

Date : 16/05/2019 11:05:07 AM

From : "DELAFORCE Amanda"

To : "UDY Nicola" , "PERRY Michelle (Manly)" , "BATTON Rebecca"

Cc : "LOW Jesse"

Subject : Hovercraft - permit information - GSMP and MBMP for your consideration

Attachment : Standard-assessment-GSMP-recreational hovercraft.pdf; Attachment 1 - Visitors Guide GSMP_2017.pdf; Permit

GSMP-MPP18-001370 (6) Personal information Nov 2018_final.docx; Draft Permit_MPP18-001370 (6) Personal information

ch4p4(6) Personal information 20181217.docx; Assessment_MPP18-001370 (6) Personal information 0190118.pdf sch4p4(6) Personal information

Permit_expired.pdf; Personal Hovercraft Permit QFN12_0016_GBRCMP.pdf; Attachment 1 - HOVERCRAFT MBMP and GSMP

permit comparison.docx; Hovercraft class assessment_v1_update_endorsed 11 June 2018.pdf; image001.png; image002.png;

Hi Nic, Bec and Mish,

As requested please find a summary of the GSMP and MBMP hovercraft permit conditions and approved locations (refer to Attachment 1) for your consideration as part of the Zoning Plan review process.

For reference I have included the following:

1. GSMP permit, supporting visitors guide and standard assessment
2. MBMP permit and class assessment (with a supporting short standard assessment)
3. GBR Commonwealth Permit - s.78B(2)
4. GBRCMP permit - s.78B(2)

sch3(2)(1)(a) Cabinet matter - For consideration by Cabinet

Thanks Amanda



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Assessment form

Marine Park Management

Assessment Report for Recreational Hovercraft/s - Permits for Great Sandy Marine Park – Standard assessment

1. Permit Details

Period of permit	3 years
Proposed use	Navigate a managed vessel (recreational hovercraft).
Zones and locations	<p>General use, habitat protection and conservation park zones, as shown in the Great Sandy Marine Park (GSMP) visitors guide (attachment 1).</p> <p>Hovercraft are <u>not permitted</u> to operate in:</p> <ol style="list-style-type: none"> 1. The Great Sandy Strait and Tin Can Bay Ramsar Wetland (refer to maps 1 and 3). 2. Go-slow areas – designed for turtle and dugong populations resting and feeding (refer to map 5 and GSMP visitors guide in attachment 1). 3. The Mon Repos area—designated for the protection of marine turtles (refer to map 2). 4. Turtle protection areas (refer to map 2). 5. All marine national park zones (green) (refer to map 4). 6. Tidal land (including beaches and creeks) within Fraser Island and Cooloolo Recreation Areas (refer to maps 6 and 7). <p>MAPS – As per Appendix 1</p>
Designated areas	All designated areas as relevant.

2. Applicant suitability

a) Has the applicant or any associated person held or been party to an authority or agreement that has been suspended or cancelled in the 3 years prior to the date of this application?	☐ YES ☒ NO
b) Does the applicant or any associated person owe any amount payable under the <i>Marine Parks Act 2004</i> ?	☐ YES ☒ NO
c) Has the applicant or any associated person been convicted of an offence within 3 years prior to the date of this application against legislation that protects the marine park, wildlife, recreation and protected areas?	☐ YES ☒ NO
d) Is the applicant considered to be a suitable person? Discuss history of applicant in relation to environmental matters (if relevant) Discuss ability of applicant to conduct activities under the permission in a competent or ethical way (if relevant)	☒ YES ☐ NO

3. Nature and extent of proposal

Detailed description of the proposed activity including specific locations involved:

The assessment and permit conditions are consistent with the current/active permits issued for 'recreational hovercraft' to-date within GSMP.

4. Site information

RAMSAR listed

X YES ☐ NO

If 'yes' provide details below

The Great Sandy Strait within the Great Sandy Marine Park is listed as a wetland of international importance under the Ramsar Convention (Appendix 1, Map 3). Ecological characteristics for which the Great Sandy Strait was declared a Ramsar Site include the extensive intertidal areas of seagrass, mangroves and salt marsh which support species of marine invertebrates, which include:

- 18 of the 24 species of shorebirds under the JAMBA, ROKAMBA and CAMBA agreements;
- nine species of mangrove and five species of seagrass;
- 27 species of molluscs belonging to 17 families;
- four species of sea turtles – the green, loggerhead, hawksbill and flatback, plus two further occasional visitors leatherback and Pacific ridley;
- seagrass beds provide habitat and feeding grounds for a significant population of dugong.
- three species of dolphins are found – Bottlenose dolphin, Common dolphin and Indo-Pacific humpback dolphins.

As a party to the Ramsar Convention the Department of Environment and Science is responsible for ensuring that activities do not alter the Ecological character for which Great Sandy Strait was identified as a Ramsar Wetland

Adjacent to a protected area e.g. national or regional park, state forest, recreation area

XYES ☐ NO

If 'yes' provide details below

There are a number of Protected Areas within or adjacent to the Great Sandy Marine Park (Appendix 1, map 2). These include:

National Parks

- Duck Island (*no management plan*)
- Little Woody Island (*no management plan*)
- Big Woody Island (*no management plan*)
- Fraser Island (*has a management plan*)
- Southern Cooloola (*has a management plan*)

Conservation Parks

- Kauri Creek
- Double Island Point – 4 ha
- Sandy Cape – 3 ha
- Mon Repos - 45 ha (has a management plan)
- Great Sandy - 658 ha

Fraser Island and Inskip Peninsula are also managed under the *Recreation Areas Management Act* (2006) as recreation areas.

High ecological value area (re water as per Environmental Protection Policy, EP Act)

X YES ☐ NO

If 'yes' provide details below

The Australian and New Zealand Environment Conservation Council (ANZECC 2000) and the Queensland Water Quality Guidelines (QWQG 2006) identify three levels of aquatic ecosystem condition. High Ecological Value Waterways (HEV) areas are "unmodified or other highly valued systems that are to be afforded a high degree of protection by ensuring that there is no reduction in the existing water quality"

Maps attached? Show status of site and adjoining land/waters, location of proposal

☐ YES X NO

If 'yes' provide details below

5. Native Title requirements

☐ The need for Native Title notification was assessed and found not to be necessary; **OR**

X The need for Native Title notification was assessed and found to be necessary. Representatives of Queensland South Native Title Services Ltd

And The Butchulla Land and Sea Claim #2 was/were invited to provide comments on the proposal. Specific applicant details will be included in a separate short assessment form.

6. Site Values

(a) Environment – provide comment on substrate, dominant vegetation, tidal regime, faunal use, significance.

Great Sandy Marine Park is characterised by many habitat types including mangroves, saltmarsh, salt pans, seagrass beds, coral communities, rocky reefs, ocean beaches and mud flats.

The conservation of these habitats through the *Marine Parks (Great Sandy) Zoning Plan 2017* is important for the survival of the marine species that inhabit them, for example:

- the region is one of only four areas along the eastern Australian coast recognised as a Wetland of International Significance (under the Ramsar Convention), for migratory shore birds (including endangered species). Australia also has agreements with the Governments of Japan, China and the Republic of Korea for the protection of migratory birds and their important habitat areas;
- seagrass beds in the marine park support the second largest population of dugong spatially (after the Torres Strait) in Australia (Grech, A et al. (2011)¹. Dugongs are listed as vulnerable to extinction under schedule 3 of the *Queensland Nature Conservation (Wildlife) Regulation of 1994*. Since 1992 the dugong population has fluctuated – estimated from 2500 to as low as 600 at times because of the frequency and intensity of floods.
- six of the seven species of marine turtles worldwide can be found in Great Sandy Marine Park. Olive ridley, leatherback and flatback turtles occur rarely and hawksbill turtles occur more frequently. In addition, the Bay has the largest concentration of resident feeding green turtles in Australia (the population is estimated to be in the thousands) and supports the largest loggerhead turtle feeding population in eastern Australia. All species of turtle are listed as either endangered or vulnerable under the *Nature Conservation (Wildlife) Regulation 1994*.
- grey nurse sharks (*Carcharias taurus*) aggregate at Wolf Rock which is critical habitat for these species within Great Sandy Marine Park including those sites declared as grey nurse shark areas. Grey nurse sharks are listed as endangered under the *Nature Conservation (Wildlife) Regulation 1994*.
- there are at least 46 species of temperate and tropical Scleractinian coral in the marine park. The Great Sandy coral communities provide critical habitat for a range of animals including fish, crustaceans, molluscs and worms. Major habitats include offshore reefs (e.g. 6 mile, and the Sponge Gardens), inshore fringing reefs (e.g. adjacent Woongarra Coast, Point Vernon and Torquay and artificial reefs (e.g. Roy Rufus).
- Several species of dolphins are found in Great Sandy Marine Park including the bottlenose (*Tursiops truncatus* and *Tursiops aduncus*) and Indo-Pacific humpback dolphins (*Sousa chinensis*). Several species of whales are also seen in park at different times of the year, the most noteworthy (for tourism purposes) being the humpback whale. Under the *Nature Conservation Act 1992* and the *Nature Conservation (Wildlife Management) Regulation 2006* all cetaceans indigenous to Australia are protected. Whales and dolphins may be disturbed by the presence of people, whether they are on the land, in a boat or aircraft as well as activities such as swimming and diving, feeding, touching, and making noise. The potential problems from disturbance may include disruption of behaviour, displacement from important habitat areas, and reduced breeding success

(b) Uses – provide comment on current use and uses of adjoining areas.

Great Sandy Marine Park offers opportunities for a wide range of water-based activities including recreational fishing, sailing, boating, water skiing, parasailing, jet skiing, sail boarding, scuba diving, snorkelling, bird watching and marine research. The bay is easily accessible to the Hervey Bay and surrounding areas population and has the features necessary for such activities including sheltered waters, diversity of environments and infrastructure such as boat ramps, car parking, marinas and marine services.

The operation of hovercraft for recreational boating in comparison to displacement hull vessels or personal watercraft (PWC) is not common. Hovercraft have a relatively flat hull therefore they have limited ability to operate in open water or sea swell. Therefore the majority of hovercraft navigation in Hervey Bay in smooth and partially smooth waters, particularly tidal tributaries and shallow intertidal areas. Recreational hovercraft are registered as small craft and the only way to distinguish hovercraft from other vessels in records held by QLD Transport is if the description includes hovercraft or a recognisable hovercraft model name.

The *Marine Parks (Great Sandy) Zoning Plan 2017* identifies different zones within the marine park, states the objectives for each zone and identifies the level of protection for the zone. The zoning plan lists the activities

¹ Grech A, Sheppard J, Marsh H (2011) Informing Species Conservation at Multiple Scales Using Data Collected for Marine Mammal Stock Assessments. PLoS ONE 6(3): e17993. doi:10.1371/journal.pone.0017993

which can occur as of right and those that have entry and use provisions and those for which a permit is required.

A permit is required to operate for both recreational and commercial use. Hovercrafts are considered a 'managed vessel' under the zoning plan; an assessment of a managed vessel will ensure the activity is conducted in a manner that is compatible with other activities and the environment. As hovercraft, like any other craft, provide a means to explore and learn about the natural and cultural resources of the marine park however in doing so they may also have an adverse impact on the public and their ability to use and appreciate the Marine Park. Hovercraft have the potential to impact on use and enjoyment of the marine park in a number of ways including by altering the amenity of the marine park and adjacent areas and therefore displacing users and values which users have come to enjoy. The potential for hovercraft to be more noticeable to members of the public is not only due to them being loud but because the noise emitted is different from recreational vessels and PWC which people have become accustomed to and can access areas normal vessels cannot.

(c) Cultural and heritage – provide details including traditional Aboriginal use, scenic or other amenity value.

Cultural historic heritage values within the marine park include the remains of shipwrecks, old oyster leases, log dumps and jetties. Sites or site complexes that are potentially significant but whose specific location, integrity and significance in the marine park is not clear include World War II RAAF plane wrecks, dugong rendering and butchering stations, Wathumba shark factory and oystering camps.

The Queensland Heritage Register (established under the *Queensland Heritage Act 1992*) is a list of places, natural formations, buildings and sites of cultural heritage significance in and to Queensland. It includes entries for Woody Island lighthouses and ancillary building site, Double Island Point Lightstation and Sandy Cape Lighthouse. Whilst not within the boundary of the marine park these sites have a natural affiliation with the marine park and add to the amenity of the marine park.

A number of sites and places of Aboriginal cultural and spiritual significance exist in the cultural landscape of the Great Sandy region. These include sacred animals, stone-walled fish traps, including one of the largest fish trap complexes recorded in Australia, shell middens, grinding grooves, waterways of significance in the practise of culture and traditional food sources. If managed properly it is unlikely that any of these sites would be affected by the proposed activities.

Animals that live in Great Sandy of significance to Traditional Owners for hunting purposes include dugong and turtles. This permit does not cover a tourist activity that involves marine mammals, turtles or sharks so traditional hunting should not be affected by this proposal.

7. Assessment of application

Part 1.

In considering applications for permission under the provisions of section 10 of the *Marine Parks Regulation 2006*, the chief executive must have regard to the matters listed below:

All of the matters provided to the criteria that the chief executive must consider under s10 of the *Marine Parks Regulation 2006* apply provided the recommended conditions are imposed on any permission granted for this activity and are complied with by the Permittee.

Proposed conduct is the conduct or activity proposed to be permitted under the permission

Please note the questions are intended to prompt a response to the assessment criteria.

(a) The potential impact on the environment and on the cultural resources of the marine park or part

Q. What impact is the proposed conduct likely to have on the environment and cultural resources of the marine park? Consideration to be given to the nature, scale, extent, location of the proposed activity and the cultural values of the area where the activity is to be conducted.

Hovercraft may be considered more environmentally friendly than conventionally powered vessels as they produce less pollution and have no propellers. However hovercraft are unlike any other craft and their capability to operate on tidal land prompts different concerns for the environment, particularly with respect to accessing and damaging sensitive habitats and disturbing wildlife, as outlined below.

Hervey Bay is a large embayment (3,940 km²) situated on Queensland's southern coast. Extensive intertidal banks (2,307 km²) consisting of fine to medium grained sands fringe the landward component of the bay supporting extensive yet sparse seagrass meadows. The tidal range in this region is up to 4.1m. Seagrass meadows in Hervey Bay are one of the largest single areas of seagrass resources on the eastern Australian seaboard. Seagrasses are a major component of the Hervey Bay marine ecosystem and their contribution to the total primary carbon production is the basis for such regionally important dugong and turtle populations and productive fisheries. Six species of seagrass have been reported from Hervey Bay (*Halophila spinulosa*, *Halophila ovalis*, *Halophila decipiens*, *Zostera capricorni*, *Halodule uninervis* and *Ruppia maritima*).

Mangroves form extensive and diverse ecosystems with at least eight species occurring throughout the estuarine and inshore areas of the bioregion and are internationally recognised through Ramsar in the Great Sandy region. These ecosystems provide important habitat and nursery area for juvenile fish, crabs and prawns. Green turtles have also been observed feeding on the fruit of the grey mangrove, (*Avicennia marina*).

Impacts to habitat

The properties that influence the impact of air cushioned vehicles on terrain surfaces include the cushion pressure, the air flow escaping under the skirt and the contact between the skirt and the terrain. Worst case impacts include compaction and erosion of sediments and uprooting vegetation.

Hovercraft sit on a cushion of air contained in a rubber skirt. Air pressure being pushed down fills the skirt and exerts pressure on the surface of the water/substrate. The pressure acting on the substrate by a hovercraft is much lower than a vehicle or a person as the weight is evenly spread across a larger surface area and studies have shown that the air cushion pressure in itself has little effect on the substrate or vegetation (Brooks 2010², Fancy 1982).

However excess pressurised air that escapes can cause surface sediments and water to shift and remove dead, loose and shallow rooted vegetation. This may be problematic in areas where hovercraft are repetitively used e.g. launching and retrieving locations. Accordingly access and egress from the marine park for recreational operators should only be via formal locations e.g. boat ramps, to reduce erosion impacts at a particular location unless specifically assessed and approved (**CONDITION**)

Movement of surface water is an action that normally occurs with each tide and on a much greater scale, therefore the ecosystem has evolved to tolerate such movements. Following a hovercraft pass I.L Brooks (2010) reported that 'the mud surface takes on a slightly 'brushed' appearance which persists for a few hours before the original appearance is regained'. During a field inspection for CVL871 John Olds noted '*there were some visible lines through the seagrass in the direction of the hovercraft's travel*'. Such impacts are likely to be superficial and therefore only short term. Fancy 1982³ found two operational characteristics which affect the degree of terrain degradation, being speed and number of passes. The degree of degradation appeared proportional to the number of passes and increased speed caused greater degradation. As the hovercraft skims on the surface water it may drag the skirt across the substrate depending on the air gap between the skirt and the substrate. Raised surface features also received the greatest impact. The combined effect of the air flow and skirt contact action can be more significant than the sum of the two effects individually (Fancy 1982).

Repetitive contact with the substrate is more likely to result in damage to the substrate, therefore repetitive passes of the same exposed mudflats and sandbanks should be minimised. A similar measure is outlined in one of the conditions and operators must also avoid navigating on exposed mudflats and sandbanks (**CONDITION**)

Seagrass in the bay is detached by currents, wind wave action and vessel damage on a regular basis with detached seagrass washing up in large piles along the high tide mark causing some concern for residents. Fancy (1982) reported that the contact between the vehicle skirt and the terrain caused progressive degradation with repeated traffic with a smaller air gap being responsible for greater degradation in both dry and wet vegetated areas. Trial passes over wet vegetation with some air gap resulted in a minor detachment of dry vegetation and wet vegetation being bent in the direction of travel. Trial passes with no air gap resulted in breaking stems and detachment of dry vegetation and general abrasion, matting of vegetation into the organic mat and removal of mosses.

² I. L. Brooks (2010) Environmental Impact Assessment for Langstone Harbour Board in connection with a managed access agreement at Langstone Harbour by the Hovercraft club of Great Britain.

³ Fancy, S.G (1982). Some aspects of environmental effects of air cushion vehicle operations in the arctic. State of Alaska Department of Transportation and Public Facilities Division of Planning and Programming Research section.

During a field inspection for CVL871 John Olds noted *'we visually assessed the impact on exposed seagrass by placing a 50x50cm quadrant onto the seagrass and passing over it with the hovercraft. There appeared to be little impact although the quadrant was blown approx 50cm to one side. There were also two very obvious sets of mollusc eggs exposed in the seagrass by the hovercraft. It is difficult to say how much this craft impacts such marine habitat but it is certain that it has some impact and therefore particularly in Conservation and Protection Zones a precautionary approach would be most appropriate'*.

In addition to the potential to detach vegetation the pressurised air on the seagrass may displace epiphytic growth. Epiphytic growth on seagrass leaves and stems provides food for fish and invertebrates and contributes to the primary production of the marine ecosystem. The displacement of epiphytes from seagrass may affect grazing potential and primary productivity.

Potential impacts are more likely to result in actual impacts and environmental degradation. Accordingly the navigation of hovercraft for a recreational purpose should not be authorised to traverse exposed sandbanks with marine plants and take the most direct route when accessing and egressing exposed mudflats and sandbanks in the marine park. **CONDITION**

The other common cause of damage to seagrass by vessels is from anchoring in seagrass areas. Due to the ability of hovercraft to go ashore hovercraft are more likely to come to rest on the beach as opposed to being secured by anchor in the water. In some cases where a shoreline is too steep for a hovercraft to get up the hovercraft may need to be anchored. The applicant will be provided with **advice** in relation to anchoring best practice to minimise damage to seagrass.

While mangroves pneumatophores are somewhat resilient to the effects of trampling and are likely to withstand the pressure of a hovercraft, hovercraft are not likely to be driven over such areas as the potential to damage the skirt is high.

Impacts to fauna

Sandbanks and mudflats can be very diverse habitats, supporting many invertebrate species critical to fisheries productivity and the ecology of the marine environment. The impact of hovercraft on the organisms that inhabit these habitats is not well studied. Benthic environments are sensitive to impacts from trampling and off road driving for example and permanent damage, such as voiding areas of fauna and flora, compaction or erosion can result from repetitive trampling and use of vehicles in coastal habitats.

Dr Thomas Schlacher of Sunshine Coast University has published many papers demonstrating that 4WD vehicles driven on coastal beaches reduce the abundance of ghost crabs, impair the burrowing performance of clams and reduce the number of species and density of macrobenthic assemblages. Despite much less downward pressure being exerted by hovercraft a similar impact may result from pressurized air escaping from the hovercraft skirt into more fluid intertidal habitats where burrows belonging to yabbies, crabs and worms for example are present.

Per square inch hovercraft exert very little pressure on the ground, therefore whilst large molluscs or surface dwelling worms may be touched by the crafts skirt, direct damage to epifauna is unlikely. However the hovercraft can expose epifauna by moving surface waters and sediment and may potentially force them from their burrows.

After the hovercraft traversed seagrass beds during the field inspection for CVL871 as mentioned above, Nicola Udy observed worms on the top of the substrate that were not there prior to the hovercraft passing. Greg Skilleter is of the opinion that it is more likely that the hovercraft made the worms more visible as the water washed over them. Greg has advised that there are very few surface dwelling worms and they are not rare or in small abundances. However Nicola is certain that the worms have been forced from their burrows as opposed to being uncovered. Greg Skilleter advised that there are very few polychaetes that live in permanent burrows in soft sediments and he is of the opinion that a hovercraft would not affect them at all.

An exhaustive literature search on the impact of hovercraft on intertidal invertebrates only found one paper by McGorty et al 1976⁴. This paper concluded that there was no evidence to suggest that the hovercraft significantly reduced the density of invertebrates in the hovercraft flight path. Anecdotal evidence exists from studies in the United Kingdom and the Gold Coast Broadwater by Airlift hovercraft that the passage of hovercraft over inter-tidal areas caused no damage to invertebrates. Attempts to contact airlift hovercraft on the Gold Coast to discuss these findings were futile. As there are few studies that are conclusive about environmental impacts of hovercraft and anecdotal evidence is contradictory, precautionary measures are

⁴ McGorty S, Jenyon A, Williams Le B. (1976) Are Hovercraft a major cause of disturbance to intertidal invertebrates? Biological conservation (9).

required to ensure that traversing of benthic habitats does not alter benthic communities and have ecological consequences over the long term.

Therefore recreational hovercraft should be encouraged to avoid traversing exposed sandbanks and mudflats, especially obvious productive areas e.g. areas with seagrass **CONDITION**

Fisheries Queensland was concerned with the activity traversing exposed tidal flats and shallow water habitats (including seagrass) due to potential detrimental impact to these fish habitats and marine fauna (for example soldier crabs) and also the potential of the tour to prevent access to these resources by recreational fishers. Measures outlined above i.e. avoid traversing exposed areas and repetitive operations at the same location will assist to protect fisheries values and reduce conflict with marine park users. Where a recreational hovercraft proposes to traverse an exposed area, this will be assessed and conditioned on a case by case basis.

Disturbance to marine megafauna and reptiles by hovercraft is not well studied. What we know about hovercraft and their potential to impact wildlife is their absence of underwater appendages reduces the potential for injury such as propeller cuts or vessel strike to wildlife such as turtle and dugong. Hovercraft also create little underwater noise as all mechanical components are above the water. Direct impacts to marine wildlife is not of concern. Hovercraft, like any craft have the potential to pursue and approach marine mammals. The *Nature Conservation (Wildlife Management) Regulation 2006* contains provisions to minimise the impacts of humans on cetaceans by regulating the behaviour of individuals in close proximity to whales and dolphins. Specifically, section 338A to 338S regulates the way in which boats, including hovercraft can be operated around whales and dolphins and the way people must behave around whales and dolphins.

Amendments made to the regulation in May 2013, resulted in hovercraft being defined as a 'prohibited vessel' and subject to changes in proximity distances to whales and dolphins.

Minimum distance for a prohibited vessel (s338L of the regulation)

A person in control of a prohibited vessel must not, without a reasonable excuse—

- (a) bring the vessel any closer than 300m to a whale or dolphin, other than a whale or dolphin listed as a special management marine mammal or a marine mammal in a special management area; or
- (b) bring the vessel to a position that would cause a whale or dolphin to come closer than 300m to the vessel if the mammal continued on its direction of travel.

Minimum distance for people in the water (s338Q of the regulation)

Persons in or entering the water must be at least 100m from whales and 50m from dolphins.

However, the regulation states under Section 338A that marine mammal provisions do not apply to a person acting under –

- (a) a scientific purposes permit

prohibited vessel means a hovercraft, hydrofoil, jet ski, motorised diving aid, parasail or wing in ground effect craft.

This assessment does not include navigation of a hovercraft for the purpose of conducting commercial whale watching and the permit holder is not permitted to whale watch under this permit. Whilst advertising whale watching does not breach QPWS regulations compliance should be flagged to GSMP compliance staff for operators that are advertising commercial whale watching. While hovercraft are unlikely to be operated in offshore areas where whales are more regularly encountered, as a precaution marine park tour operators accessing whale watching areas (if advertising whale watching or not) must clearly state that 'this permit does not authorise the conduct of whale watching in the marine park'. The legislative approach distance to dolphins and whales has been included in the information notice.

Shorebirds are an integral component of GSMP and Great Sandy Strait wetland ecosystems, providing important biological, aesthetic, scientific and cultural values of both national and international significance. The region is one of only four areas along the eastern Australian coast recognised as a Wetland of International Significance under the RAMSAR Convention, important for migratory shorebirds (including endangered species). Australia also has agreements with the Governments of Japan, China and the Republic of Korea for the protection of migratory birds and their important habitat areas (JAMBA, CAMBA, RoKAMBA). The principal expectation of contracting parties to the Ramsar Convention is to promote the "wise use" of wetlands, which, once listed as internationally important, should be managed in a way that protects the ecological characteristics for which they are recognised.

Internationally significant shorebirds inhabit the bioregion, which comprises part of the East Asian-Australasian Flyway. The region's shorebirds have received international recognition through the Japan-Australia Migratory Bird Agreement (JAMBA), the China-Australia Migratory Bird Agreement (CAMBA), and the Republic of Korea-Australia Migratory Bird Agreement (ROKAMBA) (SEQ RCMP – supporting document 2006).

Protecting shorebirds from disturbance is one of the key management strategies identified in the Shorebird Management Strategy for GSMP endorsed by the Department, Director in 2010.

The *Marine Parks (Great Sandy) Zoning Plan 2017* provides reference to 'disturbing shorebirds'. Specifically, provisions applicable to hovercraft include:

- A person must not cause unreasonable disturbance to shorebirds in the marine park, by navigating an aircraft or vessel through a group of feeding or roosting shorebirds; and
- A person must not cause unreasonable disturbance to a shorebird's habitat.

Disturbance to shorebirds, both resident and migratory, is well documented as a stressor which affects their long term survival and breeding success. Disturbance to shorebirds could range from a minor response e.g. head turning to major i.e. causing them to take flight consequently abandoning resting and feeding behaviours. The affect of such disturbance can also be more critical to their survival at different times of year, such as in the summer months when migratory species are building up fat reserves within Hervey Bay and Great Sandy Strait so they can return to their breeding grounds. Shorebirds are particularly sensitive at roost sites because they are concentrated in small areas often with some distance to the nearest suitable alternative roost site. There is also some evidence that disturbance at low tide feeding areas can lead to site abandonment, which in essence is a loss of habitat.

The distance at which shorebirds are disturbed is difficult to determine and the potential for shorebirds to be disturbed varies with the species of shorebirds and the degree of habituation by the birds to such disturbance. The navigation of a hovercraft, particularly in shallow areas close to banks and mangroves, has the potential to disturb shorebirds from roosting and feeding activities.

Observations by John Olds during a field inspection for a proposed hovercraft operation (CVL871) noted: *"It became apparent that shorebirds roosting and feeding on banks adjacent to nav channels appeared ambivalent to the craft when it was in the nav channel, however this changed when the craft was outside the channels. It seems that birds have habituated to vessels operating in nav channels and will allow such vessels to pass quite close (ie within 50-100m). Birds feeding and roosting were more readily disturbed by the hovercraft when it was operating outside nav channels"*.

During field trials for an assessment of a hovercraft adventure tours approximately 18 pelicans were observed roosting less than 100m away from the hovercraft mooring at Horizon Shores and were not disturbed by take off and noise trial activities. However following an emergency nose dive to stop the craft within close proximity to mangroves a number of shorebirds were observed flying above the mangroves, presumably disturbed by the hovercraft whilst roosting.

Studies have shown that increased lateral distance is the most consistent predictive parameter associated with shorebird disturbance. Conditions placed on motorised water sport permits have imposed 200m and 300m (for parasailing) buffer distances to shorebird roost sites, unless navigating within a channel. The increased noise associated with hovercraft may cause disturbance at a greater distance than a vessel or PWC. However due to the difficulty in determining suitable distances and difficulty with enforcing distances the preferred approach is for potentially disturbing activities to avoid navigating near shorebird sites all together unless they are operating within a marked navigation channels. Where a recreational hovercraft operation provides a proposed route of operation this should be assessed for the potential to disturb shorebirds and the route negotiated and conditioned accordingly.

Recreational operators are required to comply with the shorebird disturbance provisions. Recreational hovercraft operators generally seek permission to operate their hovercraft in all areas of the marine park. Therefore maps of shorebird roost sites will be made available to operators so that they can avoid these areas and a **CONDITION** will include that operators must not travel within 200m of these sites unless navigating in a marked navigation channel.

While providing maps of shorebird roosts sites may assist them to comply with these provisions the maps do not encompass all potential shorebird habitat such as feeding areas which are most likely to be disturbed by hovercraft operating on exposed sandbanks and mudflats. Requiring hovercraft to navigate within marked navigation channels will minimise the potential for shorebird disturbance however this approach is considered stringent considering that navigation can also occur outside of navigation channels without disturbing shorebirds. Therefore the onus will be placed on the operator to identify the presence/absence of shorebirds prior to deciding to drive over an exposed intertidal sand bank or mudflat and not operate on exposed mudflats and sandbanks when shorebirds are present **CONDITION**

While the number of birds found at sites varies throughout the year, it is recommended that conditions to protect shorebirds apply all year round to provide protection to both migratory and resident shorebirds.

(b) Options for monitoring, managing and mitigating the potential impact on the environment and the cultural resources of the marine park or part

Q. How will potential impacts on the environment and cultural resources of the marine park be monitored, managed or mitigated?

The table below summarises the impacts, management approach and means for mitigating impacts. The measures to mitigate impacts include development of conditions hovercraft operators. A number of specific permit conditions have been recommended to manage recreational hovercraft navigation. Any major issues associated with their operation is most likely to be reported by the public.

Published on DES Disclosure Log
RTI Act 2009

Table 1. Measures to mitigate, manage and monitor environmental impacts

Impacts	Issue	Factors	Management approach	Mitigation/ Monitoring
Impacts to the environment	Wash/ sediment suspension/ erosion	Speed	<p>Wash from hovercraft is negligible.</p> <p>Erosion may occur from repetitive passes of exposed sandbanks and mudflats.</p>	<p>Condition:</p> <ol style="list-style-type: none"> 1. Hovercraft must not traverse exposed seagrass beds, mudflats, saltmarsh, salt pans, sandbanks, and other exposed intertidal areas including beaches not open to vehicles. This includes not traversing the real time water line associated drainage lines and other shallow water bodies within areas of exposed mudflats or other intertidal areas. 2. Hovercraft must travel past areas with visible dwellings, campgrounds or anchored vessels at a distance that keeps the noise levels below 75db when recorded from the receptor. 3. In all other locations not adjacent to sensitive receptors hovercraft must not cause noise that is of nuisance to the public and operate at noise levels acceptable to the public. 4. Other than at formalised access points (e.g. boat ramps), traversing, landing/take off must not be conducted within 100m of other people within the marine park (people in water and on beach). 5. Hovercraft must avoid repetitively operating in the same location on any one day.
		Habitat type	<p>Erosion of dry sandy beaches may exacerbate erosion prone areas and thwart nourishment measures.</p> <p>Suspension of sand and debris also creates a safety issue for by-standers</p>	<p>Condition:</p> <ol style="list-style-type: none"> 6. Hovercraft (managed vessel) entry and egress to the marine park must only be via formalised access points (e.g. boat ramps) or via water bodies adjoining the marine park.
		Presence of cultural sites/ artefacts	<p>Navigation of hovercraft should not traverse intertidal cultural sites</p>	<p>Condition:</p> <ol style="list-style-type: none"> 7. (as per 6 above) Hovercraft (managed vessel) entry and egress to the marine park must only be

				via formalised access points (e.g. boat ramps) or via water bodies adjoining the marine park.
	Substrate damage	Presence of marine plants e.g. seagrass, saltmarsh and mangroves pneumatophores and coral	<p>Where possible, navigation of hovercraft should avoid traversing exposed sandbanks and mudflats where seagrass is present.</p> <p>Hovercraft should not traverse over mangrove pneumatophores</p> <p>Hovercraft should not anchor on seagrass beds</p>	<p>Condition:</p> <p>8. (as per 1 above) Hovercraft must not traverse exposed seagrass beds, mudflats, saltmarsh, salt pans, sandbanks, and other exposed intertidal areas including beaches not open to vehicles. This includes not traversing the real time water line associated drainage lines and other shallow water bodies within areas of exposed mudflats or other intertidal areas.</p>
		Access and egress locations	Access and Egress locations should avoid marine plants	<p>Condition:</p> <p>9. (As per 6 above) Hovercraft (managed vessel) entry and egress to the marine park must only be via formalised access points (e.g. boat ramps) or via water bodies adjoining the marine park.</p> <p>10. Hovercraft must not operate in a way that makes audible noise before 7am or after 7pm on a business day or Saturday or before 8am or after 6.30pm on any other day.</p> <p>11. (As per 4 above) Other than at formalised access points (e.g. boat ramps), traversing, landing/take off must not be conducted within 100m of other people within the marine park (people in water and on beach).</p> <p>12. (As per 5 above) Hovercraft must avoid repetitively operating in the same location on any one day.</p>
	Shorebird disturbance	Presence / absence of shorebird site	<p>It is an offence to disturb shorebirds.</p> <p>Hovercraft operating outside of a navigation channel have a high potential to disturb shorebirds.</p> <p>Recreational hovercraft operators</p>	<p>Condition</p> <p>13. Hovercraft must maintain a distance of at least 200m from other shorebird roost sites (northern section of the marine park). <i>Hovercrafts are excluded from the Great Sandy Straits Ramsar</i></p>

			must ensure shorebirds are not present before traversing exposed sandbanks and mudflats.	<i>wetland (southern section) of the marine park.</i> Advice info notice - shorebird disturbance provisions
	Disturbance of marine fauna	Potential to encounter marine mammals	Hovercraft, like any other vessel should comply with regulated approach distances to marine mammals & turtle and dugong go slow area provisions	Condition 14. If whales and dolphins are incidentally encountered, the hovercraft operator must: maintain a distance of 300 metres from a whale. 15. Hovercraft are not permitted to operate in turtle and dugong feeding and resting designated go slow area Advice in info notice – proximity to whales and dolphin provisions under NC (WM) Regulation 2006.
		Epibenthic and interstitial fauna	Recreational hovercraft to avoid traversing exposed areas when navigating in the marine park and avoid repetitive operation in any one location. Recreational hovercraft will not be authorised to traverse exposed banks with obvious fisheries values e.g. invertebrate burrows. Locations will be assessed and conditioned on a case by case basis.	16. (As per 1 above) Hovercraft must not traverse exposed seagrass beds, mudflats, saltmarsh, salt pans, sandbanks, and other exposed intertidal areas including beaches not open to vehicles. This includes not traversing the real time water line associated drainage lines and other shallow water bodies within areas of exposed mudflats or other intertidal areas. 17. (As per 5 above) hovercraft must avoid repetitively operating in the same location on any one day.
Location of Permission				18. Location to which permission applies: General use, habitat protection and conservation park zones, as shown in the Great Sandy Marine Park (GSMP) visitors guide (attachment 1). Hovercraft are <u>not permitted</u> to operate in: <ul style="list-style-type: none"> The Great Sandy Strait and Tin Can Bay Ramsar Wetland (refer to maps 1 and 3). Go-slow areas – designed for turtle and dugong populations resting and feeding (refer to map 5 and

				<p>GSMP visitors guide in attachment 1).</p> <ul style="list-style-type: none"> • The Mon Repos area—designated for the protection of marine turtles (refer to map 2) • Turtle protection areas (refer to map 2). • All marine national park zones (green) (refer to map 4). • To access tidal land (including beaches and creeks) within Fraser Island and Cooloola Recreation Areas (refer to maps 6 and 7). <p>Condition</p> <p>19. Unless the operator has a permit to land a recreational craft, hovercraft are not permitted to operate within the Fraser Island Recreational Management Area (World Heritage Area) (this includes all beaches and creeks), along with Cooloola Recreational Management Area (RAM).</p>
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(c) The objectives of the zone/s as set out in the zoning plan

Q. Is the proposed conduct consistent with the objectives of the zone/s in which the activity is to be carried out?

The objects to be achieved for the marine park include the purpose of the Act, the objectives of zones and designated areas. The main purpose of the Act is to provide for the 'conservation of the marine environment'. The proposed activity is being assessed for conduct in all zones of the Great Sandy Marine Park (which includes tidal land and tidal water).

General use zone

The objects to be achieved for the general use zone are—

- (a) to provide for the conservation of the areas of the marine park within the zone; and
- (b) subject to the objective mentioned in paragraph (a), to provide opportunities for reasonable use of the areas.

Habitat protection zone

The objects to be achieved for the habitat protection zone are—

- (a) to provide for the conservation of the areas of the marine park within the zone through the protection and management of sensitive habitats that are generally free from potentially damaging activities; and
- (b) subject to the objective mentioned in paragraph (a), to provide opportunities for reasonable use of the areas.

Conservation park zone

The objects to be achieved for the conservation park zone are—

- (a) to provide for the conservation of the areas of the marine park within the zone; and
- (b) subject to the objective mentioned in paragraph (a), to provide opportunities for reasonable use and enjoyment, including, for example, limited extractive use, of the areas.

Conservation means the preservation of areas which are significant, culturally or scientifically, in their natural state; the management of the natural environment to ensure that it is not destroyed in the process of development (Macquarie Dictionary 2nd Edition).

Marine national park zone

The objects to be achieved for the marine national park zone are—

- (a) to provide for the protection of the natural integrity and values of the areas of the marine park that are generally free from extractive activities; and
- (b) subject to the objective mentioned in paragraph (a), to provide opportunities for particular activities, including, for example, the presentation of the values of the marine park, to be undertaken in relatively undisturbed areas within the zone.

Natural integrity of a zone includes the environments structure, its function and its value to humans. A hovercraft operating in a marine national park zone is unlikely to affect integrity of environmental functions (if conducted in accordance with the recommended permit conditions) however it may affect the value of the zone as perceived by humans. Marine national park zones in GSMP represent different habitat types, different use values, with different levels of natural integrity. The operation of a hovercraft in Go Slow Areas for natural values is not supported. Of the remaining marine national park zones, a number of zones also present high natural values and the operation of a hovercraft is likely to affect the presentation of these values, potentially affecting the conduct of other activities to be undertaken in undisturbed areas within the zone. Accordingly, the navigation of a hovercraft in these zones is not supported.

Navigation of hovercraft is considered consistent with the purpose of a marine national park zone where values are conserved and natural integrity, including the ability to use and enjoy the area is also maintained. Recreational hovercraft are to adhere to the conditions which will reduce their potential to cause impacts and will be assessed and conditioned to protect the values and maintain objectives of the zones.

In addition the permit conditions outlined at the end of this document, where relevant the following information will be provided to the permit holder in their information notice to assist them in achieving the objectives of the marine park:

- Go slow areas for turtle and dugong
- Disturbance of shorebirds
- Proximity to whales and dolphins
- Disposal of rubbish and litter laws

- Effluent discharge regulations
- No anchoring areas

The following advice and environmental best practice guidelines will also be provided:

- Anchoring on coral or seagrass

(d) Any written submission received about the application in response to a public notice given under s15

Q. Does the proposed conduct fall within s15 of the Marine Parks Regulation 2006? If it does, were any public submission received? If 'yes' provide a summary of the public comments.

If the Chief Executive considers the grant of a permit may have a significant impact on the use and non-use values of a marine park or if it restricts reasonable use or enjoyment of a part of the marine park by persons other than the applicant for the permit, the Chief Executive may request the applicant to give public notice of the application.

Navigation of a hovercraft may impact on use and enjoyment of the marine park by reducing the amenity of an area in the marine park or adjacent to the marine park.

The noise associated with the navigation of a hovercraft, has the potential to become a nuisance for marine park users and adjacent residential areas. Apart from freestyling prohibition areas in the Great sandy Strait and distance off requirements for freestyling PWC, there are no MSQ laws preventing hovercraft from freestyling. This assessment does not cover the use of hovercraft for intentional freestyling activities, usually associated with a tourist program.

A recreational hovercraft operation proposed in/around the tidal land this may be problematic in not conducted in an appropriate location and if conducted on a frequent and regular basis. In this case the adjacent National Park or Local Council should be consulted by the applicant and assessing officer. Where hovercraft for recreational, proposes to land on a RAM area i.e. at Fraser Island they will also require a licence to operate a recreational craft.

The navigation of a hovercraft in accordance with the permit conditions as outlined in this assessment should not result in a significant impact or restrict reasonable use and enjoyment, therefore public notice is not required for applications that fit within and agree to be conducted in accordance with this assessment.

(e) Any other matters relevant to the orderly and proper management of the marine park

Q. Are there any matters relevant to ensuring the orderly and proper management of the marine park which should be considered eg. would approval of this application set a precedent regarding future activities or significantly increase the demand for management resources? Are there more prudent and feasible alternatives available? If so, identify and discuss the issues or concern or interest.

The *Marine Parks (Great Sandy) Zoning Plan 2017* identifies different zones within the marine park, states the objectives for each zone and identifies the level of protection for the zone. The zoning plan lists the activities which can occur as of right and those that have entry and use provisions and those for which a permit is required.

With regards to a request to operating a hovercraft within the marine park, a permit is required to operate for both recreational and commercial use. Hovercrafts are considered a managed vessel under the zoning plan; this is to ensure that this activity is conducted in a manner that this compatible with other activities and the environment.

Additionally, the 'Great Sandy Region Management Plan (1994-2010)' stated: *hovercraft will not be permitted to operate in Great Sandy Strait, Tin Can Bay and the Noosa River other than to transfer passengers on approved transit routes.* The Great Sandy Strait is listed as a wetland of international importance, which provides for shallow seagrass beds, mangrove forests, salt marshes and salt pans. These areas are also important feeding grounds for shorebirds, dugong, turtles, dolphins and fish. This is a non-statutory document and is used a guiding document.

In 2011 the Great Sandy Region Management Plan (The Plan) was reviewed. As part of the review The Plan was amended included the following statement: *“Hovercraft are also able to traverse intertidal areas, unlike other forms of watercraft, and have the potential to disturb migratory waders, both at roost sites and feeding areas, as they generate considerable noise. They can also cause discomfort to other users of the area. In confined waters, waves caused by some types of boats travelling at even moderate speeds can cause riverbank erosion. This problem is accentuated in areas with sandy substrates and in areas where people land vessels to go ashore. Due to their shallow draught and lightweight of personal watercrafts, e.g. jet skis, they can use waterways not available to other craft. There has been increased use of personal watercraft in the Region, particularly in areas close to shorebird roost sites at Boonooroo. The mobility and unpredictability of these craft means that they create noise nuisance, disturb wildlife and create hazards and inconvenience for other users such as fishers, yachties and canoeists in otherwise quiet and peaceful settings’*. This is a non-statutory document and is used a guiding document.

Hovercraft have the potential to impact on use and enjoyment of the marine park in a number of ways including by altering the amenity of the marine park and adjacent areas and therefore displacing users and values which users have come to enjoy. The potential for hovercraft to be more noticeable to members of the public is not only due to them being loud but because the noise emitted is different from recreational vessels and PWC which people have become accustomed to and **can access areas normal vessels cannot**. As such the **CONDITIONS** below are placed to assist with managing the conservation values of areas like the Great Sandy Strait Ramsar Wetland:

- (a) Hovercraft must not traverse exposed seagrass beds, mudflats, saltmarsh, salt pans, sandbanks, and other exposed intertidal areas including beaches not open to vehicles. This includes not traversing the real time water line associated drainage lines and other shallow water bodies within areas of exposed mudflats or other intertidal areas.
- (b) Hovercraft must maintain a distance of at least 200m from other shorebird roost sites (northern section of the marine park. *Hovercrafts are excluded from the Great Sandy Straits Ramsar wetland (southern section) of the marine park.*

Precedents around the state.

Commonwealth plans of management e.g. Cairns Plan of management, Hinchinbrook Plan of management, Whitsunday Plan of management (WPOM) generally limit hovercraft to intensively used areas and/or areas outside of locations. The WPOM does allow high speed vessels, including hovercraft, to transit setting areas. Generally settings/ locations encompass waters surrounding any islands. Previous conditions included:

- The permittee must not operate the hovercraft for motorised watersports within the Bays of Magnetic Island
- The permittee must maintain a record of the dates and beach locations visited
- The permittee must inform the managing agency of any complaints received
- Hovercraft must maintain 300m from whales and dolphin as per restrictions for jet skis.
- Maintain a minimum approach distance of 100m from the high water mark
- Not approach closer than 100m of people in the water
- Not access to intertidal areas surrounding magnetic island except to embark or disembark passengers
- The hovercraft must travel in a direct line when accessing and departing from locations
- Not approach closer than 300m of other people along the beach
- Not access any vegetated area on the beach
- Not approach within 150m of wader birds, 100m of turtles and dugong
- Operate at 4knots when within intertidal areas

The applicant appealed the decision stating that ‘conditions placed on the permit are too restrictive to enable reasonable use of the vessel’. The decision and permit conditions were upheld.

This assessment has considered the same issues outlined in the GBRMPA assessment. However this assessment is for all zones of the Great Sandy marine park. In the absence of a management plan that identifies sites that are to be managed for low key recreational activities a detailed assessment of all areas (i.e. their existing and future desirable use) is required. As opposed to this lengthy process this assessment has focussed on social and environmental impacts and management of such will be applied across zones to the level as prescribed under the objects of each zone.

Other legislation relevant to the assessment with the inclusion of noise and management of power vessels includes:

DES (EHP) administers the *Environmental Protection Act 1994* and Regs and *Environmental Protection (Noise) 2008* (EPP noise) within state lands.

Environmental Protection Act 1994 – S440 Offence of causing environmental nuisance

- (1) A person must not wilfully and unlawfully cause an environmental nuisance.
- (2) A person must not unlawfully cause an environmental nuisance.

Environmental nuisance is unreasonable interference or likely interference with an environmental value caused by—

- (a) aerosols, fumes, light, noise, odour, particles or smoke; or
- (b) an unhealthy, offensive or unsightly condition because of contamination; or
- (c) another way prescribed by regulation.

Unreasonable interference is not defined in the EPP or Regs. The Macquarie dictionary defines 'unreasonable' as not guided by reason or good sense, not based on or in accordance with reason or sound judgement. Advice from DERM Senior Environmental Scientists Toshi Yoshino regarding ways hovercraft can reduce environmental nuisance have been incorporated into the permit conditions.

Environmental Protection Act 1994 s 440Z operation of a powerboat in a waterway.

(1) A person must not use a power boat, or permit the use of a power boat, in a waterway for a power boat sport if the use makes audible noise for the same affected building for more than a continuous period of 2 minutes—

- (a) on a business day or Saturday, before 7a.m. or after 7p.m; or
- (b) on any other day, before 8a.m. or after 6.30p.m.

Audible noise means noise that can be clearly heard by an individual who is an occupier of a building.

(2) For subsection (1), an individual is taken to be able to clearly hear a noise if he or she can hear the noise from the part of the building occupied by the individual that is most exposed to the noise.

Power boat sport means— (a) a sport in which a person is towed by a line attached to a power boat, including, for example, a person water skiing or riding on a toboggan or tube; or (b) operating a jet ski or other power-driven personal watercraft, other than for fishing. **This does not capture the type of craft and location subject of the current proposal.**

Waterway means any of the following— (a) a creek, river, stream or watercourse; (b) an inlet of the sea into which a creek, river, stream or watercourse flows; (c) a dam or weir.

The *Environmental Protection Regulation 1998* (s6ZE) used to limit noise from a powerboat on a waterway to 75dB for 2 minutes when 30m from the vessel.

While these provision do not apply to the operation of hovercraft tours, it can be used to guide acceptable noise criteria i.e. appropriate operating hours and acceptable noise limits i.e. 75dB.

Adherence to recommended permit conditions will minimise potential nuisance noise complaints.

Environmental Protection (Noise) Policy 2008

Schedule 1 of the EPP identifies the acoustic quality objective for the marine park to be 'the level of noise that preserves the amenity of the existing marine park'.

Acoustic quality objective, for an area or place, means the maximum level of noise that should be experienced in the acoustic environment of the area or place.

The measures identified below in section 3 criteria (a) should be adequate to avoid any possible implications for the orderly and proper management of the marine park with respect to noise complaints from adjacent users of the Marine Park.

Part 2.

In accordance with the provisions of s10 of the *Marine Parks (Great Sandy) Zoning Plan 2017*, the chief executive must consider the following matters for applications for permission:

All of the answers provided to the criteria that the chief executive must consider under s.10 of the Marine Parks (Great Sandy) Zoning Plan 2017 apply provided the recommended conditions are imposed on any permission granted for this activity and are complied with by the Permittee.

(a) whether the proposed entry to or use of the zone will have an unacceptable environmental impact on the zone

The navigation of a hovercraft has the potential to cause unacceptable environmental impacts as outlined in criteria 8 Part 1. A number of conditions, as outlined in Part 8 (e), will be placed on the activity/use to ensure that the impacts will be within acceptable limits.

(b) whether the proposed entry to or use of the zone is consistent with the maintenance of the biological diversity and ecological functioning of the marine park;

The proposed conduct is consistent with the maintenance of biological diversity and ecological functioning of the marine park.

(c) whether the proposed entry to or use of the zone will cause a loss of vegetation essential to the natural productivity of the marine park;

There is the potential for marine park vegetation to be damaged by hovercraft navigating over seagrass beds exposed at low tides. Therefore recreational hovercraft users will have conditions placed in their permit/s to manage this activity/use appropriately.

(d) whether the proposed entry to or use of the zone will prejudice the natural amenity and condition of the marine park;

Maintenance of natural condition and amenity is only an explicit objective of Marine National park zones. In all other zones reasonable use is supported. Whether or not the activity will prejudice the natural amenity and condition is subject to how the activity is perceived by different people. Any undesirable response to the proposed activity will be temporary in most part.

