DA mapping system – SARA layers as high risk maritime development zone. These are areas in the vicinity of ports, state boat harbours, marinas, and navigationally difficult areas such as waterways which experience significant shoaling and waters between and around populated islands. High risk maritime development zone includes:

- (1) marinas with six or more boats
- (2) State boat harbours
- (3) port limits and/or pilotage areas
- (4) sensitive marine environments including areas of constant sand movement
- (5) from the coast to the extent of Queensland waters (3 nautical miles).

**Marine execution plan** includes detailed information about all development related vessels and their operations during each of the stages of construction, and the relevant impacts on the availability of the navigable waterway to vessel traffic.

**Navigation corridor** means areas indicated in the DA mapping system – SARA Layers as navigation corridor. These are the sections of a navigable tidal waterway allocated for the movement of vessels.

**Navigable waterway** means waters with a sufficient depth and width to allow safe passage by all vessel sizes and types that frequently use the area.

**Vessel traffic management plan** includes information on changes and increases to local vessel traffic resulting from the proposed development project and methods of cumulative vessel traffic management for all stages of the proposal lifecycle, to ensure safety of navigation at all times.