(e) any effect the proposed entry to or use of the zone will have on the environment as a result of the marine park's natural hydrological pattern or natural coastal processes;

While minor erosion of dry sandy beaches may occur, the proposed conduct is not expected to affect the marine park's natural tidal flushing pattern or natural coastal processes.

(f) the cumulative impact on the marine park of the proposed entry to or use of the zone and any other entry to or use of the marine park, particularly the cumulative impact of small-scale developments for which an environmental impact statement is not required;

Pollution and rubbish add to the degradation of the environment from ship and vehicle sourced pollution e.g. effluent and rubbish if not properly managed. Recreational hovercraft are unlikely to have toilet facilities.

Persons carried on-board the hovercraft may also generate rubbish which is no different from any other recreational vessel and a person must not dispose of litter in the marine park.

In addition to existing noise generated by vessels, PWC, seaplanes and jet boats waterways users and adjacent residential areas will be subject to the cumulative noise of all craft. Whilst noise levels emitted from small hovercraft may be comparable to other recreational craft, it will cumulatively add to the noise experienced by users of the Marine Park and adjacent areas.

(g) the effect of the proposed entry to or use of the zone on shorebirds, particularly international migratory species of shorebird; and the need to protect shorebirds and the habitat of shorebirds;

Refer to Part 8, if permit conditions are adhered to, the proposed conduct is not expected to affect shorebirds, particularly international migratory bird species and their habitat if legislative requirements,

(h) if the proposed entry to or use of the zone involves the entry to or use of a designated area—the objects of the area.

A person must not do any of the following in a go slow area for turtles and dugong—

- (a) operate a vessel in a planing or non-displacement mode;
- (b) operate a vessel for motorised water sports;
- (c) operate a vessel in a way or at a speed that could reasonably be expected to result in striking a turtle or dugong.

Hovercraft have no underwater appendages and the hull sits out of the water when the cushion is full of air, therefore determining when the craft is planing is difficult. While the potential for hovercraft to strike turtle and dugong is reduced hovercraft are not exempt from turtle and dugong go slow area provisions and therefore must not operate in a manner that could reasonably be expected to result in striking a turtle or dugong. Therefore the permit holders will be provided with **advice** regarding these Go Slow Areas in the information notice.

Part 3.

In assessing applications for permission, in accordance with the provisions of s 11 of the *Marine Parks Regulation 2006*, the chief executive may have regards to the following matters:

All of the answers provided to the criteria that the chief executive may consider under s.11 of the *Marine Parks Regulation 2006* apply provided the recommended conditions are imposed on any permission granted for this activity and are complied with by the Permittee.

NOTE: Only those criteria which add value to the assessment and recommendation should be addressed. If the application is to be refused, all criteria should be addressed]

(a) The effect on public appreciation, understanding and enjoyment of the marine park

Q. Will the proposed conduct have an impact on public appreciation, understanding and enjoyment of the marine park?

Hovercraft, like any other craft, provide a means to explore and learn about the natural and cultural resources of the marine park however in doing so they may also have an adverse impact on the public and their ability to use and appreciate the Marine Park. Hovercraft have the potential to impact on use and enjoyment of the marine park in a number of ways including by altering the amenity of the marine park and adjacent areas and/therefore displacing users and values which users have come to enjoy. The potential for hovercraft to be more noticeable to members of the public is not only due to them being loud but because the noise emitted is different from recreational vessels and PWC which people have become accustomed to and can access areas normal vessels cannot.

Use and enjoyment of the marine park is largely linked to the amenity of a location i.e. the pleasant or normally satisfactory aspects of a location which contributes to its overall character and the enjoyment of residents or visitors. So while hovercraft may be audible the ability for the noise to be a 'nuisance' to users and degrade the amenity of the marine park will be determined by a number of factors including the location of the craft with respect to sensitive receptors (e.g. campgrounds, dwellings, anchorages etc), the proximity of the craft to users and the frequency of operation. The ambient or background noise levels can be used as a measure of the existing amenity at a location. Impact on amenity, appreciation and enjoyment can therefore be determined by considering the noise levels emitted from hovercraft in context of existing amenity and acceptable/ regulatory noise limits.

Hovercraft use air drive fans for propulsion. Moving air at speed will, unavoidably, generate some noise. In addition, the engines and exhausts generate some noise. The major noise factor with any hovercraft is the air-propeller noise, which in any case is largely directional in characteristic. Table 3 below shows the noise emitted from hovercraft in relation to other aquatic craft and common noises.

Table 3. Comparison of existing noise sources in the Marine Park.

Existing activities	Noise (dB)	Details
7.26m commercial hovercraft (MAN112)	83dB 88dB 91dB 95dB	8m from craft at 3000rpm (MAN112 DERM) 8m from craft at 4000rpm 15m from craft at 5000rpm Inside the craft at >5000rpm
Hovercraft (CVL871)	95 - 100	15m from craft (CVL871 EPA)
Hoverjet (3.4m recreational)	88-90dB	@15m from craft (Hovertechnics Inc)

Hovpods (4.0m recreational)	81dB	@25m from craft at maximum speed
Airboat	84.0 91.2	LAS max at 70m (CVL886 EPA) LAS max at 25m
Jet boat	78.5 94.0	Average max all sites and distances combined In jet boat (CVL1095 EPA)
PWC	74	LA max 100m offshore at Currigee (CVL1095 EPA)
Outboard powered vessel	75-85	At 50ft Source Lanpheer, R.A (2000)
Vacuum cleaner	70	at 10 ft source
Seaplane take off	57	@ 350 metres Source

It is important to note that human 'perceived loudness' doubles for every 10dB. For example, the human ear detects each 10dB increase in noise as being equivalent to a doubling of loudness. So in reality, if a person was to here the ambient (background) noise at Horizon Shores (40dB) and then the hovercraft at 83dB it would appear more than 16 times louder. Both recreational and commercial hovercraft are likely to emit noise considerably higher than the existing marine park environment.

Under the *Environmental Protection Act 1994* it is an offence to cause an environmental nuisance i.e. unreasonable interference or likely interference with an environmental value caused by noise for example. In Lanpheer 2000 EPA research revealed that annoyance resulting from intrusive noise varies greatly among individuals. Human reaction to extraneous noise depends heavily on what type of activity they are engaged in at the time of the noise intrusion. Generally, activities requiring higher levels of mental concentration are more easily disrupted by intrusive noise. Therefore calculating the noise levels likely to be experienced at a receptor in the marine park and adjacent to is a means to assess impacts on amenity and marine park users.

World Health Organisation (WHO) guidelines state that 'during the day time no one is seriously annoyed by a noise of LAeq 55dB. The US EPA regulates noise using a shore or pass by limit of 75 dB (and stationary limit of 90 dB) as the acceptable noise level emitted from vessels. 75dB also used to be used in the superseded Environmental Protection Act as an acceptable emission criteria for a period less than 2 minutes. Higher pass by levels i.e. 75dB are generally accepted as the noise is only experienced for one or two minutes.

Therefore 55dB is the level at which the hovercraft noise is considered to be negligible in terms of impacts to the public and degrading amenity of a location. 75dB is the maximum allowable noise level allowed for a short period of time in order for the hovercraft to not be a nuisance or degrade the amenity of a location.

In order to meet the acoustic quality objective of the marine park, Senior Environmental Officer Toshi Yoshino recommended that hovercraft should not approach within 200m of a sensitive receptor (e.g. areas where the public are likely to be disturbed such as at their house, campground or anchorage) and hovercraft should stay a minimum of 100m away from sensitive receptors when in transit.

The distance at which a hovercraft can be operated from a receptor within acceptable limits can be calculated given the known decibels. Sound pressure level drops by 6 dB with each doubling of distance from the source (<http://www.sengpielaudio.com/calculator-distancelaw.htm>).

Table 4: Noise level predictions at known distances

Hovpod		Hoverjet/ hoverstar	
Noise (dB)	Distance	Noise (dB)	Distance
81	25	90	15
75	50	84	30
69	100	78	60
63	200	72	120
57	400	66	240

Table 4 above identifies that at distance of between 50-120m, depending on the craft, is required to keep noise levels below an acceptable pass by level of 75dB. The 3.4m hoverjet had comparable noise levels to the 7.26m canair twin fan commercial hovercraft shown below in table 5.

Table 5. Noise level predictions at known RPM and distances (calculated by Kristy Currie for MAN112)

3000RPM (start engines & idle)		4000RPM (cruising)		5000RPM (starting on water)	
Noise (dB)	Distance	Noise (dB)	Distance	Noise (dB)	Distance

83	8m	88	8m	91	15m
77	16m	82	16m	85	30m
71	32m	74	32m	79	45m
65	64m	68	64m	73	90m
		66	96m		
59	128m	62	128m	61	260m
56	192m	59	192m		
53	256m	56	256m	55	520m

Calculations in table 4 and 5 support Toshi's recommendations that hovercraft should not approach within 200m of a sensitive receptor and stay a minimum of 100m away from sensitive receptors to achieve an acceptable pass by level of 75dB.

Toshi advised that adherence to the 100m and 200m rules will assist to meet the acoustic quality objective and maintain the amenity of the marine park and hearing the levels for a minute or two should not adversely affect the use and amenity of the marine park.

Hovercraft are likely to emit different noise levels due to modification, maintenance and also under various operating conditions. Therefore the distance off required will vary between craft and imposing a standard distance off for all hovercraft may be unfair to operators, particularly operators who go to lengths modifying their craft to minimise noise.

Therefore the other option, which the Qld sporting hovercraft club has done, is placed the onus onto each craft owner/operator that they do not emit greater than 75dB at any one location. The Qld sporting hovercraft club currently states:

- Travel past waterside residences at a distance that keeps the noise levels below 75dB when recorded from the shore.

This places the responsibility on the owner/operator to know how loud their hovercraft is and manage their conduct and distance off accordingly.

While it is likely to be easier to enforce a distance i.e. x meters from a sensitive receptor as opposed to identifying if a hovercraft has emitted more than 75dB at a location, there may actually be no issue or disturbance to the public from the hovercraft operating closer than X meters. Therefore placing the onus on the operator to operate their craft at a distance that does not expose the public to > 75dB and disturb the public and relying on public complaints to identify where hovercraft noise is an issue is the preferred approach **(CONDITION)**.

Taking off from the water requires the highest revs and is the loudest activity associated with hovercraft navigation. The Qld sporting hovercraft club currently states that they will not cause noise that is of nuisance to the public and operate at noise levels acceptable to the public. Therefore stopping and starting locations must be carefully considered by the hovercraft operator to minimise noise impacts. The use of tidal land for landing by recreational hovercraft will be assessed and conditioned on a case by case basis. **(CONDITION)**. Recreational hovercraft will be encouraged where possible to move away from the start up location **(CONDITION)**.

The investigation undertaken by Toshi also found that noise emitted from hovercraft changes with the speed and revs of the craft which is influenced by the surface it is operating on with more rpm required to start the craft on the water than on a sandbank. Table 5 shows only a difference of 12dB between the craft at idle and the craft under full revs which indicates that reducing the speed does not result in a significant reduction in noise emissions. The position of the craft with respect to the receptor also affected the loudness of the noise i.e. standing alongside the craft was much louder than standing at its bow or stern.

In consideration of the above the following measures are recommended as conditions to reduce noise impacts:

1. In all other locations not adjacent to sensitive receptors hovercraft must not cause noise that is of nuisance to the public and operate at noise levels acceptable to the public.
2. After starting the hovercraft, the hovercraft must where possible move away as quickly as possible from the start up location.
3. Hovercraft must not operate in a way that makes audible noise before 7am or after 7pm on a business day or Saturday or before 8am or after 6.30pm on any other day

Audible noise means noise that can be clearly heard by an individual who is an occupier of a building.

According to the noise levels in table 3, at 100m a hovercraft will be comparable to the navigation of a PWC at the same distance. PWC are not prohibited from entering any zones due to their noise levels and it may be considered inequitable if we placed greater restrictions on hovercraft. Freestyling of PWC is managed under Maritime Safety laws adjacent to residential areas which indirectly minimises noise impacts. The proposed approach to managing hovercraft is essentially the same i.e. they must manage their conduct adjacent to residential areas by operating an appropriate distance away.

Frequency

Provided the noise levels are maintained at an acceptable level with respect to proximity to users at locations the frequency of trips will be irrelevant.

Locations

Hovercraft navigation will encompass both natural and highly disturbed waterways throughout the marine park. Many highly pristine areas have been set aside as Go Slow Areas. Hovercraft will not be permitted access to these areas.

The hovercraft sporting club conduct regular group hovercraft rides. Where physical displacement of other marine park users is likely at a location a permit will be required to conduct an organised event that has more than a negligible impact on the marine park.

Impacts	Issue	Factors	Management approach	Mitigation/ Monitoring
Impact to users	Noise	Distance to amenity and marine park use	<p>Hovercraft should only be supported in areas where existing vessel use is high and the operation is not likely to further degrade the natural amenity or condition of the area.</p> <p>A hovercraft must not approach within 200m of a sensitive receptor. Assess and condition the use of tidal land for recreational hovercraft.</p>	<p>Hovercraft are not supported in Go Slow Areas</p> <p>Conditions:</p> <ol style="list-style-type: none"> 1. In all other locations not adjacent to sensitive receptors hovercraft must not cause noise that is of nuisance to the public and operate at noise levels acceptable to the public. 2. After starting the hovercraft, the hovercraft must where possible move away as quickly as possible from the start up location. 3. Hovercraft must travel past areas with visible dwellings, campgrounds or anchored vessels at a distance that keeps the noise levels below 75db when recorded from the receptor. 4. Other than at formalised access points (e.g. boat ramps), traversing, landing/take off must not be conducted within 100m of other people within the marine park (people in water and on beach). 5. Hovercraft (managed vessel) entry and egress to the marine park must only be via formalised access points (e.g. boat ramps) or via water bodies adjoining the marine park.
		Frequency	If noise nuisance is minimised by operating away from sensitive receptors i.e. dwellings, campgrounds and	<p>Permit condition</p> <ol style="list-style-type: none"> 6. Hovercraft must not operate in a way that makes audible noise before 7am or after 7pm on a business day or Saturday or before

			<p>anchorages, frequency and duration does not require further regulation. However the activity must be conducted in accordance with the EPAct.</p>	<p>8am or after 6.30pm on any other day.</p>
	<p>Occupying tidal land used for recreation</p>	<p>Group rides/ club events</p> <p>Size of recreation area</p>	<p>Operate sporadically throughout the marine park however group rides have the potential to conflict with other recreational users.</p> <p>Assess landing/take off location of recreational operators and ensure that they do not land within 200m of a sensitive receptor.</p>	<p>Permit condition</p> <ol style="list-style-type: none"> 7. In all other locations not adjacent to sensitive receptors hovercraft must not cause noise that is of nuisance to the public and operate at noise levels acceptable to the public. 8. Other than at formalised access points (e.g. boat ramps), traversing, landing/take off must not be conducted within 100m of other people within the marine park (people in water and on beach). 9. In all other locations not adjacent to sensitive receptors hovercraft must not cause noise that is of nuisance to the public and operate at noise levels acceptable to the public. 10. After starting the hovercraft, the hovercraft must where possible move away as quickly as possible from the start up location.

(b) The potential impact on other conduct in the relevant area or nearby areas, or in the marine park, that is being undertaken, is planned, is in progress or is reasonably foreseeable at the time of consideration of the application, whether or not related to or a consequence of the proposed conduct

Q. Will the proposed conduct have an impact on other activities in the area or nearby areas or other areas of the marine park? Activities can already be being undertaken, are planned, are in progress or may be undertaken in the reasonably foreseeable future at the time of assessing the application. Does the proposal conflict or complement other existing uses and users at the same location or in nearby areas? Will the proposal affect the future or desirable use of the area or nearby areas?

Hervey Bay is located to other regional population centres and as such, experiences very high levels of both commercial and recreational use. A wide range of water-based activities already occur within Great Sandy Marine Park including fishing, sailing, power boating, water skiing, parasailing, jetskiing, sailboarding, scuba diving, bird watching and snorkelling. The foreshore area of Hervey Bay receives the heaviest boating use for most activities because of the sheltered waters and proximity to many boat-launching facilities.

The proposed conduct i.e. navigation of hovercraft is a comparable recreational use. Boating users groups are not likely to be affected by the navigation of hovercraft in the marine park as hovercraft, like other craft will be required to share access to the marine park with other users. Where a future activity such as an organised event may affect use of the waterways, hovercraft operators will be provided with the same opportunity as other recreational users to comment on the proposal. Apart from group hovercraft rides, the nature of recreational hovercraft use will mean use is spread throughout the marine park, reducing potential impact on other conduct.

One user group that may be affected by the operation of hovercraft on exposed sandbanks and mudflats is bait collectors. Qld Fisheries identified this as an issue and requested that access to such resources should not be obstructed by hovercraft. Operating a hovercraft in close proximity to such users is also a safety issue and a larger buffer should be maintained from other users due to their difficulty to control.

Impact on future or desirable use in terms of the public appreciation, understanding and enjoyment of the marine park is discussed above. Provided hovercraft owners navigate their craft in accordance with the permit conditions there is not likely to be any impact on conduct in or adjacent to the marine park.

(c) Any policy or guideline issued by the chief executive about the management of the marine park or the performance of the chief executive's functions under the Marine Parks Act 2004.

Q. Are there any policies or guidelines issued by the chief executive relevant to the management of the marine park or the performance of the chief executive's functions under the Marine Parks Act 2004 that need to be considered? If so, identify and discuss the issues of concern or interest.

There are no marine park policies relevant to the navigation of a managed vessel i.e. hovercraft within the Marine Park.

(d) If the application relates to an undeveloped project the cost of which will be large, the capacity of the applicant to satisfactorily develop and manage the project

Q. Does the application include an undeveloped project, the cost of which will be large? If so, what is the capacity of the applicant to satisfactorily develop and manage the project?

Not applicable to this assessment.

(e) If an approval or a permission under a law of the State or a law of the Commonwealth is also required – whether the approval or permission has been, or is likely to be granted and, if granted, the terms and conditions of it being granted.

Q. Are any other approvals required under Queensland or Commonwealth law for the proposed conduct eg. Fisheries and Marine Safety Queensland authorities, State environmental approvals, National Park permits, animal ethics etc? If so, has the approval or permission been or likely to be granted? If 'yes' what are the terms and conditions of the approval / permission?

Landing a recreational craft (s131) in a recreation area requires an authority regardless of the nature of the activity i.e. recreational or commercial. There are no current pending applications or approvals for RAM areas within GSMP. Standard protocol for marine park permits is to not grant access to intertidal areas adjacent to RAM areas unless the relevant approval is obtained. This will also be re-iterated as advice in the information notice.

(f) Any relevant intergovernmental agreement, Australian or international agreement, code, instrument, protocol or standard

Q. Are there any intergovernmental agreements or Australian or international agreements, codes, instruments, protocols or standards relevant to the marine park that should be considered? If so, identify and discuss the issues of concern or interest.

Australia is a signatory to the following international conventions that aim to protect important environmental values:

- Ramsar Convention – Protection of the ecological characteristics of Internationally Significant wetlands
- Japan-Australia (JAMBA), China- Australia (CAMBA) and Republic of Korea-Australia (ROKAMBA) migratory bird agreements - for the protection of certain species of migratory birds and their habitats.
- Convention on Biological Diversity - Protection of biological diversity, the sustainable use of its components, and the fair and equitable sharing of the benefits from the use of genetic resources
- Bonn Convention - Convention on the Conservation of Migratory Species of Wild Animals

The proposed activity may occur within the Great Sandy Strait Ramsar Site. Under this convention DES is responsible for ensuring that the Ramsar principles are upheld and the ecological character of the Ramsar site for which it was declared are maintained. This includes protecting resident and migratory shorebirds and wetland habitat. Damage to habitat is not acceptable and permit conditions will ensure the hovercraft do not damage seagrass, mangroves and diverse intertidal areas.

(g) Any relevant law of the state or Commonwealth or a relevant instrument

Q. Are there any relevant laws of Queensland or the Commonwealth or a relevant instrument eg. a management plan or other document relevant to the marine park that should be considered? If so, identify and discuss the issues of concern or interest.

The following State and Commonwealth laws and instruments are relevant to the navigation of a managed vessel i.e. hovercraft:

State legislation and relevant instruments

- *Transport Operations (Marine Safety) Act 1994* – all vessels must be registered with Maritime Safety Queensland. Vessel registration details and maximum passenger numbers are included as a permit condition for recreational operators.
- *Fraser Island Recreation Area Management and supporting legislation* – Tidal land adjacent to Fraser Island is within both the Recreation area and marine park. As the navigation of a hovercraft in the RAM area requires approval under the RAM act the management of Fraser Island in accordance with the management plan will be executed via the RAM area approval. Recreational permits will exclude access to tidal land adjacent to the Fraser Island RAM area unless the additional permit has been obtained.
- *Great Sandy Region Management Plan (1994-2015) and a supporting Great Sandy Marine Park Strategic Directions (2009-15)* – numerous measures have been adopted to minimise impacts from recreational human activity in the marine park. These include:
 - Protection of environment: natural erosion processes managed in accordance with current coastal management plans and legislation; limit visitor infrastructure investment; enforce the restrictions on vehicle use on formed tracks and beaches only.
 - Education: interpretive material to educate and inspire conservation; recreational operators that develop awareness for the natural environment.
 - Shorebirds: implement the Shorebird Management Strategy.
- *The Queensland Coastal Plan* came into effect on 3 December 2012, replacing the *State Coastal Management Plan (2001)* and associated regional coastal management plans. It comprises two parts - the State Policy for Coastal Management and State Planning Policy 3/11: Coastal Protection. The *State Policy for Coastal Management* provides direction and guidance about the management of coastal land in Queensland in order to (among other things):-
 - avoid loss or damage of vegetation and habitat;
 - avoid intensive recreational activities impacting on ecological values or natural coastal forms and

- control beach access, particularly by vehicles, to avoid erosion, protect ecological values, and ensure beach goers can enjoy the environment in safety.

Of relevance to the navigation of hovercraft in the marine park, and requiring consideration as part of this assessment, are specific policies on:-

- minimising impacts on erosion-prone areas and protecting dune vegetation (policy 3.2)
- the need for protection of areas of high ecological significance* (policy 4.1 and 4.2)
- participation of Traditional Owners in the management of the coast (policy 5.1)
- ensuring public access to coastal areas is maintained or enhanced (policy 6.1)
- ensuring that exclusive private use of beaches and private access to the foreshore is avoided (policy 6.2)
- the need to encourage environmentally responsible behaviours in the community (policy 11.1)

*Areas of high ecological significance include the protected area estate, endangered and of concern regional ecosystems, high value coastal wetlands, core essential habitat for selected threatened species and areas that support a critical life stage ecological process of a threatened species, such as feeding, breeding or roosting sites.

Considerations under the Coastal Plan are similar to the marine park zoning plan, therefore the proposed conditions will also ensure the activity complies with the Coastal Plan.

Nature Conservation (Wildlife Management) Regulation 2006

The *Nature Conservation (Wildlife Management) Regulation 2006* outlines provisions for interactions with marine mammals to minimise harm and distress caused directly or indirectly to whales and dolphins by human activities. The *Nature Conservation (Dugong) Conservation Plan 1999* and *Nature Conservation (Whales and Dolphins) Conservation Plan 1997* have been repealed with new marine mammal regulations included in the *Nature Conservation (Wildlife Management) Regulation 2006*. Amendments to this legislation were enacted on the 10 May 2013.

The new legislation states changes to the proximity of boats, aircraft, helicopters and prohibited vessels (hovercraft, hydrofoil, jet ski, motorised diving aid, parasail or wind in ground effect craft), to whales and dolphins, and the speed at which boats must be operated in the vicinity of marine mammals.

Amendments made to the regulation resulted in hovercraft being defined as a 'prohibited vessel' and subject to changes in proximity distances to whales and dolphins.

Minimum distance for a prohibited vessel (s338L of the regulation)

A person in control of a prohibited vessel must not, without a reasonable excuse—

- (c) bring the vessel any closer than 300m to a whale or dolphin, other than a whale or dolphin listed as a special management marine mammal or a marine mammal in a special management area; or
- (d) bring the vessel to a position that would cause a whale or dolphin to come closer than 300m to the vessel if the mammal continued on its direction of travel.

Minimum distance for people in the water (s338Q of the regulation)

Persons in or entering the water must be at least 100m from whales and 50m from dolphins.

prohibited vessel means a hovercraft, hydrofoil, jet ski, motorised diving aid, parasail or wing in ground effect craft.

Advice will be provided in the accompanying information notice to permit holders addressing the matters outlined below. This will ensure that the proposed activities address relevant recommendations and management actions identified in the respective recovery plans, threat abatement plan or conservation plans.

- Approach distances to whales and dolphins
- Appropriate disposal of rubbish
- Go Slow Areas for Turtles and Dugongs
- Prohibition on commercial whale watching unless permission granted under the *Marine Parks Act 2004*

Provided the regulation is complied with the proposed activities are consistent with the objectives and management actions of the regulation outlined above.

Commonwealth legislation

- **Environment Protection and Biodiversity Conservation (EPBC) Act 1999** provides a legal framework to protect and manage nationally and internationally important flora, fauna, ecological communities and heritage places — defined in the EPBC Act as matters of national environmental significance. The matters of national environmental significance of direct relevance to this assessment include:-
 - wetlands of international importance (often called 'Ramsar' wetlands after the international treaty under which such wetlands are listed)
 - nationally threatened species and ecological communities and
 - migratory species

Hovercraft will be managed in the marine park so that they do not have an adverse impact on the Great Sandy Strait Ramsar site and broader designated areas within the marine park, nationally listed threatened species such as marine turtles, dugong and humpback whales and international migratory shorebirds.

(h) Any relevant recovery plan, wildlife conservation plan, threat abatement plan or approved conservation advice under the Environment Protection and Biodiversity Conservation Act 1999 or any conservation plan under the Nature Conservation Act 1992.

Q. Are there any relevant recovery plans, wildlife conservation plans, threat abatement plans or approved conservation advice that should be considered? If so, identify and discuss the issues of concern or interest.

Not applicable.

(i) Applicant suitability – refer to section 3

(j) The likely cumulative effect of the proposed use and other uses on a marine park.

Q. Is there likely to be a cumulative effect on the marine park as a result of the proposed conduct in combination with other uses of the marine park? If so, identify and discuss the issues of concern.

GSMP is an aquatic playground. Hovercraft tours have historically only been approved in areas where existing use is high and existing amenity and natural values are low and stringent conditions imposed to manage potential environmental impacts on marine park values. Therefore the only impact in a cumulative nature is the presence of an additional vessel operating on the waterway. The cumulative impact of this activity is considered minor given that many vessels and craft utilise the waterways.

(k) Any other matters relevant to achieving the purpose of the Act.

Q. Are there any other matters that haven't been covered under any of the other assessment criteria that are important to the decision whether to grant a permit or not? If so, identify and discuss the matters of concern or interest

There are safety risks associated with conduct of any activity in the marine park and the permit holder is responsible for assessing and managing risk associated with their activity and complying with Transport operations marine safety legislation with respect to maintaining their craft and qualifications. It is a **CONDITION** that the applicant holds public liability insurance in the event an accident occurs whilst conducting the proposed activity.

8. Restriction on grant of permission

In assessing applications for permission, the chief executive may only grant a permission after having regard to the following sections of the Marine Parks Regulation 2006:

- s17. Only a suitable person can hold permission
- s18. Restriction on grant of permission for commercial whale watch program
- s19. Restriction of grant of permissions authorising feeding of dolphins
- s20. Permission cannot be granted if plan restricts
- s21. Restriction on grant about insurance.

The above matters have been considered. The public liability insurance for recreational hovercrafts is \$10 million, this is reflected in the Information Notice. Provide details below if relevant.

The permit conditions below are to be provided if a permit is to be issued. The conditions are consistent with other recreational hovercraft permits that have been issued. However the short assessment form outlines if the application is to be approved/refused.

9. Recommended permit conditions (if issued)

Conduct of approved activity

1. Hovercraft (managed vessel) entry and egress to the marine park must only be via formalised access points (e.g. boat ramps) or via water bodies adjoining the marine park.
2. Hovercraft must not traverse exposed seagrass beds, mudflats, saltmarsh, salt pans, sandbanks, and other exposed intertidal areas including beaches not open to vehicles. This includes not traversing the real time water line associated drainage lines and other shallow water bodies within areas of exposed mudflats or other intertidal areas.
3. Hovercraft must maintain a distance of at least 200m from other shorebird roost sites (northern section of the marine park. *Hovercrafts are excluded from the Great Sandy Straits Ramsar wetland (southern section) of the marine park.*
4. Hovercraft must travel past areas with visible dwellings, campgrounds or anchored vessels at a distance that keeps the noise levels below 75db when recorded from the receptor.
5. In all other locations not adjacent to sensitive receptors hovercraft must not cause noise that is of nuisance to the public and operate at noise levels acceptable to the public.
6. After starting the hovercraft, the hovercraft must where possible move away as quickly as possible from the start up location.
7. Hovercraft must not operate in a way that makes audible noise before 7am or after 7pm on a business day or Saturday or before 8am or after 6.30pm on any other day.
8. Other than at formalised access points (e.g. boat ramps), traversing, landing/take off must not be conducted within 100m of other people within the marine park (people in water and on beach).
9. Hovercraft must avoid repetitively operating in the same location on any one day.
10. Hovercraft are not permitted to operate in turtle and dugong feeding and resting designated go slow area.
11. If whales and dolphins are incidentally encountered, the hovercraft operator must: maintain a distance of 300 metres from a whale.
12. Unless the operator has a permit to land a recreational craft, hovercraft are not permitted to operate within the Fraser Island Recreational Management Area (World Heritage Area) (this includes all beaches and creeks), along with Cooloola Recreational Management Area (RAM).

MAPS – As per Appendix 1 (refer to areas/zones of use)

10. List factors to be noted by staff undertaking field inspections during the currency of the permit, or to be investigated prior to reissue after expiration

Not required.

11. Recommendation

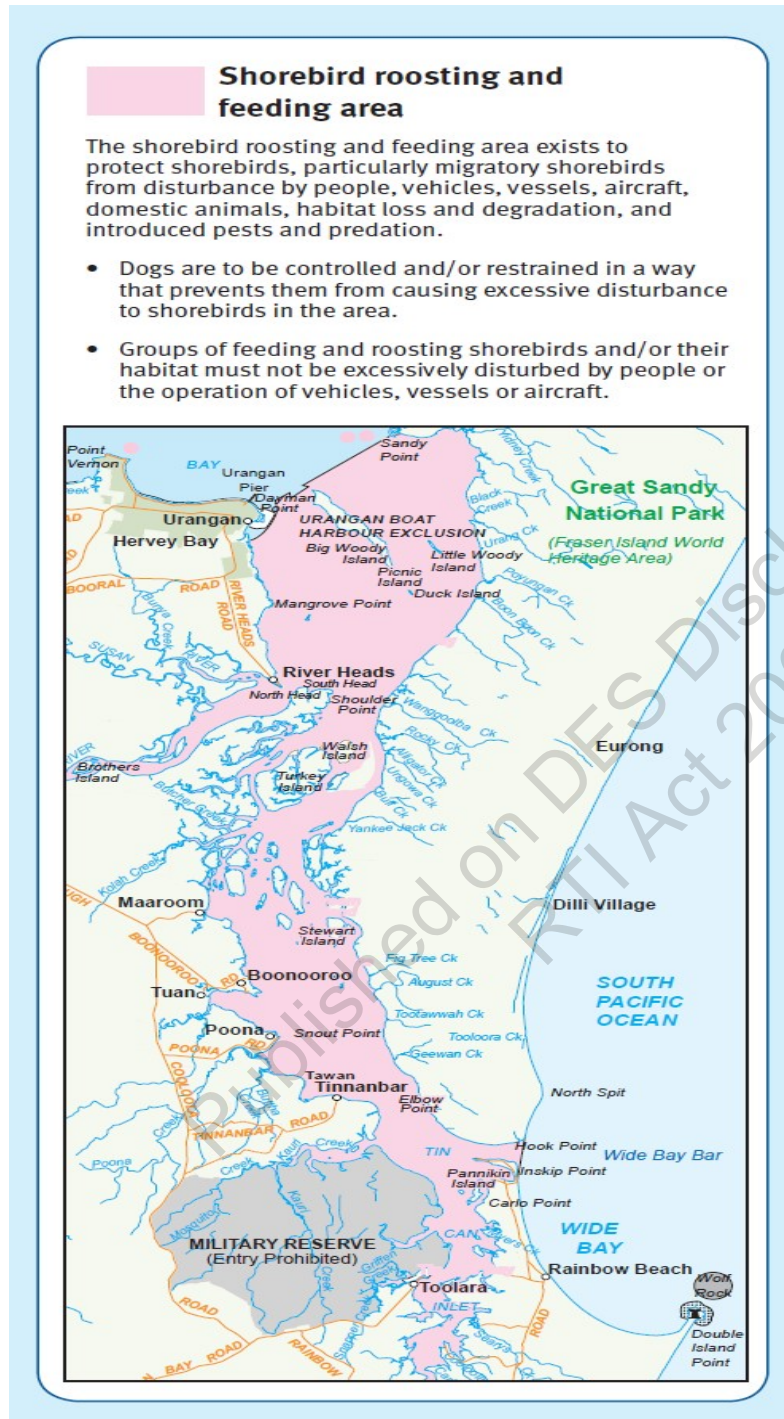
Please refer to the short assessment form for the recommendation for a refusal / approval.

The following documents are attached (delete irrelevant documentation):

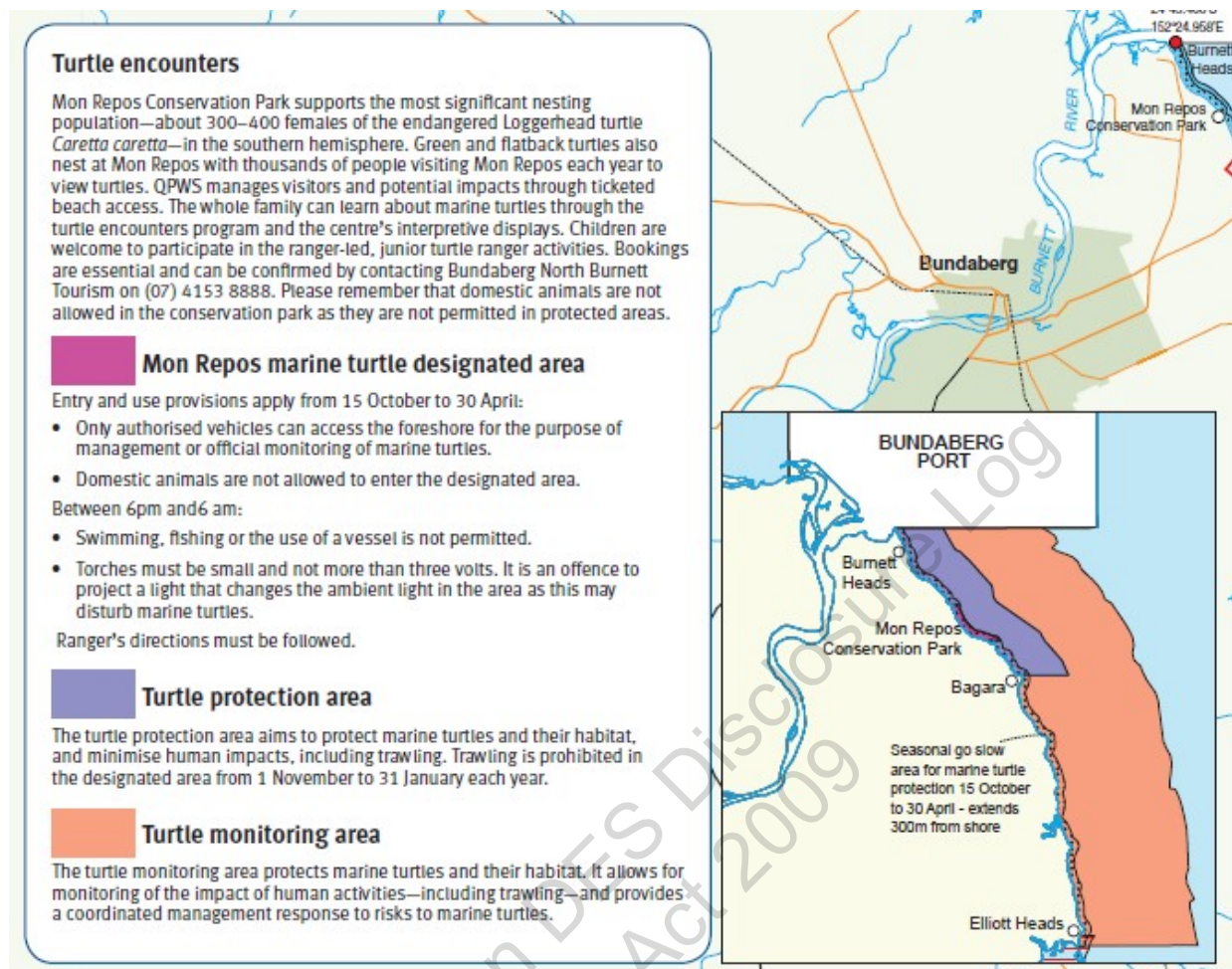
- X Draft permit
- X Draft information notice
- ☐ Draft returns form

APPENDIX 1

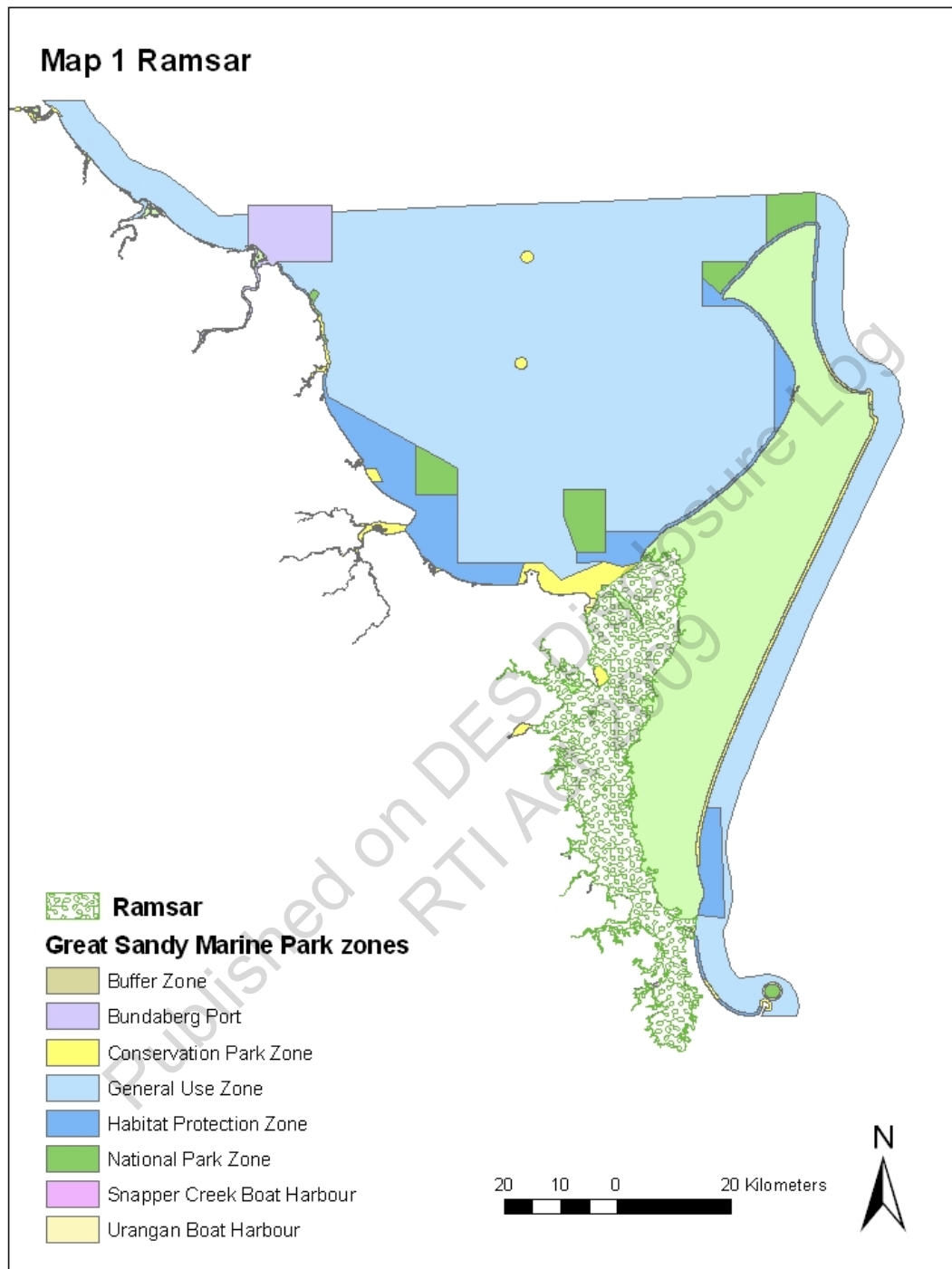
Map 1 – Shorebird Roost and Feeding Area within the Great Sandy Strait



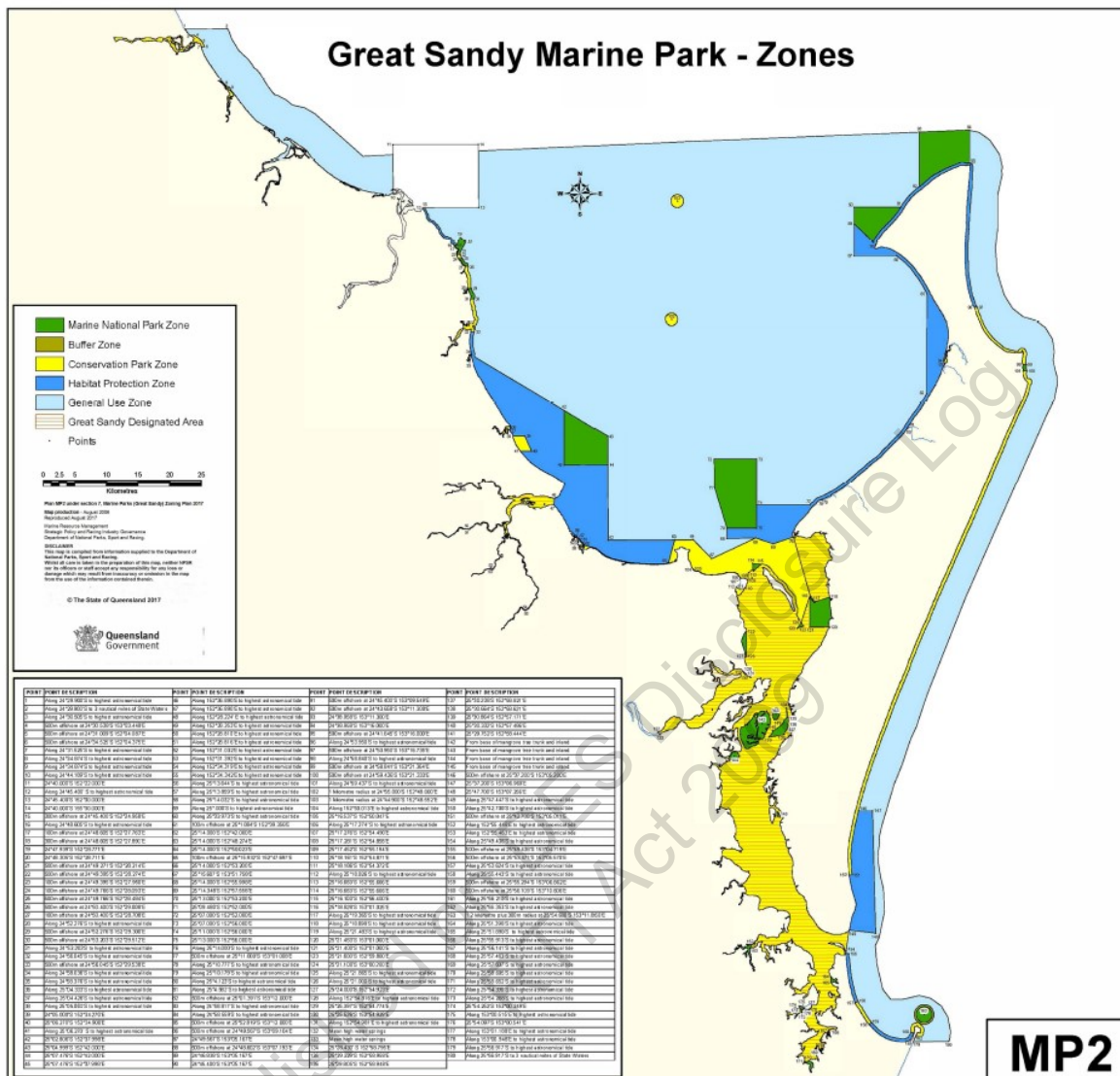
Map 2 – Mon Repos Marine Turtle Area or Turtle Protection Area



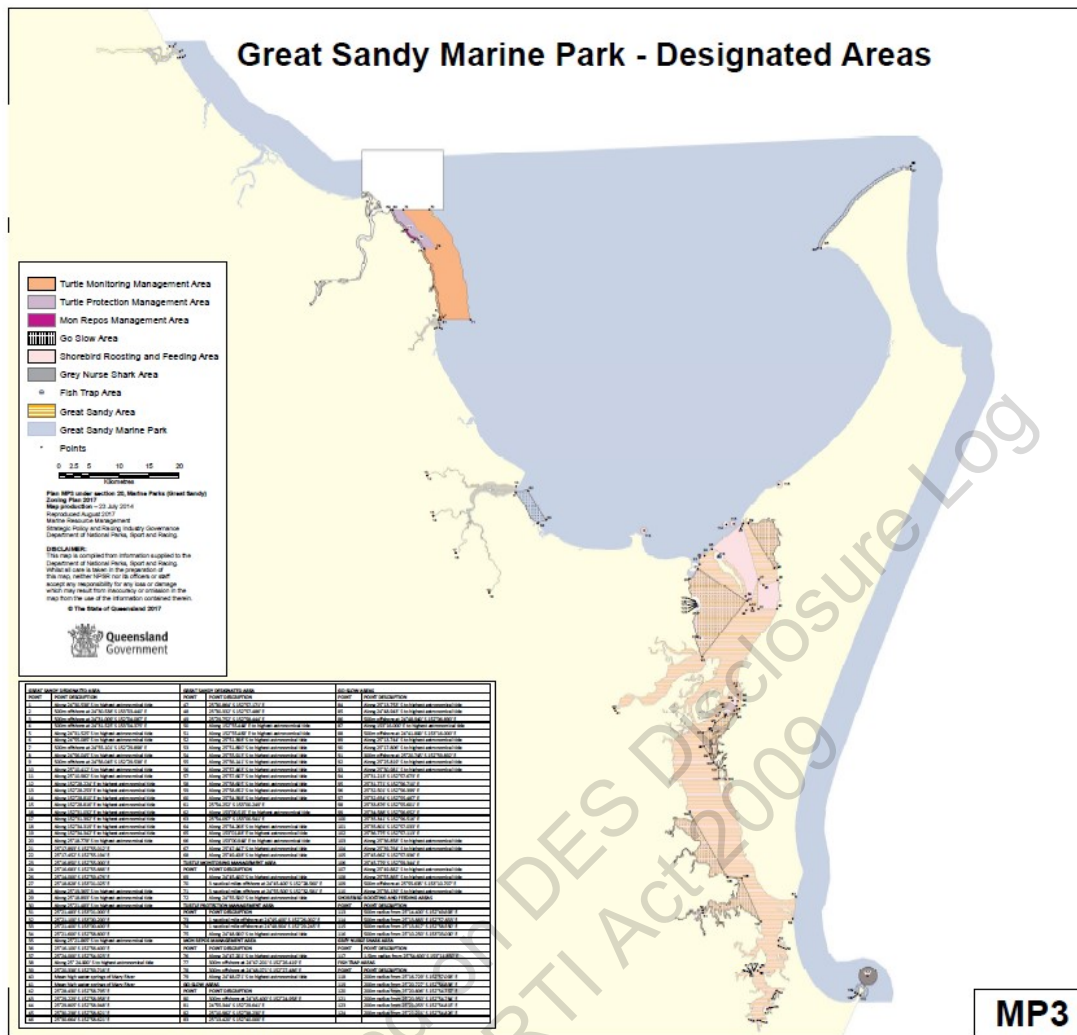
Map 3 – Great Sandy Strait – Ramsar Wetland



MAP 4 – Great Sandy Marine Park Zones (MP2) (as per visitors guide)



MAP 5 – Great Sandy Designated Areas (MP3) (as per visitors guide)

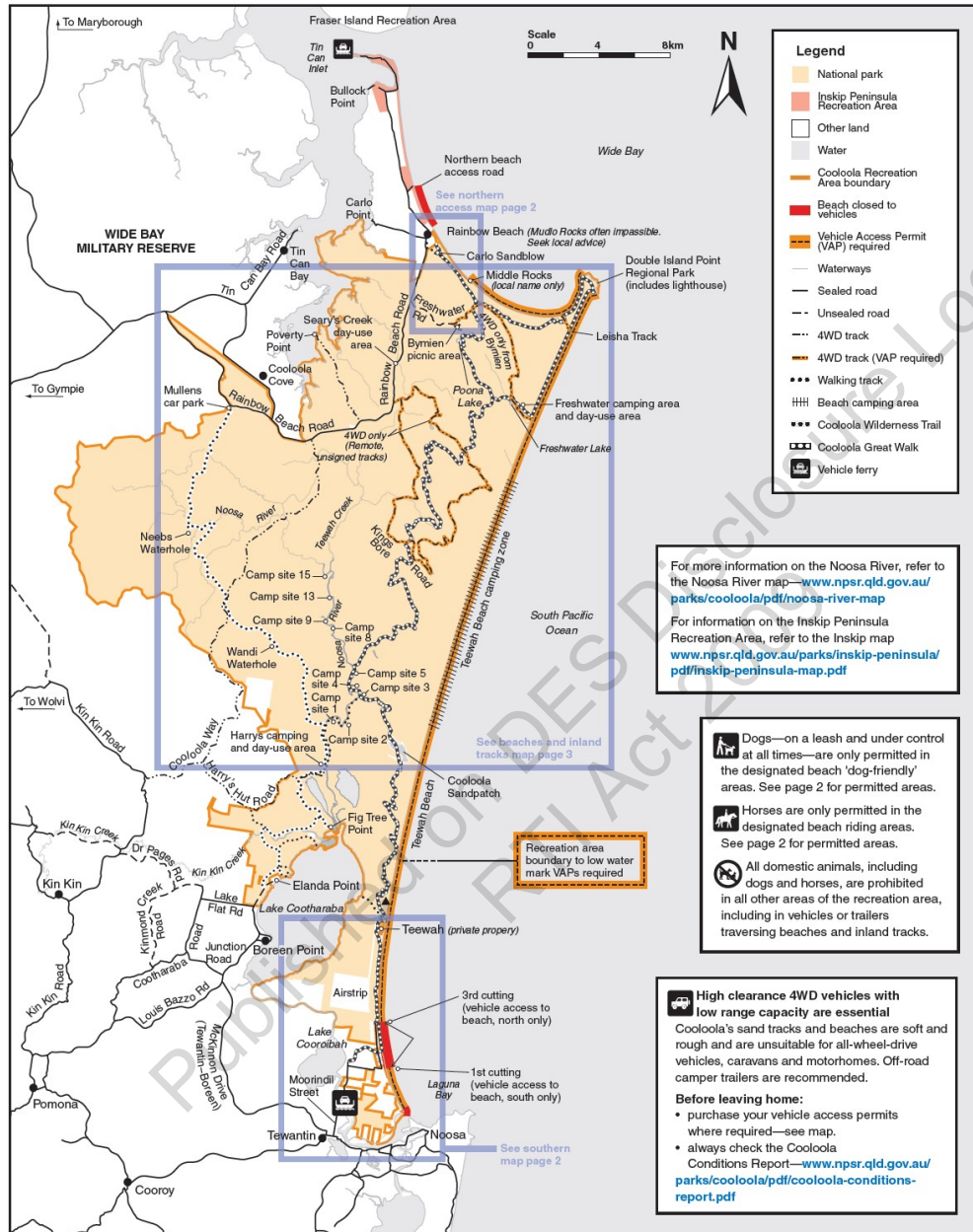


Map 6 - Cooloolool Recreation Area (RAM)

Cooloolool access map

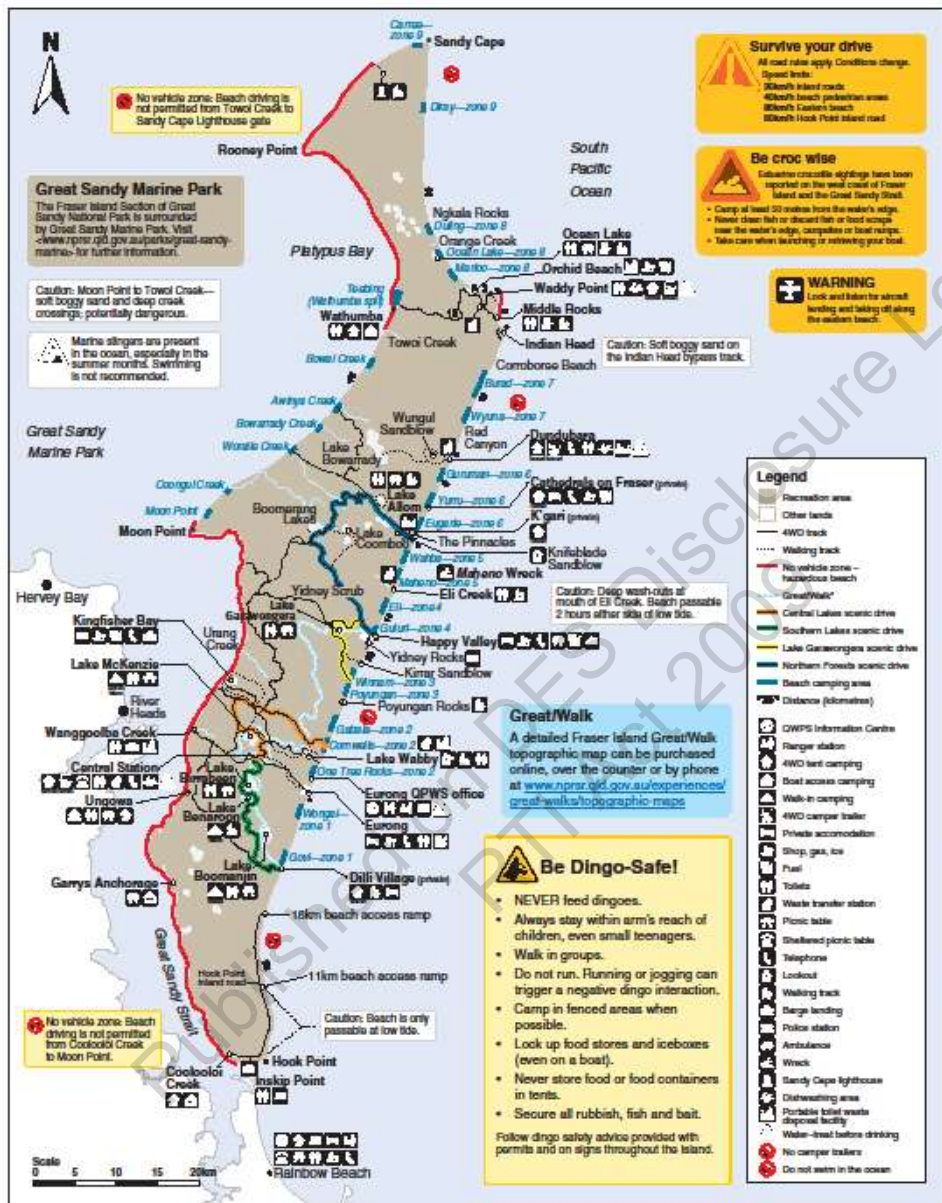
Page 1 of 4

Cooloolool Recreation Area, Great Sandy National Park



Map 7 – Fraser Island Recreation Area (RAM)

Fraser Island Recreation Area map Great Sandy National Park



Great Sandy Marine Park



Visitor guide



Breaching humpback whale.

A rich marine environment of fringing reefs, sheltered channels and bays, seagrass meadows, mudflats and mangroves.



Photo: Dorothy Pashniak

Eastern curlew on the wing.



Photo: Qld Govt.

Grey nurse shark gather at Wolf Rock.



Photo: Qld Govt.

Encounter marine turtles, with family and friends.

Welcome to Great Sandy Marine Park

Access

The Great Sandy Marine Park extends from Baffle Creek in the north to Double Island Point in the south. It includes Hervey Bay, Great Sandy Strait, Tin Can Inlet and the waters off the east coast of Fraser Island, seaward to three nautical miles.

The park is easily accessed from coastal towns and boat ramps from Rules Beach north of Bundaberg to Rainbow Beach on the Cooloola Coast, and from marinas in Bundaberg, Urangan, and Tin Can Bay.

Management

The Department of National Parks, Recreation, Sport and Racing's (NPSR) Queensland Parks and Wildlife Service (QPWS) manages the Great Sandy Marine Park.

The marine park offers a wide range of recreational, research and commercial opportunities. Its tidal lands and marine waters form a transition zone between tropical and temperate waters, where changing water temperatures drive unique and dynamic life cycles and influence marine habitats, communities and wildlife.

Zoning

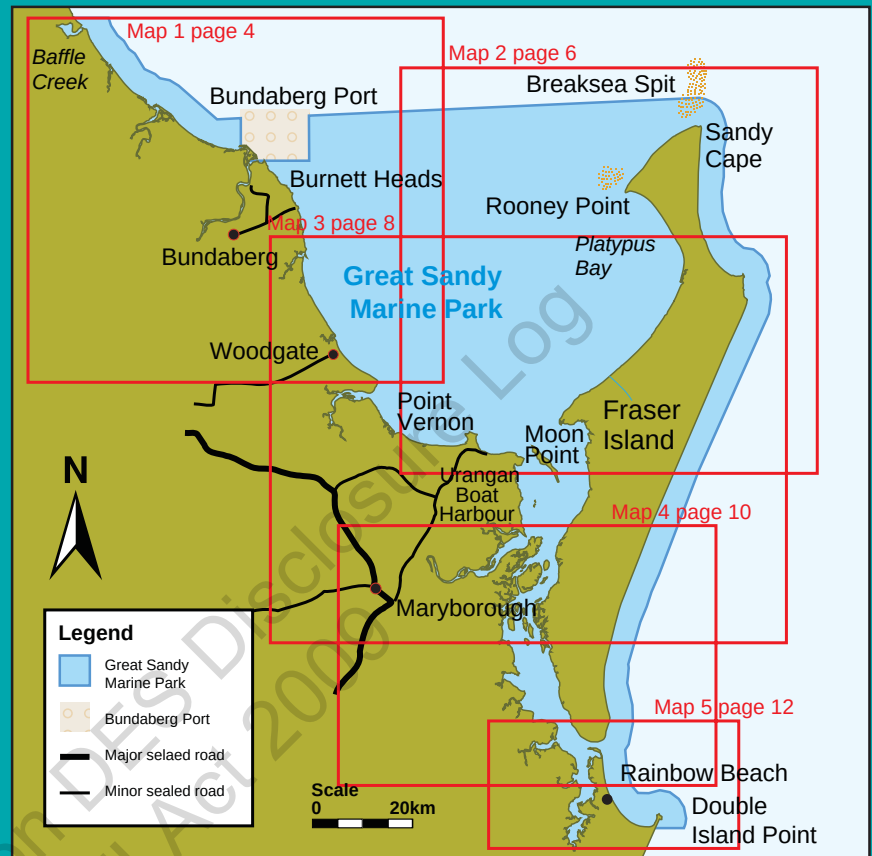
Conservation—along with the reasonable use of significant marine natural resources—is achieved through a zoning plan consisting of five zones, eight designated areas, and a system of regulations and permits.

The zones range from no-take marine national park zones—green zones—to general use zones. For more information see page 3.

What is a designated area?

Designated areas allow for the management of issues that occur seasonally, such as protection for migratory shorebirds, marine turtles and dugong. The purpose and management provisions of designated areas are in addition to the purpose and provisions of the zones in which the designated areas are located.

Great Sandy Marine Park—know your zones and designated areas.



Find a map

Map 1.	Woongarra Coast to Woodgate	Pages 4–5
Map 2.	Southern Gutter; Platypus Bay; Rooney Point to Sandy Cape; Point Vernon to Moon Point	Pages 6–7
Map 3.	Hervey Bay: Burrum Heads to Urangan; Northern channels of Great Sandy Strait	Pages 8–9
Map 4.	Great Sandy Strait: River Heads to Kauri Creek	Pages 10–11
Map 5.	Great Sandy Strait: Kauri Creek to Double Island Point including Tin Can Inlet	Pages 12–13

Find a designated area

Mon Repos designated area	Page 4
Turtle protection area	Page 4
Turtle monitoring area	Page 4
Fish trap area	Page 8
Go Slow Designated Area	Page 9
Great Sandy Designated Area	Page 10
Shorebird roosting and feeding area	Page 11
Grey Nurse Shark Designated Area	Page 13
—Wolf Rock—Marine National Park Zone	

Things to Know

What is a hook?	Page 7
Staying safe and best practice guide	Page 14–15
Permits, fees and contacts	Page 16

Get to know the five zones

1. Marine national park zones

Marine national park zones—green zones—provide the greatest level of protection for areas of high natural and ecological value. Marine national park zones are identified on the zoning map in green. They are ‘look but don’t take’ zones where activities such as diving and photography are allowed, but fishing and collecting are prohibited. All fishing equipment must be stowed and secured prior to entering a green zone.

2. Buffer zones

Buffer zones have the same entry and use provisions as marine national park zones, but allow for trolling for pelagic species. They are identified on the zoning map in olive green. An area around the marine national park zone at Wolf Rock is currently the only buffer zone in the Great Sandy Marine Park.

3. Conservation park zones

Conservation park zones—yellow zones—protect significant marine habitats. Commercial netting, trawling and harvest fishing are prohibited. Restrictions apply to most other activities.

Line fishing is limited to one line or rod and one hook or lure per person. When trolling, each person is limited to a maximum of three lines or rods with a combined total of six hooks. Where crabbing is permitted, only four catch devices may be used per person.

The Great Sandy designated area that overlays conservation park zone allows for additional commercial and recreational fishing which is different from those in the rest of the conservation park zone. For more information about the Great Sandy designated area see page 10.

4. Habitat protection zones

Habitat protection zones are coloured in dark blue. They are located over areas that contain sensitive habitats. Trawling is prohibited in the habitat protection zones, but most other activities are allowed.

5. General use zone

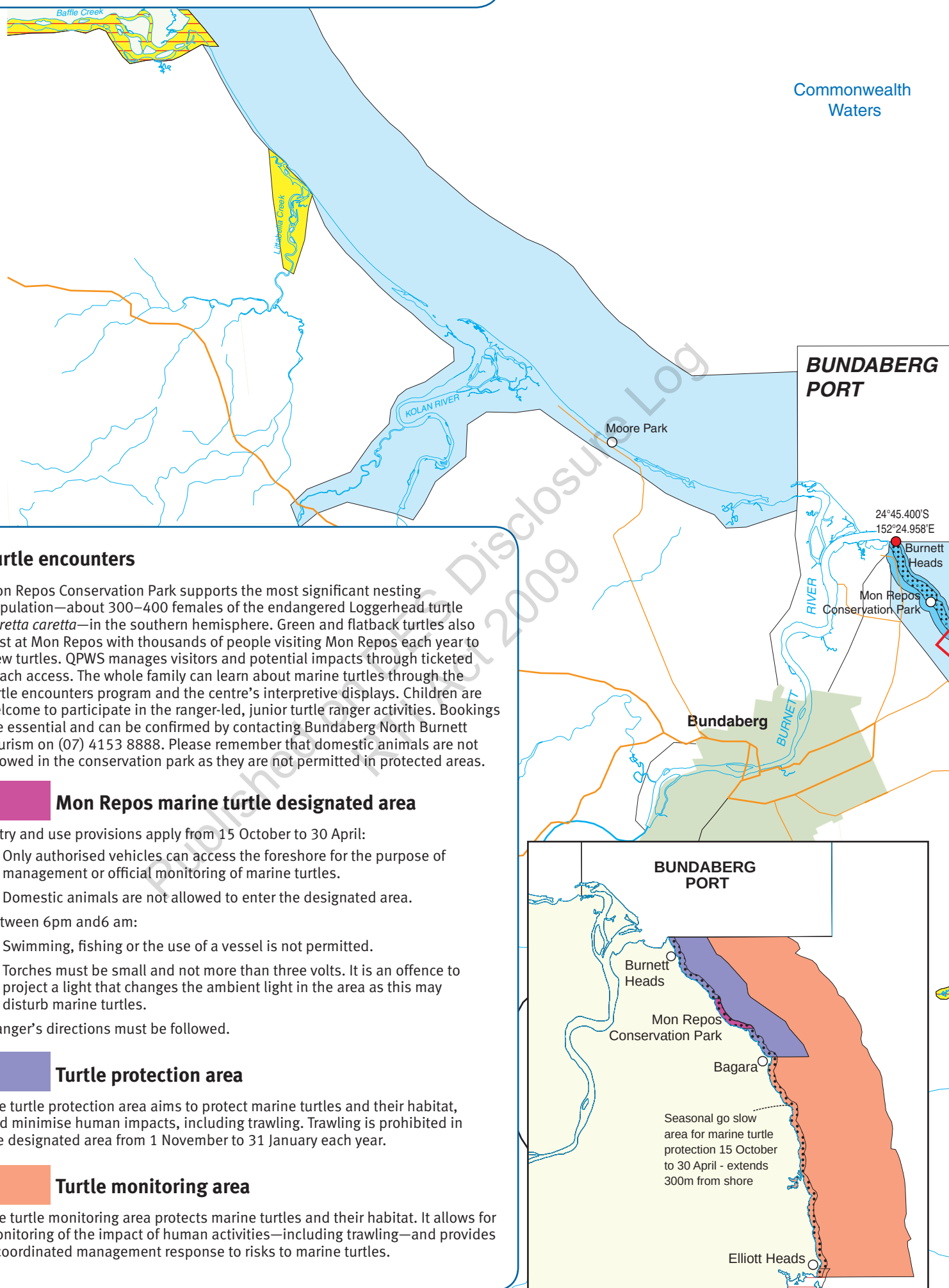
The light blue general use zone covers all remaining areas of the marine park. These zones provide both conservation and reasonable use. Commercial activities require a permit, but most other activities are allowed.

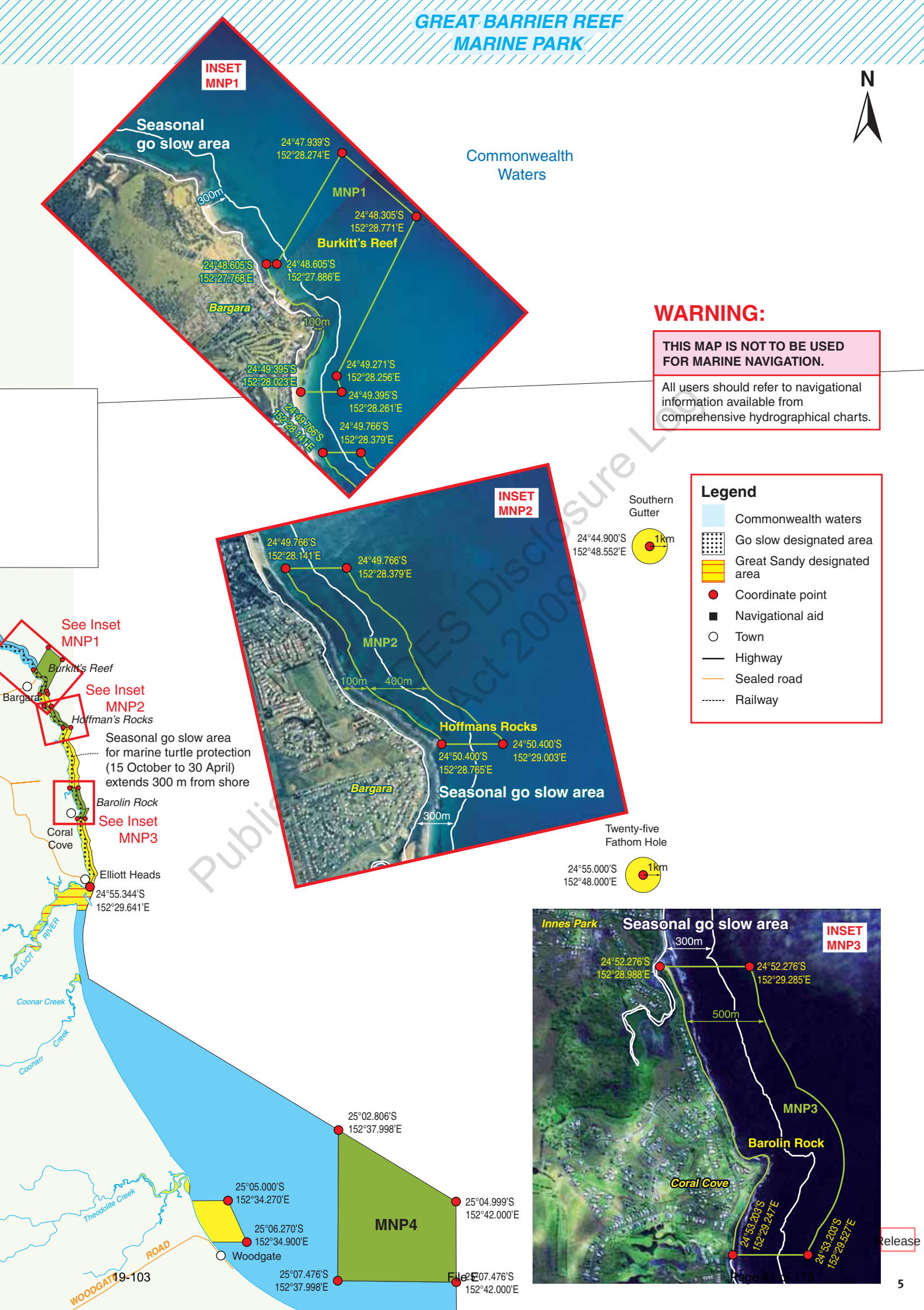
Great Sandy Marine Park—Zones

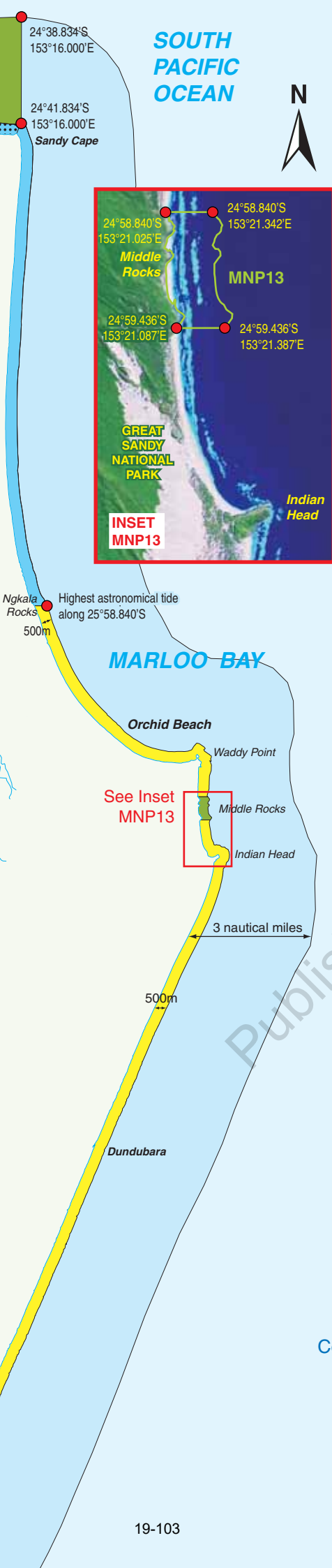
Provisions Table (What you can do and where)

Entry and use provisions	General use zone	Habitat protection zone	Conservation park zone	Buffer zone	Marine national park zone
FISHERIES, FISHING AND COLLECTING ACTIVITIES					
Bait netting	Yes ⁹	Yes ⁹	Yes ⁹	No ^A	No ^A
Aquaculture	Permit	Permit	Permit	No ^A	No ^A
Crabbing	Yes ⁹	Yes ⁹	Yes ^{2,9}	No ^A	No ^A
Bait gathering	Yes ⁹	Yes ⁹	Yes ⁹	No ^A	No ^A
Line fishing	Yes ^{4,9}	Yes ^{4,9}	Yes ^{5,9}	No ^A	No ^A
Limited collecting	Yes ^{3,9}	Yes ^{3,9}	Yes ^{3,9}	No ^A	No ^A
Limited spearfishing (snorkel only)	Yes ⁹	Yes ⁹	Yes ⁹	No ^A	No ^A
Traditional use of marine resources	Yes ⁶	Yes ⁶	Yes ⁶	Yes ⁶	Yes ⁶
Trolling	Yes ^{4,9}	Yes ^{4,9}	Yes ^{4,9}	Yes ^{4,7,9}	No ^A
Commercial netting (other than bait netting)	Yes ⁹	Yes ⁹	No ^{8,9}	No ^A	No ^A
Harvest fishing for aquarium fish, coral and beachworm	Permit ¹	Permit ¹	Permit	No ^A	No ^A
Harvest fishing for sea cucumber, trochus, tropical rock lobster	Permit ¹	Permit ¹	No	No ^A	No ^A
Trawling	Yes ⁹	No	No	No ^A	No ^A
OTHER ACTIVITIES					
Boating, diving, photography	Yes	Yes	Yes	Yes	Yes
Research (other than limited impact)	Permit	Permit	Permit	Permit	Permit
Shipping (other than in a designated shipping area)	Yes	Permit	Permit	Permit	Permit
Tourism program	Permit	Permit	Permit	Permit	Permit
NOTES ON ENTRY AND USE PROVISIONS					
<p>A. All fishing equipment must be stowed and secured prior to entering a buffer zone or green zone.</p> <ol style="list-style-type: none"> Other than an accredited harvest fishery. Limited to 4 catch devices (e.g. crab pots or dillies) per person. By hand or hand-held implement. Maximum of 3 lines/rods per person with a combined total of 6 hooks. Limited to 1 line/rod per person and 1 hook/lure per line (except the Great Sandy Area which is as per note 4). Activities that are not “as of right” in the zone, or that involve the take of protected species require either a permit or a Traditional Use of Marine Resources Agreement. Pelagic species only. Commercial fishers holding Department of Agriculture, Fisheries and Forestry endorsements can continue commercial fishing activities within the Great Sandy Designated Area. All fishing activities must comply with restrictions or conditions placed upon them by the Fisheries Act and Regulation. 					
<p>Note: Permits are required for most other activities not listed above. Designated Areas may provide additional restrictions at some locations. The zoning plan does not affect the operation of s.2.11 of the <i>Native Title Act 1993</i>.</p>					
<p>Other management provisions.</p> <p>Vessels may travel on the plane in official marine park transit lanes.</p> <p>View the transit lanes at www.nprsr.qld.gov.au and search for Great Sandy Marine Park.</p>					

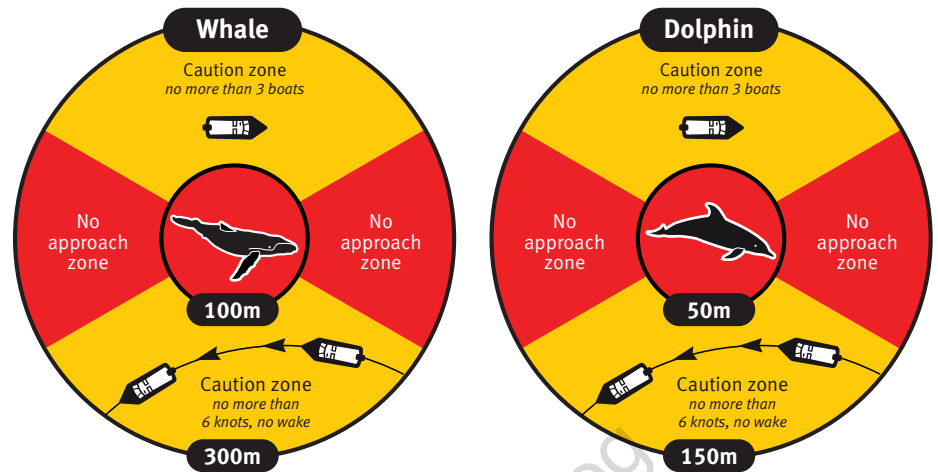
Map 1. Woongarra Coast to Woodgate







Around whales and dolphins



Regulations when near a whale or dolphin:

- Jet skis must not approach closer than 300m to whales and dolphins.
- Swimmers must not approach closer than 100m to whales and 50m to dolphins.
- Aircraft must remain at least 300m away from a whale or dolphin.
- Helicopters must remain 500m away and not hover above a whale or dolphin.
- Do not make a noise within 300m that is likely to disturb a marine mammal.
- It is illegal to feed a marine mammal.
- It is illegal to touch a marine mammal.
- Special management declarations also apply.

What is a hook?



Photos courtesy of the Great Barrier Reef Marine Park Authority for and on behalf of the Commonwealth of Australia

Commonwealth Waters

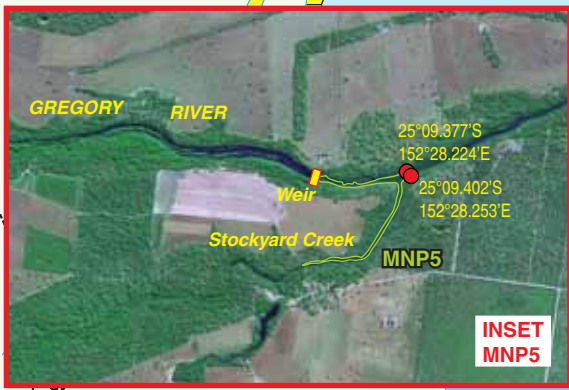
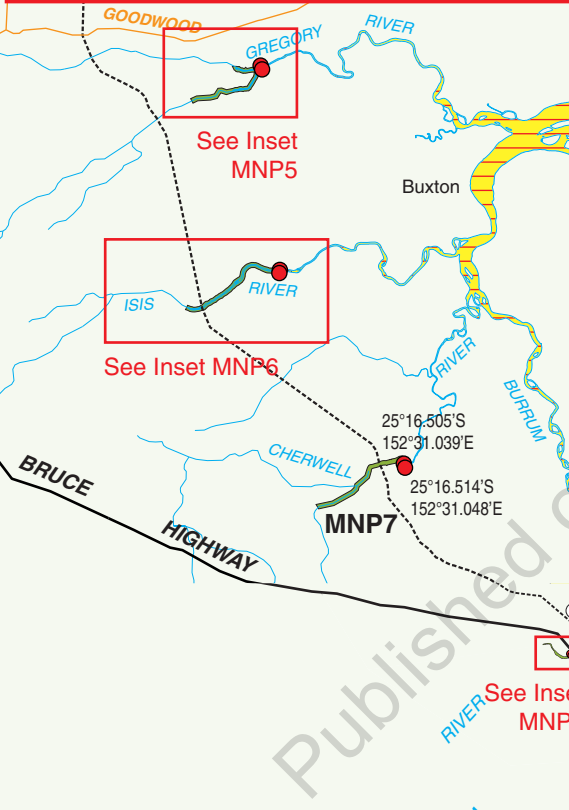
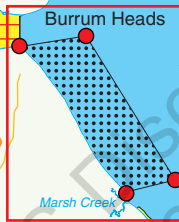
Map 3. Hervey Bay—Burrum Heads to Urangan and the northern channels of Great Sandy Strait



WARNING:

THIS MAP IS NOT TO BE USED FOR MARINE NAVIGATION.

All users should refer to navigational information available from comprehensive hydrographical charts.



Fishtrap area

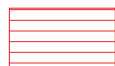
Fishtrap areas protect important Indigenous cultural heritage sites from damage caused by anchors and the impact of excavating, modifying or removing material in these areas. Restrictions relate to anchoring and conducting any activity that may impact on the area's integrity and cultural values.

Legend

- Commonwealth waters
- Go slow designated area
- Great Sandy designated area
- Coordinate point
- Navigational aid
- North cardinal mark
- Town
- Weir
- Highway
- Sealed road
- Railway
- Artificial reef
- Fishtrap area



Map 4. Great Sandy Strait—River Heads to Kauri Creek



Great Sandy Designated Area

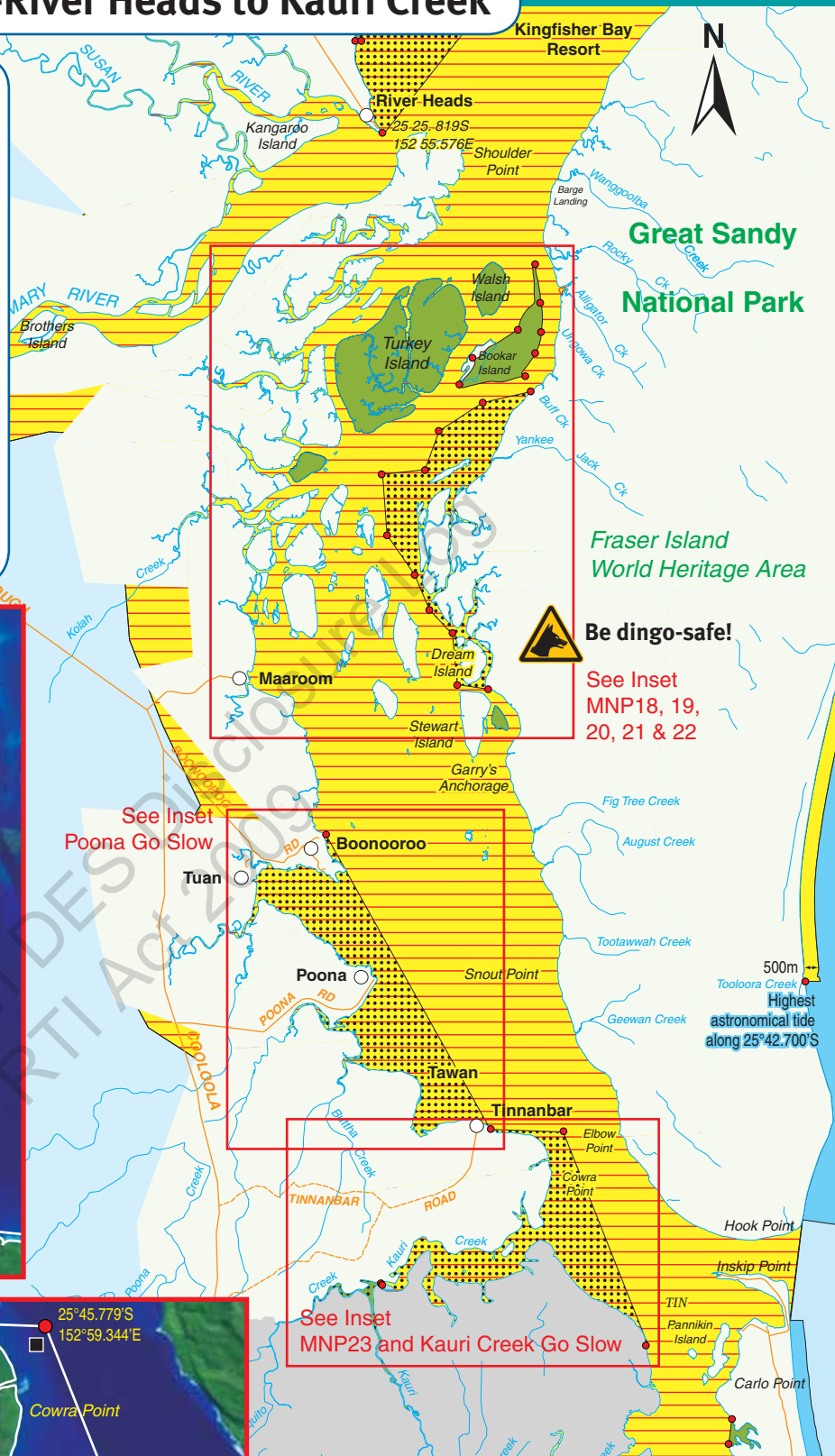
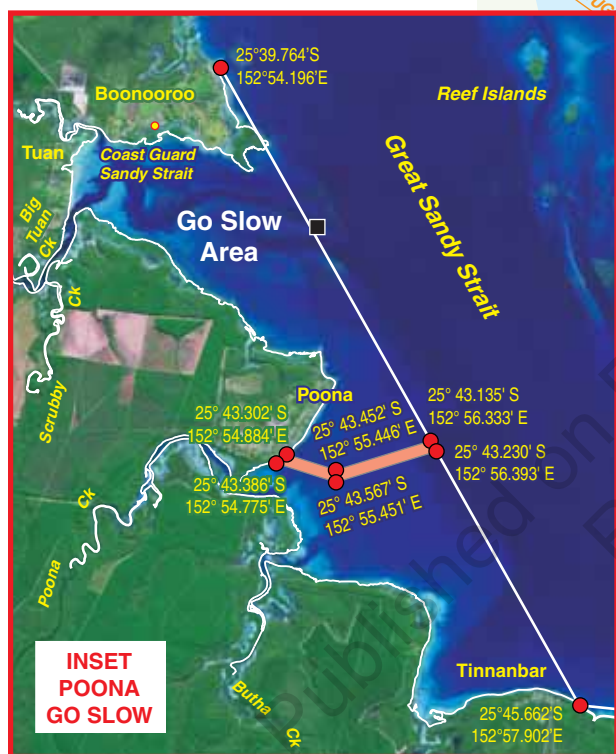
The Great Sandy designated area recognises important existing legal, commercial and recreational fishing in Baffle Creek, the Elliott, Burrum and Mary rivers, Great Sandy Strait and Tin Can Inlet.

Commercial fishing

Licensed commercial net and line fishing is permitted in the Great Sandy designated area, but beam trawl netting is limited. Under legislation, commercial fishers conducting a commercial fishing activity must be or act under an authority to conduct the activity.

Recreational fishing

When fishing in the Great Sandy designated area, recreational fishers are permitted to use three lines or rods per person, with a combined total of six hooks.



**INSET
POONA
GO SLOW**



**INSET MNP23 and
Kauri Creek Go Slow**

WARNING:

**THIS MAP IS NOT TO BE USED
FOR MARINE NAVIGATION.**

All users should refer to navigational information available from comprehensive hydrographical charts.



Legend

- Commonwealth waters
- Go slow designated area
- Great Sandy designated area
- Coordinate point
- Navigational aid
- Town
- Highway
- Sealed road
- Transit lane

Shorebird roosting and feeding area

The shorebird roosting and feeding area exists to protect shorebirds, particularly migratory shorebirds from disturbance by people, vehicles, vessels, aircraft, domestic animals, habitat loss and degradation, and introduced pests and predation.

- Dogs are to be controlled and/or restrained in a way that prevents them from causing excessive disturbance to shorebirds in the area.
- Groups of feeding and roosting shorebirds and/or their habitat must not be excessively disturbed by people or the operation of vehicles, vessels or aircraft.



Map 5. Great Sandy Strait: Kauri Creek to Wolf Rock; Double Island Point including Tin Can Inlet

Legend

- Commonwealth waters
- Go slow designated area
- Great Sandy designated area
- Coordinate point
- Town
- L Lighthouse
- Highway
- Sealed road

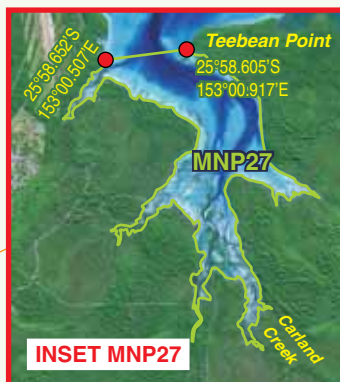
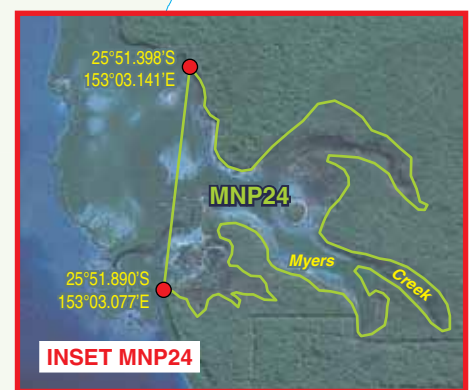
WARNING:

**THIS MAP IS NOT TO BE USED
FOR MARINE NAVIGATION.**

All users should refer to navigational
information available from
comprehensive hydrographical charts.



Commonwealth Waters



Protecting the grey nurse shark

Wolf Rock marine national park zone

The grey nurse shark *Carcharias taurus* is one of Australia's most endangered marine species. Although relatively harmless to humans, because of the shark's fierce appearance, this inshore shark species was hunted to near extinction during the 1960s and 70s. The species' survival now requires specific management and protection from further potential impacts such as, fishing and disturbance from inappropriate diving activities. The grey nurse shark is listed as endangered in Queensland under the *Nature Conservation Act 1992*, and listed as critically endangered nationally under the *Environment Protection and Biodiversity Conservation Act 1999*.

Wolf Rock, near Double Island Point, is the northern most known aggregation site—gathering area—of endangered grey nurse sharks in Queensland. The green zone protects grey nurse sharks from a point over Wolf Rock out to 1.2km radius. A buffer zone assists this protection for a further 300 metres, by limiting fishing to trolling for pelagic species only.

Wolf Rock has special significance as both a mating site, and as the only known site along the east coast of Australia where pregnant females aggregate. Grey nurse sharks are not prolific breeders, as cannibalisation of siblings in the uterus results in a maximum of only two pups per litter. Their slow breeding rate means the recovery of this species from previous overfishing is slow.

Enjoy diving at Wolf Rock, but it is restricted to daylight hours and in groups of no more than 10. Advanced and novice divers should consider diving under the guidance of the local authorised commercial dive operator. Apart from grey nurse sharks, divers will see unique volcanic pinnacles with steep walls and a series of gutters, schools of pelagic fish like trevally, as well as Queensland grouper (a no-take fish species) often seen suspended almost motionless in the water column. Manta rays, surgeon, angel and lion fish are seen close to coral encrusted rocks, while leopard sharks lie quietly on the bottom.

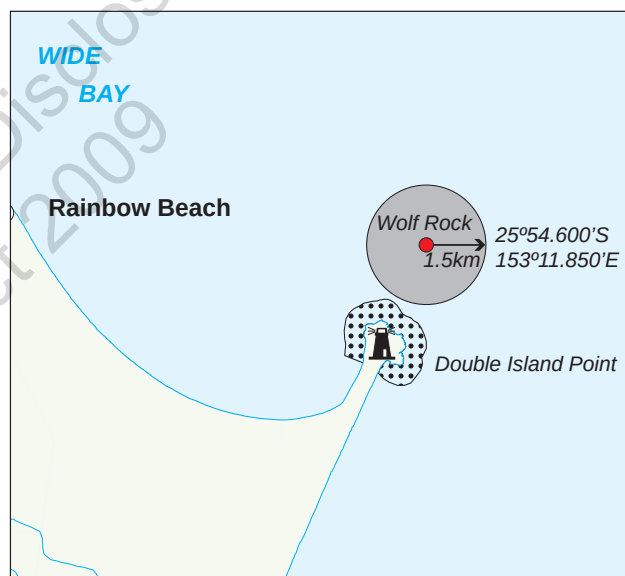


Grey nurse shark designated area

The grey nurse shark designated area further protects the grey nurse shark population, their habitat and minimises harm or distress—especially to the pregnant females that congregate here—caused by diving or other human activities. The designated area extends 1.5km around a point at Wolf Rock. Activities are highly regulated and restrictions apply to everyone, including divers entering and using the area.

Do not:

- touch or feed a grey nurse shark
- dive between 6pm and 6am
- chase, harass or interrupt swimming patterns or interfere with a shark's natural behaviour
- attempt to block cave entrances or gutters, or entrap grey nurse sharks
- use mechanical or electro-acoustic apparatus including, but not limited to, scooters, horns and shark-repelling devices and
- dive in a group of more than 10 divers.



Stay safe



Safety is our concern, but your responsibility. Swimming in the ocean is not recommended due to strong currents, rips, sharks, marine stingers and other potential hazards. Medical assistance can be hours away.

Emergency

Police, Fire, Ambulance call Triple Zero (000)



If you have difficulty connecting to Triple Zero (000), try 112

Safety at sea

- Log on with the local marine rescue authority.
- Ensure you have the vessel's required safety equipment.
- Check tide times and weather forecasts.
- Know the risks, your equipment, your responsibilities and your boat.
- Seek local advice about strong currents and tidal influences.

Essentials to bring

- your vessel's required safety equipment
- a first-aid kit
- adequate fuel
- drinking water
- insect repellent
- sun protection
- current zoning map.

Weather forecasts

- Boating weather service: Maritime Safety Queensland, phone 1300 360 426
- Commonwealth Bureau of Meteorology www.bom.gov.au



Warning!

Tsunami, cyclones and extremely high tides may occur in coastal areas.

Always tune to the local radio station for weather updates or tsunami warnings. For further information, phone 1300 tsunami (1300 878 626 4) or search www.bom.gov.au/tsunami

Extreme weather events

Tsunami, cyclones and extreme tides

A tsunami is a large destructive sea wave, or series of waves, caused by underground earthquakes, landslides or volcanic action. The wave can hit the entire beach as a swell of water many metres deep. It can quickly inundate areas up to hundreds of metres inland, spreading as far as one kilometre inland. As the wave retreats, sometimes gradually, it pulls everything in its path out to sea. A tsunami can form so quickly that first warnings may only give you minutes to move to higher ground.

On hearing a tsunami warning:

Act immediately! You may have only minutes to respond.

Your life may be in danger if you are in the water, near the beach or estuaries, on jetties or in harbours. Move further than one kilometre inland from the beach or to higher ground (at least 10m above sea level). If you are in a vessel in a harbour, an estuary or shallow coastal waters, if time permits secure your vessel and seek higher ground. Vessels already at sea should stay offshore in deep water.

During cyclones and floods

Do not stay in flooded, storm surge or tide-affected areas. Move to higher ground quickly. Beach driving conditions can deteriorate quickly during cyclones and water levels can rise quickly. Pack up and leave early.



Be croc wise

Estuarine crocodile sighting have been reported within Great Sandy Marine Park.

- Camp at least 50m from the water's edge.
- Never clean fish or discard fish or food scraps near the water's edge, campsites or boat ramps.
- Take care when launching or retrieving your boat.

If visiting Fraser Island

Be dingo-safe



Dingoes are wild and unpredictable animals.

- Never feed dingoes.
- Watch them from a distance; don't encourage or excite them.
- Always stay close (within 5m) to your children, even small teenagers.
- Walk in small groups.
- Lock up your food stores, iceboxes and food scraps.
- Keep fish and bait in sealed containers off the ground.
- Make tents and camp sites boring for dingoes; keep your belongings secured.
- Visitors camping with children on Fraser Island are advised to camp in fenced campgrounds.

If you feel threatened by a dingo:

- stand up at your full height
- face the dingo
- fold your arms and keep eye contact
- calmly back away
- if in pairs, stand back to back
- confidently call for help
- do not run or wave your arms.

If attacked defend yourself aggressively.

A guide to best practice in the marine park

Organise your gear

Be prepared

- Minimise packaging and reduce waste.
- Organise buckets and/or bins with lockable lids to stow rubbish and bait.
- Invest in quality fishing gear—cheap lines, nets and pots break easily, increasing their chance of being lost or abandoned.
- Use biodegradable cleaners.
- Dispose of rubbish appropriately.



Keep your food stores and ice boxes secure from wildlife.

Go slow for those below!

'Go slow for those below' is a legal requirement in Go Slow designated areas. High boat speeds can cause serious injury or kill marine wildlife. Go Slow areas aim to protect turtles and dugong from boat strikes in critical feeding and resting areas.

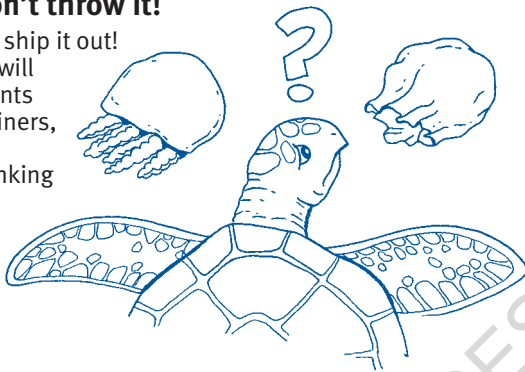
Boaties should go slow for those below even outside designated areas, and especially over seagrass beds, shallow coral reefs and in the channels as the tide falls.



Stow it ... don't throw it!

If you ship it in, ship it out!

Marine wildlife will swallow fragments of plastic containers, bags, rope and fishing line, thinking they are food.



Go with the flow

'Drift fish' over fragile habitats like seagrass meadows, fringing coral reefs and the Rooney Point gastropod colonies—a unique association of loosely coiled marine snails and associated sponge colonies that resemble termite mounds. Anchors pull up seagrass, break coral and damage the gastropod colonies.



Go well around, let them rest

Each time shorebirds fly needlessly they lower energy reserves, reducing their ability to survive. Noise, speed, movement and pets easily disturb shorebirds. Always travel slowly and go around flocks. Always stay on designated roads and tracks. Remember that shorebirds and turtles nest above high water. Their nests are well camouflaged and not easily seen.



Underwater care—leave only bubbles, take only photos

Take care when diving and snorkelling.

- Practise buoyancy control and test your gear over sand, away from coral.
- Never rest on or hold corals and avoid hovering over corals when taking photographs.
- Quietly observe marine wildlife and do not interrupt natural behaviour.



Tread softly—leave only footprints, take only photos

- Leave shells on the shore; they are homes for hermit crabs. Always return creatures and rocks to their original position when exploring.
- Coral cannot be taken from the marine park without permission.
- Never feed wildlife, keep wildlife wild.



Fish for the future

Fishing activities are allowed in most of the marine park but some restrictions apply; refer to the zoning entry and use provisions table. Stay up-to-date with bag and size limits.

Remember:

- Conserve fish stocks. Take only what you need and learn more about catch-and-release.
- Check your fishing gear regularly and reduce impacts on non-target species.

You need to know ...

Permits and fees

The Great Sandy Marine Park is a protected area. The QPWS manages the marine park to ensure activities are safe and sustainable, for all to enjoy now and in the future.

Permits are required for:

- camping in national parks
- tourism programs and other commercial activities
- competitive events
- extraction or collection of natural resources
- aircraft and hovercraft operations
- structures and works
- scientific research activities.

Permits may also be required for other activities that may impact on the environment, wildlife, or other visitors. Always check first. Visit us online at www.nprsr.qld.gov.au and search for Permits.

Camping on Fraser Island or Woody Island

Fraser Island and Woody Island both offer great vessel-based camping experiences at appropriate locations. Camping permits apply.

Visit us online at www.nprsr.qld.gov.au and search for Fraser Island or Woody Island.

Conditions of camping include:

- displaying a completed camping tag
- using a fuel stove—no campfires
- domestic animals are prohibited
- taking your rubbish with you
- being dingo safe if camping on Fraser Island (see page 14).

Know your zones and designated areas

Entry and use provisions apply and are enforceable. Penalties apply for non-compliance.

Rangers patrol the area and are on the lookout for inappropriate activities such as:

- Travelling on the plane in 'Go Slow' areas (see page 9).
- Fishing or collecting in 'green zones' (see page 3).
- Not abiding by whale watching approach regulations (see page 7).

Report incidents

Marine Safety Queensland, phone (07) 4973 1208 (24hrs)

- marine pollution incidents including fuel, oil and sewage spills.

RSPCA Queensland, phone 1300 ANIMAL (1300 264 625)

- injured wildlife
- stranded or dead marine turtles or mammals (including identification tag numbers).

Queensland Boating and Fisheries Patrol
(Department of Agriculture, Fisheries and Forestry)

- illegal fishing activities, phone 1800 017 116
- marine wildlife entangled in shark nets, phone 1800 806 891.

Queensland Police

- life threatening situations, call Triple Zero (000)
- non-urgent assistance, phone Policelink 131 444
- report 'hooning' activities by drivers of either vehicles or vessels, phone 134 666.

Visitor information

For general visitor information contact the following tourism information centres:

Bundaberg North Burnett Tourism

- www.bundabergregion.info
- 271 Bourbong Street, Bundaberg Qld 4670
- ph (07) 4153 8888 or 1300 722 099

Hervey Bay Visitor Information Centre

- www.frasercoast.qld.gov.au
- Cnr Maryborough-Hervey Bay and Urraween Road
- Hervey Bay Qld 4655
- ph (07) 4125 9855 or 1800 811 728

Gympie Cooloola Tourism Centre

- www.cooloola.org.au
- Lake Alford, 24 Bruce Highway, Gympie Qld 4570
- ph (07) 5482 5444 or 1800 444 222

Further information

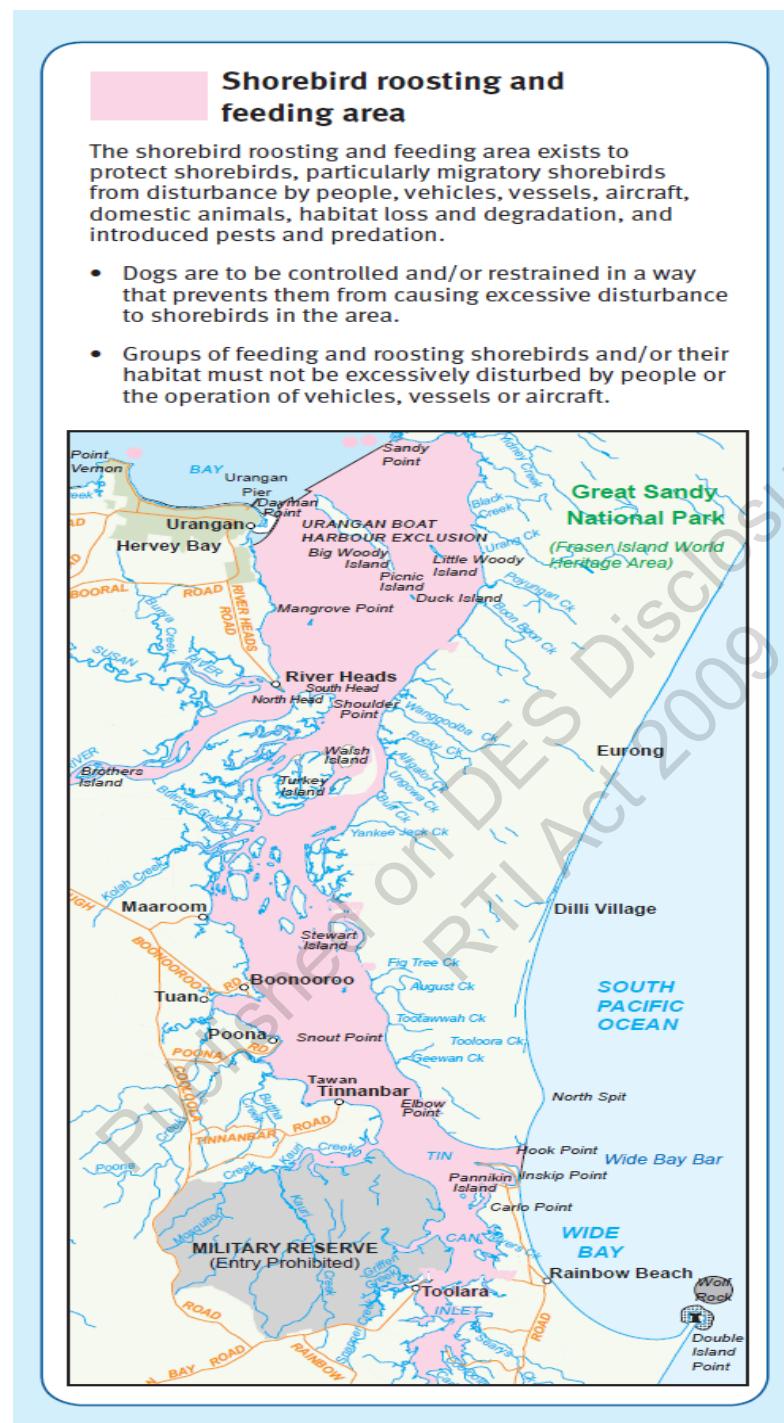
Department of National Parks, Recreation, Sport and Racing.
Visit us online at www.nprsr.qld.gov.au

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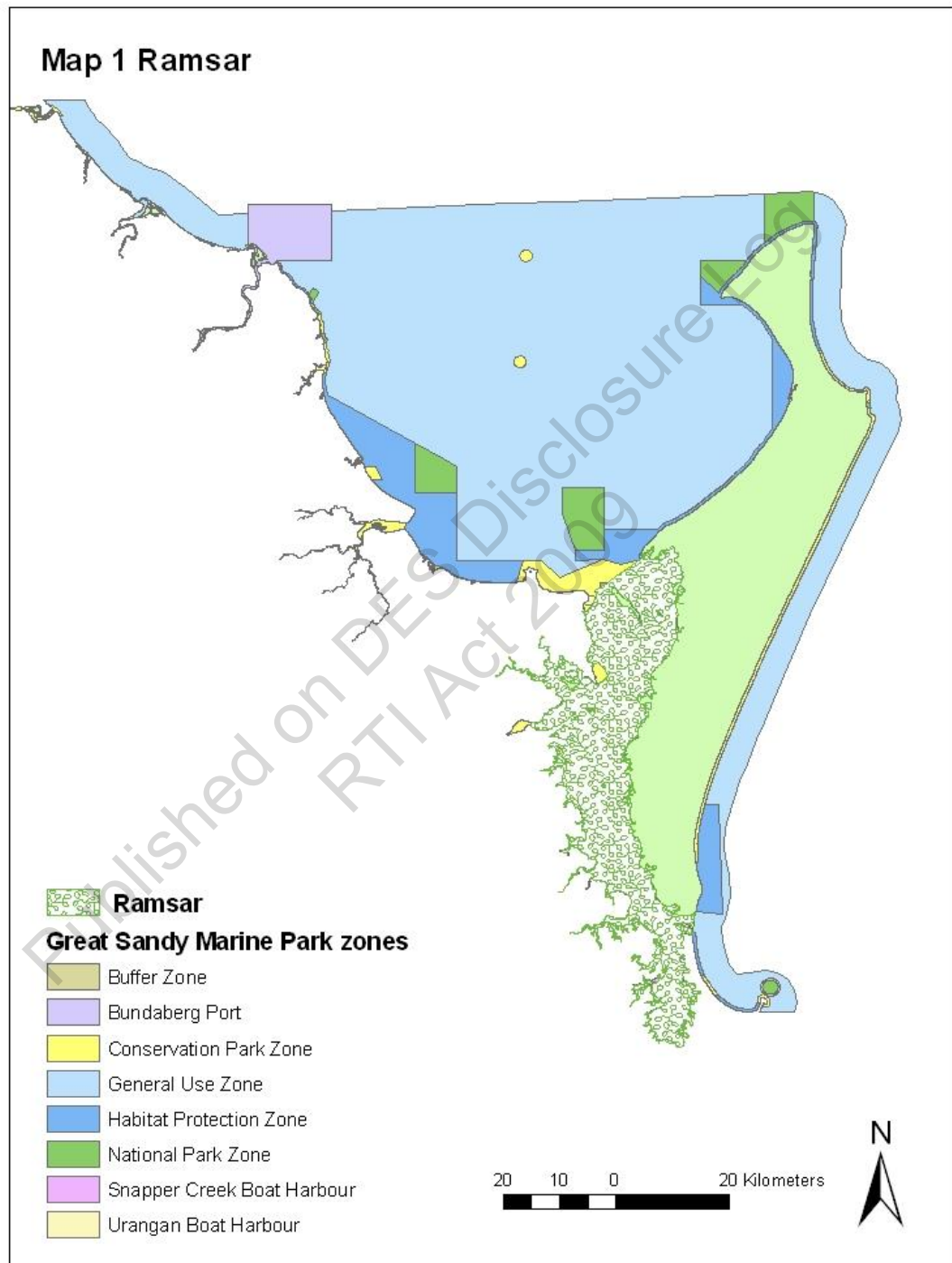
Map 1 – Shorebird Roost and Feeding Area within the Great Sandy Strait



Map 2 – Mon Repos Marine Turtle Area or Turtle Protection Area

Published on DES Disclosure Log
RTI Act 2009

Map 3 – Great Sandy Strait – Ramsar Wetland



MAP 4 – Great Sandy Marine Park Zones (MP2) (as per visitors guide)

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MAP 5 – Great Sandy Designated Areas (MP3) (as per visitors guide)

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RTI Act 2009

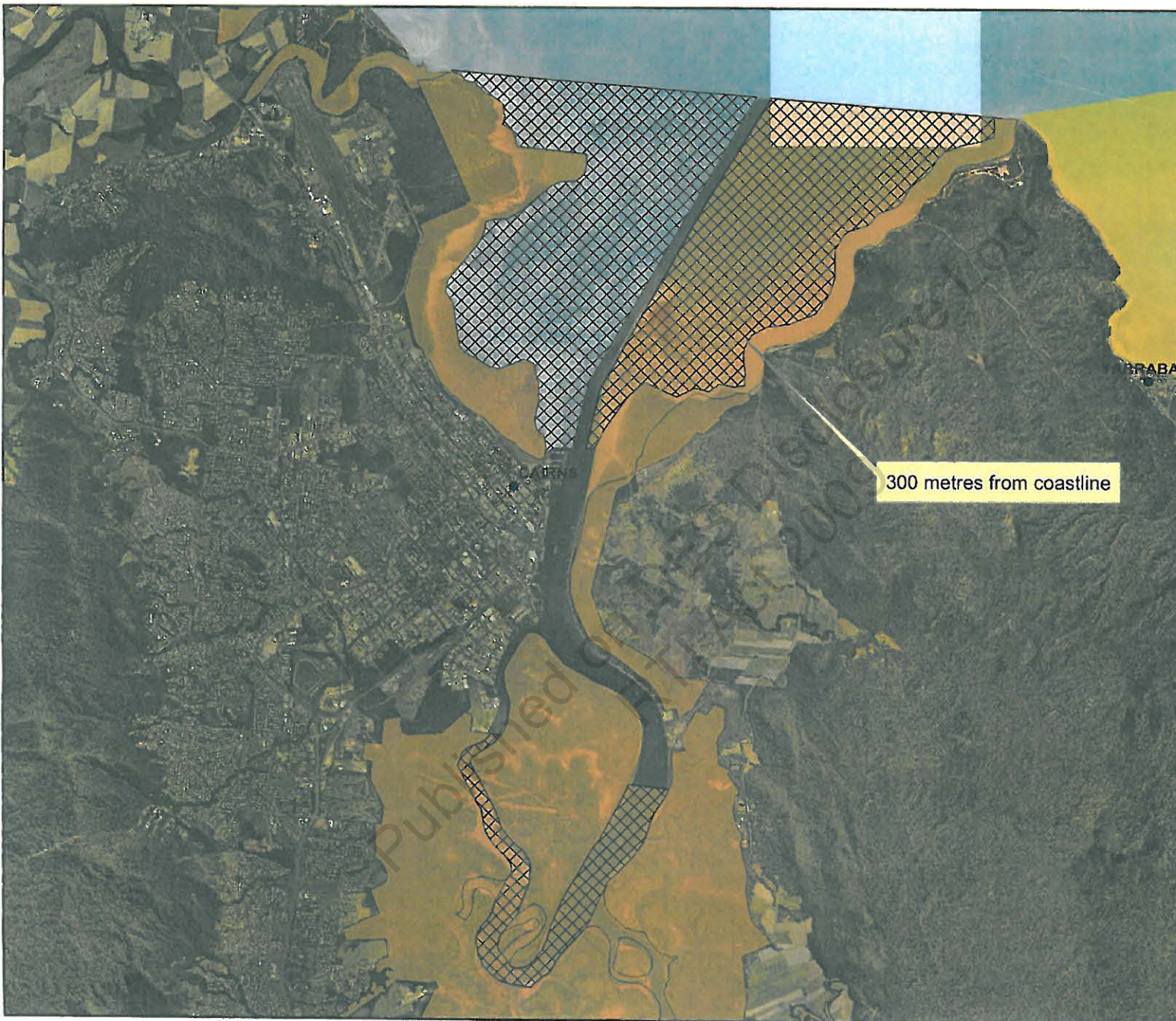
Map 6 - Cooloola Recreation Area (RAM)

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RTI Act 2009

Map 7 – Fraser Island Recreation Area (RAM)

Published on DES Disclosure Log
RTI Act 2009

Attachment A Hovercraft Permitted Area of Operations



Legend

- Permitted_Area_of_Operations_3
- Great Barrier Reef Coast Marine Park Zoning**
- ZONE**
- General Use Zone
- Habitat Protection Zone
- Estuarine Conservation Zone
- Conservation Park Zone
- Buffer Zone
- Scientific Research Zone
- Marine National Park Zone
- Preservation Zone



0 0.75 1.5 3 4.5 6 Kilometers

HOVERCRAFT

GSMP	MBMP
<p><u>LOCATION TO WHICH THIS PERMISSION APPLIES:</u></p> <p>General use, habitat protection and conservation park zones, as shown in the Great Sandy Marine Park (GSMP) visitors guide (attachment 1).</p> <p>Hovercraft are <u>not permitted</u> to operate in:</p> <ol style="list-style-type: none"> 1. The Great Sandy Strait and Tin Can Bay Ramsar Wetland (refer to maps 1 and 3). 2. Go-slow areas – designed for turtle and dugong populations resting and feeding (refer to map 5 and GSMP visitors guide in attachment 1). 3. The Mon Repos area—designated for the protection of marine turtles (refer to map 2) 4. Turtle protection areas (refer to map 2). 5. All marine national park zones (green) (refer to map 4). 6. To access tidal land (including beaches and creeks) within Fraser Island and Cooloola Recreation Areas (refer to maps 6 and 7). 	<p><u>LOCATION TO WHICH THIS PERMISSION APPLIES:</u></p> <p>All general use zones, habitat protection zones, conservation park zones and the following marine national park zones:</p> <p>MNP03 – Northern Wedge; MNP07 – Braydon Beach; MNP08 – Deep Offshore Moreton Island; MNP09 – Deception Bay; MNP10 – Cherubs Cave-Henderson Rock, MNP12 – Scotts Point; MNP13-Bramble Bay (excluding Nundah & Nudgee Creek); MNP14 – Middle Moreton Bay; MNP16-Mirapool Islands-Offshore Area (excluding Mirapool Lagoon); MNP17 – St Helena, MNP18 – Amity Banks; MNP21 – Amity Banks (west); MNP24 – Cox Bank; MNP25 – Offshore North Stradbroke Island; MNP27 – Lamb Island; MNP28 – Pannikin Island; and MNP32 – Offshore South Stradbroke Island.</p> <p><i>(Excluding access to tidal land included within Moreton Island Recreation Area, Bribie Island Recreation Area, and Minjerribah Recreation Area).</i></p>
<p><u>PURPOSE OF USE OR ENTRY AUTHORISED BY THIS PERMISSION:</u></p> <p>Navigate a managed vessel (recreational hovercraft).</p>	<p><u>PURPOSE OF USE OR ENTRY AUTHORISED BY THIS PERMISSION:</u></p> <p>Navigate a managed vessel (recreational hovercraft).</p>
<p><u>DEFINITIONS</u></p> <p><i>Anchorage</i> means a place designated for vessels to anchor.</p> <p><i>Audible noise</i> means noise that can be clearly heard by an individual who is an occupier of a building.</p>	<p><u>DEFINITIONS</u></p> <p><i>Anchorage</i> means a place designated for vessels to anchor.</p> <p><i>Campground</i> means a piece of land available for rent as a camp or caravan site to holiday makers.</p>

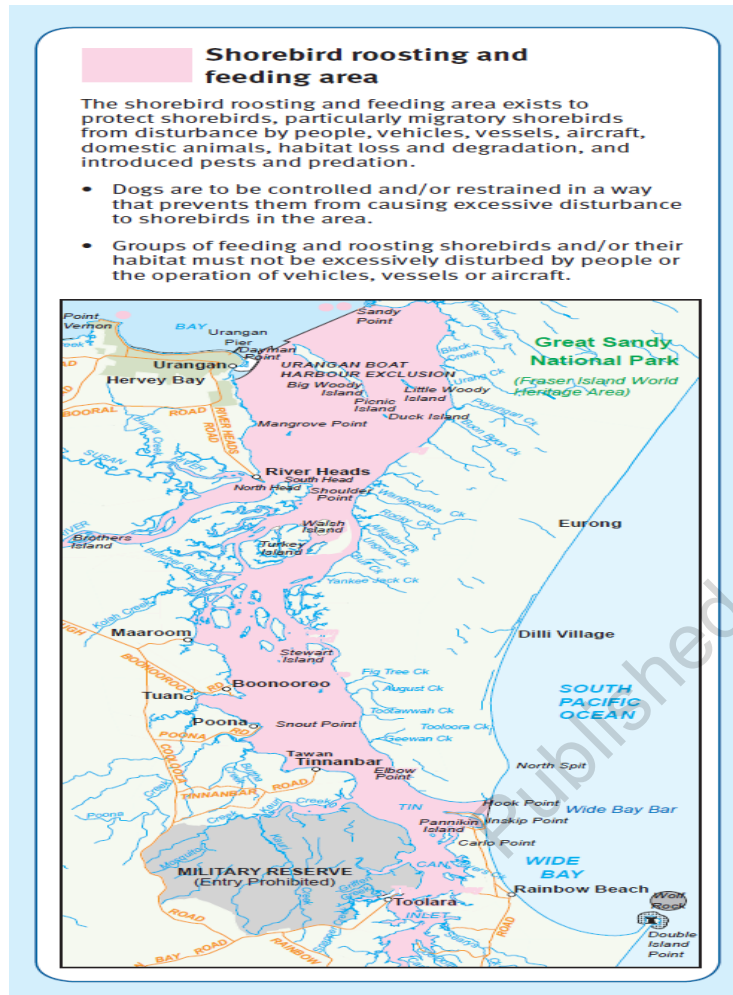
<p>Campground means a piece of land available for rent as a camp or caravan site to holiday makers.</p> <p>Designated area means an area within a marine park set aside for special management, as described in the Great Sandy Zoning Plan.</p> <p>Dwelling means a house used as a residence.</p> <p>Fraser Island World Heritage Area means the area of the whole island to high water mark plus a marine component to a distance of 500 metres offshore.</p> <p>Managed vessel or aircraft means managing a vessel or aircraft that is any of the following: (a) a hovercraft; (b) a wing in ground effects craft; and (c) a hydrofoil.</p> <p>Minimal impact means operating with minimal noise and/or disturbance within an environmentally sensitive area (i.e. shorebird roost and feeding area).</p> <p>Real time water mark means where the water is at that specific time.</p> <p>Recreation means an activity or operation not conducted for commercial gain.</p>	<p>Dwelling means a house used as a residence.</p>
<p>Conduct of approved activity</p> <ol style="list-style-type: none"> 1. Hovercraft (managed vessel) entry and egress to the marine park must only be via formalised access points (e.g. boat ramps) or via water bodies adjoining the marine park. 2. Hovercraft must <u>not traverse</u> exposed seagrass beds, mudflats, saltmarsh, salt pans, sandbanks, and other exposed intertidal areas including beaches not open to vehicles. This includes <u>not traversing</u> the real time water line associated drainage lines and other shallow water bodies within areas of exposed mudflats or other intertidal areas. 3. Hovercraft must maintain a distance of at least 200m from other shorebird roost sites (northern section of the marine park). 	<p>Navigation of a managed vessel</p> <p>The Permit Holder must ensure that:</p> <ol style="list-style-type: none"> (a) Navigation of the managed vessel is conducted in accordance with Marine Park Permit application received 17 July 2018. (b) Hovercraft entry and egress to the marine park must only be via formalised access points e.g. boat ramps. (c) Hovercraft must not repetitively operate in the same location on any one day. (d) Hovercraft must not transverse exposed seagrass beds, mudflats and sandbanks.

<p><i>Hovercrafts are excluded from the Great Sandy Straits Ramsar wetland (southern section) of the marine park.</i></p> <ol style="list-style-type: none"> 4. Hovercraft must travel past areas with visible dwellings, campgrounds or anchored vessels at a distance that keeps the noise levels below 75db when recorded from the receptor. 5. In all other locations not adjacent to sensitive receptors hovercraft must not cause noise that is of nuisance to the public and operate at noise levels acceptable to the public. 6. After starting the hovercraft, the hovercraft must where possible move away as quickly as possible from the start up location. 7. Hovercraft must not operate in a way that makes audible noise before 7am or after 7pm on a business day or Saturday or before 8am or after 6.30pm on any other day. 8. Other than at formalised access points (e.g. boat ramps), traversing, landing/take off must not be conducted within 100m of other people within the marine park (people in water and on beach). 9. Hovercraft must avoid repetitively operating in the same location on any one day. 10. Hovercraft are not permitted to operate in turtle and dugong feeding and resting designated go slow area. 11. If whales and dolphins are incidentally encountered, the hovercraft operator must: maintain a distance of 300 metres from a whale. 12. Unless the operator has a permit to land a recreational craft or a commercial activity permit, hovercraft are <u>not permitted</u> to operate within the Fraser Island Recreational Management Area (World Heritage Area) (this includes all beaches and creeks), along with Cooloolo Recreational Management Area (RAM). 	<ol style="list-style-type: none"> (e) Hovercraft must maintain a distance of at least 200m from known shorebird roost sites shown on maps provided unless navigating in a marked navigation channel. (f) Hovercraft must travel past sensitive receptors e.g. a visible dwelling, campground or anchorage, at a distance that keeps the noise levels below 75dB when recorded from the receptor. (g) Hovercraft must not cause noise that is of nuisance to the public. (h) Hovercraft must operate at a noise level acceptable to the public. (i) After starting the hovercraft, the hovercraft must move away as quickly as possible from the start up location. (j) Hovercraft must not operate in a way that makes audible noise before 7am or after 7pm on a business day or Saturday or before 8am or after 6:30pm on any other day. (k) Traversing, landing/take off must not be conducted within 100m of other people within the marine park (in water and on beach).
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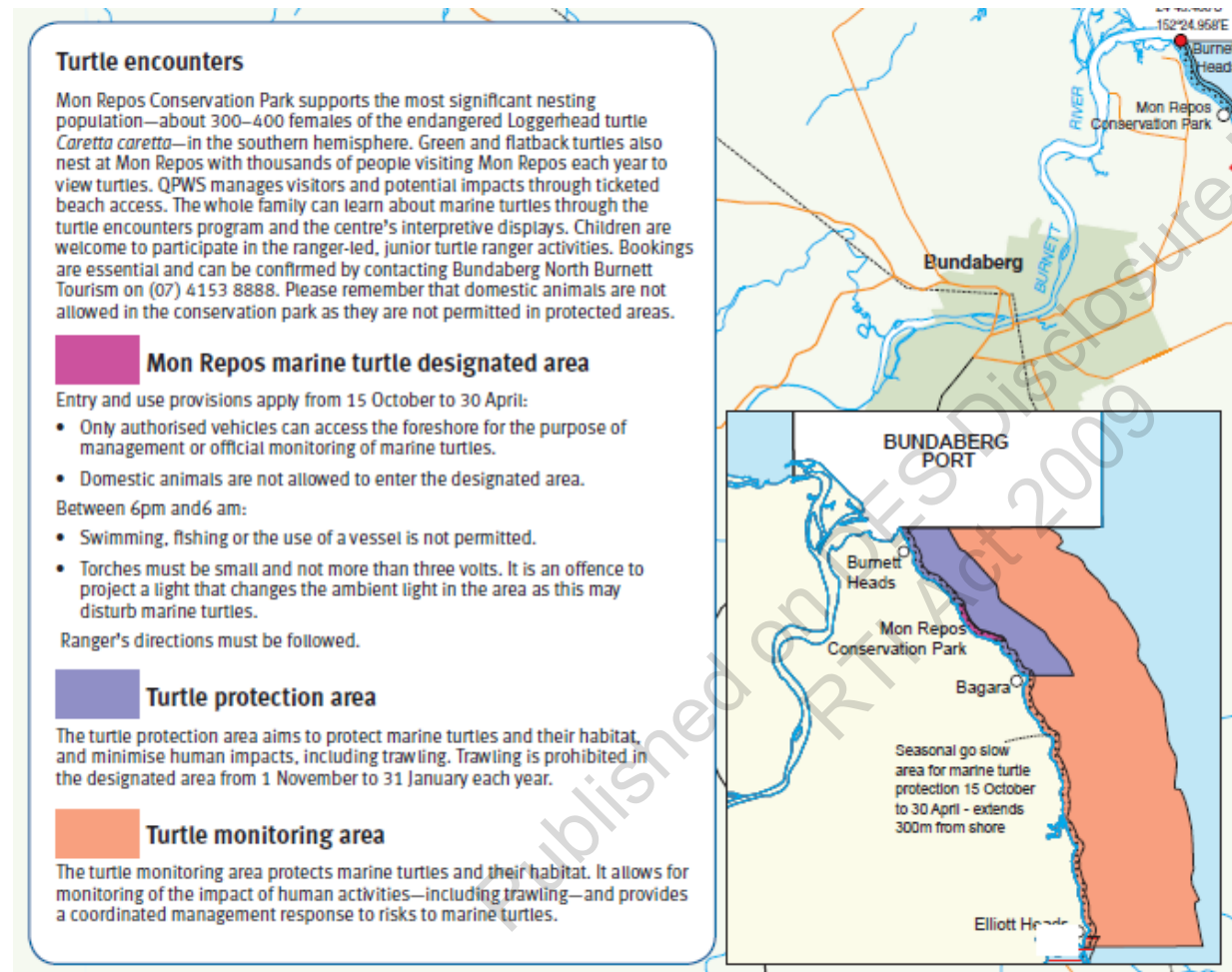
NO MAPS for MBMP

MAPS GSMP

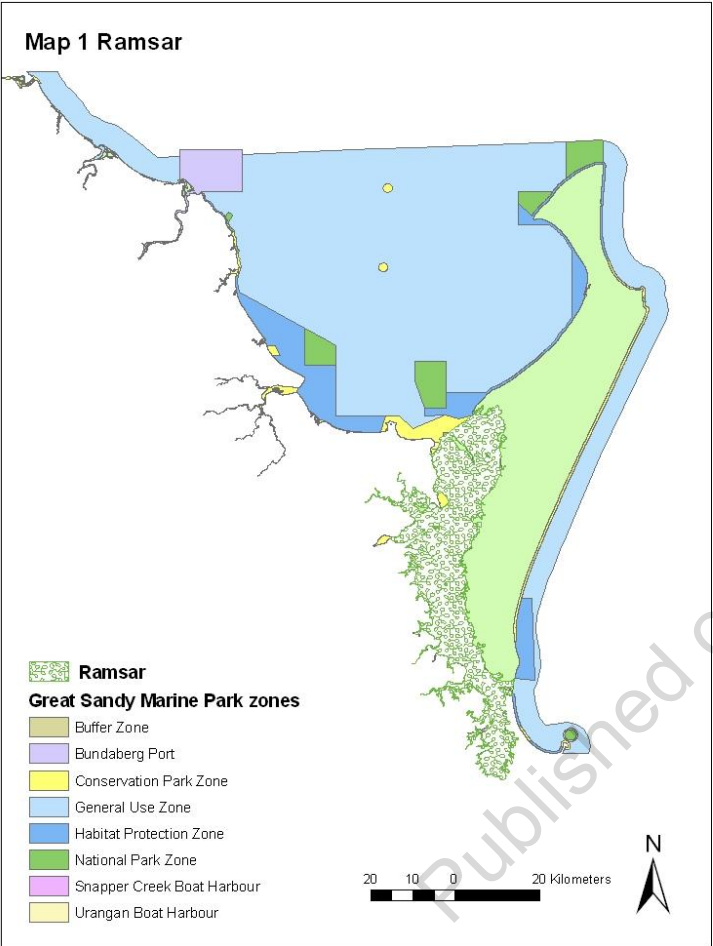
Map 1 – Shorebird Roost and Feeding Area within the Great Sandy Strait



Map 2 – Mon Repos Marine Turtle Area or Turtle Protection Area

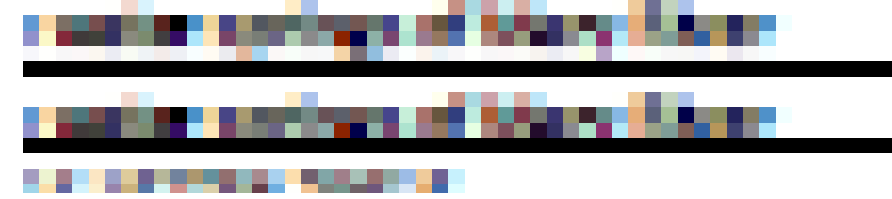


Map 3 – Great Sandy Strait – Ramsar Wetland



MAP 4 – Great Sandy Marine Park Zones (MP2) (as per visitors guide)

Published on DES Disclosure Log
RTI Act 2009



MAP 5 – Great Sandy Designated Areas (MP3) (as per visitors guide)

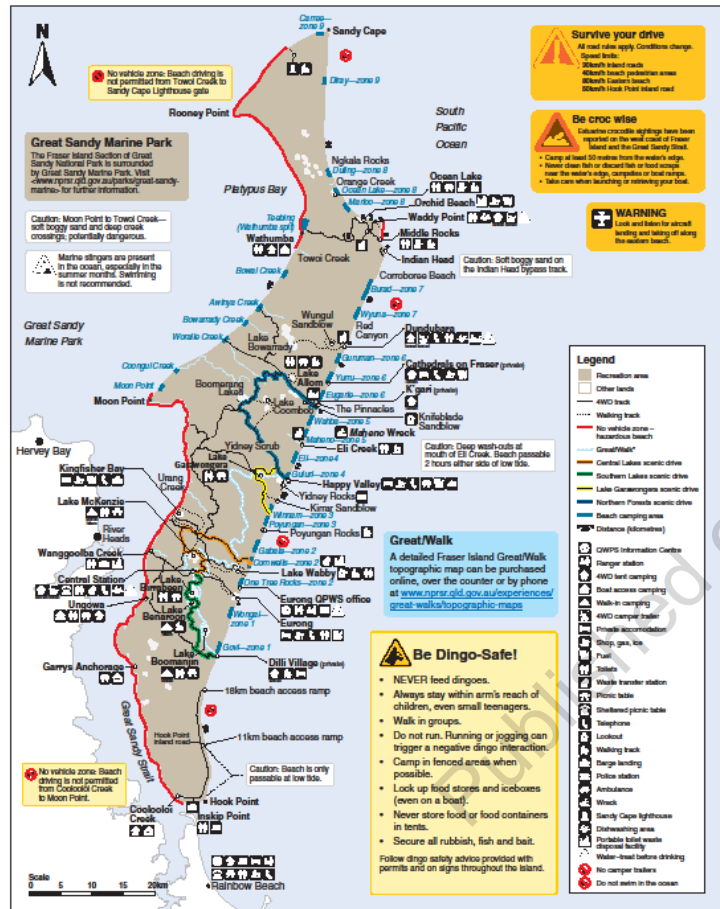
Published on DES Disclosure Log
RTI Act 2009

Map 6 - Cooloola Recreation Area (RAM)

Published on DES Disclosure Log
RTI Act 2009

Map 7 – Fraser Island Recreation Area (RAM)

Fraser Island Recreation Area map Great Sandy National Park



MEMORANDUM

FROM: Michelle Perry
Senior Conservation Officer, Technical Support - GBR&MP Region

TO: Rhondda Leggett
A/ Assistant Principal Ranger, Technical Support - GBR&MP Region
Approved August 1st A/ A/ A/ (Green)
11.06.2018

DATE: 23 May 2018

SUBJECT: Process for assessing and issuing a permit to navigate a managed vessel (recreational hovercraft) in Moreton Bay Marine Park

As at 30 April 2018, applications for a permit to navigate a managed vessel (hovercraft) in Moreton Bay Marine Park are being assessed as per the class assessment for this activity which was endorsed for use in June 2012. A review of the class assessment and associated permit documentation is to be undertaken by Technical Support staff within the Great Barrier Reef and Marine Parks Region of QPWS. Until such time as the review has been completed and the new Standard Operating Procedure has been approved, applications to navigate a managed vessel (hovercraft) for recreational purposes in Moreton Bay Marine Park will continue to be assessed against the 2012 class assessment, with minor amendments being made to the permit conditions to reflect decisions made by the Assessments and Approvals Branch of QPWS in 2017 about the conduct of this activity in southern marine parks. Note: The class assessment may not specifically make reference to the amended conditions included in the updated draft permit template but the management intent remains unchanged.

Lara Connell, A/ Manager – Assessments & Approvals (Southern) and Roslyn Howie, A/ Team Leader - Assessments & Approvals (Southern) were advised of the management arrangements outlined above by email on 19 March 2018. A subsequent response was received from Lara approving the temporary approach that same day.

While the class assessment to navigate a managed vessel (MBMP) document itself remains unchanged, the assessment checklist and draft permit have been amended (copy attached) and will be saved in the appropriate location on the network drive with the other permit documentation for use by permit assessment staff. A copy of this memo, once signed will be attached to the class assessment and also saved on the network drive. All superceded documentation will be archived on the network drive as part of the file records.

Assessment form

Marine park management

Permits for (State only) marine parks

CLASS ASSESSMENT

Navigation of a managed vessel (hovercraft) in Moreton Bay Marine Park
Version 1, June 2012 – *Marine Parks (Moreton Bay) Zoning Plan 2008*

Endorsed by:

sch4p4(6) Personal information

Date: 26/6/12

Nature and extent of proposal

This class assessment covers all zones of the Moreton Bay Marine Park for:

1) Navigation of a managed vessel - hovercraft.

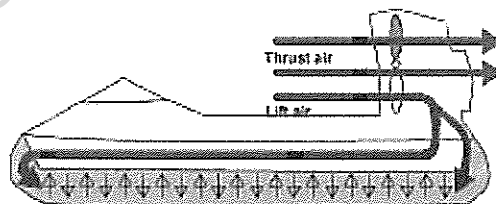
For the purpose of this assessment, navigation of a hovercraft is driving the hovercraft in tidal land and tidal waters of the Moreton Bay Marine Park. Navigation may be for a commercial purpose e.g. a scenic tour or boat cruise or for a recreational purpose.

2) Vessel charter involving the navigation of a managed vessel - hovercraft.

This class assessment does not include:

- The conduct of activities in addition to the navigation of the hovercraft that also require permission e.g. diving or fishing associated with a tourism program, research, collecting, media. A class assessment or standard long assessment must be completed.
- Navigation of a hovercraft for the purpose of conducting motorised water sports e.g. hovercraft rides with intentional spins and freestyling.
- Use of a hovercraft for the purpose of conducting commercial whale watching.
- The installation and/or operation of a facility to facilitate navigation of the managed vessel.
- Another purpose e.g. organised events involving hovercraft

How Hovercraft Work



Hovercraft are vehicles designed to be supported by a cushion of air. They are propelled by two streams of air from a large fan. Air from the fan directed out the back gives you forward thrust and air from the fan directed downwards, becomes contained within the flexible skirt to give lift. The hovercraft rides approximately 25cm above the surface of the water on the cushion of air. All hovercraft have positive flotation and will float when sitting stationary, even when the skirt is deflated. Small recreational craft generally have one fan and one or two 2 or 4 stroke engine. A system of rudders behind the fan control the direction of the craft and body weight is also used to control direction. The rubber skirt consists of multiple segments to make replacing damaged skirts cheaper and easier. Operation of a hovercraft requires skill. Large open spaces are often necessary for amateur operators to practice controlling their direction and manoeuvring. Hovercraft do not have any underwater appendages, i.e. no propeller or rudder, and because they have no displacement they cause virtually no wash. Drag rails and a drag flap may be fitted on the hull and skirt to protect them from damage and abrasion from contacting the substrate. Because hovercraft travel on the surface rather than in the water

hovercraft specialise is accessing areas otherwise inaccessible to boats, such as on land. All exhaust is directed into the air environment.

Definitions, legislative provisions and interpretations

Marine Parks Act 2004

Aircraft does not include a hovercraft.

Boat includes a ship, submersible boat, raft or pontoon but does not include a hovercraft or personal water craft.

Vessel means a barge, boat, ferry, hovercraft, personal water craft, water taxi or other thing capable of carrying people or goods through water, but does not include an aircraft.

Marine Parks (Moreton Bay) Zoning Plan 2008

Managed vessel means any of the following—

- (a) a hovercraft;
- (b) a wing in ground effect craft, within the meaning of the *Transport Operations (Marine Safety) Regulation 2004*;
- (c) a hydrofoil;
- (d) an airboat.

A **Tourism Program** means an activity whether consisting of a single act or a series of acts, that —

- (a) is carried out in the course of carrying on a business; and
- (b) is, or includes, the provision of transport, accommodation or services for tourists or for persons who include tourists.

Navigate includes moor, or anchor, in the course of navigation. For the purpose of this assessment, navigate means driving the craft.

Tourist means a person who is in the marine park mainly for recreation, including, for example, recreational fishing or collecting.

Vessel charter means an activity, whether consisting of a single act or a series of acts, involving a vessel that

- (a) is available for charter or hire; and
- (b) is being used in the course of carrying on a business that is, or includes, the provision of accommodation, transport or services for a purpose other than an educational program or tourism program; and
- (c) travels in or into the marine park; and
- (d) is not merely transiting through the park by the most direct and reasonable route to a place outside the park.

Other legislation

Environmental Protection Act 1994 (EPA Act)

S440 Offence of causing environmental nuisance

- (1) A person must not wilfully and unlawfully cause an environmental nuisance.
- (2) A person must not unlawfully cause an environmental nuisance.

Environmental nuisance is unreasonable interference or likely interference with an environmental value caused by—

- (a) aerosols, fumes, light, noise, odour, particles or smoke; or
- (b) an unhealthy, offensive or unsightly condition because of contamination; or
- (c) another way prescribed by regulation.

Unreasonable interference is not defined in the EPA Act or Regs. The Macquarie dictionary defines 'unreasonable' as not guided by reason or good sense, not based on or in accordance with reason or sound judgement.

S440ZA Operating power boat engine at premises

Assessment form

Marine park management

Permits for (State only) marine parks

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Navigation of a managed vessel (hovercraft) in Moreton Bay Marine Park

Version 1, June 2012 – *Marine Parks (Moreton Bay) Zoning Plan 2008*

Endorsed by:

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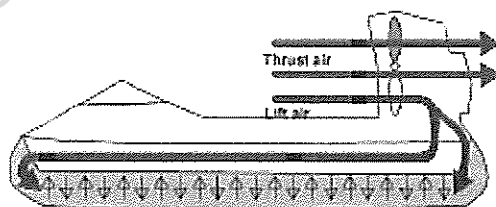
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S440ZA Operating power boat engine at premises

(1) A person must not operate, or permit the operation of, a power boat engine at premises in a way that makes audible noise—

(a) on a business day or Saturday, before 7a.m. or after 7p.m; or

(b) on any other day, before 8a.m. or after 6.30p.m.

(2) In this section—

Operate, a power boat engine, includes flushing the engine.

Boat means a boat, ship or other vessel of any size or kind, and includes a hovercraft.

Environmental Protection (Noise) Policy 2008 (EPP)

Schedule 1 of the EPP sets out the *Acoustic quality objective*, for an area or place i.e. the maximum level of noise that should be experienced in the acoustic environment of the area or place. For the marine park the objective is to be 'the level of noise that preserves the amenity of the existing marine park'.

Recreation Areas Management Act 2006

131 Unauthorised use of recreational craft

A person must not use or operate a recreational craft in a recreation area unless the use or operation is authorised—(a) by the chief executive's written approval; or (b) under a regulation.

Recreational craft means a hot-air balloon, hang-glider, hovercraft, parachute, paraglider, ultralight aircraft or other craft or device prescribed under a regulation.

Landing a recreational craft (s131) in a recreation area requires an authority regardless of the nature of the activity i.e. recreational or commercial.

Transport Operations (Marine Safety) Regulation 2004

S90 Hovercraft

(1) A person who holds a licence to operate a commercial ship as its master is not appropriately licensed to operate a commercial ship that is a hovercraft unless—

(a) the person satisfies the general manager the person is competent to operate a hovercraft of the intended size in the intended area of operation; and

(b) the general manager amends the person's licence to permit the operation of the hovercraft in the intended area of operation.

(2) The general manager may require the person to give the general manager a practical demonstration of the person's skills in operating a hovercraft.

(3) If the general manager is satisfied the person is competent to operate a hovercraft, the general manager must amend the person's licence accordingly.

(4) The procedure for amending the licence is in part 6, division 4.

(5) This section applies despite anything in sections 88 and 98.

A commercial hovercraft must also be registered as a commercial ship. Recreational hovercraft are also considered small boating craft for the purpose of registration.

Hovercraft do not require an Australian builders plate.

The *Transport Operations (Marine Pollution) Act 1995* outlines restrictions on discharging sewage in Moreton Bay. Under these provisions commercial vessels are required to have facilities to contain and treat sewage.

Other approvals/permits/licences required

QPWS permit (e.g. CAP, Scientific, Educational)	<ul style="list-style-type: none">• Commercial Tour Operator Permit – if going ashore to a Protected Area managed under the <i>Nature Conservation Act 1992</i>.• Commercial Activity Permit – if using Recreation Areas managed under the <i>Recreation Areas Management Act 2006</i> for a commercial purpose.• Recreational craft approval – if using a recreational craft within a RAM area
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Other agency permits or approvals (e.g. DPIF, QT)	<ul style="list-style-type: none"> • All commercial vessel operations are required to notify the Regional Harbour Master before the commencement of operation. • Use of Council foreshore for a commercial purpose may require approval from the Local Council • MSQ – hovercraft licence endorsement for commercial operators
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Site information

☒ Ramsar listed?

A large proportion of Moreton Bay Marine Park is declared as a Ramsar Site - Moreton Bay Ramsar Site (Appendix 1, Map 1). Ecological characteristics for which Moreton Bay was declared a Ramsar Site include the extensive intertidal areas of seagrass, mangroves and salt marsh which support over 355 species of marine invertebrates, at least 43 species of shorebirds, 55 species of algae associated with mangroves, seven species of mangrove and seven species of seagrass. Moreton Bay is also a significant foraging area for green and loggerhead turtles and is ranked among the top ten dugong habitats in Queensland.

As a party to the Ramsar Convention the Department of Environment and Resource Management is responsible for ensuring that activities do not alter the Ecological character for which Moreton Bay was identified as a Ramsar Wetland.

☒ Within or adjacent to fish habitat area?

Within Moreton Bay Marine Park there are 12 Fish Habitat Areas providing protection for high-quality fisheries habitat (Appendix 1, Map 2). These include:

Fish Habitat Area - Management A

Deception Bay
Hays Inlet
Jumpinpin – Broadwater
Kippa – Ring
Moreton Banks
Myora – Amity Banks
Peel Island
Pumicestone Channel

Fish Habitat Area – Management B

Coombabah
Coomera
Pimpama
Pumicestone Channel

An area declared as a fish habitat area (FHA) under the *Fisheries Act 1994* is an area protected against physical disturbance from coastal development. Activities which disturb fish habitats or damage marine plants may require a fisheries development approval under the *Sustainable Planning Act 2009*. In addition, under the fisheries legislation, Swan Bay and Coombabah Lake are closed to all forms of fishing and collecting.

☒ Adjacent to a protected area?

There are a number of Protected Areas within or adjacent to the Moreton Bay Marine Park (Appendix 1, Map 3). These include:

National Parks

Moreton Island National Park
Bribie Island National Park – Long Island, Thooloora Island
St Helena National Park
Peel Island (Teerk Roo Ra National Park)
Southern Moreton Bay Island National Park – Willes, Cobby Cobby, Kangaroo, Woogoompah, Coomera Island
North Stradbroke Island (Naree Budjong Djara)

Conservation Parks

Bullock Creek Conservation Park
Buckley's Hole Conservation Park
Beachmere Conservation Park
Hays Inlet Conservation Park
Mud Island Conservation Park
Cabbage Tree Point Conservation Park
South Stradbroke Island Conservation Park
King Island Conservation Park
Coombabah Lake Conservation Park
Myora Conservation Park
Bird Island Conservation Park
Goat Island Conservation Park

☒ **High Ecological Value area?**

The Australian and New Zealand Environment Conservation Council (ANZECC 2000) and the Queensland Water Quality Guidelines (QWQG 2006) identify three levels of aquatic ecosystem condition. High Ecological Value Waterways (HEV) areas are "unmodified or other highly valued systems that are to be afforded a high degree of protection by ensuring that there is no reduction in the existing water quality"

There are a number of HEV areas within the Moreton Bay Marine Park (Appendix 1, Map 4 or see http://www.derm.qld.gov.au/services_resources/item_details.php?item_id=205559). Within these areas there is to be no change in natural values including the physico-chemical, biological and habitat attributes of the area.

☒ **Recreation area?**

Queensland has seven recreation areas established under the *Recreation Areas Management Act 2006*. In recreation areas, nature-based recreation is encouraged but carefully planned and managed to protect these places for conservation. Recreation areas in the Moreton Bay Marine Park include Bribie Island, Moreton Island and Minjerribah on North Stradbroke Island (Appendix 1, Map 5a, b and c). A commercial activity permit is required for tourism operators who wish to access RAM areas.

Recreation areas are generally managed by the Queensland Parks and Wildlife Service. However the Minjerribah Recreation Area is managed by Redland City Council. Recreation areas are partly managed on a user-pays basis. Camping fees and vehicle permit fees are used to help manage the recreation areas.

☒ **Maps attached?**

Refer to Appendix 1.

- Map 1 – Moreton Bay Ramsar Site
- Map 2 – Fish Habitat Areas
- Map 3 – QPWS Protected Areas
- Map 4 – High Ecological Value Areas
- Map 5a – Recreation Areas – Bribie Island
- Map 5b – Recreation Area – Moreton Island
- Map 5c – Recreation Area – North Stradbroke Island

Site Values

a) **Environment** – comment on e.g. substrate, dominant vegetation, tidal regime, faunal use, significance.

The review of the *Marine Parks (Moreton Bay) Zoning Plan 1997* in 2007 identified 16 different habitat types throughout the marine park, including mangroves, saltmarsh, salt pans, seagrass beds, coral communities, rocky reefs, ocean beaches and mudflats. The conservation of these habitats through the *Marine Parks (Moreton Bay) Zoning Plan 2008* is important for the survival of the marine species that inhabit them, for example:

- the region is one of only four areas along the eastern Australian coast recognised as a Wetland of International Significance (under the RAMSAR Convention), for migratory shore birds (including endangered species). Australia also has agreements with the Governments of Japan, China and the Republic of Korea for the protection of migratory birds and their important habitat areas;
- seagrass beds in the bay support a population of dugong that is the southern most distribution for dugong along the eastern coastline of Australia and the largest population of dugong living adjacent to a major human population;
- six of the seven species of marine turtles worldwide can be found in Moreton Bay. Olive ridley, leatherback and flatback turtles occur rarely and hawksbill turtles occur more frequently. In addition, the Bay has the largest concentration of resident feeding green turtles in Australia (the population is estimated to be in the thousands) and supports the largest loggerhead turtle feeding population in eastern Australia. All species of turtle are listed as either endangered or vulnerable under the *Nature Conservation (Wildlife) Regulation 2006*.
- grey nurse sharks (*Carcharias taurus*) aggregate at several critical habitat sites within Moreton Bay Marine Park including those sites declared as grey nurse shark areas (Flat Rock, Henderson Rock and Cherub's Cave) and other sites (eg. Hutchison Shoal and China Wall). Grey nurse sharks are listed as endangered under the *Nature Conservation (Wildlife) Regulation 2006*.

- there are at least 120 species of temperate and tropical Scleractinian coral in the marine park. The Moreton Bay coral communities provide critical habitat for a range of animals including fish, crustaceans, molluscs and worms. The major habitats in the Bay include offshore reefs (e.g. Flinders reef, Flat Rock), inshore fringing reefs (e.g. adjacent to Wellington Point, Cleveland, Macleay Island, Coochiemudlo Island) and artificial reefs (e.g. Tangalooma wrecks). Flinders Reef is a significant coral community both for ecological reasons and for tourism purposes.
- Several species of dolphins are found in Moreton Bay including the bottlenose (*Tursiops truncatus* and *Tursiops aduncus*) and Indo-Pacific humpback dolphins (*Sousa chinensis*). Several species of whales are also seen in Moreton Bay Marine Park at different times of the year, the most noteworthy (for tourism purposes) being the humpback whale. Under the *Nature Conservation Act 1992* and the *Nature Conservation (Whales and Dolphins) Conservation Plan 1997* all cetaceans indigenous to Australia are protected. Whales and dolphins may be disturbed by the presence of people, whether they are on the land, in a boat or aircraft as well as activities such as swimming and diving, feeding, touching, and making noise. The potential problems from disturbance may include disruption of behaviour, displacement from important habitat areas, and reduced breeding success.

b) Uses – comment on current use and uses of adjoining areas.

Moreton Bay Marine Park offers opportunities for a wide range of water-based activities including recreational fishing, sailing, boating, water skiing, parasailing, jet skiing, sail boarding, scuba diving, snorkelling, bird watching and marine research. The bay is easily accessible to the large population centre of Brisbane and surrounding areas and has the features necessary for such activities including sheltered waters, diversity of environments and infrastructure such as boat ramps, car parking, marinas and marine services.

The operation of hovercraft for recreational boating in comparison to displacement hull vessels or personal watercraft (PWC) is not common. Hovercraft have a relatively flat hull therefore they have limited ability to operate in open water or sea swell. Therefore the majority of hovercraft navigation in Moreton Bay is in smooth and partially smooth waters, particularly tidal tributaries and shallow intertidal areas. Recreational hovercraft are registered as small craft and the only way to distinguish hovercraft from other vessels in records held by Qld Transport is if the description includes hovercraft or a recognisable hovercraft model name. Details of the 16 pending recreational hovercraft marine park applications can be found in Appendix 2, table 1. Model names of these pending applications were provided to QT data search request however the search only identified 3 recreational hovercraft as being registered in SEQ. Most of the applicants belong to the Queensland Sporting Hovercraft Club which is one of the four state branches of the Australian Hovercraft Federation. The Sporting Club organises group rides for recreational hovercraft owners with events held as recent as 20 March 2012 commencing at Redland Bay. The Qld hovercraft club also has a code of conduct for operating hovercraft which members abide by (see Appendix 3). This code also applies to visiting hovercraft from affiliated interstate clubs.

Hovercraft also have commercial applications in Moreton Bay. One of the applicants, Peter Venn runs a business called Hovercraft Environmental Services Australia (HESA). HESA offers hovercraft charter in SEQ and his services have been utilised for terrestrial and aquatic weed control, fish surveys, water sampling and search and rescue. A number of tourist operators offering hovercraft tours and rides have come and gone in Moreton Bay (see Appendix 4 for a full list of historical hovercraft applications) and only one current marine park permit exists for the conduct of a tourist program involving hovercraft tours by Hovercraft Adventures (MAN112). According to registration data held by Maritime Safety Queensland (Stuart Day 3120 7040) there is only 1 commercial hovercraft registered in the Brisbane Region.

sch4p4(6) Personal information

In addition to recreation and commercial tourism programs, hovercraft have also been utilised by researchers conducting benthic habitat surveys in Moreton Bay. Moreton Bay also supports a number of commercial bait fisheries and hovercraft may be utilised to facilitate access to otherwise difficult to get to bait worming areas.

c) Cultural and heritage – include e.g. traditional Aboriginal use, scenic or other amenity value.

There are a variety of sites of European cultural heritage in the Moreton Bay Region, including the old whaling station at Tangalooma, Ian Fairweather's shack on Bribie Island, the lazaret at Peel Island, the remains of the penal colony at St Helena Island and various shipwrecks. However, the only sites actually within Moreton Bay Marine Park are a number of shipwrecks. The most significant of these shipwrecks is the *Aarhus* located north of Cape Moreton. This wreck was declared protected under the *Commonwealth Historic Shipwrecks Act 1976* on 22 October 1981.

Sites of Aboriginal cultural heritage occur throughout Moreton Bay. While a substantial number of Aboriginal sites are known, much of the area has not been surveyed so the potential exists for a greater number and range of sites to be found. Moreton, Bribie, North Stradbroke, Peel, St. Helena, Macleay, Karragarra and Russell Islands as well as Toorbul Point, Caboolture River and Victoria Point have known sites of Aboriginal cultural significance. The types of sites include middens, fish traps, artefact scatters, quarries and scarred trees and areas of spiritual significance. Many of these sites are located outside the marine park.

There are also animals that live in Moreton Bay that are of significance to the Aboriginal community for both traditional hunting purposes (e.g. turtles and dugong) and spiritual reasons. Indigenous rights and beliefs are not likely to be affected by this proposal.

Assessment of application

Permit Assessment Criteria

1. In assessing applications for permission, in accordance with section 10 of the *Marine Parks Regulation 2006*, the chief executive must have regard to the matters listed below.

Proposed conduct is the conduct or activity proposed to be permitted under the permission.

- (a) **The potential impact on the environment and the cultural resources of the marine park or part.**
Q. What impact is the proposed conduct likely to have on the environment and cultural resources of the marine park? Consideration to be given to the nature, scale, extent, location of the proposed activity and the cultural values of the area where the activity is to be conducted.

In many respects hovercraft may be considered more environmentally friendly than conventionally powered vessels as they produce less pollution, have no propellers or protruding underwater appendages that can cause injuries to marine wildlife. However hovercraft are unlike any other craft and their capability to operate on tidal land warrants different concerns for the environment, particularly with respect to accessing and damaging sensitive habitats and disturbing wildlife.

Seven species of seagrass are present in Moreton Bay Marine Park and cover an area of approximately 25,000 hectares. Seagrass provides food and habitat for turtles, dugong, fish and marine invertebrates and are particularly vulnerable to human disturbance. Some species are very slow to recover. Many significant foraging areas/seagrass beds are located within Turtle and dugong Go slow areas.

There are seven species of mangrove found in Moreton Bay Marine Park. Mangroves are the nursery areas and source of food for many commercial and recreational fish and invertebrate species and are important in preventing coastal erosion, as habitat for a variety of animals, for their landscape value and as roosting areas for bird life. Major mangrove wetlands are located throughout Moreton Bay Marine Park and include Pumicestone Passage, Hay's Inlet, Tingalpa Creek, the Pimpama River, Coomera River North Arm, McCoy's Creek and Woogoompah Creeks. Saltmarsh and saltpan areas are generally found adjacent to mangrove areas and provide shorebird feeding and roosting areas as well as act as buffers for the mangrove areas. Mangrove areas are often associated with high amenity.

Impacts to habitat

The properties that influence the impact of air cushioned vehicles on terrain surfaces include the cushion pressure, the air flow escaping under the skirt and the contact between the skirt and the terrain. Worst case impacts include compaction and erosion of sediments and uprooting vegetation.

As hovercraft don't operate as a displacement vessel, they have very little, if any wake, therefore minimising the potential for wash and erosion. Erosion however is possible from the pressurised air acting on dry sandy beaches. This is not likely to be noticeable in dynamic sandy environments where natural erosion and accretion is likely to move more sand than a hovercraft e.g. ocean beaches. However erosion prone foreshore areas may be negatively impacted by repetitive hovercraft use and be counterproductive to beach nourishment programs.

Hovercraft sit on a cushion of air contained in a rubber skirt. Air pressure being pushed down fills the skirt and exerts pressure on the surface of the water/substrate. The pressure acting on the substrate by a hovercraft is much lower than a vehicle or a person as the weight is evenly spread across a larger surface area and studies have shown that the air cushion pressure in itself has little effect on the substrate or vegetation (Brooks 2010, Fancy 1982).

However excess pressurised air that escapes can cause surface sediments and water to shift and remove dead, loose and shallow rooted vegetation. This may be problematic in areas where hovercraft are repetitively used e.g. launching and retrieving locations. Accordingly access and egress from the marine park for both recreational and commercial operators should only be via formal locations e.g. boat ramps, to reduce erosion impacts at a particular location unless specifically assessed and approved (**Condition and Code of practice - 1**).

Movement of surface water is an action that normally occurs with each tide and on a much greater scale, therefore the ecosystem has evolved to tolerate such movements (I.L. Brooks 2010). Following a hovercraft pass I.L Brooks (2010) reported that 'the mud surface takes on a slightly 'brushed' appearance which persists for a few hours before the original appearance is regained'. During a field inspection for CVL871 John Olds noted *'there were some visible lines through the seagrass in the direction of the hovercraft's travel*. Such impacts are likely to be superficial and therefore only short term. Fancy 1982 found two operational characteristics which affect the degree of terrain degradation, being speed and number of passes. The degree of degradation appeared proportional to the number of passes and increased speed caused greater degradation. As the hovercraft skims on the surface water it may drag the skirt across the substrate depending on the air gap between the skirt and the substrate. Raised surface features also received the greatest impact. The combined effect of the air flow and skirt contact action can be more significant than the sum of the two effects individually (Fancy 1982).

Repetitive contact with the substrate is more likely to result in damage to the substrate, therefore repetitive passes of the same exposed mudflats and sandbanks should be minimised. The code of practice for the recreational sporting hovercraft club outlines hovercraft should avoid passing the same point repeatedly in the one day. A similar measure is outlined in the Code of Practice (**Code of practice - 2**.) and operators must also avoid navigating on exposed mudflats and sandbanks (**Code of practice - 3**).

Commercial hovercraft are likely to have a higher pay load i.e. carrying more passengers and weight, and will need to use greater speed than a 2 person recreation craft to get onto and move across exposed mudflats and sandbanks and operate more frequently. Accordingly, the locations where commercial craft are authorised to operate on exposed banks will be assessed and condition on a case by case basis.

Condition.

The air flow and skirt contact can also damage seagrass. Abele and Brown (1977) studied the effect of mid-sized hovercraft on wet and dry tundra near Alaska. It was found that surface damage was limited to detached vegetation with weak root systems with no other surface damage occurring. Similar impacts to Australian vegetation is expected i.e. shallow rooting species such as *Halophila ovalis* may be disturbed if driven over when exposed.

Seagrass in the bay is detached by currents, wind wave action and vessel damage on a regular basis with detached seagrass washing up in large piles along the high tide mark causing some concern for residents. Fancy (1982) reported that the contact between the vehicle skirt and the terrain caused progressive degradation with repeated traffic with a smaller air gap being responsible for greater degradation in both dry and wet vegetated areas. Trial passes over wet vegetation with some air gap resulted in a minor detachment of dry vegetation and wet vegetation being bent in the direction of travel. Trial passes with no air gap resulted in breaking stems and detachment of dry vegetation and general abrasion, matting of vegetation into the organic mat and removal of mosses.

During a field inspection for CVL871 John Olds noted *'we visually assessed the impact on exposed seagrass by placing a 50x50cm quadrant onto the seagrass and passing over it with the hovercraft. There appeared to be little impact although the quadrant was blown approx 50cm to one side. There were also two very obvious sets of mollusc eggs exposed in the seagrass by the hovercraft. It is difficult to say how much this craft impacts such marine habitat but it is certain that it has some impact and therefore particularly in Conservation and Protection Zones a precautionary approach would be most appropriate'*.

In addition to the potential to detach vegetation the pressurised air on the seagrass may displace epiphytic growth. Epiphytic growth on seagrass leaves and stems provides food for fish and invertebrates and contributes to the primary production of the marine ecosystem. The displacement of epiphytes from seagrass may affect grazing potential and primary productivity.

Benthic ecologist Dr Greg Skilleter utilised a hovercraft to conduct research near the Port Of Brisbane. Dr Skilleter is of the opinion that a hovercraft driven over the seagrass beds at Fisherman Island did not damage seagrass.

Most studies of hovercraft impacts compare hovercraft to wheeled or track vehicles, with the impact of hovercraft on substrates considered minor in comparison. In Moreton Bay however hovercraft are being

compared to the navigation of a normal vessel, which would otherwise navigate in the water and not cause impacts to the substrate.

Evidence exists that hovercraft have the potential to damage marine plants and vegetation, however impacts from infrequent and irregular navigation over exposed seagrass beds, such as the nature of recreational hovercraft, is likely to be sustainable. Different craft will also have a different magnitude of impact. Recreational craft are generally smaller and less robust than craft used for a commercial purpose. Prohibiting navigation of hovercraft over exposed seagrass beds will exclude access to many intertidal sand banks and mudflats in Moreton Bay. It will be difficult for hovercraft operators to know which banks and flats are void of marine plants and equally difficult for QPWS to enforce such conditions. Therefore it is proposed to allow recreational hovercraft be allowed to traverse seagrass areas but should be encouraged to avoid navigating on exposed sandbanks and mudflats where marine plants are present. This measure is included in the **Code of Practice - 3**.

The navigation of a hovercraft for a commercial purpose however is more likely to stick to a regular route resulting in repetitive and regular use of certain locations. Potential impacts are more likely to result in actual impacts and environmental degradation. Accordingly the navigation of hovercraft for a commercial purpose should not be authorised to traverse exposed sandbanks with marine plants and take the most direct route when accessing and egressing exposed mudflats and sandbanks in the marine park. **Condition**

The other common cause of damage to seagrass by vessels is from anchoring in seagrass areas. Due to the ability of hovercraft to go ashore hovercraft are more likely to come to rest on the beach as opposed to being secured by anchor in the water. In some cases where a shoreline is too steep for a hovercraft to get up the hovercraft may need to be anchored. The applicant will be provided with advice in relation to anchoring best practice to minimise damage to seagrass.

While mangroves pneumatophores are somewhat resilient to the effects of trampling and are likely to withstand the pressure of a hovercraft, hovercraft are not likely to be driven over such areas as the potential to damage the skirt is high.

Impacts to fauna

Sandbanks and mudflats can be very diverse habitats, supporting many invertebrate species critical to fisheries productivity and the ecology of the marine environment. The impact of hovercraft on the organisms that inhabit these habitats is not well studied. Benthic environments are sensitive to impacts from trampling and off road driving for example and permanent damage, such as voiding areas of fauna and flora, compaction or erosion can result from repetitive trampling and use of vehicles in coastal habitats.

Dr Thomas Schlacher of Sunshine Coast University has published many papers demonstrating that 4WD vehicles driven on coastal beaches reduce the abundance of ghost crabs, impair the burrowing performance of clams and reduce the number of species and density of macrobenthic assemblages. Despite much less downward pressure being exerted by hovercraft a similar impact may result from pressurized air escaping from the hovercraft skirt into more fluid intertidal habitats where burrows belonging to yabbies, crabs and worms for example are present.

Per square inch hovercraft exert very little pressure on the ground, therefore whilst large molluscs or surface dwelling worms may be touched by the crafts skirt, direct damage to epifauna is unlikely. However the hovercraft can expose epifauna by moving surface waters and sediment and may potentially force them from their burrows.

After the hovercraft traversed seagrass beds during the field inspection for CVL871 as mentioned above, Nicola Udy observed worms on the top of the substrate that were not there prior to the hovercraft passing. Greg Skilleter is of the opinion that it is more likely that the hovercraft made the worms more visible as the water washed over them. Greg has advised that there are very few surface dwelling worms and they are not rare or in small abundances. However Nicola is certain that the worms have been forced from their burrows as opposed to being uncovered. Greg Skilleter advised that there are very few polychaetes that live in permanent burrows in soft sediments and he is of the opinion that a hovercraft would not affect them at all.

An exhaustive literature search on the impact of hovercraft on intertidal invertebrates only found one paper by McGorty et al 1976. This paper concluded that there was no evidence to suggest that the hovercraft significantly reduced the density of invertebrates in the hovercraft flight path. Anecdotal evidence exists from studies in the United Kingdom and the Gold Coast Broadwater by Airlift hovercraft that the passage of hovercraft over inter-tidal areas caused no damage to invertebrates. Attempts to contact airlift hovercraft on the Gold Coast to discuss these findings were futile. As there are few studies that are conclusive about

environmental impacts of hovercraft and anecdotal evidence is contradictory, precautionary measures are required to ensure that traversing of benthic habitats does not alter benthic communities and have ecological consequences over the long term.

Therefore recreational hovercraft should be encouraged to avoid traversing exposed sandbanks and mudflats, especially obvious productive areas e.g. areas with seagrass (**Code of practice – 3.**). While it will be difficult to identify such areas and the presence of values at a location is likely to change over time adopting this measure and additional measures in the code for example avoiding repetitive operation in the same location on any one day may assist to reduce impacts. The navigation of commercial hovercraft on exposed banks will be assessed and conditioned to avoid such productive areas e.g. with marine plants and invertebrate burrows on a case by case basis. **Condition.**

Qld Fisheries were consulted regarding the hovercraft operation authorised under MAN112 and provided the following advice: *'Fish habitats are considered a community resource and Fisheries Queensland seek to ensure that equitable community access to fish habitat resources is maintained. Fisheries Queensland supports recreational fishing activities and would not support a proposal that negatively impacted upon community access or the ability of recreational fishers to fish or access fishing grounds within the proposed operational route'*.

Fisheries Queensland was concerned with the activity traversing exposed tidal flats and shallow water habitats (including seagrass) due to potential detrimental impact to these fish habitats and marine fauna (for example soldier crabs) and also the potential of the tour to prevent access to these resources by recreational fishers.

Measures outlined above i.e. avoid traversing exposed areas and repetitive operations at the same location will assist to protect fisheries values and reduce conflict with marine park users. Where a commercial hovercraft proposes to traverse an exposed area, this will be assessed and conditioned on a case by case basis.

Disturbance to marine megafauna and reptiles by hovercraft is not well studied. What we know about hovercraft and their potential to impact wildlife is their absence of underwater appendages reduces the potential for injury such as propeller cuts or vessel strike to wildlife such as turtle and dugong. Hovercraft also create little underwater noise as all mechanical components are above the water. Direct impacts to marine wildlife is not of concern. Hovercraft, like any craft have the potential to pursue and approach marine mammals. The *Nature Conservation (Whales and Dolphins) Conservation Plan 1997* contains provisions to minimise the impacts of humans on cetaceans by regulating the behaviour of individuals in close proximity to whales and dolphins. Specifically, section 6(1) to (6) regulates the way in which boats, including hovercraft can be operated around whales and dolphins and the way people must behave around whales and dolphins.

However, the Plan states under Section 6(8) that subsections (1) to (6) do not apply to a person acting under –
(a) a scientific purposes permit; or
(b) a program permitted under the *Marine Parks Act 2004*; or
(c) the permission of the chief executive under section 12.

Legal advice has been received indicating that Section 6(8)(b) could be interpreted as meaning a permit holder does not have to abide by Section 6(1) to (6). Therefore, a permit **Condition** that duplicates Section 6(1) to (6) is included for all permitted activities with the potential to encounter whales and dolphins to ensure that whales and dolphins are not harassed by vessels.

This assessment does not include navigation of a hovercraft for the purpose of conducting commercial whale watching and the permit holder is not permitted to whale watch under this permit. Whilst advertising whale watching does not breach QPWS regulations compliance should be flagged to Moreton Bay Region compliance staff for operators that are advertising commercial whale watching. While hovercraft are unlikely to be operated in offshore areas where whales are more regularly encountered, as a precaution marine park tour operators accessing whale watching areas (if advertising whale watching or not) must clearly state that 'this permit does not authorise the conduct of whale watching'. The legislative approach distance to dolphins and whales for recreational users has been included in the information notice.

Shorebirds are an integral component of Moreton Bay's wetland ecosystems, providing important biological, aesthetic, scientific and cultural values of both national and international significance. The region is one of only four areas along the eastern Australian coast recognised as a Wetland of International Significance under the RAMSAR Convention, important for migratory shorebirds (including endangered species). Australia also has agreements with the Governments of Japan, China and the Republic of Korea for the protection of migratory birds and their important habitat areas (JAMBA,

CAMBA, RoKAMBA). The principal expectation of contracting parties to the Ramsar Convention is to promote the "wise use" of wetlands, which, once listed as internationally important, should be managed in a way that protects the ecological characteristics for which they are recognised.

The marine park and adjacent lands provide important habitats for many species of birds, with 43 species of shorebirds having been recorded in Moreton Bay. At least 34 of these species are migratory waders. Thirty of the 43 species found in Moreton Bay are listed under JAMBA or CAMBA. The threats to shorebirds include loss of habitat and disturbance.

Protecting shorebirds from disturbance is one of the key management strategies identified in the Shorebird Management Strategy for Moreton Bay endorsed by the Department, and launched by the Minister, in 2005.

Section 101 of the *Marine Parks (Moreton Bay) Zoning Plan 2008* relates to 'disturbing shorebirds'. Specifically, provisions applicable to hovercraft include:

- A person must not cause unreasonable disturbance to shorebirds in the marine park, by navigating an aircraft or vessel through a group of feeding or roosting shorebirds; and
- A person must not cause unreasonable disturbance to a shorebird's habitat.

Miller (1998)¹ has identified a number of different shorebird habitats ranging from general feeding areas to critical roost sites. See appendix 5 for complete list of critical, high tide roosts and low tide feeding areas within the marine park. The northern end of South Stradbroke Island is also the only known breeding site for little terns within South East Queensland (see Appendix 5). The majority of these shorebird sites are accessible to hovercraft which is of concern.

Disturbance to shorebirds, both resident and migratory, is well documented as a stressor which affects their long term survival and breeding success. Disturbance to shorebirds could range from a minor response e.g. head turning to major i.e. causing them to take flight consequently abandoning resting and feeding behaviours. The affect of such disturbance can also be more critical to their survival at different times of year, such as in the summer months when migratory species are building up fat reserves in Moreton Bay so they can return to their breeding grounds. Shorebirds are particularly sensitive at roost sites because they are concentrated in small areas often with some distance to the nearest suitable alternative roost site. There is also some evidence that disturbance at low tide feeding areas can lead to site abandonment, which in essence is a loss of habitat.

The distance at which shorebirds are disturbed is difficult to determine and the potential for shorebirds to be disturbed varies with the species of shorebirds and the degree of habituation by the birds to such disturbance. The navigation of a hovercraft, particularly in shallow areas close to banks and mangroves, has the potential to disturb shorebirds from roosting and feeding activities.

Observations by John Olds during a field inspection for a proposed hovercraft operation (CVL871) noted: *"It became apparent that shorebirds roosting and feeding on banks adjacent to nav channels appeared ambivalent to the craft when it was in the nav channel, however this changed when the craft was outside the channels. It seems that birds have habituated to vessels operating in nav channels and will allow such vessels to pass quite close (ie within 50-100m). Birds feeding and roosting were more readily disturbed by the hovercraft when it was operating outside nav channels".*

"Following this we then headed off north and eventually west in the main navigation channel past Woogoompah Island and into the unmarked channel behind Woogoompah Is. While travelling in this unmarked channel we disturbed many flocks of feeding shorebirds, which were apparently not used to such vessels or perhaps any vessels travelling in this area. The tide was very low and the hovercraft was able to quite easily proceed over exposed intertidal flats".

During field trials for the assessment of MAN112 hovercraft adventure tours approximately 18 pelicans were observed roosting less than 100m away from the hovercraft mooring at Horizon Shores and were not disturbed by take off and noise trial activities. However following an emergency nose dive to stop the craft within close proximity to mangroves a number of shorebirds were observed flying above the mangroves, presumably disturbed by the hovercraft whilst roosting.

Studies have shown that increased lateral distance is the most consistent predictive parameter associated with shorebird disturbance. Conditions placed on motorised water sport permits have imposed 200m and 300m (for parasailing) buffer distances to shorebird roost sites, unless navigating within a channel. The increased noise

¹ Miller, G. 1998 Wader Site Data Collation and Survey Project for South East Queensland.

associated with hovercraft may cause disturbance at a greater distance than a vessel or PWC. However due to the difficulty in determining suitable distances and difficulty with enforcing distances the preferred approach is for potentially disturbing activities to avoid navigating near shorebird sites all together unless they are operating within a marked navigation channels. This approach has been taken when authorising jet boat tours and personal water craft tours. Where a commercial hovercraft operation provides a proposed route of operation this should be assessed for the potential to disturb shorebirds and the route negotiated and conditioned accordingly.

Both commercial and recreational operators are required to comply with the shorebird disturbance provisions. Recreational hovercraft operators generally seek permission to operate their hovercraft in all areas of the marine park. Therefore maps of shorebird roost sites will be made available to operators so that they can avoid these areas and the code of practice will include that operators must not travel within 200m of these sites unless navigating in a marked navigation channel (code of practice - 4.). While providing maps of shorebird roosts sites may assist them to comply with these provisions the maps do not encompass all potential shorebird habitat such as feeding areas which are most likely to be disturbed by hovercraft operating on exposed sandbanks and mudflats. Requiring hovercraft to navigate within marked navigation channels will minimise the potential for shorebird disturbance however this approach is considered stringent considering that navigation can also occur outside of navigation channels without disturbing shorebirds. Therefore the onus will be placed on the operator to identify the presence/absence of shorebirds prior to deciding to drive over an exposed intertidal sand bank or mudflat and not operate on exposed mudflats and sandbanks when shorebirds are present (Code of practice – 5.) While the number of birds found at sites varies throughout the year, it is recommended that conditions to protect shorebirds apply all year round to provide protection to both migratory and resident shorebirds.

MAN112 received permission to traverse exposed intertidal sandy areas of Kangaroo Bank when shorebirds are not present, leaving the operator responsible for identifying the presence/absence of birds. A site inspection and thorough inspection of the values at this location were undertaken to ascertain that the potential disturbance of shorebirds at this location is likely to be minimal.

Cultural Resources

Both indigenous and non-indigenous cultural heritage occurs throughout the Moreton Bay Marine Park including on Moreton, Bribie, North Stradbroke, Peel, St. Helena, Macleay, Karragarra and Russell Islands. In addition, Toorbul Point, Caboolture River and Victoria Point have known sites of Aboriginal cultural significance. Indigenous sites include middens, fish traps, artefact scatters, quarries, sacred trees and areas of spiritual significance. Cultural sites may be located in areas where hovercraft may navigate and therefore subject to erosion or damage. The classified location of such sites makes it difficult to condition however the proposed measures in the code of practice and permit conditions will assist to minimise impacts to cultural sites.

Non-indigenous heritage includes historical structures such as the Hornibrook highway bridge, the Bancraft sea baths at Deception Bay, historic shipwrecks and the heritage listed St Helena Island and Fort Lytton National Parks. Navigation of a hovercraft in proximity to these sites is likely.

The precautionary principle

The precautionary principle asks if the proposed activity constitutes a threat of serious and irreversible environmental damage, but for which there is a lack of full scientific certainty. Due to the uncertainty of the impacts hovercraft may have on some values of the marine environment a number of conditions / operating guidelines are recommended.

(b) Options for monitoring, managing and mitigating the potential impact on the environment and the cultural resources of the marine park or part.

Q. What are the potential impacts on the environment and cultural resources of the marine park that may need to be monitored, managed or mitigated as a result of the proposed activity and what are the options for monitoring, managing and mitigating these potential impacts?

The table below summarises the impacts, management approach and means for mitigating impacts. The measures to mitigate impacts include development of a code of practice for recreational hovercraft operators. A number of specific permit conditions have been recommended to manage commercial and recreational hovercraft navigation. In addition to the measures outlined in the table below the submission of data returns is a standard requirement of all tourist program, vessel charter, education program and research permits. This data allows us to identify highly used/impacted areas and is requested with a view to further managing the activity. The provision of data from recreational hovercraft navigation is not going to tell us anything more than

how many times a hovercraft was operated and where they went. Any major issues associated with their operation is most likely to be reported by the public. Therefore the provision of a data return will not be required from recreational hovercraft operators but will be required for commercial hovercraft navigation i.e. vessel charter using a hovercraft (see Appendix 7). Where the navigation is associated with another permission i.e. the conduct of a tourist, research or education program the reporting condition and return form associated with this activity will apply.

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Table 1. Measures to mitigate, manage and monitor environmental impacts

Impacts	Issue	Factors	Management approach	Mitigation/ Monitoring
Impacts to the environment	Wash/ sediment suspension/ erosion	Speed	Wash from hovercraft is negligible. Erosion may occur from repetitive passes of exposed sandbanks and mudflats.	Code of practice for recreational hovercraft to include: 2. Avoid repetitive operating in the same location on any one day. 3. Avoid traversing exposed seagrass beds, mudflats and sandbanks Permit condition for commercial hovercraft: (b) Landing/ take off of the hovercraft is authorised to occur X times per day at the following locations: (i) XXXX shown on Attachment 1; (ii) XXXX shown on Attachment 2. (c) The most direct route must be taken to and from landing/take off and traversing locations;
		Habitat type	Erosion of dry sandy beaches may exacerbate erosion prone areas and thwart nourishment measures. Suspension of sand and debris also creates a safety issue for by-standers	Code of practice for recreational hovercraft to include: 1. Entry and access to the marine park must only be via formalised access points e.g. boat ramps. 10. Traversing, landing/ take off must not be conducted within 100m of other people within the marine park (in water and on beach). Permit condition for commercial: Entry and egress to the marine park must only be via formalised access points or prior approved locations. Landing/ take off and traversing exposed intertidal areas (d) Traversing, landing/ take off must not be conducted: (i) within Xm of people and/or anchored vessels within the marine park;
		Presence of cultural sites/ artefacts	Navigation of hovercraft should not traverse intertidal cultural sites	Code of practice for recreational hovercraft to include: 1. Entry and egress to the marine park must only be via formalised access points e.g. boat ramps. Permit condition for commercial hovercraft: Enter and egress the marine park via formalised access points except where authorised under condition X

				<p>(a) Landing/ take off of the hovercraft is authorised to occur at the following locations:</p> <p>(iii) XXXX shown on Attachment 1;</p> <p>(iv) XXXX shown on Attachment 2.</p> <p>(b) The most direct route must be taken to and from landing/take off and traversing locations;</p>
	Substrate damage	Presence of marine plants e.g. seagrass, saltmarsh and mangroves pneumatophores and coral	<p>Where possible, navigation of hovercraft for recreational purposes should avoid traversing exposed sandbanks and mudflats where seagrass is present.</p> <p>Assess and approve proposed commercial navigation route and condition approved landing and take off locations which must avoid marine plants and areas with invertebrate burrows.</p> <p>Hovercraft should not traverse over mangrove pneumatophores</p> <p>Hovercraft should not anchor on seagrass beds</p>	<p>Code of practice for recreational hovercraft :</p> <p>2. Avoid repetitive operating in the same location on any one day.</p> <p>3. Avoid traversing exposed seagrass beds, mudflats and sandbanks.</p> <p>Permit conditions for commercial hovercraft:</p> <p>(i) Not exceed more than XXXX tours per day;</p> <p>(a) Landing/ take off of the hovercraft is authorised to occur X times per day at the following locations:</p> <p>(i) XXXX shown on Attachment 1;</p> <p>(ii) XXXX shown on Attachment 2.</p> <p>(b) The most direct route must be taken to and from landing/take off and traversing locations;</p> <p>Advice info notice– anchoring best practice guidelines</p>
		Access and egress locations	Access and Egress locations should avoid marine plants	<p>Code of practice for recreational hovercraft:</p> <p>1. Entry and egress to the marine park must only be via formalised access points.</p> <p>3. Avoid traversing exposed seagrass beds, mudflats and sandbanks.</p> <p>Permit condition for commercial hovercraft:</p> <p>3 (a) (iii) Entry and egress to the marine park must only be via formalised access points or prior approved locations.</p> <p>4 (b) The most direct route must be taken to and from landing/take off and traversing locations;</p>

	Shorebird disturbance	Presence / absence of shorebird site	<p>It is an offence to disturb shorebirds.</p> <p>Hovercraft operating outside of a navigation channel have a high potential to disturb shorebirds. Commercial hovercraft routes to be assessed and conditioned to avoid shorebird sites. Recreational hovercraft operators must ensure shorebirds are not present before traversing exposed sandbanks and mudflats.</p>	<p>Code of practice</p> <p>4. Maintain a distance of 200m from known shorebird roost sites shown on maps provided, unless navigating in a marked navigation channel</p> <p>5. Traversing, landing/ take off of on exposed intertidal areas must not be conducted when shorebirds are present</p> <p>Permit condition for commercial hovercraft: Traversing, landing/ take off must not be conducted: (i) where shorebirds are present</p> <p>Advice info notice - shorebird disturbance provisions</p>
	Disturbance of marine fauna	Potential to encounter marine mammals	<p>Hovercraft, like any other vessel should comply with regulated approach distances to marine mammals & turtle and dugong go slow area provisions</p>	<p>Advice for recreational hovercraft: In a go slow area for turtle and dugong hovercraft must not operate in a way or at a speed that could reasonably be expected to result in striking a turtle or dugong.</p> <p>Permit condition for commercial and recreational hovercraft: If whales and dolphins are incidentally encountered during the conduct of this tourism program, the following provisions must be complied with:</p> <p>(1) A person in control of a boat must not, without reasonable excuse –</p> <ul style="list-style-type: none"> (i) bring the boat any closer than 100m to a whale; or (ii) bring the boat any closer than 300m to a whale if – <ul style="list-style-type: none"> • 3 or more boats are already closer than 300m to the whale; or • the boat is moving in a similar direction to, and behind, the whale; or • the boat is moving at more than 4 knots; or (iii) bring the boat to a position that would cause the whale to come closer than 100m to the boat if the whale continued on its direction of travel; or

				<p>(iv) A move or operate the boat in a way that causes the whale to alter its direction or speed of travel or its behaviour; or</p> <p>(v) if a whale surfaces closer than 100m to the boat – move the boat at more than 4 knots until the whale has moved at least 300m away from the boat; or</p> <p>(vi) bring the boat between members of a pod of whales.</p> <p>(2) A person in water must not, without reasonable excuse, move any closer than 300m to a whale or 100m to a dolphin.</p> <p>(3) A person must not, without reasonable excuse, enter water closer than 300m to a whale or 100m to a dolphin.</p> <p>For the purpose of this condition: boat means a ship, hovercraft or other vessel of any size or kind, but does not include a personal watercraft (e.g. jet ski).</p>
		Epibenthic and interstitial fauna	<p>Recreational hovercraft to avoid traversing exposed areas when navigating in the marine park and avoid repetitive operation in any one location.</p> <p>Commercial hovercraft will not be authorised to traverse exposed banks with obvious fisheries values e.g. invertebrate burrows. Locations will be assessed and conditioned on a case by case basis.</p>	<p>Code of practice to include:</p> <p>2. Avoid repetitive operating in the same location on any one day.</p> <p>3. Avoid traversing exposed seagrass beds, mudflats and sandbanks.</p> <p>Permit condition for commercial hovercraft:</p> <p>(a) Landing/ take off of the hovercraft is authorised to occur X times per day at the following locations:</p> <p>(i) XXXX shown on Attachment 1;</p> <p>(ii) XXXX shown on Attachment 2.</p>

(c) **The objectives of the zone/s as set out in the zoning plan.**

Q. Is the proposed conduct consistent with the objectives of the zone/s in which the activity is to be carried out?

The objects to be achieved for the marine park include the purpose of the Act, the objectives of zones and designated areas. The main purpose of the Act is to provide for the 'conservation of the marine environment'. The proposed activity is being assessed for conduct in all zones of the Moreton Bay Marine Park (which includes tidal land and tidal water).

General use zone

The objects to be achieved for the general use zone are—

- (a) to provide for the conservation of the areas of the marine park within the zone; and
- (b) subject to the objective mentioned in paragraph (a), to provide opportunities for reasonable use of the areas.

Habitat protection zone

The objects to be achieved for the habitat protection zone are—

- (a) to provide for the conservation of the areas of the marine park within the zone through the protection and management of sensitive habitats that are generally free from potentially damaging activities; and
- (b) subject to the objective mentioned in paragraph (a), to provide opportunities for reasonable use of the areas.

Conservation park zone

The objects to be achieved for the conservation park zone are—

- (a) to provide for the conservation of the areas of the marine park within the zone; and
- (b) subject to the objective mentioned in paragraph (a), to provide opportunities for reasonable use and enjoyment, including, for example, limited extractive use, of the areas.

Conservation means the preservation of areas which are significant, culturally or scientifically, in their natural state; the management of the natural environment to ensure that it is not destroyed in the process of development (Macquarie Dictionary 2nd Edition).

A number of measures in the code of practice and permit conditions are proposed to protect sensitive habitats i.e. shorebird areas, seagrass beds and mangrove areas and to continue to allow reasonable use of the zone by other marine park users. Provided the applicant complies with the code of practice or permit conditions the proposed activity will achieve the objectives for the General Use, Habitat Protection and Conservation Park zones.

Marine national park zone

The objects to be achieved for the marine national park zone are—

- (a) to provide for the protection of the natural integrity and values of the areas of the marine park that are generally free from extractive activities; and
- (b) subject to the objective mentioned in paragraph (a), to provide opportunities for particular activities, including, for example, the presentation of the values of the marine park, to be undertaken in relatively undisturbed areas within the zone.

Natural integrity of a zone includes the environments structure, its function and its value to humans. A hovercraft operating in a marine national park zone is unlikely to affect integrity of environmental functions (if conducted in accordance with the code of practice and recommended permit conditions) however it may affect the value of the zone as perceived by humans. MNPZ's in Moreton Bay represent different habitat types, different use values, with different levels of natural integrity. For example operating a hovercraft in MNPZ06-Heath Island Lagoon is unlikely to be favourably perceived in comparison to operating a hovercraft in MNPZ09-Deception Bay. Seven MNPZ's where existing natural values are high have also been designated as Go-Slow Areas for natural values. The operation of a hovercraft in Go Slow Areas for natural values is not supported. Of the remaining MNPZ's, a number of zones also present high natural values and the operation of a hovercraft is likely to affect the presentation of these values, potentially affecting the conduct of other activities to be undertaken in undisturbed areas within the zone. Accordingly, the navigation of a hovercraft in these zones is not supported. Ten MNPZ's are likely to be inaccessible to hovercraft being in offshore or extremely exposed locations.

Navigation of hovercraft is considered consistent with the purpose of a marine national park zone where values are conserved and natural integrity, including the ability to use and enjoy the area is also maintained.

Recreational hovercraft will be encouraged to adopt a code of practice which will reduce their potential to cause impacts and commercial hovercraft operators will be assessed and conditioned to protect the values and maintain objectives of the zones. Therefore the operation of hovercraft in accordance with the code of practice (recreational) and permit conditions (commercial) is considered consistent with the objectives of 10 MNPZ's.

Table 2: hovercraft suitability to access and operate in Marine National Parks Zones

MNPZ and GSN (not supported)	Inaccessible	High natural value (not supported)	OK (supported)
MNP01	MNP03	MNP06	MNP09
MNP02	MNP07	MNP15	MNP12
MNP11	MNP08	MNP20	MNP14
MNP29	MNP10	MNP23	MNP17
MNP31	MNP25	MNP22	MNP18
MNP33	MNP32	MNP30	MNP21
MNP34		MNP26	MNP28
		MNP04	MNP27
		MNP05	MNP24
		MNP19	MNP16 (excluding Mirapool Lagoon)
		MNP16 – Mirapool Lagoon	MNP13 (excluding Nundah & Nudgee Ck)
		MNP13 – Nundah & Nudgee Ck	

In addition to the code of practice and permit conditions outlined at the end of this document, where relevant the following information will be provided to the permit holder in their information notice to assist them in achieving the objectives of the marine park:

- Go slow areas for turtle and dugong
- Disturbance of shorebirds
- Proximity to whales and dolphins
- Disposal of rubbish and litter laws
- Effluent discharge regulations
- No anchoring areas

The following advice and environmental best practice guidelines will also be provided:

- Anchoring on coral or seagrass

(d) Any written submission received about the application in response to a public notice given under s. 15.

Q. Does the proposed conduct fall within section 15 of the Regulation? If it does were any public submissions received? If 'yes' provide a summary of the public comments.

If the Chief Executive considers the grant of a permit may have a significant impact on the use and non-use values of a marine park or if it restricts reasonable use or enjoyment of a part of the marine park by persons other than the applicant for the permit, the Chief Executive may request the applicant to give public notice of the application. Navigation of a hovercraft may impact on use and enjoyment of the marine park by reducing the amenity of an area in the marine park or adjacent to the marine park.

The noise associated with the navigation of a hovercraft, particularly larger commercial hovercraft or repetitive use of hovercraft in one location, has the potential to become a nuisance for marine park users and adjacent residential areas. Apart from freestyling prohibition areas in the Pumicestone Passage and distance off requirements for freestyling PWC, there are no MSQ laws preventing hovercraft from freestyling. This assessment does not cover the use of hovercraft for intentional freestyling activities, usually associated with a tourist program.

The destination or route navigated by a hovercraft may involve use of tidal land and/or navigation within close proximity to residential and highly visited recreation areas (e.g. Currigee, Tipplers, Slipping Sands, The Bedrooms, Blaksleys, Peel Island, Big and Little Sandhills, Bongaree, Golden Beach, Northern tip of Bribie Island). There is the potential to conflict with marine park users by disturbing the recreational amenity of these locations.

Where a commercial hovercraft operation proposes use tidal land this may be problematic where this occurs in an inappropriate location and on a frequent and regular basis. In this case the adjacent National Park or Local Council should be consulted by the applicant and assessing officer. Where hovercraft, commercial or

recreational, proposes to land on a RAM area i.e. at Bribie Island, Moreton Island or North Stradbroke Island they will also require a licence to operate a recreational craft.

The navigation of a hovercraft in accordance with the code of practice for recreational hovercraft or permit conditions as outlined in this class assessment should not result in a significant impact or restrict reasonable use and enjoyment, therefore public notice is not required for applications that fit within and agree to be conducted in accordance with this assessment.

(e) Any other matters relevant to the orderly and proper management of the marine park.

Q. Are there any matters relevant to ensuring the orderly and proper management of the marine park which should be considered e.g. would approval of this application set a precedent regarding future activities, or significantly increase the demand for management resources and are there more prudent and feasible alternatives available? If so, identify and discuss the issues of concern or interest.

There were significant changes to the regulation of hovercraft with the introduction of the 2008 zoning plan (Table 3). Under the 1997 Zoning plan you could recreationally navigate a hovercraft in general use and habitat zones and within navigation channels of a conservation zone without permission. A permit was required to commercially operate a hovercraft in GU, HZ, CZ and commercial operation of hovercraft was actually prohibited in buffer and protection zones and Pumicestone Passage designated area. Under the new zoning plan a permit is required to navigate a managed vessel, which includes a hovercraft, in all zones of the marine park, including commercial operation in a marine national park zone. Due to their unique characteristics e.g. speed, noise or other environmental impacts these vessel have been identified as requiring permits for use within any state or GBR Marine Park.

Table 3. Comparison of 1997 and 2008 Moreton Bay Zoning Plan provisions

1997 zoning plan	GUZ	HZ	CZ	BZ	PZ
Recreation hovercraft	✓	✓	✓ within navigation channel P – outside navigation channel	P	P
Commercial hovercraft	P	P	P	X	X
2008 zoning plan	GUZ	HPZ	CPZ		MNPZ
Recreation hovercraft	P	P	P	N/a	P
Commercial hovercraft	P	P	P	N/a	P

✓= as of right P= Permit X= Prohibited

Historical licensing of hovercraft

A number of precedents were set under the old Zoning Plan with respect to licensing commercial hovercraft operations i.e. (see Appendix 4 for further details).

- 3 marine park permits were granted for tourism programs using hovercraft between 2000 and 2005. This was only for use in general use and habitat zones.
- 1 permit was granted to conduct research using hovercraft to access the conservation zone in southern Moreton bay
- 1 permit was also granted for a media activity involving a hovercraft in a habitat zone
- 1 application to conduct a tourism program in Pumicestone passage conservation zone was refused because the Zoning Plan prohibited the use of hovercraft in the Pumicestone Passage

A permit has never been issued for the recreational operation of hovercraft in Moreton Bay.

Precedents on high impacts tourism programs in Moreton Bay.

Jet boat, jet ski and seaplane landing have been assessed and authorised in southern Moreton Bay. Measures to manage hovercraft are consistent with permits granted for these activities.

Conditions for jet boat tours

- not traverse through Browns Inlet or Rat Island anchorages or operate within 60m of anchorages at Currigee when anchored vessels are present;
- maintain a distance of 60m from a shoreline with a visible dwelling or campground unless travelling within a navigation channel or at 6 knots or less;
- maintain a distance of 60m from a mangrove forest unless travelling within a navigation channel or at 6 knots or less;
- not freestyle within 200m of a shoreline with a visible dwelling or campground;

Conditions for PWC tours and hire

- be conducted within the hours of 7.00am and 7.00pm Monday to Saturday or 8.00am and 6.30pm on Sunday;
- maintain a distance of 60m from a mangrove forest unless travelling within a marked navigation channel or at 6 knots or less;
- not freestyle within 200m of a shoreline with a visible dwelling(s) or campground(s);

When operating in an area with mangrove forests and without marked navigation channels, PWC tours/ licence training courses must:

- not freestyle; and
- not exceed one (1) tour per day per waterway.

Conditions for motorised water sports (parasailing)

- (a) Motorised water sports (parasailing) must not be conducted:
- (a) Outside the hours of 7.00am and 7.00pm Monday to Saturday or 8.00am and 6.30pm on Sunday;
 - (b) North of 27° 46'S (in the vicinity of the northern cardinal at the entrance to the Tipplers Passage);
 - (c) within 200m of a shoreline with a visible dwelling or campground;
 - (d) within 200m of a protected area e.g. a National Park or Conservation Park;
 - (e) within 300m of a shorebird site shown on Attachment 1 unless travelling within a marked navigation channel;
 - (f) within 60m of a jetty, pontoon, people in the water, anchored vessels;
 - (g) in an area without marked navigation channels and with mangrove forests; and
 - (h) closer than 60m to a mangrove forest unless travelling within a navigation channel or at 6 knots or less.

Conditions of hovercraft tours

- (a) Hovercraft tours must:
- (ii) Be conducted in accordance with Environmental Management Plan dated November 2011 and route shown on Attachment 1;
 - (iii) Not exceed more than one tour per day;
 - (iv) Not operate outside of navigation channels except where authorised to land/take off or traverse as outlined in condition 4;
 - (v) Maintain a distance of 60m from mangrove forests unless travelling within a navigation channel; and
 - (vi) Maintain a buffer distance of 100m from anchored vessels and the shoreline when navigating.

Precedents around the state.

Commonwealth plans of management e.g. Cairns Plan of management, Hinchinbrook Plan of management, Whitsunday Plan of management (WPOM) generally limit hovercraft to intensively used areas and/or areas outside of locations. The WPOM does allow high speed vessels, including hovercraft, to transit setting areas. Generally settings/ locations encompass waters surrounding any islands.

A permit is required to navigate a hovercraft in all zones of the Great Barrier Coast and Commonwealth Marine Park. Historically 4 permits in total had been issued for the navigation of hovercraft (3 recreational and 1 commercial). Jackie Chappell advised that there are no current permits issued for navigation of a hovercraft. 2 of the above 3 applications for navigation of a recreational hovercraft were for Mr Neville Bennett in the vicinity of Magnetic Island and Cleveland Bay (assessment can be found on CVL197 folio 7).

Conditions included:

- The permittee must not operate the hovercraft for motorised watersports within the Bays of Magnetic Island
- The permittee must maintain a record of the dates and beach locations visited
- The permittee must inform the managing agency of any complaints received
- Hovercraft must maintain 300m from whales and dolphin as per restrictions for jet skis.
- Maintain a minimum approach distance of 100m from the high water mark

- Not approach closer than 100m of people in the water
- Not access to intertidal areas surrounding magnetic island except to embark or disembark passengers
- The hovercraft must travel in a direct line when accessing and departing from locations
- Not approach closer than 300m of other people along the beach
- Not access any vegetated area on the beach
- Not approach within 150m of wader birds, 100m of turtles and dugong
- Operate at 4knots when within intertidal areas

The permit also restricted areas of operation e.g. no access between Rollingstone Bay and Picnic Bay. Hovercraft access to beaches adjoining National parks was not considered consistent with maintaining the setting of the national park.

The applicant appealed the decision stating that 'conditions placed on the permit are too restrictive to enable reasonable use of the vessel'. The decision and permit conditions were upheld.

This assessment has considered the same issues outlined in the GBRMPA assessment. However this assessment is for all zones of the Moreton Bay marine park. In absence of a management plan that identifies sites that are to be managed for low key recreational activities a detailed assessment of all areas (i.e. their existing and future desirable use) is required. As opposed to this lengthy process this assessment has focussed on social and environmental impacts and management of such will be applied across zones to the level as prescribed under the objects of each zone.

For example if the operator complies with measures in the code or permit conditions to manage for example noise the zoning is irrelevant as impacts should essentially be managed.

DERM administers the *Environmental Protection Act 1994* and Regs and *Environmental Protection (Noise) 2008* (EPP noise) within state lands.

Environmental Protection Act 1994 – S440 Offence of causing environmental nuisance

- (1) A person must not wilfully and unlawfully cause an environmental nuisance.
- (2) A person must not unlawfully cause an environmental nuisance.

Environmental nuisance is unreasonable interference or likely interference with an environmental value caused by—

- (a) aerosols, fumes, light, noise, odour, particles or smoke; or
- (b) an unhealthy, offensive or unsightly condition because of contamination; or
- (c) another way prescribed by regulation.

Unreasonable interference is not defined in the EPAct or Regs. The Macquarie dictionary defines 'unreasonable' as not guided by reason or good sense, not based on or in accordance with reason or sound judgement. Advice from DERM Senior Environmental Scientists Toshi Yoshino regarding ways hovercraft can reduce environmental nuisance have been incorporated into the code of practice and permit conditions.

Environmental Protection Act 1994 s 440Z operation of a powerboat in a waterway.

- (1) A person must not use a power boat, or permit the use of a power boat, in a waterway for a power boat sport if the use makes audible noise for the same affected building for more than a continuous period of 2 minutes—
- (a) on a business day or Saturday, before 7a.m. or after 7p.m; or
- (b) on any other day, before 8a.m. or after 6.30p.m.

Audible noise means noise that can be clearly heard by an individual who is an occupier of a building.

- (2) For subsection (1), an individual is taken to be able to clearly hear a noise if he or she can hear the noise from the part of the building occupied by the individual that is most exposed to the noise.

Power boat sport means— (a) a sport in which a person is towed by a line attached to a power boat, including, for example, a person water skiing or riding on a toboggan or tube; or (b) operating a jet ski or other power-driven personal watercraft, other than for fishing. **This does not capture the type of craft and location subject of the current proposal.**

Waterway means any of the following— (a) a creek, river, stream or watercourse; (b) an inlet of the sea into which a creek, river, stream or watercourse flows; (c) a dam or weir.

The *Environmental Protection Regulation 1998* (s6ZE) used to limit noise from a powerboat on a waterway to 75dB for 2 minutes when 30m from the vessel.

While these provision do not apply to the operation of hovercraft tours, it can be used to guide acceptable noise criteria i.e. appropriate operating hours and acceptable noise limits i.e. 75dB.

Adherence to recommended permit conditions will minimise potential nuisance noise complaints.

Environmental Protection (Noise) Policy 2008

Schedule 1 of the EPP identifies the acoustic quality objective for the marine park to be 'the level of noise that preserves the amenity of the existing marine park'.

Acoustic quality objective, for an area or place, means the maximum level of noise that should be experienced in the acoustic environment of the area or place.

The measures identified below in section 3 criteria (a) should be adequate to avoid any possible implications for the orderly and proper management of the marine park with respect to noise complaints from adjacent users of the Marine Park.

Interpretation of zoning plan

Under section 100 a person must not navigate (which includes anchor) a vessel in the marine park for more than 120 days. This however does not apply to a person navigating under a permit and the permit granted must stipulate permission for anchoring longer is one of the authorised activities. This assessment does not cover anchoring hovercraft for longer than what is allowed as of right.

2. In accordance with section 10 of the *Marine Parks (Moreton Bay) Zoning Plan 2008*, the chief executive must consider the following matters for applications for permission:-

(a) whether the proposed entry to or use of the zone will have an unacceptable environmental impact on the zone;

The navigation of a hovercraft has the potential to cause unacceptable environmental impacts as outlined in criteria 1 (a). A number of conditions and codes of practice, as outlined in criteria 1 (b), will be imposed on the activity to ensure that the impacts will be within acceptable limits.

(b) whether the proposed entry to or use of the zone is consistent with the maintenance of the biological diversity and ecological functioning of the marine park;

The proposed conduct is consistent with the maintenance of biological diversity and ecological functioning of the marine park.

(c) whether the proposed entry to or use of the zone will cause a loss of vegetation essential to the natural productivity of the marine park;

There is the potential for marine park vegetation to be damaged by hovercraft navigating over seagrass beds exposed at low tides. Therefore recreational hovercraft users will be discouraged from traversing of exposed seagrass beds and commercial operators will not be permitted to traverse exposed seagrass areas.

(d) whether the proposed entry to or use of the zone will prejudice the natural amenity and condition of the marine park;

Maintenance of natural condition and amenity is only an explicit objective of Marine National park zones. In all other zones reasonable use is supported. Whether or not the activity will prejudice the natural amenity and condition is subject to how the activity is perceived by different people. Any undesirable response to the proposed activity will be temporary in most part. Commercial navigation of a hovercraft has a greater potential to prejudice the natural amenity and condition of the marine park due to its frequent and consistent nature and public opinion should be sought where this may result.

(e) any effect the proposed entry to or use of the zone will have on the environment as a result of the marine park's natural hydrological pattern or natural coastal processes;

While minor erosion of dry sandy beaches may occur, the proposed conduct is not expected to affect the marine park's natural tidal flushing pattern or natural coastal processes.

- (f) **the cumulative impact on the marine park of the proposed entry to or use of the zone and any other entry to or use of the marine park, particularly the cumulative impact of small-scale developments for which an environmental impact statement is not required;**

Moreton Bay is an aquatic playground. The navigation of hovercraft could historically be conducted without approval unless it involved a commercial purpose. Accordingly, recreational hovercraft have essentially been unregulated until recently and no complaints/issues have been brought to the attention of QPWS. Regulated hovercraft i.e. those requiring a permit, have historically only been approved in areas where existing use is high and existing amenity and natural values are low.

Code of practice and permit conditions are recommended to manage potential environmental impacts on marine park values therefore the only likely impact in a cumulative nature is the presence of an additional vessel operating on the waterway. The cumulative impact of this activity is considered minor given that many vessels and craft utilise the waterways.

Pollution and rubbish add to the degradation of the environment from ship and vehicle sourced pollution e.g. effluent and rubbish if not properly managed. The *Transport Operations (Marine Pollution) Act 1995* outlines restrictions on discharging sewage in Moreton Bay. Under these provisions commercial vessels are required to have facilities on board to contain and treat sewage. Permit advice will ensure the applicant is aware of these requirements. Recreational hovercraft are unlikely to have toilet facilities.

Persons carried onboard the hovercraft may also generate rubbish which is no different from any other recreational vessel and a person must not dispose of litter in the marine park. Tourist programs in particular may generate significantly more waste through the provision of food during the activity, therefore it is a condition of all tourist permits that they have rubbish disposal facilities on board the permitted vessel/s. This matter is dealt with under the assessment of the tourism activity.

Data returns for commercial hovercraft navigation will assist in the identification of cumulative impacts of high visitation at particular sites.

In addition to existing noise generated by vessels, PWC, seaplanes and jet boats waterways users and adjacent residential areas will be subject to the cumulative noise of all craft. Whilst noise levels emitted from small hovercraft may be comparable to other recreational craft, it will cumulatively add to the noise experienced by users of the Marine Park and adjacent areas.

- (g) **the effect of the proposed entry to or use of the zone on shorebirds, particularly international migratory species of shorebird; and the need to protect shorebirds and the habitat of shorebirds;**

See section 1 criteria (a). The proposed conduct is not expected to affect shorebirds, particularly international migratory bird species and their habitat if legislative requirements, code of practice and permit conditions are adhered to.

- (h) **if the proposed entry to or use of the zone involves the entry to or use of a designated area—the objects of the area.**

Designated areas aim to manage specific issues in certain areas of the marine park. Four designated areas relate to the navigation of hovercraft in the marine park:

Go Slow areas for turtles and dugongs

The objects of a go slow area for turtles and dugong are—

- (a) to protect turtles and dugong; and
- (b) to protect turtle and dugong habitats; and
- (c) to minimise death, harm or distress caused directly or indirectly to turtles and dugong, in particular, by the operation of vessels or other human activities.

A person must not do any of the following in a go slow area for turtles and dugong—

- (a) operate a vessel in a planing or non-displacement mode;
- (b) operate a vessel for motorised water sports;
- (c) operate a vessel in a way or at a speed that could reasonably be expected to result in striking a turtle or dugong.

Also, a person must not operate a vessel that is more than 8m in length overall at a speed of more than 10 knots in any of the following go slow areas for turtles and dugong—

- (a) GSB01—Weinam Creek;

- (b) GSB02—Garden Island;
- (c) GSB03—Karragarra Channel;
- (d) GSB04—Krummel Passage.

Hovercraft have no underwater appendages and the hull sits out of the water when the cushion is full of air, therefore determining when the craft is planing is difficult. While the potential for hovercraft to strike turtle and dugong is reduced hovercraft are not exempt from turtle and dugong go slow area provisions and therefore must not operate in a manner that could reasonably be expected to result in striking a turtle or dugong. Therefore the permit holders will be provided with advice regarding these Go Slow Areas in the information notice.

Go slow areas for natural values

The objects of a go slow area for natural values are—

- (a) to help protect the natural integrity and values of relatively undisturbed areas in the marine park; and
- (b) to provide opportunities for appreciation, and creating an awareness and understanding, of the natural significance of the areas.

A person must not, in a go slow area for natural values—

- (a) operate a vessel in a planing or non-displacement mode; or
- (b) operate a vessel for motorised water sports.

This section does not apply to a navigation channel in the go slow area for natural values that is GSN02—Tripcony Bight—Long Island.

Even when operating slowly, hovercraft generate significant noise in comparison to a vessel that is travelling at non-planing speed. Therefore the navigation of a hovercraft within a go slow area for natural values is not considered consistent with the intent of the area. Other craft with comparable noise levels e.g. PWC are not allowed within Go Slow Areas for natural values if conducting motorised water sports i.e. if not taking the most direct and reasonable route between two places.

No anchoring areas

NB. Until the additional moorings are installed at Flinders Reef and Flat Rock 'no anchoring areas' will not be enforced and operators will be advised of this verbally when queried.

The object of a no-anchoring area is to establish an area in the marine park to protect coral, coral habitats and the diversity of species of coral that—

- (a) are susceptible to damage including, for example, from anchoring; and
- (b) are, or are being, degraded including, for example, by anchoring.

A person must not enter or use a no-anchoring area for anchoring. Myora, Flat Rock and Flinders Reef are designated as no-anchoring areas. Some public moorings are already in place at Flinders Reef and four moorings will soon be installed at Flat Rock. While it is unlikely that hovercraft will access offshore sites such as Flinders and Flat Rock they will be subject to the same limits for mono-hull vessels at these sites.

Mooring areas

The hovercraft may navigate through designated mooring areas. The applicant will not be undertaking any mooring activities in this area and navigating will be undertaken in accordance with QT speed limit to minimise disturbance to any moored vessels.

3. In assessing applications for permission, in accordance with section 11 of the Marine Parks Regulation 2006, the chief executive may have regard to the following matters.

- (a) **The effect on public appreciation, understanding and enjoyment of the marine park.**
Q. Will the proposed conduct have an impact on public appreciation, understanding and enjoyment of the marine park?

Hovercraft, like any other craft, provide a means to explore and learn about the natural and cultural resources of the marine park however in doing so they may also have an adverse impact on the public and their ability to use and appreciate the Marine Park. Hovercraft have the potential to impact on use and enjoyment of the marine park in a number of ways including by altering the amenity of the marine park and adjacent areas and/therefore displacing users and values which users have come to enjoy. The potential for hovercraft to be

more noticeable to members of the public is not only due to them being loud but because the noise emitted is different from recreational vessels and PWC which people have become accustomed to.

Use and enjoyment of the marine park is largely linked to the amenity of a location i.e. the pleasant or normally satisfactory aspects of a location which contributes to its overall character and the enjoyment of residents or visitors. So while hovercraft may be audible the ability for the noise to be a 'nuisance' to users and degrade the amenity of the marine park will be determined by a number of factors including the location of the craft with respect to sensitive receptors (e.g. campgrounds, dwellings, anchorages etc), the proximity of the craft to users and the frequency of operation. The ambient or background noise levels can be used as a measure of the existing amenity at a location. Impact on amenity, appreciation and enjoyment can therefore be determined by considering the noise levels emitted from hovercraft in context of existing amenity and acceptable/ regulatory noise limits.

Background noise levels in Moreton Bay vary depending on the location and many readings have been obtained around the Bay for various permit assessments. For example the ambient noise at Horizon shores marina was recorded around 40dB (MAN112), Redcliffe Point 75.6dB (MAN74), Osborne Point 51.9 dB (MAN74), Woogoompah Island 38dB (CVL1095), entrance to Pimpama river 39dB (CVL1095), Currigee SSI 52.4dB (CVL1095).

Hovercraft use air drive fans for propulsion. Moving air at speed will, unavoidably, generate some noise. In addition, the engines and exhausts generate some noise. The major noise factor with any hovercraft is the air-propeller noise, which in any case is largely directional in characteristic. Table 3 below shows the noise emitted from hovercraft in relation to other aquatic craft and common noises.

Table 3. Comparison of existing noise sources in the Marine Park.

Existing activities	Noise (dB)	Details
7.26m commercial hovercraft (MAN112)	83dB	8m from craft at 3000rpm (MAN112 DERM)
	88dB	8m from craft at 4000rpm
	91dB	15m from craft at 5000rpm
	95dB	Inside the craft at >5000rpm
Hovercraft (CVL871)	95 - 100	15m from craft (CVL871 EPA)
Hoverjet (3.4m recreational)	88-90dB	@15m from craft (Hovertechnics Inc)
Hovpods (4.0m recreational)	81dB	@25m from craft at maximum speed
Airboat	84.0	LAS max at 70m (CVL886 EPA)
	91.2	LAS max at 25m
Jet boat	78.5	Average max all sites and distances combined
	94.0	In jet boat (CVL1095 EPA)
PWC	74	LA max 100m offshore at Currigee (CVL1095 EPA)
Outboard powered vessel	75-85	At 50ft Source Lanpheer, R.A (2000)
Vacuum cleaner	70	at 10 ft source ²
Seaplane take off	57	@ 350 metres Source ³

It is important to note that human 'perceived loudness' doubles for every 10dB. For example, the human ear detects each 10dB increase in noise as being equivalent to a doubling of loudness. So in reality, if a person was to hear the ambient (background) noise at Horizon Shores (40dB) and then the hovercraft at 83dB it would appear more than 16 times louder. Both recreational and commercial hovercraft are likely to emit noise considerably higher than the existing marine park environment.

Under the *Environmental Protection Act 1994* it is an offence to cause an environmental nuisance i.e. unreasonable interference or likely interference with an environmental value caused by noise for example. In Lanpheer 2000 EPA research revealed that annoyance resulting from intrusive noise varies greatly among individuals. Human reaction to extraneous noise depends heavily on what type of activity they are engaged in at the time of the noise intrusion. Generally, activities requiring higher levels of mental concentration are more easily disrupted by intrusive noise. Therefore calculating the noise levels likely to be experienced at a receptor in the marine park and adjacent to is a means to assess impacts on amenity and marine park users.

² <http://www.maine.gov/spo/landuse/docs/techassist/techassistbulletins/noisetabulletin.pdf>

³ <http://www.environment.nsw.gov.au/resources/parks/REFKuringgaichaseNoiseReport.pdf>

World Health Organisation (WHO) guidelines state that 'during the day time no one is seriously annoyed by a noise of LAeq 55dB'. The US EPA regulates noise using a shore or pass by limit of 75 dB (and stationary limit of 90 dB) as the acceptable noise level emitted from vessels. 75dB also used to be used in the superseded Environmental Protection Act as an acceptable emission criteria for a period less than 2 minutes. Higher pass by levels i.e. 75dB are generally accepted as the noise is only experienced for one or two minutes.

Therefore 55dB is the level at which the hovercraft noise is considered to be negligible in terms of impacts to the public and degrading amenity of a location. 75dB is the maximum allowable noise level allowed for a short period of time in order for the hovercraft to not be a nuisance or degrade the amenity of a location.

In order to meet the acoustic quality objective of the marine park, Senior Environmental Officer Toshi Yoshino recommended that hovercraft should not approach within 200m of a sensitive receptor (e.g. areas where the public are likely to be disturbed such as at their house, campground or anchorage) and hovercraft should stay a minimum of 100m away from sensitive receptors when in transit.

The distance at which a hovercraft can be operated from a receptor within acceptable limits can be calculated given the known decibels. Sound pressure level drops by 6 dB with each doubling of distance from the source (<http://www.sengpielaudio.com/calculator-distancelaw.htm>).

Table 4: Noise level predictions at known distances (calculated by Kristy Currie)

Hovpod		Hoverjet/ hoverstar	
Noise (dB)	Distance	Noise (dB)	Distance
81	25	90	15
75	50	84	30
69	100	78	60
63	200	72	120
57	400	66	240

Table 4 above identifies that at distance of between 50-120m, depending on the craft, is required to keep noise levels below an acceptable pass by level of 75dB. The 3.4m hoverjet had comparable noise levels to the 7.26m canair twin fan commercial hovercraft shown below in table 5.

Table 5. Noise level predictions at known RPM and distances (calculated by Kristy Currie for MAN112)

3000RPM (start engines & idle)		4000RPM (cruising)		5000RPM (starting on water)	
Noise (dB)	Distance	Noise (dB)	Distance	Noise (dB)	Distance
83	8m	88	8m	91	15m
77	16m	82	16m	85	30m
71	32m	74	32m	79	45m
65	64m	68	64m	73	90m
		66	96m		
59	128m	62	128m	61	260m
56	192m	59	192m		
53	256m	56	256m	55	520m

Calculations in table 4 and 5 support Toshi's recommendations that hovercraft should not approach within 200m of a sensitive receptor and stay a minimum of 100m away from sensitive receptors to achieve an acceptable pass by level of 75dB.

Toshi advised that adherence to the 100m and 200m rules will assist to meet the acoustic quality objective and maintain the amenity of the marine park (MAN112 folio 45 & 47) and hearing the levels for a minute or two should not adversely affect the use and amenity of the marine park.

Hovercraft are likely to emit different noise levels due to modification, maintenance and also under various operating conditions. Therefore the distance off required will vary between craft and imposing a standard distance off for all hovercraft may be unfair to operators, particularly operators who go to lengths modifying their craft to minimise noise.

Therefore the other option, which the Qld sporting hovercraft club has done, is placed the onus onto each craft owner/operator that they do not emit greater than 75dB at any one location. The Qld sporting hovercraft club code of practice currently states:

- Travel past waterside residences at a distance that keeps the noise levels below 75dB when recorded from the shore.

This places the responsibility on the owner/operator to know how loud their hovercraft is and manage their conduct and distance off accordingly.

While it is likely to be easier to enforce a distance i.e. x meters from a sensitive receptor as opposed to identifying if a hovercraft has emitted more than 75dB at a location, there may actually be no issue or disturbance to the public from the hovercraft operating closer than X meters. Therefore placing the onus on the operator to operate their craft at a distance that does not expose the public to > 75dB and disturb the public and relying on public complaints to identify where hovercraft noise is an issue is the preferred approach (**Code of practice - 6.**) In the case of commercial hovercraft operation a detailed assessment of noise levels at a particular operating location may be conducted. Due to the potentially higher frequency of commercial hovercraft navigation a permit condition requiring the hovercraft to maintain X meters from the shoreline and anchored vessels can be imposed as per MAN112 as opposed to relying on the 75dB rule.

Taking off from the water requires the highest revs and is the loudest activity associated with hovercraft navigation. The Qld sporting hovercraft club code of practice currently states that they will not cause noise that is of nuisance to the public and operate at noise levels acceptable to the public. Therefore stopping and starting locations must be carefully considered by the hovercraft operator to minimise noise impacts. The use of tidal land for landing by commercial hovercraft will be assessed and conditioned on a case by case basis. (**Condition**). Recreational hovercraft will be encouraged where possible to move away from the start up location (**Code of practice - 8**).

The investigation undertaken by Toshi for MAN112 also found that noise emitted from hovercraft changes with the speed and revs of the craft which is influenced by the surface it is operating on with more rpm required to start the craft on the water than on a sandbank. Table 5 shows only a difference of 12dB between the craft at idle and the craft under full revs which indicates that reducing the speed does not result in a significant reduction in noise emissions. The position of the craft with respect to the receptor also affected the loudness of the noise i.e. standing alongside the craft was much louder than standing at its bow or stern.

In consideration of the above the following measures are recommended under the code of practice to reduce noise impacts:

7. The hovercraft must not cause noise that is of nuisance to the public and operate at noise levels acceptable to the public.
8. After starting the hovercraft, the hovercraft should move away as quickly as possible from the start up location
9. Not operate in a way that makes audible noise before 7am or after 7pm on a business day or Saturday or before 8am or after 6:30pm on any other day.

Audible noise means noise that can be clearly heard by an individual who is an occupier of a building.

According to the noise levels in table 3, at 100m a hovercraft will be comparable to the navigation of a PWC at the same distance. PWC are not prohibited from entering any zones due to their noise levels and it may be considered inequitable if we placed greater restrictions on hovercraft. Freestyling of PWC is managed under Maritime Safety laws adjacent to residential areas which indirectly minimises noise impacts. The proposed approach to managing hovercraft is essentially the same i.e. they must manage their conduct adjacent to residential areas by operating an appropriate distance away.

Frequency

Apart from commercial hovercraft operations, recreational hovercraft are likely to be navigated infrequently. Provided the noise levels are maintained at an acceptable level with respect to proximity to users at locations the frequency of trips will be irrelevant.

Locations

Hovercraft navigation will encompass both natural and highly disturbed waterways throughout the marine park. Many highly pristine areas have been set aside as Go Slow Areas for natural values. Hovercraft will not be permitted access to these areas.

The hovercraft sporting club conduct regular group hovercraft rides. Where physical displacement of other marine park users is likely at a location a permit will be required to conduct an organised event that has more than a negligible impact on the marine park. No complaints regarding these groups rides have been received by QPWS.

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Impacts	Issue	Factors	Management approach	Mitigation/ Monitoring
Impact to users	Noise	Distance to amenity and marine park use	<p>Hovercraft should only be supported in areas where existing vessel use is high and the operation is not likely to further degrade the natural amenity or condition of the area.</p> <p>A hovercraft must not approach within 200m of a sensitive receptor. Assess and condition the use of tidal land for commercial hovercraft.</p>	<p>Hovercraft are not supported in Go Slow Areas for Natural values</p> <p>Code of practice for recreational hovercraft:</p> <p>6. Travel past sensitive receptors e.g. a visible dwelling, campground or anchorage, at a distance that keeps the noise levels below 75dB when recorded from the receptor</p> <p>7. The hovercraft must not cause noise that is of nuisance to the public and operate at noise levels acceptable to the public.</p> <p>8. After starting the hovercraft, the hovercraft should, where possible, move away as quickly as possible from the start up location</p> <p>10. Traversing, landing/ take off on exposed intertidal areas must not be conducted within 100m of other people within the marine park (in water and on beach).</p> <p>Permit condition for commercial hovercraft</p> <p>(a) Landing/ take off of the hovercraft is authorised to occur X times per day at the following locations:</p> <p>(i) XXXX shown on Attachment X;</p> <p>(vii) Maintain a distance of Xm from anchored vessels and the shoreline when navigating.</p>
		Frequency	If noise nuisance is minimised by operating away from sensitive receptors i.e. dwellings, campgrounds and anchorages, frequency and duration does not require further regulation. However the activity must be conducted in accordance with the EPAct.	<p>Code of practice for recreational hovercraft:</p> <p>9. Not operate in a way that makes audible noise before 7am or after 7pm on a business day or Saturday or before 8am or after 6:30pm on any other day.</p> <p><i>Audible noise</i> means noise that can be clearly heard by an individual who is an occupier of a building.</p> <p>Permit condition for commercial hovercraft:</p> <p>Not operate before 7am or after 7pm on a business day or Saturday or before 8am or after 6:30pm on any other day;</p>
	Occupying tidal land	Group rides/ club events	Recreational hovercraft operate sporadically throughout the marine	Conduct a separate assessment and permit as 'another purpose' if impacts are likely .

	used for recreation	Size of recreation area	<p>park however group rides have the potential to conflict with other recreational users.</p> <p>Assess landing/take off location of commercial operators and ensure that they do not land within 200m of a sensitive receptor.</p>	<p>Permit condition - Commercial hovercraft</p> <p>(b) Landing/ take off of the hovercraft is authorised to occur X times per day at the following locations:</p> <p>(i) XXXX shown on Attachment X;</p>

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- (b) **The potential impact on other conduct in the relevant area or nearby areas, or in the marine park, that is being undertaken, is planned, is in progress or is reasonably foreseeable at the time of consideration of the application, whether or not related to or a consequence of the proposed conduct.**

Q. Will the proposed conduct have an impact on other activities in the area or nearby areas or other areas of the marine park? Activities can be already be being undertaken, are planned, are in progress or may be undertaken in the reasonably foreseeable future at the time of assessing the application. Does the proposal conflict or complement other existing uses and users at the same location or in nearby areas? Will the proposal affect the future or desirable use of the area or nearby areas

Moreton Bay is located close to a major city and other regional population centres and as such, experiences very high levels of both commercial and recreational use. A wide range of water-based activities already occur within Moreton Bay Marine Park including fishing, sailing, power boating, water skiing, parasailing, jetskiing, sailboarding, scuba diving, bird watching and snorkelling. The southern area of Moreton Bay receives the heaviest boating use for most activities because of the sheltered waters and proximity to many boat-launching facilities.

The proposed conduct i.e. navigation of hovercraft is a comparable recreational use. Boating users groups are not likely to be affected by the navigation of hovercraft in the marine park as hovercraft, like other craft will be required to share access to the marine park with other users. Where a future activity such as an organised event may affect use of the waterways, hovercraft operators will be provided with the same opportunity as other recreational users to comment on the proposal. Apart from group hovercraft rides, the nature of recreational hovercraft use will mean use is spread throughout the marine park, reducing potential impact on other conduct.

Commercial hovercraft may however have an expectation that access to the marine park will be unobstructed by other recreational users as opposed to sharing the resource. This is obviously driven by their need to make money and therefore more likely to result in conflict with other users. Additionally commercial hovercraft may wish to access highly scenic areas which are also popular with recreational users. Therefore an assessment of the existing use at a particular site is required for commercial hovercraft navigation to ensure that the site has the capacity to deal with the additional use and not affect existing use at that location.

One user group that may be affected by the operation of hovercraft on exposed sandbanks and mudflats is bait collectors. Qld Fisheries identified this as an issue and requested that access to such resources should not be obstructed by hovercraft. Operating a hovercraft in close proximity to such users is also a safety issue and a larger buffer should be maintained from other users due to their difficulty to control. The sporting hovercraft code of practice states that 'hovercraft should not be operated in a manner that causes nuisance, noise or danger to others' and 'treating the general public with respect and communicating with them'. A permit condition placed on MAN112 was that 'Traversing, landing/ take off must not be conducted within 100m of people and/or anchored vessels within the marine park'. A similar measure will be adopted under the code of practice (code of practice 10.) and will be a future condition for commercial hovercraft. Conditions/ code of practice measures recommended above to protect environmental values e.g. hovercraft operators must avoid repetitive passes over exposed mudflats and sandbanks and avoid passing the same point repeatedly on any one day will ultimately reduce driving over intertidal areas and reduce potential conflict with other users in intertidal areas.

Impact on future or desirable use in terms of the public appreciation, understanding and enjoyment of the marine park is discussed above. Provided hovercraft owners navigate their craft in accordance with the code of practice and permit conditions there is not likely to be any impact on conduct in or adjacent to the marine park.

- (c) **Any policy or guideline issued by the chief executive about the management of the marine park or the performance of the chief executive's functions under the *Marine Parks Act*.**

*Q. Are there any policies or guidelines issued by the chief executive relevant to the management of the marine park or the performance of the chief executive's functions under the *Marine Parks Act* that need to be considered. If so, identify and discuss the issues of concern or interest.*

There are no marine park policies relevant to the navigation of a managed vessel i.e. hovercraft within the Marine Park.

- (d) **If the application relates to an undeveloped project the cost of which will be large – the capacity of the applicant to satisfactorily develop and manage the project.**

Q. Does the application include an undeveloped project – the cost of which will be large? If so, what is the capacity of the applicant to satisfactorily develop and manage the project?

Not applicable to this assessment.

- (e) **If an approval or a permission under a law of the State or a law of the Commonwealth or another State is also required – whether the approval or permission has been, or is likely to be, granted and, if granted, the terms and conditions of it being granted.**

Q. Are any other approvals required under Queensland or Commonwealth law for the proposed conduct eg Fisheries and Maritime Safety Queensland authorities, State environmental approvals, National Park permits, animal ethics etc? If so, has the approval or permission been or is likely to be granted? If 'yes' what are the terms and conditions of the approval / permission?

All hovercraft must be registered with Maritime Safety Queensland and commercial vessels i.e. those used for carrying paying passengers, are required to hold a commercial survey. The survey takes into consideration the adequacy of the design and construction of the vessel and indicates the number of passengers that may be carried on board within certain conditions. The applicant has supplied registration details.

Landing a recreational craft (s131) in a recreation area requires an authority regardless of the nature of the activity i.e. recreational or commercial. There are no current pending applications or approvals for RAM areas within Moreton Bay. Standard protocol for marine park permits is to not grant access to intertidal areas adjacent to RAM areas unless the relevant approval is obtained. This will also be re-iterated as advice in the information notice.

- (f) **Any relevant intergovernmental agreement, Australian or international agreement, code, instrument, protocol or standard.**

Q. Are there any intergovernmental agreements or Australian or international agreements, codes, instruments, protocols or standards relevant to the marine park that should be considered? If so, identify and discuss the issues of concern or interest.

Australia is a signatory to the following international conventions that aim to protect important environmental values:

- Ramsar Convention – Protection of the ecological characteristics of Internationally Significant wetlands
- Japan-Australia (JAMBA), China- Australia (CAMBA) and Republic of Korea-Australia (ROKAMBA) migratory bird agreements - for the protection of certain species of migratory birds and their habitats.
- Convention on Biological Diversity - Protection of biological diversity, the sustainable use of its components, and the fair and equitable sharing of the benefits from the use of genetic resources
- Bonn Convention - Convention on the Conservation of Migratory Species of Wild Animals

The proposed activity may occur within the Moreton Bay Ramsar Site. Under this convention DNPRSR is responsible for ensuring that the Ramsar principles are upheld and the ecological character of the Ramsar site for which it was declared are maintained. This includes protecting resident and migratory shorebirds and wetland habitat. Damage to habitat is not acceptable and code of practice measures and permit conditions will ensure the hovercraft do not damage seagrass, mangroves and diverse intertidal areas.

- (g) **Any relevant law of the State or of the Commonwealth or a relevant instrument.**

Q. Are there any relevant laws of Queensland or the Commonwealth or a relevant instrument (eg a management plan or other document relevant to the marine park) that should be considered? If so, identify and discuss the issues of concern or interest.

The following State and Commonwealth laws and instruments are relevant to the navigation of a managed vessel i.e. hovercraft:

State legislation and relevant instruments

- *Transport Operations (Marine Pollution) Act 1995* outlines restrictions on discharging sewage in Moreton Bay. Under these provisions commercial / recreational vessels are required to have facilities to contain and treat sewage onboard.
- *Transport Operations (Marine Safety) Act 1994* – all vessels must be registered with Maritime Safety Queensland including those undertaking commercial operations and must meet current survey requirements. Vessel registration details and maximum passenger numbers are included as a permit condition for recreational and commercial operators.

- **Moreton Island National Park, Cape Moreton Conservation Park and Moreton Island Recreation Area Management Plan April 2007** – Tidal land adjacent to Moreton Island is within both the Recreation area and marine park. As the navigation of a hovercraft in the RAM area requires approval under the RAM act the management of Moreton Island in accordance with the management plan will be executed via the RAM area approval. Commercial and recreational permits will exclude access to tidal land adjacent to the Moreton Island RAM area unless the additional permit has been obtained.
- **Draft Bribie Island Management Plan** – numerous measures have been adopted to minimise impacts from recreational and commercial human activity in the Recreation Area. These include:
 - Protection of environment: natural erosion processes managed in accordance with current coastal management plans and legislation; limit visitor infrastructure investment; enforce the restrictions on vehicle use on formed tracks and beaches only.
 - Education: interpretive material to educate and inspire conservation; commercial operators that develop awareness for the natural environment.
 - Shorebirds: implement the Shorebird Management Strategy.

As with Moreton Island an approval is required to land the hovercraft on the beach within the RAM area, therefore any specific management requirements relating to Bribie Island will be managed under this approval.

Two significant shorebird sites (Buckley's Hole CP, Kakadu Beach) are located outside of the RAM area therefore protection of shorebirds in these locations will default to disturbance provision under the Moreton Bay Zoning Plan, permit conditions and measures under the code of practice.

- **The Queensland Coastal Plan** came into effect on 3 December 2012, replacing the *State Coastal Management Plan (2001)* and associated regional coastal management plans. It comprises two parts - the State Policy for Coastal Management and State Planning Policy 3/11: Coastal Protection. The *State Policy for Coastal Management* provides direction and guidance about the management of coastal land in Queensland in order to (among other things):-
 - avoid loss or damage of vegetation and habitat;
 - avoid intensive recreational activities impacting on ecological values or natural coastal forms and
 - control beach access, particularly by vehicles, to avoid erosion, protect ecological values, and ensure beach goers can enjoy the environment in safety.

Of relevance to the navigation of hovercraft in the marine park, and requiring consideration as part of this assessment, are specific policies on:-

- minimising impacts on erosion-prone areas and protecting dune vegetation (policy 3.2)
- the need for protection of areas of high ecological significance* (policy 4.1 and 4.2)
- participation of Traditional Owners in the management of the coast (policy 5.1)
- ensuring public access to coastal areas is maintained or enhanced (policy 6.1)
- ensuring that exclusive private use of beaches and private access to the foreshore is avoided (policy 6.2)
- the need to encourage environmentally responsible behaviours in the community (policy 11.1)

*Areas of high ecological significance include the protected area estate, endangered and of concern regional ecosystems, high value coastal wetlands, core essential habitat for selected threatened species and areas that support a critical life stage ecological process of a threatened species, such as feeding, breeding or roosting sites.

Considerations under the Coastal Plan are similar to the marine park zoning plan, therefore the proposed conditions and code of practice will also ensure the activity complies with the Coastal Plan.

Commonwealth legislation

- **Environment Protection and Biodiversity Conservation (EPBC) Act 1999** provides a legal framework to protect and manage nationally and internationally important flora, fauna, ecological communities and heritage places — defined in the EPBC Act as matters of national environmental significance. The matters of national environmental significance of direct relevance to this assessment include:-
 - wetlands of international importance (often called 'Ramsar' wetlands after the international treaty under which such wetlands are listed)
 - nationally threatened species and ecological communities and
 - migratory species

Hovercraft will be managed in the marine park so that they do not have an adverse impact on the Moreton Bay Ramsar site, nationally listed threatened species such as marine turtles, dugong and humpback whales and international migratory shorebirds.

- (h) Any relevant recovery plan, wildlife conservation plan, threat abatement plan or approved conservation advice under the *Environment Protection and Biodiversity Conservation Act 1999* or any conservation plan under the *Nature Conservation Act 1992*.

Q. Are there any relevant recovery plans, wildlife conservation plans, threat abatement plans or approved conservation advice that should be considered? If so, identify and discuss the issues of concern or interest.

A recovery plan is a document stating the research and management actions necessary to stop the decline, support the recovery and enhance the chance of long-term survival in the wild, of a protected species or community. Recovery plans are prepared for species and ecological communities listed as threatened under the *Environment Protection and Biodiversity Conservation Act 1999*. These plans remain in force until and unless the species is removed from the threatened list. Plans of relevance to this assessment include:

Recovery plans

- **Humpback whale recovery plan 2005-2010**

Key objectives of the recovery plan include the recovery of humpback whale populations such that the species can be considered secure in the wild and the maintenance of protective measures for humpback whales from human threats.

Actions identified in the Plan of relevance to this assessment include:-

- o Management of potential impacts of tourism
- o Assessment and management of physical disturbance and development activities including the development of industry guidelines and State / Commonwealth government regulations such as those that pertain to approach distances for vessels and aircraft.
- o Implementation of education programs to inform marine users about best practice behaviours and regulations when interacting with whales.

Conservation Plans

Conservation plans are prepared under the *Queensland Nature Conservation Act 1992* and are administered and approved by the State Minister. Conservation plans can allow for the ecologically sustainable taking and use of protected wildlife from the wild for commercial and non-commercial purposes. Conservation plans relevant to this assessment include:

- **Nature Conservation (Whales and Dolphins) Conservation Plan 1997.**

- One of the management intents of the Conservation Plan is to minimise harm and distress caused directly or indirectly to whales and dolphins by human activities
- Central to the Conservation Plan is the establishment of approach distances for vessels, aircraft and people with respect to dolphins and whales including those that have been designated as being of 'special interest'. The Plan also stipulates that commercial whale watching cannot be undertaken unless permission is granted under the *Marine Parks Act 2004*.

The inclusion of measures under the code of practice, permit conditions addressing the matters outlined below will ensure that the proposed activities address relevant recommendations and management actions identified in the respective recovery plans, threat abatement plan or conservation plans.

- Approach distances to whales and dolphins (code of practice 6.)
- Prohibition on commercial whale watching unless permission granted under the *Marine Parks Act 2004*.

- (i) Whether the applicant is a suitable person to hold the permission having regard to-
- i. the applicant's history in relation to environmental matters; and
 - ii. if the applicant is a body corporate the history of its executive officers in relation to environmental matters; and
 - iii. if the applicant is a company that is a subsidiary of another company (the parent body), the history of the parent body and its executive officers in relation to environmental matters; and
 - iv. whether the applicant owes any amount payable under the Act

Q. Is the applicant a suitable person as prescribed in schedule 5 of the Regulation?

In accordance with Schedule 5 of the *Marine Parks Regulation 2006* the applicant will/has declared that they have never had a Marine Parks Permit or corresponding authority cancelled and have not committed an offence against the *Marine Parks Act 2004*; *Nature Conservation Act 1992*, *Recreation Areas Management Act 1988* or *Forestry Act 1959* within the three years prior to applying for, or renewing, a marine park permit. Department enforcement registers have been checked as far as possible to confirm this declaration.

If the assessment is for renewal or amendment to an existing permit, the permit holder has complied with the existing permit conditions.

Q. Does the applicant owe any fee or other amount payable under the Marine Parks Act?

Not applicable to this assessment.

(j) **The likely cumulative effect of the proposed use and other uses on a marine park.**

Q. Is there likely to be a cumulative effect on the marine park as a result of the proposed conduct in combination with other uses of the marine park? If so, identify and discuss the issues of concern.

Moreton Bay is an aquatic playground. The navigation of hovercraft could historically be conducted without approval unless it involved a commercial purpose. In this regard hovercraft tours have historically only been approved in areas where existing use is high and existing amenity and natural values are low and stringent conditions imposed to manage potential environmental impacts on marine park values. Therefore the only impact in a cumulative nature is the presence of an additional vessel operating on the waterway. The cumulative impact of this activity is considered minor given that many vessels and craft utilise the waterways.

(k) **Any other matters relevant to achieving the purpose of the Act.**

Q. Are there any other matters that haven't been covered under any of the other assessment criteria that are important to the decision whether to grant a permit or not? If so, identify and discuss the matters of concern or interest.

Public health and safety

There are safety risks associated with conduct of any activity in the marine park and the permit holder is responsible for assessing and managing risk associated with their activity and complying with Transport operations marine safety legislation with respect to maintaining their craft and qualifications. It is a **CONDITION** that the applicant holds public liability insurance in the event an accident occurs whilst conducting the proposed activity.

Insurance cover, for activities authorised under a permission or a commercial activity agreement, means a policy of insurance that insures the holder of the permission, or the other party to the agreement, against a claim for damage, injury or loss to a person, and damage to property, arising from the activities to be conducted under the permission or agreement.

According to DERM's Operational Policy - Insurance and indemnity requirements for QPWS authorities public liability insurance is required for commercial tourism and recreation and recreational craft. Accordingly, holding adequate insurance is also a requirement of recreational hovercraft operators operating under the code.

Permission can not be granted if plan restricts the grant

In assessing applications for permission, in accordance with section 20 of the *Marine Parks Regulation 2006*, the chief executive can not grant a permission for a marine park, or a part of a marine park, that is inconsistent with a zoning plan or management plan applying to the marine park.

Q. Is the proposed conduct consistent with the zoning plan and any relevant management plan for the area?
Navigation of a managed vessel i.e. hovercraft is not consistent with the objects of Go Slow Area for Natural Values. The navigation of hovercraft is consistent with remaining zones and designated areas.

Recommended permit conditions (recreational hovercraft)

Relevant criteria	Suggested condition
	<p>LOCATION TO WHICH THIS PERMISSION APPLIES: All general use, habitat protection, conservation park and the following Marine National Park Zones: MNP03 – Northern Wedge, MNP07 – Braydon Beach, MNP08 – Deep Offshore Moreton Island, MNP09 – Deception Bay, MNP10 – Cherubs Cave-Henderson Rock, MNP12 – Scotts Point, MNP13-Bramble Bay (excluding Nundah & Nudgee Creek), MNP14 – Middle Moreton Bay, MNP16-Mirapool Islands-Offshore Area (excluding Mirapool Lagoon), MNP17 – St Helena, MNP18 – Amity Banks, MNP21 – Amity Banks (west), MNP24 – Cox Bank, MNP25 – Offshore North Stradbroke Island, MNP27 – Lamb Island, MNP28 – Pannikin Island, MNP32 – Offshore South Stradbroke Island.</p> <p><i>(Excluding access to tidal land included within Moreton Island, Bribie Island and Minjerribah Recreation Areas)</i></p> <p>[Note: remove words in italics if an authority to operate a recreational craft is held by the applicant to access Moreton Island, Bribie Island or Minjerribah Recreation Areas]</p>
	<p>1. Location Activities described in the 'purpose of use and entry' of this permit must only take place in the locations described in 'Part A' of this permit.</p>
(1a) & (1b)	<p>3. Navigation of a managed vessel (recreational hovercraft) The permit holder must ensure that navigation of the managed vessel is conducted in accordance with the <i>Code of practice for navigation of recreational hovercraft</i> included as Attachment 1.</p>
(1a) & (1b)	<p>5. Proximity to whales or dolphins If whales and dolphins are incidentally encountered during the conduct of this tourism program, the following provisions must be complied with:</p> <p>(1) A person in control of a boat must not, without reasonable excuse –</p> <ul style="list-style-type: none"> (vii) bring the boat any closer than 100m to a whale; or (viii) bring the boat any closer than 300m to a whale if – <ul style="list-style-type: none"> • 3 or more boats are already closer than 300m to the whale; or • the boat is moving in a similar direction to, and behind, the whale; or • the boat is moving at more than 4 knots; or (ix) bring the boat to a position that would cause the whale to come closer than 100m to the boat if the whale continued on its direction of travel; or (x) A move or operate the boat in a way that causes the whale to alter its direction or speed of travel or its behaviour; or (xi) if a whale surfaces closer than 100m to the boat – move the boat at more than 4 knots until the whale has moved at least 300m away from the boat; or (xii) bring the boat between members of a pod of whales. <p>(2) A person in water must not, without reasonable excuse, move any closer than 300m to a whale or 100m to a dolphin.</p> <p>(3) A person must not, without reasonable excuse, enter water closer than 300m to a whale or 100m to a dolphin.</p> <p>For the purpose of this condition: boat means a ship, hovercraft or other vessel of any size or kind, but does not include a personal watercraft (e.g. jet ski).</p>
	<p>Standard insurance & indemnity conditions (as below)</p>

Attachment 1 - Code of practice for navigation of recreational hovercraft

1. Hovercraft entry and egress to the marine park must only be via formalised access points e.g. boat ramps.
2. Hovercraft must avoid repetitively operating in the same location on any one day.
3. Hovercraft must avoid traversing exposed seagrass beds, mudflats and sandbanks.
4. Hovercraft must maintain a distance of at least 200m from known shorebird roost sites shown on maps provided unless navigating in a marked navigation channel.
5. Traversing and landing/ take off on exposed intertidal areas must not be conducted when shorebirds are present.
6. Hovercraft must travel past sensitive receptors e.g. a visible dwelling, campground or anchorage, at a distance that keeps the noise levels below 75dB when recorded from the receptor.
7. Hovercraft must not cause noise that is of nuisance to the public and operate at noise levels acceptable to the public.
8. After starting the hovercraft, the hovercraft must where possible move away as quickly as possible from the start up location.
9. Hovercraft must not operate in a way that makes audible noise before 7am or after 7pm on a business day or Saturday or before 8am or after 6:30pm on any other day. *Audible noise* means noise that can be clearly heard by an individual who is an occupier of a building.
10. Traversing, landing/ take off must not be conducted within 100m of other people within the marine park (in water and on beach).

Definitions (relevant to code of practice and permit conditions)

Anchorage means a place designated for vessels to anchor

Campground means a piece of land available for rent as a camp or caravan site to holiday makers.

Dwelling means a house used as a residence.

Shoreline means the location where the land adjoins the sea or a body of water.

Recommended permit conditions (commercial hovercraft)

Relevant criteria	Suggested condition
	LOCATION TO WHICH THIS PERMISSION APPLIES: [Note: remove words in <i>italics</i> if a CAP (RAM permit) is held by applicant to access Moreton Island, Bribie Island or Minjerribah Recreation Areas] <i>(Excluding access to tidal land included within Moreton Island, Bribie Island and Minjerribah Recreation Area)</i>
	2. Location Activities described in the 'purpose of use and entry' of this permit must only take place in the locations described in 'Part A' of this permit.
(1a) & (1b)	2. Approval of vessel(s) to be used (a) The following vessel(s) is authorised to be used under this permission: <div style="margin-left: 40px;"> Registered name: xxxxxxxxxxxx Queensland Certificate of Registration number: xxxxxxxxxxxx Maximum passengers: xxx </div> (b) Where the permit holder wishes to use a different vessel in substitution for a vessel nominated in paragraph (a) above, details of the proposed vessel must be provided in writing to the Chief Executive for approval. (c) Vessels other than those nominated in paragraph (a) must not be used under this permission without written permission of the Chief Executive.

	<p>3. Conduct of hovercraft tours</p> <p>(a) Hovercraft tours must:</p> <ul style="list-style-type: none"> (i) Be conducted in accordance with Marine Park Permit application dated XX and Environmental Management Plan dated XXX and route shown on Attachment X; (ii) Not exceed more than XXX tours per day; (iii) Enter and egress the marine park via formalised access points e.g. boat ramps <i>except where authorised under condition X [delete words in italics if not authorised to access/egress elsewhere].</i> (iv) Not operate before 7am or after 7pm on a business day or Saturday or before 8am or after 6:30pm on any other day; and (v) Maintain a distance of Xm from anchored vessels and the shoreline when navigating. <p>4. Landing/ take off and traversing exposed intertidal areas</p> <p>(a) Landing/ take off of the hovercraft is authorised to occur X times per day at the following locations:</p> <ul style="list-style-type: none"> (i) XXXX shown on Attachment X; (ii) XXXX shown on Attachment X. <p>(b) The most direct route must be taken to and from landing/take off and traversing locations;</p> <p>(c) Traversing, landing/ take off must not be conducted:</p> <ul style="list-style-type: none"> (i) within Xm of people and/or anchored vessels within the marine park; (ii) where shorebirds are present; and (iii) above the high water mark.
(1b) & (3b)	<p>6. Data returns (see Appendix 7 for returns form)</p> <p>Returns must be submitted at three monthly intervals using the record sheets supplied as Attachment X and provide the following information:</p> <ul style="list-style-type: none"> (i) the places landed/taken off from and traversed on each trip; (ii) the types of activities carried out at each of these places; and (iii) the number of persons participating in each trip. <p>(b) The returns must be lodged with the Administration Officer, Tourism and Visitor Services, Department of National Parks, Recreation, Sport and Racing (DNPRSR) at:</p> <ul style="list-style-type: none"> • Level 4, GPO Box 2454, BRISBANE QLD 4001; • Facsimile No. (07) 3330 5277; or • e-mail to approvals.southern@derm.qld.gov.au. <p>no later than 5.00pm on the fourteenth (14th) day of April, July, October and January for the preceding three months. A nil return must be submitted when no tourism program was undertaken during the return period.</p>

(1a) & (1b)	<p>7. Proximity to whales or dolphins</p> <p>If whales and dolphins are incidentally encountered during the conduct of this tourism program, the following provisions must be complied with:</p> <p>(4) A person in control of a boat must not, without reasonable excuse –</p> <ul style="list-style-type: none"> (xiii) bring the boat any closer than 100m to a whale; or (xiv) bring the boat any closer than 300m to a whale if – <ul style="list-style-type: none"> • 3 or more boats are already closer than 300m to the whale; or • the boat is moving in a similar direction to, and behind, the whale; or • the boat is moving at more than 4 knots; or (xv) bring the boat to a position that would cause the whale to come closer than 100m to the boat if the whale continued on its direction of travel; or (xvi) A move or operate the boat in a way that causes the whale to alter its direction or speed of travel or its behaviour; or (xvii) if a whale surfaces closer than 100m to the boat – move the boat at more than 4 knots until the whale has moved at least 300m away from the boat; or (xviii) bring the boat between members of a pod of whales. <p>(5) A person in water must not, without reasonable excuse, move any closer than 300m to a whale or 100m to a dolphin.</p> <p>(6) A person must not, without reasonable excuse, enter water closer than 300m to a whale or 100m to a dolphin.</p> <p>For the purpose of this condition: boat means a ship, hovercraft or other vessel of any size or kind, but does not include a personal watercraft (e.g. jet ski).</p>
(1b)	<p>8. Indemnity</p> <p>(a) The permit holder:</p> <ul style="list-style-type: none"> (i) indemnifies; and (ii) releases and discharges <p>the State of Queensland ("the State") from and against all actions, proceedings, claims, demands, costs, losses, damages and expenses which may be brought against or made upon the State, or which the State may pay, sustain or be put to by reason of, or in consequence of, or in connection with the occupation and use of the marine park by the Permit holder except to the extent of any negligent act of the State, its servants or agents.</p> <p>(b) The Permit holder must notify the Chief Executive in writing of any death, injury, loss or damage immediately upon becoming aware of such death, injury, loss or damage.</p>
(1b)	<p>9. Compliance with laws</p> <p>The permit holder must at its own expense comply with all acts of parliament, local laws, regulations or rules for the time being in force which apply to the marine park and/or the permit holder's use of the marine park.</p>
	<p>10. No warranty</p> <ul style="list-style-type: none"> (a) The State does not warrant that the marine park is free from defect or that it is safe or suitable for the permitted purpose. (b) The permit holder uses the marine park entirely at its own risk and acknowledges that it has checked the area to ensure that it is suitable for the permitted purpose.

(3a)	<p>10. Public liability insurance</p> <p>(a) For the term of this permit, the permit holder must hold the following insurances:</p> <ul style="list-style-type: none"> (i) a public liability insurance policy for not less than \$10 million arising from any one event in respect of the death of, or injury to persons, or loss or damage to property; (ii) insurance under the <i>Workers Compensation and Rehabilitation Act 2003</i> to cover workers, eligible persons, self employed contractors, directors, trustees and partners. <p>(b) The insurance policies required under this condition must be held with an insurer that is registered with the Australian Prudential Regulation Authority and has an S&P rating of no less than A-.</p> <p>(c) The insurance policies in place to cover the insurable interests pursuant to this condition must cover all invitees, employees, contractors, agents, members or clients of the permit holder and name the State as an interested party.</p> <p>(d) Before the permit holder undertakes any activities in the marine park, all insurances required by this condition must be in place.</p> <p>(e) In any circumstance where the insurances required under this permit are cancelled, altered or expire before the expiry date of this permit, the permit holder must cease all activities in the marine park until such time as alternative insurance policies that comply with the requirements of this condition have been obtained.</p> <p>(f) From time to time (but no more than once annually) the State, acting reasonably, may issue a notice to the permit holder increasing the minimum insurance cover required by this condition.</p> <p>The permit holder must provide copies of certificates of currency or the insurance policies documents required under this condition when requested by Chief Executive for audit or compliance checks.</p>
	<p>11. Breach and termination</p> <p>This permit will be terminated immediately upon the permit holder failing to comply with the provisions of the insurance and indemnity conditions.</p>

Recommended advice – provided in information notice accompanying a permit

Key permit requirements / relevant legislation

- Go slow areas for turtle and dugong
- Disturbance of shorebirds
- Proximity to whales and dolphins
- Disposal of rubbish (commercial only)
- Effluent discharge regulations
- No anchoring areas
- Access to national parks (need for a commercial tour operator permit under NCA)
- Access to recreation areas (need for a commercial activity permit or permit to operate a recreational craft)

Best practice guidelines/ recommendations

- Anchoring on coral or seagrass

References

I. L. Brooks (2010) Environmental Impact Assessment for Langstone Harbour Board in connection with a managed access agreement at Langstone Harbour by the Hovercraft club of Great Britain.

Fancy, S.G (1982). Some aspects of environmental effects of air cushion vehicle operations in the arctic. State of Alaska Department of Transportation and Public Facilities Division of Planning and Programming Research section.

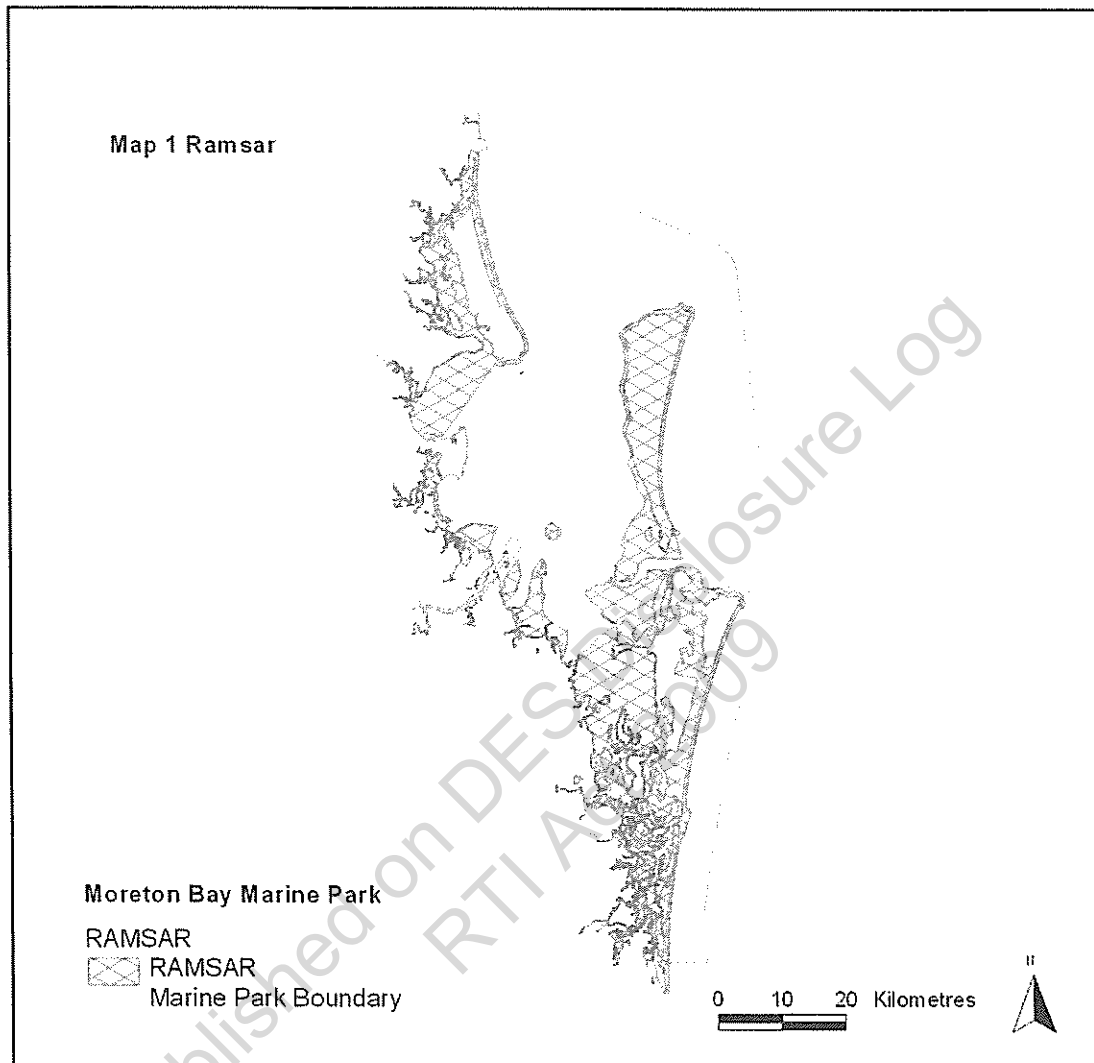
McGrorty S, Jenyon A, Williams Le B. (1976) Are Hovercraft a major cause of disturbance to intertidal invertebrates? Biological conservation (9).

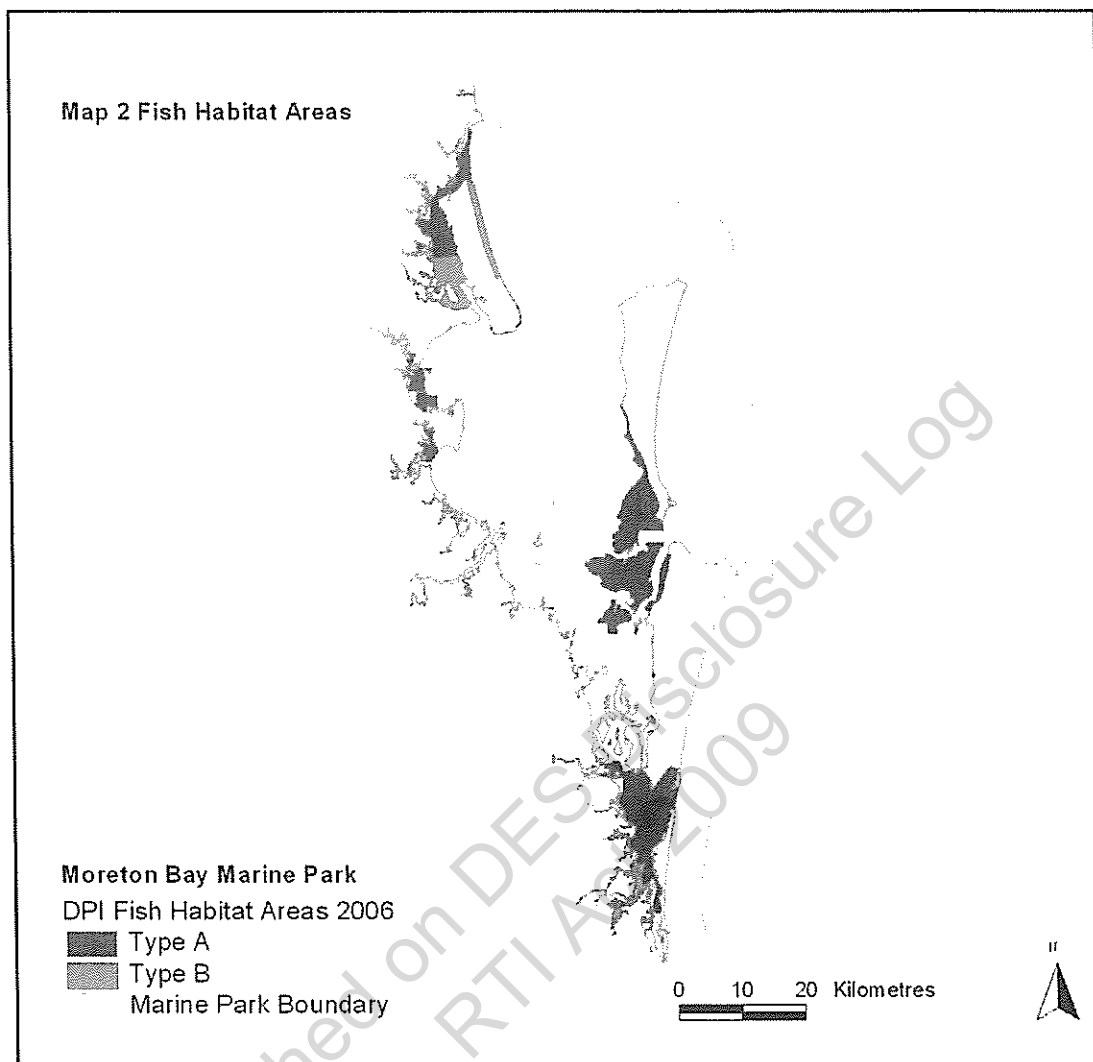
<http://www.airlifthovercraft.com/HovercraftInformation/HovercraftandtheEnvironment/tabid/74/Default.aspx>

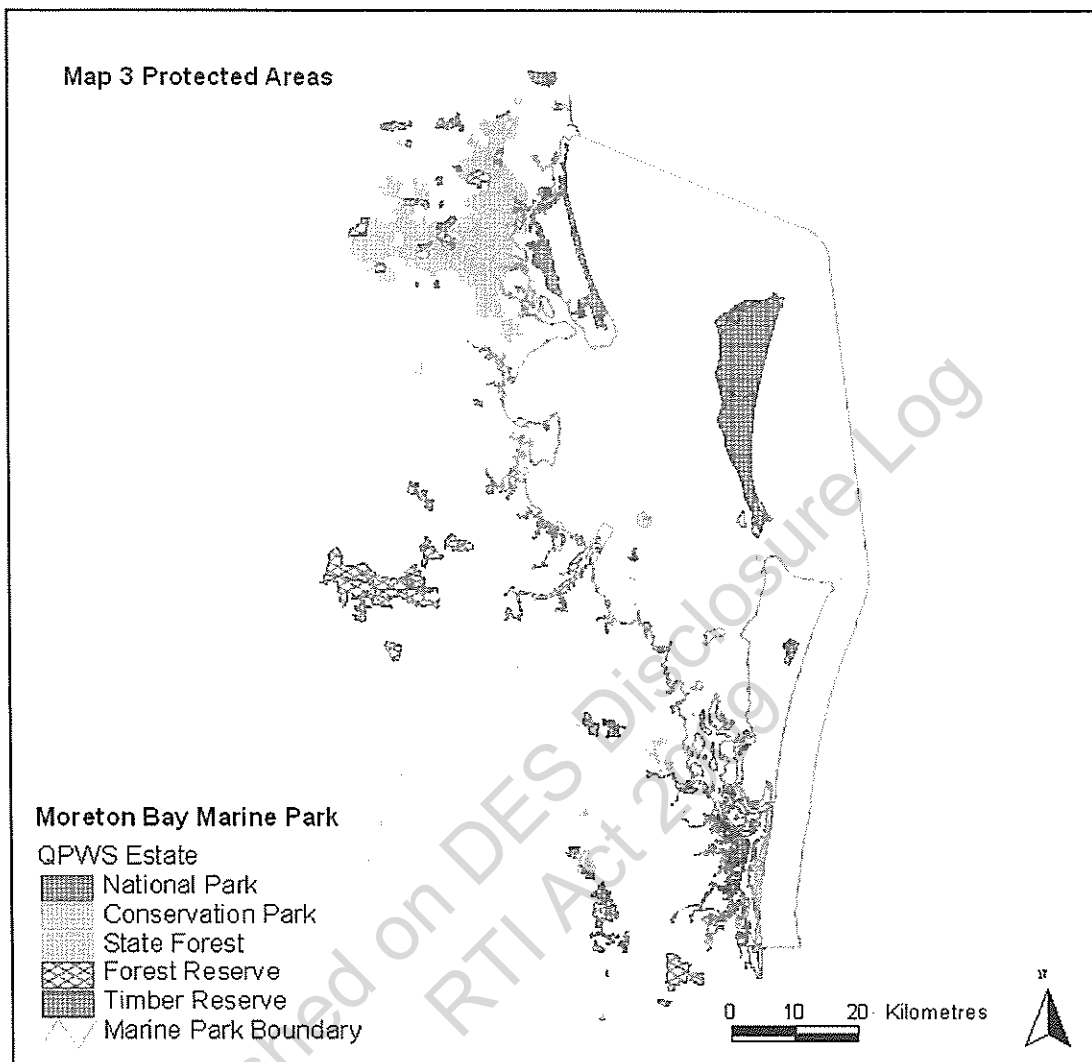
<http://4wings.com.ph/temp.com/faq/faq-envi.html>

Published on DES Disclosure Log
RTI Act 2009

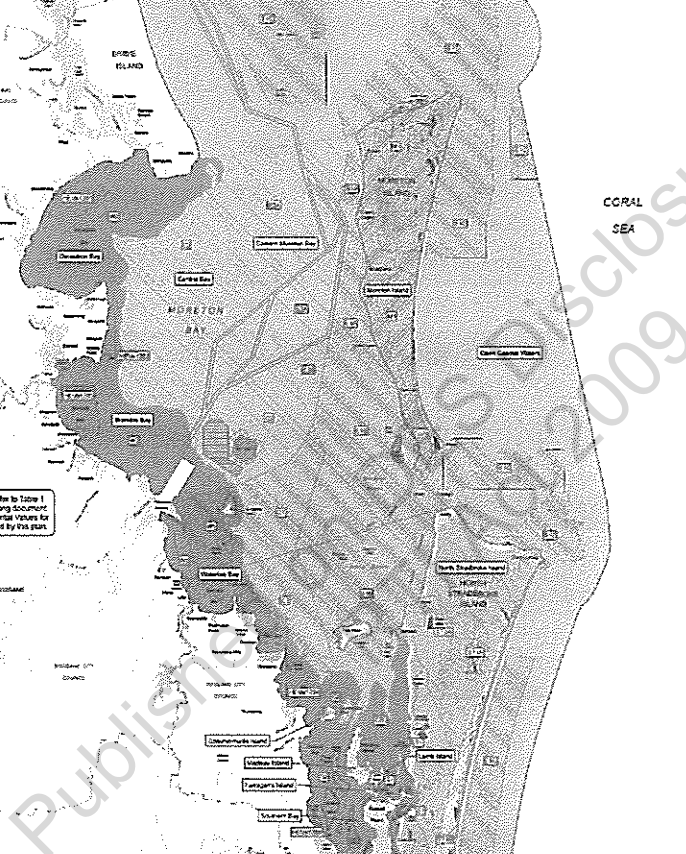
APPENDIX 1



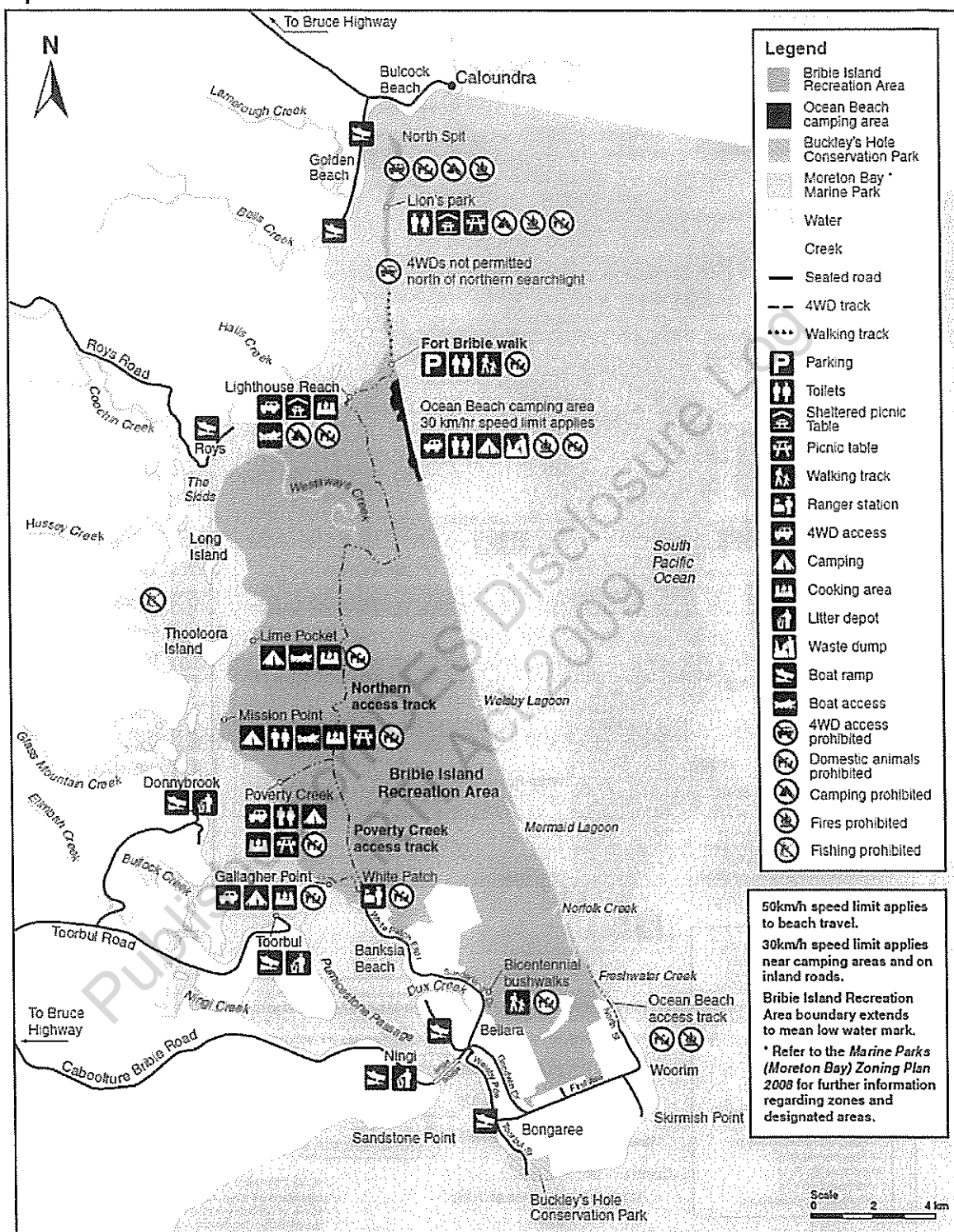




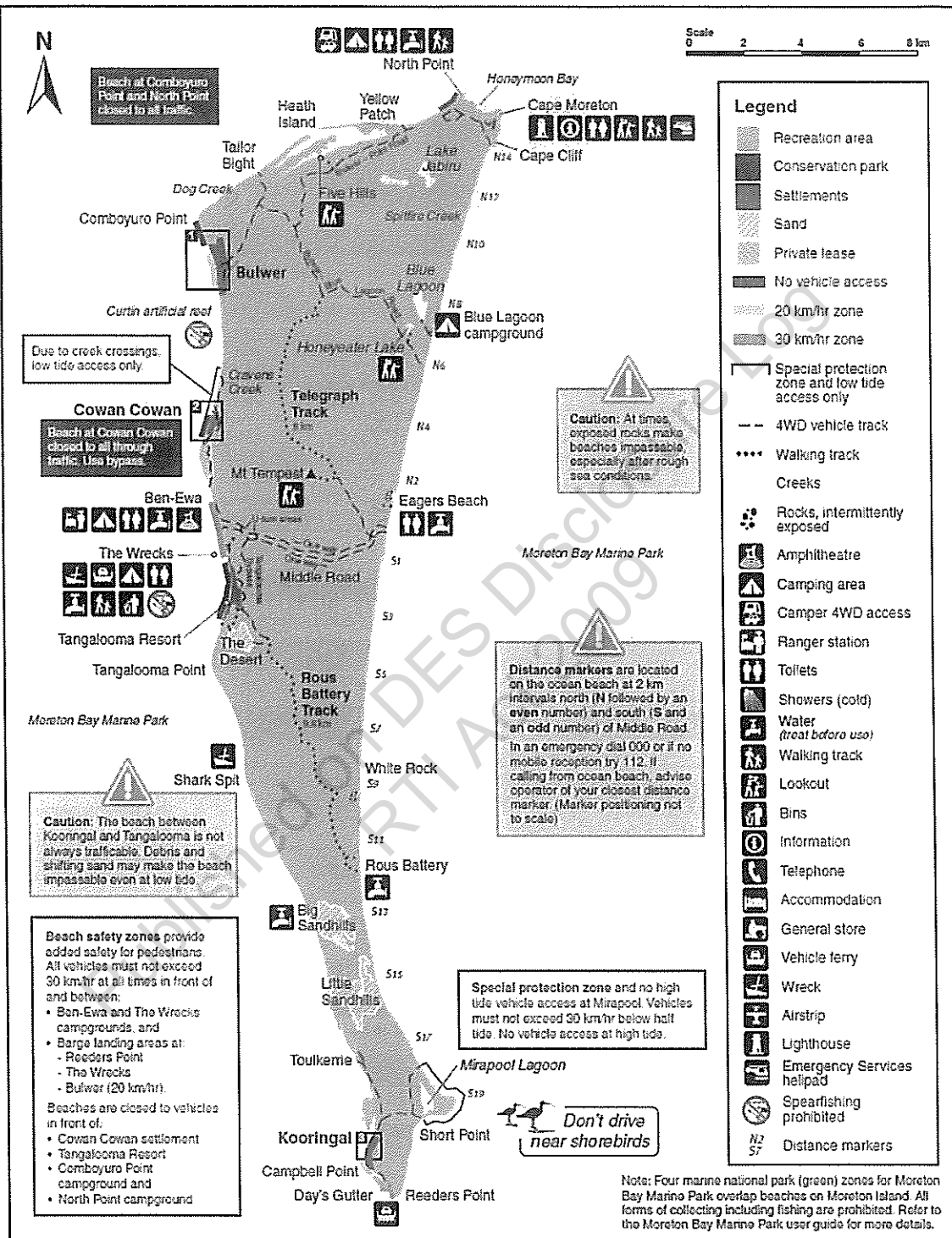
http://www.derm.qld.gov.au/services_resources/item_details.php?item_id=205559).



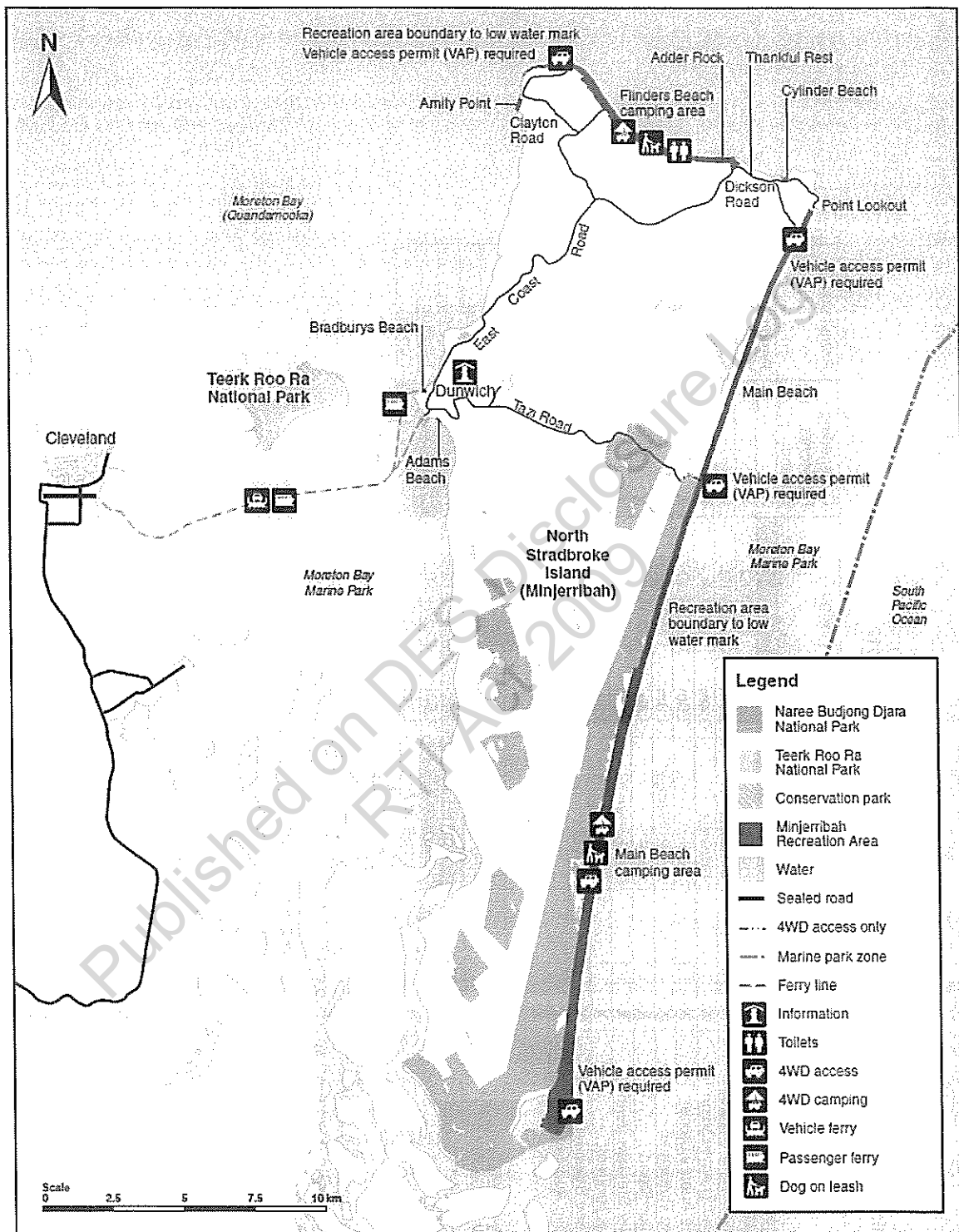
Map 5a. Recreation Areas – Bribie Island



Map 5b. Recreation Areas – Moreton Island



Map 5c. Recreation Areas – North Stradbroke Island



APPENDIX 2

Table 1. Pending Marine Park Permit applications and current permits as of March 2012

File ref	Name	Rec	Com	Model	Length	Rego	Qld sporting hovercraft member	Permit status
sch4p4(6) Personal information		X					X	Pending
		X		Hornet	4.0m		X	Pending
		X		Bill Baker	3.8m		X	Pending
		X		Hoverjet	3.4m		X	Pending
		X		GRP	3.6m		X	Pending
		X		Turbo Wedge*	4.0m		X	Pending
		X		GRP	3.4m		X	Pending
		X		GRP	5.0m		X	Pending
		X		Hoverstar	3.8m		X	Pending
		X		GRP	3.8m		X	Pending
		X		Turbo Zaphod	3.6m		X	Pending
		X		Turbo Hovercraft	3.4m		X	Pending
		X		Flying Fish	3.1m			Pending
		X		Hov Pod	4.0m			Pending
		X						Pending
		X			3.5m			Pending
MAN112	Hovercraft adventures pty ltd		X	Canair 512	7.26m			Current

* is in the process of updating this craft

** representative of the Qld hovercraft sporting club

*** NSW registration

[REDACTED]

CODE OF CONDUCT

Queensland Branch Australian Hovercraft Federation Inc

- **Members of the Queensland Sporting Hovercraft Club will:**
- **Agree to abide by this code of conduct**
- **Ensure their craft is registered and carrying appropriate safety equipment**
- **Be licensed to operate the craft or have a licensed operator on board**
- **Ensure their craft is in good repair and has noise levels acceptable to the general public**
- **Not operate in a manner that could cause nuisance, noise or danger to others**
- **Avoid passing the same point repeatedly in any one day**
- **Travel past waterside residences at a distance that keeps noise below 75dba when measured from the shore**
- **Avoid operating their craft near the shore or intertidal flats when groups of feeding or roosting birds are present**
- **Treat the general public with respect and communicate with them in a professional manner**
- **Be a positive role model for the general hovercraft community**
- **Always keep in mind - enjoy but don't destroy**

APPENDIX 4. Details of past hovercraft applications

File number Applicant

sch4p4(6) Personal information

Yellow = permit granted, special conditions outlined below

CVL123

Location to which the permission applies:

Areas of Broadwater Habitat Zone as identified and delineated on Map 1. (shangrila resort and around the never fail islands)

5. Travelling over intertidal areas

The Permittee must not travel over exposed intertidal areas in the permitted vessel except on the beach adjacent to Shangri-La Resort, South Stradbroke Island.

CVL730

Location to which the permission applies:

Eastern Moreton Bay Habitat Zones – between Cowan Cowan and 300 meters south of Tangalooma Point.

3. Number of trips

The Permittee is allowed up to:

- 5 trips per day to areas up to 300m south of Tangalooma Point;
- One trip per day to the area adjacent to Cowan Cowan and
- 15 times a day in the area between the northern and southern boundaries of the Resort, out to the survey limit of the craft (one Nautical Mile).

8. Traveling

The Permittee must ensure that the permitted vessel:

- (a) does not travel over exposed intertidal areas.
- (b) does not travel along the beach other than when maneuvering the vessel to land on, or take off from the beach
- (c) once it has left the beach, travels directly out to sea and operates over 250m from shore.
- (d) when coming to the beach to land, travels in the most direct route from the sea.

CVL871

Location to which the permission applies:

- Southern Moreton Bay conservation zone, south of the parallel of latitude 27° 45' S and east of the meridian of longitude 153° 24' E and,
- Broadwater habitat zone.

1. Location

- (a) The Permittee must ensure that activities described in the ' purposes of use and entry' must only take place in the locations described in 'Part A of this Permit.

- (b) The Permittee must ensure that the permitted hovercraft is not operated outside of marked navigational channels unless for the purpose of embarkation or disembarkation of passengers.
- (c) When exiting/entering marked navigation channels the Permittee must ensure the permitted hovercraft is taken in the most direct route possible.

4. Travelling over intertidal areas

The Permittee must not travel over exposed intertidal areas in the permitted hovercraft except on the beach adjacent to Couran Cove Resort and the two embarkation/disembarkation points at the Bedrooms.

MAN112

1. Conduct of hovercraft tours

(b) Hovercraft tours must:

- (viii) Be conducted in accordance with Environmental Management Plan dated November 2011 and route shown on Attachment 1;
- (ix) Not exceed more than one tour per day;
- (x) Not operate outside of navigation channels except where authorised to land/take off or traverse as outlined in condition 4;
- (xi) Maintain a distance of 60m from mangrove forests unless travelling within a navigation channel; and
- (xii) Maintain a buffer distance of 100m from anchored vessels and the shoreline when navigating.

4. Landing/ take off and traversing exposed intertidal areas

- (e) Landing/ take off of the hovercraft is authorised to occur at the following locations:
 - (iii) South Stradbroke Island, within 40m north of McLaren's Landing Resort shown as 'C' on Attachment 1;
 - (iv) Kangaroo Bank shown as 'B' on Attachment 1.
- (f) The most direct route must be taken to and from landing/take off and traversing locations;
- (g) Traversing, landing/ take off must not be conducted:
 - (ii) within 100m of people and/or anchored vessels within the marine park;
 - (iii) at locations with marine plants or invertebrate burrows;
 - (iv) where shorebirds are present; and
 - (v) above the high water mark.

5. Data returns

- (a) Returns must be submitted at three monthly intervals using the record sheets supplied and provide the following information:

For tourism programs:

- (i) the places landed/taken off from and traversed on each trip;
- (ii) the types of activities carried out at each of these places; and
- (iii) the number of persons participating in the tourism program each trip.

- (c) The returns must be lodged with the Administration Officer, Tourism and Visitor Services, Department of National Parks, Recreation, Sport and Racing (DNPRSR) at:

- PO Box 731, TOOWOOMBA QLD 4350;
- Facsimile No. (07) 4699 4399; or
- e-mail to approvals.southern@derm.qld.gov.au.

no later than 5.00pm on the fourteenth (14th) day of April, July, October and January for the preceding three months. A nil return must be submitted when no tourism program was undertaken during the return period.

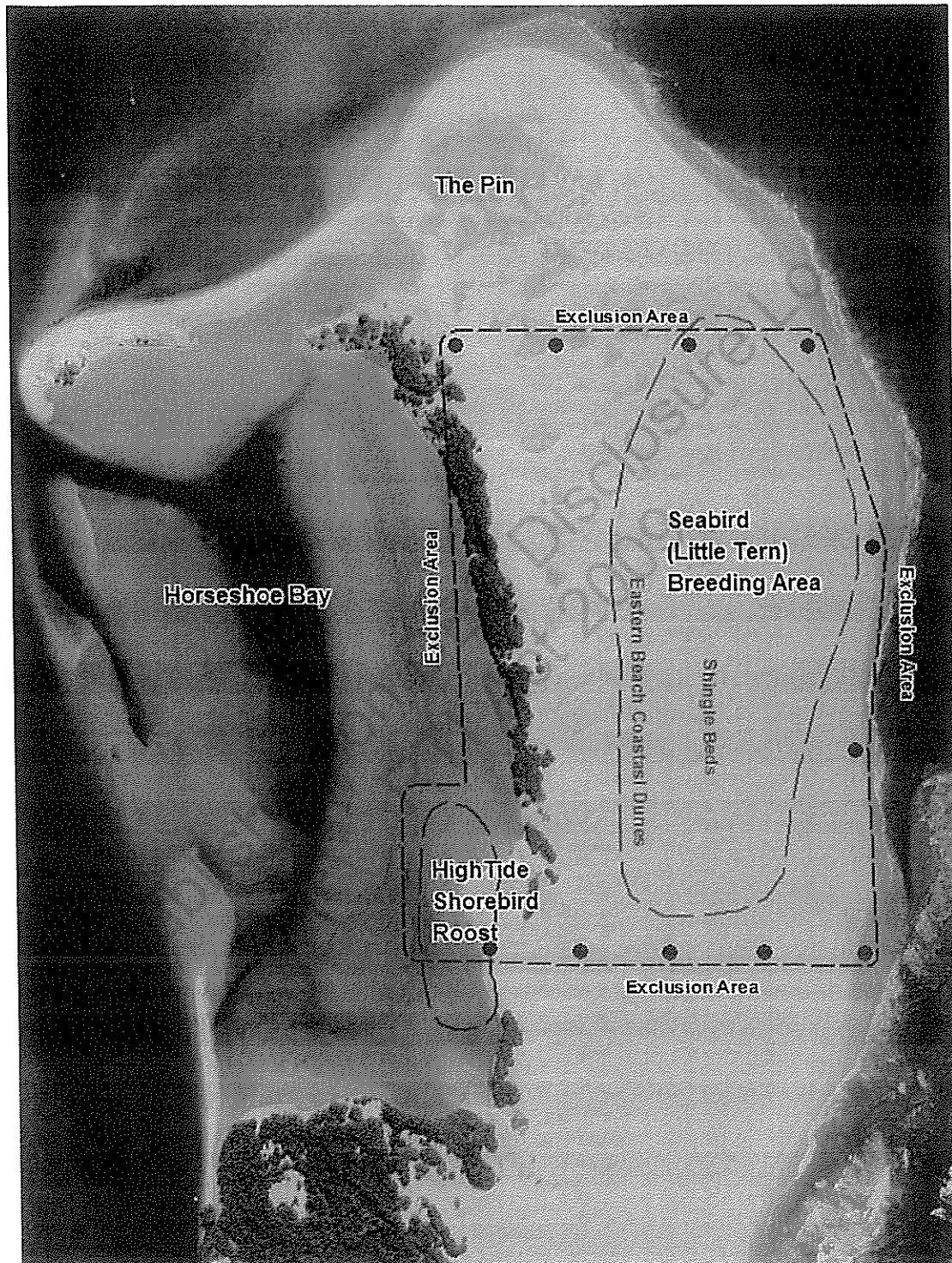
APPENDIX 5

Table 1. Shorebird Areas as defined by Miller, G. 1998 Wader Site Data Collation and Survey Project for South East Queensland.

Critical sites (red)	Critical high tide roosts (green)	Low tide feeding areas (grey)
Caboolture River mouth Deception Bay Juno Point Luggage Point Manly Harbour Swan Bay Mirrapool Heath Island Lagoon Jumpinpin*	Caloundra Bar Pelican Waters Egg Is Lagoon Long Island Thoolora Island Glasshouse Mountain Creek Mission Point Donnybrook Claypan Toorbul Claypan Toorbul Cebtral Dux Creek Sandstone Point Deception Bay Hays Inlet Tichi Tamba Boondal Wetland Kedron brook Floodway Jackson Creek Serpentine Creek Lytton Thorneside Wellington Point Geoff Skinner reserve Empire Point Oyster Point Thornlands Browns Bay Mosquito Island Cabbage Tree Point Cobby Cobby Passage Diner Island Pimpama River (north) Woogoompah Island Jewel Creek Rat Island Coomera Island Saltwater Creek Ephraim Island Brown Island Wave Break Island Squires Island Canaipa Passage Kibbinkibbinwa Point Blakesleys One Mile Amity Point Reeder's Point Little Sandhills St Helena Amity Sand Bank* Cambells Point*	Caloundra Bar Bells Creek Mission Point Toorbu Buckleys Hole Dohles Rocks Nudgee Beach Juno Point Luggage Point Wynnum Fisherman Island Lota Thorneside/ Aquatic paradise Perrebin Bay Macleay Island Browns Bay Little Rocky point Cabbage Tree Point Pimpama River Jewel Creek Coomera River Rat Island Coombabah Creek Brown Island Browns Inlet Crab Island Wavebreak Island Pandanus Island Squires Island Cobby Cobby Passage Swan Bay McCoys Creek Little Sand Hills*

* From QPW observations

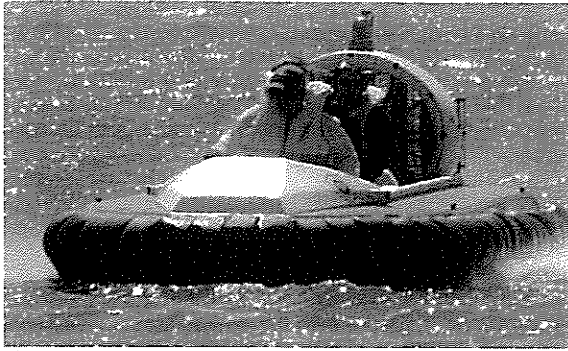
Map 1. Shorebird exclusion area – northern tip of South Stradbroke Island



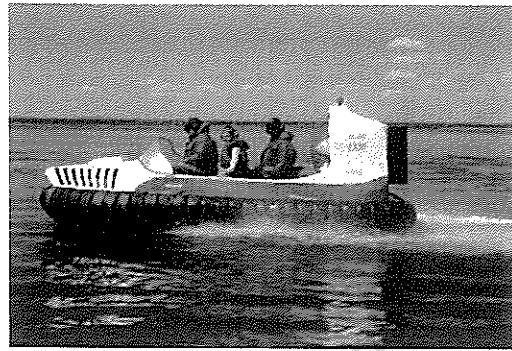
9-103



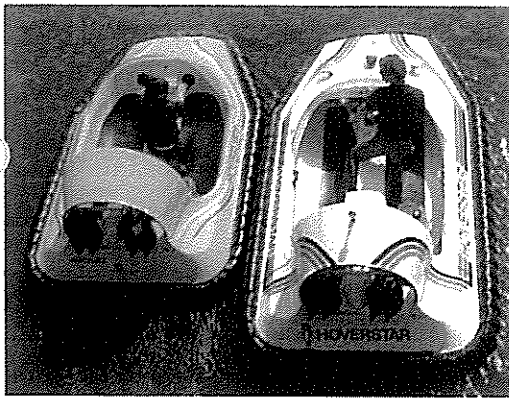
APPENDIX 6 Examples of recreational and commercial hovercraft models



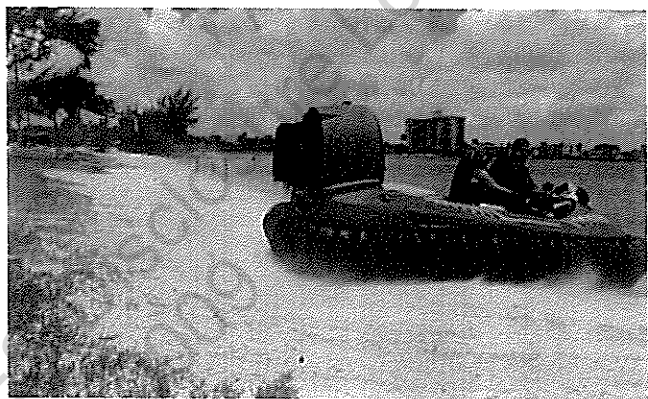
Hornet



Bill Baker Hovercraft (UK manufactured)



Hoverjet & Hoverstar (USA manufactured)



Hovpod (UK manufacturer)



Canair Hovercraft (MAN112)

Marine Park Permit Return for navigation of a hovercraft

19-103

Permittee:

Permit No:

Release

Date : 22/07/2019 11:14:12 AM

From : "LOW Jesse"

To : "PERRY Michelle (Manly)" , "UDY Nicola"

Subject : RE: Recreational hovercraft management options documents

Attachment : image002.jpg;image005.png;image007.png;image001.jpg;image003.png;image009.png;

Hi Michelle

Thanks for sending through an advance draft of your thinking. I like it and support the direction and recommendations. Broadly I think this is the right way to go. My comments and thoughts are at the more detailed end. I have not done any track changes in the documents.

sch4p4(4)(1)(a) Opinion/advice/recomendation for deliberative processess of government

Thanks for your deep thinking on these difficult issues.

Jesse



Jesse Low

Assistant Principal Ranger Technical Support
Great Barrier Reef & Marine Parks Region
Queensland Parks and Wildlife Service & Partnerships
Department of Environment and Science



P 07 3074246 Personal information
100 – 106 Tingira Street, Portsmith (Cairns) QLD 4870
PO Box 685, Bungalow QLD 4870

Visit us online at www.des.qld.gov.au

I acknowledge that Aboriginal Peoples and Torres Strait Islander Peoples are the Traditional Owners of this country and they retain their relationship and connection to the land, sea and community.

I pay my respects to all Traditional Owners, and to the Elders past, present and the future for land and sea on which I work, live and walk.



From: PERRY Michelle (Manly) <Michelle.Perry@des.qld.gov.au>

Sent: Monday, 15 July 2019 3:16 PM

To: UDY Nicola; LOW Jesse

Subject: Recreational hovercraft management options documents

Nic / Jesse,

Attached are the two documents that I have been slaving away over for the last couple of weeks regarding potential options for the future management of recreational hovercraft in Great Sandy and Moreton Bay Marine Parks. The documents are still a work in progress but have been sent to you to get your initial thoughts / feedback / comments / and yes constructive criticism ☺ Please can we now distribute the

documents any further than us at the moment - that would be great. The two documents are:-

sch4p4(4)(1)(a) Opinion/advice/recomendation for deliberative processess of government

Once you have both reviewed the documents and any necessary changes have been made they will be circulated a little more widely to Nicola's MPAP team, Jesse's Southern marine parks tech support team, southern marine park ops (Steve / Richard / Mike / Tina / John) and also to Adam Cradick and Lara Connell in PMU to see if there is general agreement on the way forward that can then be incorporated into the GSMP and MBMP zoning plan reviews at the appropriate.

Jesse when you get back to me with your feedback and comments could you please also send them to Nicola so she has a copy.

Nicola – eDocs ref numbers if you wanted to save your comments directly are indicated next to each document description

Any questions etc please give me a call.

Thanks,

Michelle



**Queensland
Government**

Michelle Perry
Senior Conservation Officer
Technical Support – GBRMCI Region
Queensland Parks and Wildlife Service and Partnerships
Department of Environment and Science

P 07 3101 2021
E michelle.perry@des.qld.gov.au

34 Trafalgar Street, Manly QLD 4179
PO Box 5178, Manly QLD 4179

Date : 15/08/2019 5:20:11 PM

From : "CARR Mike"

To : "PERRY Michelle (Manly)" , "UDY Nicola"

Cc : "ORCHARD Richard"

Subject : FW: FOR REVIEW: Options Paper - Recreational hovercraft management in Marine Parks - Due cob Mon 19 Aug

Attachment : EDOCS-#8251819-v2-

Management_options_recreational_hovercraft_july_2019.docx;image002.png;image004.png;image001.png;image006.png;

Hi Nicola and Michelle

sch4p4(4)(1)(a) Opinion/advice/recomendation for deliberative processess of government

Regards



Mike Carr

Ranger in Charge

Moreton Bay Marine Park

Great Barrier Reef & Marine Parks Region I QPWS & Partnerships

Department of Environment and Science

P 07 31012090

34 Trafalgar Street Manly Qld 4179 PO Box 5178

From: ORCHARD Richard <Richard.Orchard@des.qld.gov.au>

Sent: Tuesday, 13 August 2019 1:21 PM

To: UDY Nicola; PERRY Michelle (Manly)

Cc: MADDOCK ARMSTRONG Stacey; DERBYSHIRE Kurt; FRASER Kerrie; MCKINNON Scott; CHANG Mary; SULLY David; LOW Jesse; O'GRADY Fiona; DELAFORCE Amanda; MURRAY Kristy; KILPATRICK Carley; MCPHERSON Taryn; HOSECK Steve; CARR Mike; BALL Tina; SCHWARZROCK John; CRADICK Adam; CONNELL Lara; HENDERSON Emma

Subject: RE: FOR REVIEW: Options Paper - Recreational hovercraft management in Marine Parks - Due cob Mon 19 Aug

Hi Nicola, Michelle,

sch4p4(4)(1)(a) Opinion/advice/recomendation for deliberative processess of government

Cheers,
Richard



Richard Orchard

Senior Ranger

Moreton Bay Marine Park

Great Barrier Reef & Marine Parks Region I QPWS & Partnerships

Department of Environment and Science

P 07 31012090

34 Trafalgar Street, Manly, 4179

PO Box 5178, Manly, 4179

E-mail: Richard.Orchard@des.qld.gov.au

From: HENDERSON Emma <Emma.Henderson@des.qld.gov.au>

Sent: Monday, 12 August 2019 10:10 AM

To: LOW Jesse; O'GRADY Fiona; DELAFORCE Amanda; MURRAY Kristy; KILPATRICK Carley; MCPHERSON Taryn; HOSECK Steve; ORCHARD Richard; CARR Mike; BALL Tina; SCHWARZROCK John; CRADICK Adam; CONNELL Lara

Cc: MADDOCK ARMSTRONG Stacey; UDY Nicola; PERRY Michelle (Manly); DERBYSHIRE Kurt; FRASER Kerrie; MCKINNON Scott; CHANG Mary; SULLY David

Subject: FOR REVIEW: Options Paper - Recreational hovercraft management in Marine Parks - Due cob Mon 19 Aug

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sch4p4(4)(1)(a) Opinion/advice/recomendation for deliberative processess of government

If you have any questions please contact Michelle on 3101 2021 or Nicola on 3199 7624.

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Many thanks,
Emma



Emma Henderson
A/Manager Marine Protected Area Policy (until 12/08/19)
Protected Area Strategy and Investment | QPWS and Partnerships
Department of Environment and Science

P 07 3199 7624
Level 4, 400 George St, Brisbane QLD
PO Box 15187, City East QLD 4002

Date : 15/08/2019 3:11:04 PM

From : "MCPHERSON Taryn"

To : "UDY Nicola" , "PERRY Michelle (Manly)"

Subject : FW: FOR REVIEW: Options Paper - Recreational hovercraft management in Marine Parks - Due cob Mon 19 Aug

Attachment : EDOCS-#8251819-v2-

Management_options_recreational_hovercraft_july_2019.docx;image001.png;image002.png;image004.png;

Hi Nic and Michelle,

I've had a read through the options paper and here are my thoughts:

sch4p4(4)(1)(a) Opinion/advice/recomendation for deliberative processess of government

Thank you!



Taryn McPherson

Senior Conservation Officer

Great Barrier Reef and Marine Parks Region | Technical Support

Queensland Parks and Wildlife Service & Partnerships

Department of Environment and Science

P 07 3101 2085 34 Trafalgar Street, Manly QLD 4179

PO Box 5178, Manly QLD 4179

Visit us online at www.des.qld.gov.au

From: HENDERSON Emma <Emma.Henderson@des.qld.gov.au>

Sent: Monday, 12 August 2019 10:10 AM

To: LOW Jesse; O'GRADY Fiona; DELAFORCE Amanda; MURRAY Kristy; KILPATRICK Carley; MCPHERSON Taryn; HOSECK Steve; ORCHARD Richard; CARR Mike; BALL Tina; SCHWARZROCK John; CRADICK Adam; CONNELL Lara

Cc: MADDOCK ARMSTRONG Stacey; UDY Nicola; PERRY Michelle (Manly); DERBYSHIRE Kurt; FRASER Kerrie; MCKINNON Scott; CHANG Mary; SULLY David

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Many thanks,
Emma



Emma Henderson
A/Manager Marine Protected Area Policy (until 12/08/19)
Protected Area Strategy and Investment I QPWS and Partnerships
Department of Environment and Science

P 07 3199 7624
Level 4, 400 George St, Brisbane QLD
PO Box 15187, City East QLD 4002

Published on DES Disclosure Log
RTI Act 2009

Date : 13/08/2019 1:20:59 PM

From : "ORCHARD Richard"

To : "UDY Nicola" , "PERRY Michelle (Manly)"

Cc : "MADDOCK ARMSTRONG Stacey" , "DERBYSHIRE Kurt" , "FRASER Kerrie" , "MCKINNON Scott" , "CHANG Mary" , "SULLY David" , "LOW Jesse" , "O'GRADY Fiona" , "DELAFORCE Amanda" , "MURRAY Kristy" , "KILPATRICK Carley" , "MCPHERSON Taryn" , "HOSECK Steve" , "CARR Mike" , "BALL Tina" , "SCHWARZROCK John" , "CRADICK Adam" , "CONNELL Lara" , "HENDERSON Emma"

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Attachment : EDOCS-#8251819-v2-

Management_options_recreational_hovercraft_july_2019.docx;image002.png;image004.png;image001.png;

Hi Nicola, Michelle,

sch4p4(4)(1)(a) Opinion/advice/recomendation for deliberative processess of government

Cheers,
Richard



Richard Orchard
Senior Ranger
Moreton Bay Marine Park
Great Barrier Reef & Marine Parks Region | QPWS & Partnerships
Department of Environment and Science

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34 Trafalgar Street, Manly, 4179
PO Box 5178, Manly, 4179
E-mail: Richard.Orchard@des.qld.gov.au

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Cc: MADDOCK ARMSTRONG Stacey; UDY Nicola; PERRY Michelle (Manly); DERBYSHIRE Kurt; FRASER Kerrie; MCKINNON Scott; CHANG Mary; SULLY David

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Many thanks,
Emma



Emma Henderson

A/Manager Marine Protected Area Policy (until 12/08/19)
Protected Area Strategy and Investment | QPWS and Partnerships
Department of Environment and Science

P 07 3199 7624
Level 4, 400 George St, Brisbane QLD
PO Box 15187, City East QLD 4002

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RTI Act 2009

Date : 12/08/2019 5:21:49 PM

From : "DYBALL Alan"

To : "UDY Nicola" , "PERRY Michelle (Manly)"

Cc : "HENDERSON Emma" , "LOW Jesse" , "O'GRADY Fiona" , "DELAFORCE Amanda" , "MURRAY Kristy" , "KILPATRICK Carley" , "MCPHERSON Taryn" , "HOSECK Steve" , "ORCHARD Richard" , "CARR Mike" , "BALL Tina" , "SCHWARZROCK John" , "CRADICK Adam" , "CONNELL Lara" , "MADDOCK ARMSTRONG Stacey" , "DERBYSHIRE Kurt" , "FRASER Kerrie" , "MCKINNON Scott" , "CHANG Mary" , "SULLY David"

Subject : RE: FOR REVIEW: Options Paper - Recreational hovercraft management in Marine Parks - Due cob Mon 19 Aug

Attachment : EDOCS-#8251819-v2-

Management_options_recreational_hovercraft_july_2019.docx;image001.png;image003.png;image005.jpg;image007.png;

Hi Nicola and Michelle.

Re; Recreational Hovercraft Options Paper – Marine Park Zoning Plan Review comments

sch4p4(4)(1)(a) Opinion/advice/recomendation for deliberative processess of government

Thanks

Alan



Queensland
Government

Alan Dyball

Program Manager

Great Barrier Reef - Marine - Coastal and Islands Directorate
Queensland Parks and Wildlife Service and Partnerships
Department of Environment and Science

sch4p4(6) Personal information

Level 5, 400 George Street, Brisbane Qld 4000



I acknowledge Aboriginal and Torres Strait Islander people as the Traditional Owners of this country, and their connection to land, sea and community. I pay my respect to all Traditional Owners, and to the Elders past, present and emerging.

From: HENDERSON Emma <Emma.Henderson@des.qld.gov.au>

Sent: Monday, 12 August 2019 10:10 AM

To: LOW Jesse; O'GRADY Fiona; DELAFORCE Amanda; MURRAY Kristy; KILPATRICK Carley; MCPHERSON Taryn; HOSECK Steve; ORCHARD Richard; CARR Mike; BALL Tina; SCHWARZROCK John; CRADICK Adam; CONNELL Lara

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Many thanks,
Emma



Emma Henderson
A/Manager Marine Protected Area Policy (until 12/08/19)
Protected Area Strategy and Investment | QPWS and Partnerships
Department of Environment and Science

P 07 3199 7624
Level 4, 400 George St, Brisbane QLD
PO Box 15187, City East QLD 4002

Date : 12/08/2019 1:41:41 PM

From : "BALL Tina"

To : "UDY Nicola" , "PERRY Michelle (Manly)"

Subject : FW: FOR REVIEW: Options Paper - Recreational hovercraft management in Marine Parks - Due cob Mon 19 Aug

Attachment : EDOCS-#8251819-v2-

Management_options_recreational_hovercraft_july_2019.docx;image001.png;image003.png;image005.png;

Hi Nicola and Michelle,

There has clearly been a lot of thought and effort to produce the attached management options for hovercraft use in the marine parks.

sch4p4(4)(1)(a) Opinion/advice/recomendation for deliberative processess of government

Cheers



Tina Ball

Acting Senior Ranger – Southern Queensland
Great Barrier Reef and Marine Parks Region | QPWS & Partnerships
Department of Environment and Science

Ph 07 4195 0644 (6) Personal information
PO Box 7626, Urangan, Qld 4655

From: HENDERSON Emma <Emma.Henderson@des.qld.gov.au>

Sent: Monday, 12 August 2019 10:10 AM

To: LOW Jesse; O'GRADY Fiona; DELAFORCE Amanda; MURRAY Kristy; KILPATRICK Carley; MCPHERSON Taryn; HOSECK Steve; ORCHARD Richard; CARR Mike; BALL Tina; SCHWARZROCK John; CRADICK Adam; CONNELL Lara

Cc: MADDOCK ARMSTRONG Stacey; UDY Nicola; PERRY Michelle (Manly); DERBYSHIRE Kurt; FRASER Kerrie; MCKINNON Scott; CHANG Mary; SULLY David

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Emma



Emma Henderson
A/Manager Marine Protected Area Policy (until 12/08/19)
Protected Area Strategy and Investment | QPWS and Partnerships
Department of Environment and Science

P 07 3199 7624
Level 4, 400 George St, Brisbane QLD
PO Box 15187, City East QLD 4002

Published on DES Disclosure Log
RTI Act 2009

Date : 12/08/2019 10:09:42 AM

From : "HENDERSON Emma"

To : "LOW Jesse" , "O'GRADY Fiona" , "DELAFORCE Amanda" , "MURRAY Kristy" , "KILPATRICK Carley" , "MCPHERSON Taryn" , "HOSECK Steve" , "ORCHARD Richard" , "CARR Mike" , "BALL Tina" , "SCHWARZROCK John" , "CRADICK Adam" , "CONNELL Lara"

Cc : "MADDOCK ARMSTRONG Stacey" , "UDY Nicola" , "PERRY Michelle (Manly)" , "DERBYSHIRE Kurt" , "FRASER Kerrie" , "MCKINNON Scott" , "CHANG Mary" , "SULLY David"

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Emma Henderson
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Protected Area Strategy and Investment I QPWS and Partnerships
Department of Environment and Science

P 07 3199 7624
Level 4, 400 George St, Brisbane QLD
PO Box 15187, City East QLD 4002

Date : 22/07/2019 9:22:43 PM
From : "UDY Nicola"
To : "PERRY Michelle (Manly)"
Cc : "LOW Jesse"
Subject : RE: Recreational hovercraft management options documents
Attachment : EDOCS - 8251819 - Management options_recreational hovercraft_july 2019 - 1A.DOCX;image004.png;image006.jpg;image011.png;image005.png;image008.jpg;image009.png;image010.png;
Hi Michelle – great to see this analysis of options and legislative history really taking shape.

sch4p4(4)(1)(a) Opinion/advice/recomendation for deliberative processess of government

Cheers
Nicola



Nicola Udy
Manager
Marine Protected Area Policy | Protected Area Strategy and Policy
Protected Area Strategy and Investment | QPWS and Partnerships
Department of Environment and Science

Queensland Government
P 07 3199 7624
Level 4, 400 George St, Brisbane QLD 400
PO Box 15187, City East QLD 4001

From: LOW Jesse <Jesse.Low@des.qld.gov.au>
Sent: Monday, 22 July 2019 11:14 AM
To: PERRY Michelle (Manly); UDY Nicola
Subject: RE: Recreational hovercraft management options documents

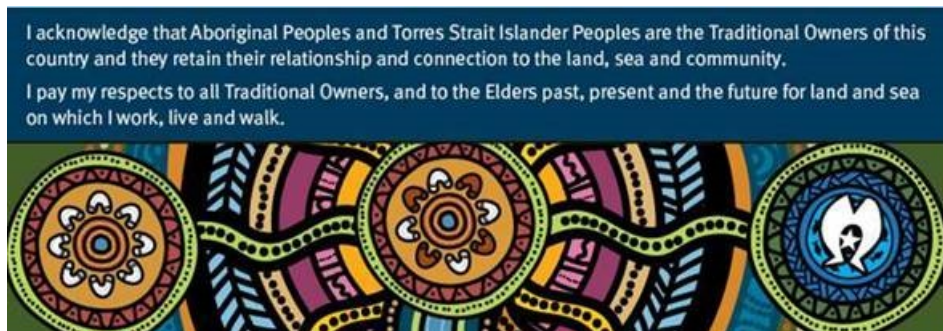
Hi Michelle

Thanks for sending through an advance draft of your thinking. I like it and support the direction and recommendations. Broadly I think this is the right way to go. My comments and thoughts are at the more detailed end. I have not done any track changes in the documents.

sch4p4(4)(1)(a) Opinion/advice/recomendation for deliberative processess of government

Thanks for your deep thinking on these difficult issues.

Jesse



From: PERRY Michelle (Manly) <Michelle.Perry@des.qld.gov.au>
Sent: Monday, 15 July 2019 3:16 PM
To: UDY Nicola; LOW Jesse
Subject: Recreational hovercraft management options documents

Nic / Jesse,

Attached are the two documents that I have been slaving away over for the last couple of weeks regarding potential options for the future management of recreational hovercraft in Great Sandy and Moreton Bay Marine Parks. The documents are still a work in progress but have been sent to you to get your initial thoughts / feedback / comments / and yes constructive criticism ☺ Please can we now distribute the documents any further than us at the moment - that would be great. The two documents are:-

sch4p4(4)(1)(a) Opinion/advice/recomendation for deliberative processess of government

Once you have both reviewed the documents and any necessary changes have been made they will be circulated a little more widely to Nicola's MPAP team, Jesse's Southern marine parks tech support team, southern marine park ops (Steve / Richard / Mike / Tina / John) and also to Adam Cradick and Lara Connell in PMU to see if there is general agreement on the way forward that can then be incorporated into the GSMP and MBMP zoning plan reviews at the appropriate.

Jesse when you get back to me with your feedback and comments could you please also send to Nicola so she has a copy.

Nicola – eDocs ref numbers if you wanted to save your comments directly are indicated next to each document description

Any questions etc please give me a call.

Thanks,

Michelle



Published on DES Disclosure Log
RTI Act 2009

Date : 16/08/2019 2:15:15 PM

From : "HOSECK Steve"

To : "HENDERSON Emma", "LOW Jesse", "O'GRADY Fiona", "DELAFORCE Amanda", "MURRAY Kristy", "KILPATRICK Carley", "MCPHERSON Taryn", "ORCHARD Richard", "CARR Mike", "BALL Tina", "SCHWARZROCK John", "CRADICK Adam", "CONNELL Lara"

Cc : "MADDOCK ARMSTRONG Stacey", "UDY Nicola", "PERRY Michelle (Manly)", "DERBYSHIRE Kurt", "FRASER Kerrie", "MCKINNON Scott", "CHANG Mary", "SULLY David"

Subject : RE: FOR REVIEW: Options Paper - Recreational hovercraft management in Marine Parks - Due cob Mon 19 Aug

Attachment : image001.png;image003.png;image004.png;

Hi Emma/Nic,

Thank you very much to Michelle for pulling this all together. Great Job.

sch4p4(4)(1)(a) Opinion/advice/recomendation for deliberative processess of government

Regards
Steve



Steve Hoseck

Principal Ranger

Southern Marine Parks

Great Barrier Reef & Marine Parks Region

Queensland Parks and Wildlife Service and Partnerships

Department of Environment and Science

34 Trafalgar Street Manly Qld 4179 P 07 3101 2021 F 07 3199 7624

(6) Personal information

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Sent: Monday, 12 August 2019 10:10 AM

To: LOW Jesse; O'GRADY Fiona; DELAFORCE Amanda; MURRAY Kristy; KILPATRICK Carley; MCPHERSON Taryn; HOSECK Steve; ORCHARD Richard; CARR Mike; BALL Tina; SCHWARZROCK John; CRADICK Adam; CONNELL Lara

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In the last several years numerous representations have been made to the Department and the Minister by the QLD Sporting Hovercraft Club (QSHC) concerning to the requirement for recreational hovercraft users to hold a permit to operate in Great Sandy and Moreton Bay Marine Parks, contrary to other recreational vessel users. They have also highlighted the fact that as a recreational hovercraft owner they are unable to obtain \$20M PLI to comply with the department's operational policy on insurance and hence marine park permit requirements. In effect, the inability to comply with this requirement prohibits recreational hovercraft use in the marine park, which was never the original intention.

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operate in Moreton Bay Marine Park (MBMP) to be removed from the zoning plan.

Many thanks,
Emma



Emma Henderson

A/Manager Marine Protected Area Policy (until 12/08/19)

Protected Area Strategy and Investment | QPWS and Partnerships

Department of Environment and Science

P 07 3199 7624

Level 4, 400 George St, Brisbane QLD

PO Box 15187, City East QLD 4002

Published on DES Disclosure Log
RTI Act 2009

Date : 16/08/2019 3:40:36 PM

From : "DELAFORCE Amanda"

To : "PERRY Michelle (Manly)" , "UDY Nicola"

Cc : "HENDERSON Emma"

Subject : RE: FOR REVIEW: Options Paper - Recreational hovercraft management in Marine Parks - Due cob Mon 19 Aug

Attachment : image001.png;image002.png;image004.png;

Hi Nic and Mish,

Great work in putting it all together and doing all the research to collate it.

sch4p4(4)(1)(a) Opinion/advice/recomendation for deliberative processess of government

Happy to discuss further upon my leave.

Thanks Amanda



Amanda Delaforce
Senior Conservation Officer
Great Barrier Reef and Marine Parks | Technical Support
Queensland Parks and Wildlife Service & Partnerships
Department of Environment and Science
P 07 3101 2032 (Tues-Wed-Thurs at Manly Office)
P 07 5459 6171 (Mon & Fri at Maroochydore Office)
34 Trafalgar Street Manly Qld 4179
PO Box 5178 Manly Qld 4179

From: HENDERSON Emma <Emma.Henderson@des.qld.gov.au>

Sent: Monday, 12 August 2019 10:10 AM

To: LOW Jesse; O'GRADY Fiona; DELAFORCE Amanda; MURRAY Kristy; KILPATRICK Carley; MCPHERSON Taryn; HOSECK Steve; ORCHARD Richard; CARR Mike; BALL Tina; SCHWARZROCK John; CRADICK Adam; CONNELL Lara

Cc: MADDOCK ARMSTRONG Stacey; UDY Nicola; PERRY Michelle (Manly); DERBYSHIRE Kurt; FRASER Kerrie; MCKINNON Scott; CHANG Mary; SULLY David

Subject: FOR REVIEW: Options Paper - Recreational hovercraft management in Marine Parks - Due cob Mon 19 Aug

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Many thanks,
Emma



Emma Henderson
A/Manager Marine Protected Area Policy (until 12/08/19)
Protected Area Strategy and Investment | QPWS and Partnerships
Department of Environment and Science
P 07 3199 7624
Level 4, 400 George St, Brisbane QLD
PO Box 15187, City East QLD 4002

Date : 19/08/2019 1:01:26 PM

From : "MURRAY Kristy"

To : "UDY Nicola" , "PERRY Michelle (Manly)"

Cc : "LOW Jesse" , "ORCHARD Richard" , "HOSECK Steve" , "CHANG Mary"

Subject : FW: FOR REVIEW: Options Paper - Recreational hovercraft management in Marine Parks - Due cob Mon 19 Aug

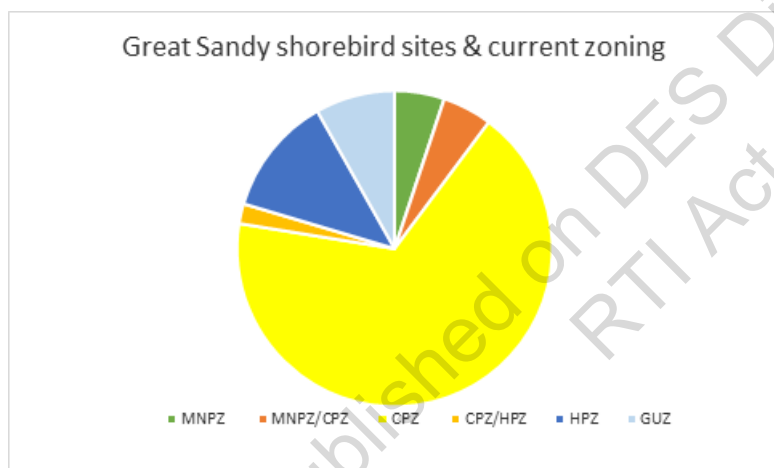
Attachment : EDOCS-#8251819-v2-

Management_options_recreational_hovercraft_july_2019.docx;image001.png;image003.png;image006.png;

Hi Michelle and Nic

sch4p4(4)(1)(a) Opinion/advice/recomendation for deliberative processess of government

Regards
Kristy



From: HENDERSON Emma <Emma.Henderson@des.qld.gov.au>

Sent: Monday, 12 August 2019 10:10 AM

To: LOW Jesse; O'GRADY Fiona; DELAFORCE Amanda; MURRAY Kristy; KILPATRICK Carley; MCPHERSON Taryn; HOSECK Steve; ORCHARD Richard; CARR Mike; BALL Tina; SCHWARZROCK John; CRADICK Adam; CONNELL Lara

Cc: MADDOCK ARMSTRONG Stacey; UDY Nicola; PERRY Michelle (Manly); DERBYSHIRE Kurt; FRASER Kerrie; MCKINNON Scott; CHANG Mary; SULLY David

Subject: FOR REVIEW: Options Paper - Recreational hovercraft management in Marine Parks - Due cob Mon 19 Aug

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sch4p4(4)(1)(a) Opinon/advice/recomendation for deliberative processess of government

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Many thanks,
Emma



Emma Henderson

A/Manager Marine Protected Area Policy (until 12/08/19)
Protected Area Strategy and Investment | QPWS and Partnerships
Department of Environment and Science

P 07 3199 7624
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PO Box 15187, City East QLD 4002

Published on DES Disclosure Log
RTI Act 2009

Date : 19/08/2019 5:07:25 PM

From : "CONNELL Lara"

To : "ORCHARD Richard" , "UDY Nicola" , "PERRY Michelle (Manly)"

Cc : "MADDOCK ARMSTRONG Stacey" , "DERBYSHIRE Kurt" , "FRASER Kerrie" , "MCKINNON Scott" , "CHANG Mary" , "SULLY David" , "LOW Jesse" , "O'GRADY Fiona" , "DELAFORCE Amanda" , "MURRAY Kristy" , "KILPATRICK Carley" , "MCPHERSON Taryn" , "HOSECK Steve" , "CARR Mike" , "BALL Tina" , "SCHWARZROCK John" , "CRADICK Adam" , "HENDERSON Emma"

Subject : RE: FOR REVIEW: Options Paper - Recreational hovercraft management in Marine Parks - Due cob Mon 19 Aug

Attachment : image003.png;image005.png;image006.png;image004.png;image007.png;

Hi all

Sorry for the delay.

sch4p4(4)(1)(a) Opinion/advice/recomendation for deliberative processess of government

Thanks

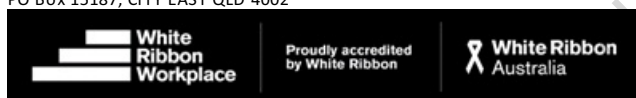


Lara Connell

Manager

Assessments and Approvals | Queensland Parks and Wildlife Service and Partnerships
Department of Environment and Science

P 07 3199 7501 / M 0466 619 340
400 George Street, Brisbane QLD 4000
PO Box 15187, CITY EAST QLD 4002



From: ORCHARD Richard <Richard.Orchard@des.qld.gov.au>

Sent: Tuesday, 13 August 2019 1:21 PM

To: UDY Nicola; PERRY Michelle (Manly)

Cc: MADDOCK ARMSTRONG Stacey; DERBYSHIRE Kurt; FRASER Kerrie; MCKINNON Scott; CHANG Mary; SULLY David; LOW Jesse; O'GRADY Fiona; DELAFORCE Amanda; MURRAY Kristy; KILPATRICK Carley; MCPHERSON Taryn; HOSECK Steve; CARR Mike; BALL Tina; SCHWARZROCK John; CRADICK Adam; CONNELL Lara; HENDERSON Emma

Subject: RE: FOR REVIEW: Options Paper - Recreational hovercraft management in Marine Parks - Due cob Mon 19 Aug

Hi Nicola, Michelle,

sch4p4(4)(1)(a) Opinion/advice/recomendation for deliberative processess of government

Cheers,
Richard

Richard Orchard
Senior Ranger



Moreton Bay Marine Park
Great Barrier Reef & Marine Parks Region I QPWS & Partnerships
Department of Environment and Science

P 07 31012090
34 Trafalgar Street, Manly, 4179
PO Box 5178, Manly, 4179
E-mail: Richard.Orchard@des.qld.gov.au

From: HENDERSON Emma <Emma.Henderson@des.qld.gov.au>

Sent: Monday, 12 August 2019 10:10 AM

To: LOW Jesse; O'GRADY Fiona; DELAFORCE Amanda; MURRAY Kristy; KILPATRICK Carley; MCPHERSON Taryn; HOSECK Steve; ORCHARD Richard; CARR Mike; BALL Tina; SCHWARZROCK John; CRADICK Adam; CONNELL Lara

Cc: MADDOCK ARMSTRONG Stacey; UDY Nicola; PERRY Michelle (Manly); DERBYSHIRE Kurt; FRASER Kerrie; MCKINNON Scott; CHANG Mary; SULLY David

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Many thanks,
Emma



Emma Henderson
A/Manager Marine Protected Area Policy (until 12/08/19)
Protected Area Strategy and Investment I QPWS and Partnerships
Department of Environment and Science

P 07 3199 7624
Level 4, 400 George St, Brisbane QLD
PO Box 15187, City East QLD 4002

Date : 20/08/2019 8:45:43 AM

From : "CONNELL Lara"

To : "PERRY Michelle (Manly)"

Cc : "CONNELL Lara"

Subject : RE: FOR REVIEW: Options Paper - Recreational hovercraft management in Marine Parks - Due cob Mon 19 Aug

Attachment : Permit conds comparison Final

MBMP.xlsx;image001.png;image005.png;image010.png;image002.png;image003.png;image006.png;image008.png;

Thanks Michelle, the highlighted yellow conditions are the ones agreed to use for recreational hovercraft permits.

Black ones were deleted and captured in Information Notice. As was the shorebird roosting condition.



Lara Connell

Manager

Assessments and Approvals | Queensland Parks and Wildlife Service and Partnerships
Department of Environment and Science

P 07 319 5514 (M) Personal information
400 George Street, Brisbane QLD 4000
PO Box 15187, CITY EAST QLD 4002



From: PERRY Michelle (Manly) <Michelle.Perry@des.qld.gov.au>

Sent: Tuesday, 20 August 2019 7:56 AM

To: CONNELL Lara

Subject: RE: FOR REVIEW: Options Paper - Recreational hovercraft management in Marine Parks - Due cob Mon 19 Aug

Lara,

Thanks for your comments. If you could send me the latest hovercraft permit conditions that you refer to in your email that would be great.

Thanks,

Michelle



Michelle Perry

Senior Conservation Officer

Technical Support – GBRMCI Region

Queensland Parks and Wildlife Service and Partnerships
Department of Environment and Science

P 07 3101 2021

E michelle.perry@des.qld.gov.au

34 Trafalgar Street, Manly QLD 4179

PO Box 5178, Manly QLD 4179

From: CONNELL Lara <Lara.Connell@des.qld.gov.au>

Sent: Monday, 19 August 2019 5:07 PM

To: ORCHARD Richard; UDY Nicola; PERRY Michelle (Manly)

Cc: MADDOCK ARMSTRONG Stacey; DERBYSHIRE Kurt; FRASER Kerrie; MCKINNON Scott; CHANG Mary; SULLY David; LOW Jesse; O'GRADY Fiona; DELAFORCE Amanda; MURRAY Kristy; KILPATRICK Carley; MCPHERSON Taryn; HOSECK Steve; CARR Mike; BALL Tina; SCHWARZROCK John; CRADICK Adam; HENDERSON Emma

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sch4p4(4)(1)(a) Opinion/advice/recomendation for deliberative processess of government

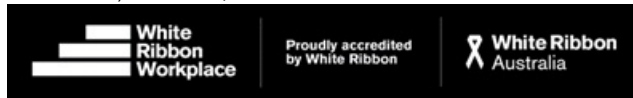
Thanks

Lara Connell



Manager
Assessments and Approvals | Queensland Parks and Wildlife Service and Partnerships
Department of Environment and Science

P 07 3198 7541 (M) Personal information
400 George Street, Brisbane QLD 4000
PO Box 15187, CITY EAST QLD 4002



From: ORCHARD Richard <Richard.Orchard@des.qld.gov.au>

Sent: Tuesday, 13 August 2019 1:21 PM

To: UDY Nicola; PERRY Michelle (Manly)

Cc: MADDOCK ARMSTRONG Stacey; DERBYSHIRE Kurt; FRASER Kerrie; MCKINNON Scott; CHANG Mary; SULLY David; LOW Jesse; O'GRADY Fiona; DELAFORCE Amanda; MURRAY Kristy; KILPATRICK Carley; MCPHERSON Taryn; HOSECK Steve; CARR Mike; BALL Tina; SCHWARZROCK John; CRADICK Adam; CONNELL Lara; HENDERSON Emma

Subject: RE: FOR REVIEW: Options Paper - Recreational hovercraft management in Marine Parks - Due cob Mon 19 Aug

Hi Nicola, Michelle,

sch4p4(4)(1)(a) Opinion/advice/recomendation for deliberative processess of government

Cheers,
Richard



Richard Orchard
Senior Ranger
Moreton Bay Marine Park
Great Barrier Reef & Marine Parks Region | QPWS & Partnerships
Department of Environment and Science

P 07 31012090
34 Trafalgar Street, Manly, 4179
PO Box 5178, Manly, 4179
E-mail: Richard.Orchard@des.qld.gov.au

From: HENDERSON Emma <Emma.Henderson@des.qld.gov.au>

Sent: Monday, 12 August 2019 10:10 AM

To: LOW Jesse; O'GRADY Fiona; DELAFORCE Amanda; MURRAY Kristy; KILPATRICK Carley; MCPHERSON Taryn; HOSECK Steve; ORCHARD Richard; CARR Mike; BALL Tina; SCHWARZROCK John; CRADICK Adam; CONNELL Lara

Cc: MADDOCK ARMSTRONG Stacey; UDY Nicola; PERRY Michelle (Manly); DERBYSHIRE Kurt; FRASER Kerrie; MCKINNON Scott; CHANG Mary; SULLY David

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Many thanks,
Emma



Emma Henderson

A/Manager Marine Protected Area Policy (until 12/08/19)
Protected Area Strategy and Investment | QPWS and Partnerships
Department of Environment and Science

P 07 3199 7624
Level 4, 400 George St, Brisbane QLD
PO Box 15187, City East QLD 4002

Date : 3/09/2019 4:19:34 PM

From : "UDY Nicola"

To : "PERRY Michelle (Manly)"

Cc : "MCKINNON Scott" , "LOW Jesse" , "CONNELL Lara"

Subject : FW: Inform - Recreational hovercraft and PLI requirement

Attachment : DDG approved CTS_22649_19_DDG_brief_exempt_hovercraft_PLI.docx;RE: Internal Review Hovercraft insurance;image001.png;image003.png;image004.png;image005.png;

Hi Michelle

You may have already seen this advice from Lara.

Can you please incorporate the DDG's decision in to your options paper and develop recommendations along the lines of what we discussed the other day

sch4p4(4)(1)(a) Opinion/advice/recomendation for deliberative processess of government

Lara is going to set up a meeting (you, me, Lara, Jesse) to discuss.

Cheers

Nicola



Nicola Udy
Manager
Marine Protected Area Policy | Protected Area Strategy and Policy
Protected Area Strategy and Investment | QPWS and Partnerships
Department of Environment and Science

P 07 3199 7624
Level 4, 400 George St, Brisbane QLD 4001

PO Box 15187, City East QLD 4001

From: CONNELL Lara <Lara.Connell@des.qld.gov.au>

Sent: Monday, 2 September 2019 2:22 PM

To: LOW Jesse; UDY Nicola; GREGORY Sue

Cc: MURRAY Kristy; HOSECK Steve; LOSADA Vanessa; CONNELL Lara; FOSTER Angela

Subject: Inform - Recreational hovercraft and PLI requirement

Hi all

The DDG has approved the department exempting recreational hovercraft permit holders from requiring public liability insurance in State marine parks in Queensland (attached).

Assessments and Approvals will now draft some text to inform the recreational hovercraft operators of this outcome. We have a number of marine park permits for recreational hovercraft on hold (*awaiting PLI*) that we will now issue.

Thanks



Lara Connell
Manager
Assessments and Approvals | Queensland Parks and Wildlife Service and Partnerships
Department of Environment and Science

P 07 3199 7624
400 George Street, Brisbane QLD 4000
PO Box 15187, CITY EAST QLD 4002



SECURITY CLASSIFICATION: UNCLASSIFIED

BRIEFING NOTE – DEPUTY DIRECTOR-GENERAL

Subject Approval to exempt the Public Liability Insurance (PLI) requirement for recreational hovercraft

Approval required as soon as possible

RECOMMENDATION

It is recommended that the Deputy Director-General:

- **approve** the Department of Environment and Science (the department) exempting recreational hovercraft permit holders from requiring public liability insurance.

BACKGROUND

- There are approximately ten recreational hovercraft users, who hold a marine park permit to operate in Queensland marine parks.
- Hovercraft are classed as *managed vessels* under all three Queensland marine park zoning plans.
- QSHC members have been contacting QPWS&P regularly over the past six months regarding the difficulty recreational hovercraft operators have in obtaining Public Liability Insurance (PLI).
- Unlike car registration, boat registration does not require insurance.

KEY ISSUES

- The department is bound by existing legislation and zoning plans, which prescribe that it, is a legal requirement to have a permit to operate a hovercraft in a Queensland marine park.
- A condition of a permit, as per the department's *Operational Policy – Insurance and indemnity requirements for QPWS authorities*, is the requirement to hold sufficient public liability insurance, unless that insurance is expressly not required.
- The Marine Parks Regulation 2017 s21 *Restriction on grant of permission about insurance*
 - (1) The chief executive may grant a permission to a person only if the chief executive considers there is adequate insurance cover for the activities proposed to be conducted under the permission
 - However, subsection (1) does not apply if the chief executive considers insurance cover is not required having regard to the nature of the activities, including whether insurance is commonly available for the activities.
- Recent concerns raised by the Queensland Sporting Hovercraft Club (QSHC) relate to the difficulty club members now have in obtaining public liability insurance.
- QPWS&P have assessed and have ready to grant several marine park permits for recreational hovercraft.
- These permits have not been granted as the department is waiting on receiving proof of PLI from the applicants.
- Permissions Management staff have made enquiries with three insurers who have all confirmed that they do not offer any PLI product for hovercraft in Queensland.

ELECTION/CABINET/PUBLIC COMMITMENTS/LEGISLATION

- The department is currently undertaking a comprehensive review of the Great Sandy Marine Park (GSMP) Zoning Plan.
- This review provides an opportunity to review the management of recreational hovercraft use in Queensland marine parks.
- Submissions have been received from QSHC members in support of hovercraft users not requiring a permission to operate in a marine park for recreation purposes.
- At this stage the department has not formed a view as to any changes to the zoning plans, so far as it relates to hovercrafts.

- QPWS&P have drafted an options paper for the management of recreational hovercraft in GSMP and Moreton Bay marine parks

sch4p4(4)(1)(a) Opinion/advice/recomendation for deliberative processess of government

FINANCIAL IMPACTS

- There are no financial impacts to the department.

CONSULTATION

- Previous contact with the Queensland Government Insurance Fund (QGIF) previously advised that they do not dictate the amount of liability insurance required as this decision is the department's responsibility.
- Executive Director, GBRMCI supports the recommendation.

FUTURE STEPS

- Grant the current marine park permits to recreational hovercraft users removing the condition requiring PLI.

Endorsed

Adam Cradick
Executive Director
Permissions Management
 29 / 8 / 19

Noted / Approved / Not Approved

sch4p4(6) Personal information

Ben Klaassen
Deputy Director-General
 02 / 09 / 19

Deputy Director-General comments

Date : 29/08/2019 12:26:11 PM
From : "UDY Nicola"
To : "CRADICK Adam"
Cc : "PERRY Michelle (Manly)" , "MADDOCK ARMSTRONG Stacey" , "CONNELL Lara"
Subject : RE: Internal Review Hovercraft insurance

Thanks Adam

sch4p4(4)(1)(a) Opinion/advice/recomendation for deliberative processess of government

Happy to discuss further, especially following BN consideration by Ben.

Cheers
Nicola

Nicola Udy
Manager
Marine Protected Area Policy | Protected Area Strategy and Policy
Protected Area Strategy and Investment | QPWS and Partnerships
Department of Environment and Science

P 07 3199 7624
Level 4, 400 George St, Brisbane QLD 400
PO Box 15187, City East QLD 4001

-----Original Message-----

From: CRADICK Adam <Adam.Cradick@des.qld.gov.au>
Sent: Wednesday, 28 August 2019 4:29 PM
To: UDY Nicola
Cc: PERRY Michelle (Manly)
Subject: RE: Internal Review Hovercraft insurance

I will send you guys the BN. I am hoping to get to Ben asap.
Thanks Lara for drafting.
A

-----Original Message-----

From: UDY Nicola <Nicola.Udy@des.qld.gov.au>
Sent: Wednesday, 28 August 2019 4:19 PM
To: CRADICK Adam
Cc: PERRY Michelle (Manly)
Subject: RE: Internal Review Hovercraft insurance

Yes. Let me know a time that's good for you.

sch4p4(6) Personal information

Talk soon
Cheers
Nicola

Nicola Udy
Manager
Marine Protected Area Policy | Protected Area Strategy and Policy Protected Area Strategy and Investment | QPWS and Partnerships Department of Environment
and Science

P 07 3199 7624
Level 4, 400 George St, Brisbane QLD 400 PO Box 15187, City East QLD 4001

-----Original Message-----

From: CRADICK Adam <Adam.Cradick@des.qld.gov.au>
Sent: Wednesday, 28 August 2019 4:16 PM
To: UDY Nicola
Cc: PERRY Michelle (Manly)
Subject: RE: Internal Review Hovercraft insurance

Yep, sure, do you mean in terms of the insurance requirements?

-----Original Message-----

From: UDY Nicola <Nicola.Udy@des.qld.gov.au>
Sent: Wednesday, 28 August 2019 4:11 PM
To: CRADICK Adam
Cc: PERRY Michelle (Manly)
Subject: RE: Internal Review Hovercraft insurance

Hi Adam

Re the below and our quick conversation the other day, are you in a position to discuss the departmental position with Michelle and I to inform our review of hovercraft management arrangements as part of the GSMP ZP review?

Cheers
Nicola

Nicola Udy
Manager

Marine Protected Area Policy I Protected Area Strategy and Policy Protected Area Strategy and Investment | QPWS and Partnerships Department of Environment and Science

P 07 3199 7624
Level 4, 400 George St, Brisbane QLD 400 PO Box 15187, City East QLD 4001

-----Original Message-----

From: CRADICK Adam <Adam.Cradick@des.qld.gov.au>
Sent: Wednesday, 28 August 2019 4:05 PM
To: James King
Cc: UDY Nicola; PERRY Michelle (Manly); Corro DES QPWS PM; CONNELL Lara
Subject: Internal Review Hovercraft insurance

Hi James,
Thank you for your email. I hope to be able to provide you with a departmental position within the next few week. Obviously if I have a position sooner will let you know asap.
Kind regards,
Adam

Adam Cradick
Executive Director
Permissions Management I Queensland Parks and Wildlife Service and Partnerships Department of Environment and Science

sch4p416) Personal information
Level 9 400 George Street, Brisbane Qld 4000 PO Box 15187, City East Qld 4002

-----Original Message-----

From: James King <jamesandking@bigpond.com>
Sent: Wednesday, 28 August 2019 3:40 PM
To: CONNELL Lara; CRADICK Adam
Subject: Internal Review Hovercraft insurance

Hello Lara/Adam,

Could you please update the Queensland Sporting Hovercraft Club (QSHC) on the status of the DES position with regard our inability to obtain public liability insurance.

Kind Regards,

James King
On behalf of the QSHC

Sent from my iPhone

Date : 25/06/2019 10:45:11 AM

From : "John Tapim"

To : "PERRY Michelle (Manly)"

Subject : RE: Authorisation of hovercraft use in QLD marine parks [SEC=UNCLASSIFIED]

Hi Michelle, thank you for your email.

I'm seeking advice from the team. Once that is done I'll get back to you.

Thank you again.

John

From: PERRY Michelle (Manly) [mailto:Michelle.Perry@des.qld.gov.au]

Sent: Tuesday, 25 June 2019 10:06 AM

To: John Tapim <john.tapim@gbmpa.gov.au>

Subject: Authorisation of hovercraft use in QLD marine parks

John,

As discussed on the phone this morning I am currently doing some work for the marine policy unit in QPWS on hovercraft use and management in QLD marine parks. I am very familiar with the state marine park legislative requirements but am hoping to get some information with respect to the management of hovercraft in the GBRMP from GBRMPA's perspective. From the background information that I have gathered to date I have determined that permission to use a hovercraft in GBR waters has been in place since the mid 1980s. In 2002/03 with the comprehensive zoning plan review undertaken by GBRMPA it appears that there was a change in the terminology used in the Regulations and zoning plan in that rather than referring specifically to hovercraft the term "managed vessel" was introduced with respect to authorising the use of hovercraft in the marine park. This terminology was then adopted in subsequent state marine park zoning plans. If possible I was hoping that someone in GBRMPA might be able to assist me in providing answering the following questions:-

1. Information as to the reason for the adoption of the term "managed vessel" rather than continuing to refer to hovercraft specifically as requiring permission to navigate and operate in the park
2. sch4p4(4)(1)(a) Opinion/advice/recomendation for deliberative processess of government
3. Whether a review of hovercraft activity in the GBR has been undertaken since the comprehensive zoning review conducted in the early 2000's and
4. Whether GBRMPA differentiates between recreational and commercial hovercraft use in the marine park.

Any assistance the Policy and Planning Team are able to provide with respect to this issue would be greatly appreciated.

I can be contacted on 3101 2021 to discuss this request and the questions outlined above in more detail if required.

Thanks you once again for your assistance with this matter.

Regards,

Michelle

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Date : 26/06/2019 1:46:18 PM

From : "Sally Harman"

To : "PERRY Michelle (Manly)"

Subject : FW: Authorisation of hovercraft use in QLD marine parks [SEC=UNCLASSIFIED]

Hello Michelle

Thanks for your hovercraft inquiry. Please find our response to your questions below.

Out of interest, where are you based with QPWS (i.e. Brisbane?) and are you aware of there being more requests for using hovercraft in the GBR, if so do you know locations? Our team is keen to understand changes to use that are occurring across the GBR.

Happy to discuss more.

Kind regards, Sally.

1. Information as to the reason for the adoption of the term **managed vessel** rather than continuing to refer to hovercraft specifically as requiring permission to navigate and operate in the park

The [Report on the Great Barrier Reef Marine Park Zoning Plan 2003](#) notes that vessels identified as high speed, noisy or having a higher potential for adverse environmental impacts were consolidated into the definition of **managed vessel**. Categorising the vessels (hovercraft, wing-in-ground-effect craft and hydrofoils) in this manner provides for consistent management of their use and impacts on Marine Park values. Consolidating these three types of higher impact vessels also extended the requirement for a permission to the other two vessels mentioned in the definition. Also, locating the definition (for the purposes of the Zoning Plan) in the Regulations also provides the Authority with flexibility and agility to respond and make amendments more efficiently particular as new vessels and technologies emerge.

Hovercraft are considered to have a higher potential for adverse impacts particularly due to noise, acceleration and speed. Additionally being able to accelerate and travel at high speeds increases the potential for conflict with other users in the Marine Park. Generally any activity that has the potential for this level of impact requires permission in accordance with the Zoning Plan.

sch4p4(4)(1)(a) Opinion/advice/recomendation for deliberative processess of government

3. Whether GBRMPA differentiates between recreational and commercial hovercraft use in the marine park.

To ensure consistency across all users, the Zoning Plan requires a permission in all zones for the operation of a **managed vessel** whether recreational or commercial. Assessment for a permission for either recreational or commercial use of hovercraft would occur on a case by case basis.

Within the Planning Areas (Cairns Area, Hinchinbrook, Whitsundays) there are layers of rules specifically for hovercraft, and high-speed vessels (which includes hovercraft) to protect values, balance multiple use, and reduce potential conflict. This includes designated areas where vessels of this type can be operated. Please let us know if you would like more information on these.

The [Recreational Strategy](#) also explains some of the management requirements of hovercraft and managed vessels for recreational users including the requirement for a permit.

Sally Harman
Assistant Director Planning
Reef Protection Branch

Great Barrier Reef Marine Park Authority
PO Box 1379 Townsville QLD 4810
☎ (07) 4750 0605 (6) Personal information
Fax: (07) 4772 6093
✉ sally.harman@gbmpa.gov.au
<http://www.gbrmpa.gov.au>

ps. We have now moved to 280 Flinders Street, Townsville (Northtown Building)

From: John Tapim
Sent: Tuesday, 25 June 2019 10:40 AM
To: Vicki Bonanno <vicki.bonanno@gbmpa.gov.au>; Sally Harman <Sally.Harman@gbmpa.gov.au>
Subject: FW: Authorisation of hovercraft use in QLD marine parks [SEC=UNCLASSIFIED]

Hi Vicki and Sally,

Are either of you in a position to manage this query below from Michelle Perry from DES? Or should I email someone from EAP?

Please let me know.

Thank you
jt

From: PERRY Michelle (Manly) [<mailto:Michelle.Perry@des.qld.gov.au>]
Sent: Tuesday, 25 June 2019 10:06 AM

To: John Tapim <john.tapim@qbrmpa.gov.au>

Subject: Authorisation of hovercraft use in QLD marine parks

John,

As discussed on the phone this morning I am currently doing some work for the marine policy unit in QPWS on hovercraft use and management in QLD marine parks. I am very familiar with the state marine park legislative requirements but am hoping to get some information with respect to the management of hovercraft in the GBRMP from GBRMPA's perspective. From the background information that I have gathered to date I have determined that permission to use a hovercraft in GBR waters has been in place since the mid 1980s. In 2002/03 with the comprehensive zoning plan review undertaken by GBRMPA it appears that there was a change in the terminology used in the Regulations and zoning plan in that rather than referring specifically to hovercraft the term "managed vessel" was introduced with respect to authorising the use of hovercraft in the marine park. This terminology was then adopted in subsequent state marine park zoning plans. If possible I was hoping that someone in GBRMPA might be able to assist me in providing answers to the following questions:-

1. Information as to the reason for the adoption of the term "managed vessel" rather than continuing to refer to hovercraft specifically as requiring permission to navigate and operate in the park
2.

sch4p4(4)(1)(a) Opinion/advice/recommendation for deliberative processes of government
3. Whether a review of hovercraft activity in the GBR has been undertaken since the comprehensive zoning review conducted in the early 2000s and
4. Whether GBRMPA differentiates between recreational and commercial hovercraft use in the marine park.

Any assistance the Policy and Planning Team are able to provide with respect to this issue would be greatly appreciated.

I can be contacted on 3101 2021 to discuss this request and the questions outlined above in more detail if required.

Thanks you once again for your assistance with this matter.

Regards,

Michelle

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Date : 4/07/2019 11:56:48 AM
From : "UDY Nicola"
To : "PERRY Michelle (Manly)"
Cc : "HOSECK Steve" , "LOW Jesse" , "CRADICK Adam" , "MCKINNON Scott" , "KELLY Todd"
Subject : RE: Hovercraft 'homework' update
Attachment : image001.png;image003.png;image004.png;
Thanks for the update Michelle – great summary and great progress 😊

sch4p4(4)(1)(a) Opinion/advice/recomendation for deliberative processess of government

Cheers
Nicola

PS – Todd – I’ve CC’ed you in FYI, given reference to the PLI Policy.



Nicola Udy
Manager
Marine Protected Area Policy | Protected Area Strategy and Policy
Protected Area Strategy and Investment | QPWS and Partnerships
Department of Environment and Science

P 07 3199 7624
Level 4, 400 George St, Brisbane QLD 400
PO Box 15187, City East QLD 4001

From: PERRY Michelle (Manly) <Michelle.Perry@des.qld.gov.au>
Sent: Thursday, 4 July 2019 11:32 AM
To: UDY Nicola; LOW Jesse; CRADICK Adam
Cc: HOSECK Steve
Subject: Hovercraft 'homework' update

Nic / Jesse / Adam,

Following is an update on where I have got to with my hovercraft 'homework' over the last week or two:-

sch4p4(4)(1)(a) Opinion/advice/recomendation for deliberative processess of government

Michelle



**Queensland
Government**

Michelle Perry
Senior Conservation Officer
Technical Support – GBRMCI Region
Queensland Parks and Wildlife Service and Partnerships
Department of Environment and Science

P 07 3101 2021
E michelle.perry@des.qld.gov.au

34 Trafalgar Street, Manly QLD 4179
PO Box 5178, Manly QLD 4179

Published on DES Disclosure Log
RTI Act 2009

Date : 5/07/2019 9:42:42 AM

From : "LOW Jesse"

To : "CRADICK Adam", "PERRY Michelle (Manly)", "UDY Nicola"

Cc : "HOSECK Steve", "Corro DES QPWS PM", "CONNELL Lara"

Subject : RE: Inform: Hovercraft 'homework' update

Attachment : image002.jpg;image004.jpg;image005.png;image006.png;image007.png;image008.png;

Thanks Michelle.

sch4p4(4)(1)(a) Opinion/advice/recomendation for deliberative processess of government



Jesse Low

A/Principal Ranger Technical Support

Great Barrier Reef & Marine Parks Region

Queensland Parks and Wildlife Service & Partnerships

Department of Environment and Science



P 07 sch4p4(6) Personal information

100 – 106 Tingira Street, Portsmith (Cairns) QLD 4870

PO Box 685, Bungalow QLD 4870

Visit us online at www.des.qld.gov.au

I acknowledge that Aboriginal Peoples and Torres Strait Islander Peoples are the Traditional Owners of this country and they retain their relationship and connection to the land, sea and community.

I pay my respects to all Traditional Owners, and to the Elders past, present and the future for land and sea on which I work, live and walk.



From: CRADICK Adam <Adam.Cradick@des.qld.gov.au>

Sent: Thursday, 4 July 2019 4:22 PM

To: PERRY Michelle (Manly); UDY Nicola; LOW Jesse

Cc: HOSECK Steve; Corro DES QPWS PM; CONNELL Lara

Subject: Inform: Hovercraft 'homework' update

Great Stuff, my comments/thoughts in red

A

From: PERRY Michelle (Manly) <Michelle.Perry@des.qld.gov.au>

Sent: Thursday, 4 July 2019 11:32 AM

To: UDY Nicola; LOW Jesse; CRADICK Adam

Cc: HOSECK Steve

Subject: Hovercraft 'homework' update

Nic / Jesse / Adam,

sch4p4(4)(1)(a) Opinion/advice/recomendation for deliberative processess of government

In terms of next steps I think:-

sch4p4(4)(1)(a) Opinion/advice/recomendation for deliberative processess of government

Michelle



**Queensland
Government**

Michelle Perry
Senior Conservation Officer
Technical Support – GBRMCI Region
Queensland Parks and Wildlife Service and Partnerships
Department of Environment and Science

P 07 3101 2021
E michelle.perry@des.qld.gov.au

34 Trafalgar Street, Manly QLD 4179
PO Box 5178, Manly QLD 4179

Date : 12/07/2019 3:47:57 PM

From : "CRADICK Adam"

To : "PERRY Michelle (Manly)" , "CONNELL Lara"

Cc : "Corro DES QPWS PM" , "UDY Nicola"

Subject : Inform: Hovercraft management options paper - PLI questions

Attachment : [jvm20190204:81003] Re: Recreational hovercraft public liability insurance query;App PLI Eugene Zanozin GS MB 1 Aug 2018 no map.pdf;image001.png;image003.png;image004.png;image005.png;

Hi Michelle,

See red comments.

Talk soon, have a lovely well deserved break over the weekend,

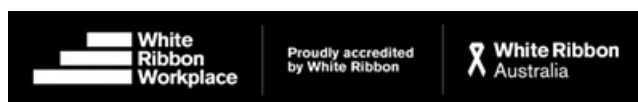
Thank you

Adam



Adam Cradick
Executive Director
Permissions Management | Queensland Parks and Wildlife Service
Department of Environment and Science

sch4p4(M6) Personal information
Level 5 400 George Street, Brisbane Qld 4000
PO Box 15187, City East Qld 4002



From: PERRY Michelle (Manly) <Michelle.Perry@des.qld.gov.au>

Sent: Friday, 12 July 2019 12:50 PM

To: CRADICK Adam

Subject: Hovercraft management options paper - PLI questions

Mr Cradick,

A lesser person might think that you are avoiding their calls but I figure that as you are a busy person if I can't get you on the phone I might have better chance of getting the answers to some questions I have by emailing you ☺

sch4p4(4)(1)(a) Opinion/advice/recomendation for deliberative processess of government

Hopefully the answers to these questions are fairly straight forward. If you could get back to me as soon as practicable that would be great.

Thanks,

Michelle ☺



Michelle Perry
Senior Conservation Officer
Technical Support – GBRMCI Region
Queensland Parks and Wildlife Service and Partnerships
Department of Environment and Science

P 07 3101 2021
E michelle.perry@des.qld.gov.au

34 Trafalgar Street, Manly QLD 4179
PO Box 5178, Manly QLD 4179

Published on DES Disclosure Log
RTI Act 2009

Date : 26/08/2019 8:15:24 AM

From : "LOW Jesse"

To : "DELAFORCE Amanda" , "KILPATRICK Carley" , "MURRAY Kristy" , "MCPHERSON Taryn" , "PERRY Michelle (Manly)"

Cc : "HOSECK Steve" , "HEMSON Graham" , "ORCHARD Richard" , "BALL Tina" , "MUST Kerrie"

Subject : Final work program for 2019/20 - Time for PDP

Attachment : 2019-20 Southern Marine Parks Technical Support work program FINAL 26 August 2019.pdf;image001.jpg;image003.png;image005.png;image002.jpg;image004.png;

Greetings

Attached is the final work program for the Southern Marine Parks Tech Support team. This will continue to guide what we do this year. It's important to recognise that while the plan sets priorities and achievable goals, it also includes some aspirational projects. Given the mismatch between the challenges we face and the resources we have, there is an ongoing need to check, confirm and sometimes change priorities. This is particularly true given that much of our work is reactive and cannot be pre-planned.

This is an exciting and ambitious plan and I look forward to working with you all to deliver.

Jesse



Jesse Low

Assistant Principal Ranger Technical Support
Great Barrier Reef & Marine Parks Region
Queensland Parks and Wildlife Service & Partnerships
Department of Environment and Science



P 07 4044 6144 (6) Personal information
100 - 106 Tingira Street, Portsmith (Cairns) QLD 4870
PO Box 685, Bungalow QLD 4870

Visit us online at www.des.qld.gov.au

I acknowledge that Aboriginal Peoples and Torres Strait Islander Peoples are the Traditional Owners of this country and they retain their relationship and connection to the land, sea and community.
I pay my respects to all Traditional Owners, and to the Elders past, present and the future for land and sea on which I work, live and walk.



Summary of categories

1. Permits, authorities, agreements
2. Permit streamlining
3. Natural resource management
4. Compliance
5. Planning
6. Policies, procedures, guidelines

Team

Assistant Principal Ranger (APR)

Jesse Low

Senior Conservation Officers

Kristy Murray

Amanda Delaforce

Carley Kilpatrick (0.5)

Taryn McPherson (0.5)

Michelle Perry

Activity / Task	Output / Performance Measure	Outcome / Result
2. Permit streamlining		
<u>Permit streamlining - general</u>	<p>Priorities clearly defined and current.</p> <p>Lead with clarity, communication and purpose.</p> <p>Support with responsiveness, understanding and professionalism.</p>	<p>Transparency, consistency & professionalism</p> <p>Efficiency through streamlining</p> <p>Effort commensurate with risk and desired outcomes</p>
<u>Tech Support lead</u> Standard permit packages STVC <ul style="list-style-type: none"> • Implement the STVC • Progress class NT notifications for STVC - Jesse Responsible: All Research & Education <ul style="list-style-type: none"> • Prepare a draft standard research and education package Responsible: Carley & Taryn Review existing class assessments and prepare new <ul style="list-style-type: none"> • Hovercraft – Michelle • GSMP CWW – Amanda • All others – All 	<ul style="list-style-type: none"> • Training undertaken, documentation finalised and approved, applicants engaged, assistance provided • Class notification progressed to QYAC as supported by QPWS • Direction sought from QPWS executive • Elements of package drafted as prioritised • Class assessments reviewed and approved for continued use 	<p>STVC providing an example of permit simplification, being used as a model for further streamlining.</p> <p>Transparency, consistency, professionalism and efficiency.</p>
<u>A&A lead</u> Assist/engage with A&A to: <ul style="list-style-type: none"> • Implement the new STVC • Review application forms and assessment templates 	<ul style="list-style-type: none"> • Training and support provided 	

Activity/Task	Output/Performance Measure	Outcome / Result
s.73		

Activity/Task	Output/Performance Measure	Outcome / Result
4. Compliance		
s.73		

Activity/Task	Output/Performance Measure	Outcome / Result
6. Policies, procedures, guidelines		
<p>s.73</p>		
<p>Hovercraft Assist with the development of principles, guidelines, codes of practice and/or zoning plan review treatment for the management of hovercraft. Responsible: Michelle</p> <p>New Assist in the identification, review, drafting/development and implementation of procedures and guidelines (site based, activity based, Operational, Strategic) to guide consistency and transparency in management and decision-making including developing a process with MPAP</p>	<p>Spreadsheet to record policy/procedure/guidelines gaps developed and populated as required.</p>	<p>Transparent and efficient regulation of hovercraft as provided for in zoning plans.</p>