



Queensland

Transport Legislation Amendment Regulation (No. 2) 2013

Subordinate Legislation 2013 No. 207

made under the

Transport Infrastructure Act 1994

Transport Operations (Marine Safety) Act 1994

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[s 1]

Part 1 Preliminary

1 Short title

This regulation may be cited as the *Transport Legislation Amendment Regulation (No. 2) 2013*.

2 Commencement

Sections 6, 9 and 10 commence on 2 November 2013.

Part 2 Amendment of the Transport Infrastructure (Ports) Regulation 2005

3 Regulation amended

This part amends the *Transport Infrastructure (Ports) Regulation 2005*.

4 Amendment of sch 1 (Port Limits)

Schedule 1, entry for Port of Cape Flattery—
omit, insert—

Port of Cape Flattery

The Port of Cape Flattery consists of the area covered by waters, including tidal waters, of the sea or waters connecting with the sea within the following boundary—

- from the high-water mark at the north-eastern extremity of Point Lookout
- to latitude 14° 49.910' south, longitude 145° 15.319' east

-
- to latitude 14° 55.110' south, longitude 145° 22.158' east
 - to latitude 14° 59.910' south, longitude 145° 22.962' east
 - due west to the high-water mark on the mainland at latitude 14° 59.910' south
 - along the high-water mark, initially in a northerly direction, to the north-eastern extremity of Point Lookout;

and includes the area covered by waters of navigable rivers and creeks flowing directly or indirectly into waters within the boundary.

Part 3

Amendment of the Transport Operations (Marine Safety) Regulation 2004

5 Regulation amended

This part amends the *Transport Operations (Marine Safety) Regulation 2004*.

6 Insertion of new s 175A

Part 7, division 1—

insert—

175A Responsible pilotage entities for compulsory pilotage areas—Act, s 71A

The responsible pilotage entity for a compulsory pilotage area stated in schedule 6A, column 1 is the entity stated in column 2 of the schedule opposite the area.

[s 7]

7 Amendment of sch 5 (Pilotage areas)

- (1) Schedule 5, entries for Cairns pilotage area and Cape Flattery pilotage area—

omit.

- (2) Schedule 5, after entry for Mourilyan pilotage area—

insert—

Cairns pilotage area

The Cairns pilotage area is the area of—

- (a) waters bounded by an imaginary line drawn—

- starting at the high-water mark on the north-western extremity of Cape Grafton
- then in a northerly direction to latitude $16^{\circ} 49.875'$ south, longitude $145^{\circ} 54.954'$ east
- then in a west-north-westerly direction to the high-water mark on the northern extremity of Taylor Point
- then by the high-water mark in a southerly direction along the shoreline of the mainland to the starting point; and

- (b) the navigable waters of rivers and creeks flowing, directly or indirectly, into the waters in paragraph (a).

- (3) Schedule 5, after entry for Cooktown pilotage area—

insert—

Cape Flattery pilotage area

The Cape Flattery pilotage area is the area of—

- (a) waters bounded by an imaginary line drawn—

- starting at the high-water mark on the north-eastern extremity of Point Lookout
 - then in an easterly direction to latitude 14° 49.910' south, longitude 145° 15.319' east
 - then in a south-easterly direction to latitude 14° 55.110' south, longitude 145° 22.158' east
 - then in a southerly direction to latitude 14° 59.910' south, longitude 145° 22.962' east
 - then due west to the high-water mark on the mainland at latitude 14° 59.910' south
 - then by the high-water mark in a northerly direction along the shoreline of the mainland to the starting point; and
- (b) the navigable waters of rivers and creeks flowing, directly or indirectly, into the waters in paragraph (a).

8 Amendment of sch 6 (Compulsory pilotage areas)

- (1) Schedule 6, entries for Maryborough pilotage area, Bowen pilotage area, Cairns pilotage area, Port Douglas pilotage area, Cooktown pilotage area and Cape Flattery pilotage area—

omit.

- (2) Schedule 6, after entry for Mourilyan pilotage area—

insert—

Cairns pilotage area

The part of the Cairns pilotage area that is the area of—

[s 9]

- (a) waters bounded by an imaginary line drawn—
- starting at the high-water mark on the north-western extremity of Cape Grafton
 - then in a northerly direction to latitude $16^{\circ} 50.000'$ south, longitude $145^{\circ} 54.954'$ east
 - then due west to latitude $16^{\circ} 50.000'$ south, longitude $145^{\circ} 51.000'$ east
 - then due north to latitude $16^{\circ} 48.874'$ south, longitude $145^{\circ} 51.000'$ east
 - then in a west-north-westerly direction to the high-water mark on the northern extremity of Taylor Point
 - then by the high-water mark in a southerly direction along the shoreline of the mainland to the starting point; and
- (b) the navigable waters of rivers and creeks flowing, directly or indirectly, into the waters in paragraph (a).

Cape Flattery pilotage area

9 Insertion of new sch 6A

After schedule 6—

insert—

Schedule 6A Responsible pilotage entities

section 175A

Column 1	Column 2
Compulsory pilotage area	Responsible pilotage entity
Southport pilotage area	Maritime Safety Queensland
Brisbane pilotage area	Maritime Safety Queensland
Bundaberg pilotage area	Gladstone Ports Corporation
Gladstone pilotage area	Gladstone Ports Corporation
Rockhampton pilotage area	Gladstone Ports Corporation
Hay Point pilotage area	North Queensland Bulk Ports Corporation
Mackay pilotage area	North Queensland Bulk Ports Corporation
Abbot Point pilotage area	Maritime Safety Queensland
Townsville pilotage area	Port of Townsville Limited
Lucinda pilotage area	Port of Townsville Limited
Mourilyan pilotage area	Far North Queensland Ports Corporation
Cairns pilotage area	Far North Queensland Ports Corporation

[s 10]

Column 1	Column 2
Compulsory pilotage area	Responsible pilotage entity
Cape Flattery pilotage area	Far North Queensland Ports Corporation
Skardon River pilotage area	Far North Queensland Ports Corporation
Thursday Island pilotage area	Far North Queensland Ports Corporation
Weipa pilotage area	Far North Queensland Ports Corporation
Karumba pilotage area	Far North Queensland Ports Corporation

10 Amendment of sch 15 (Dictionary)

Schedule 15—

insert—

Far North Queensland Ports Corporation means Far North Queensland Ports Corporation Limited ACN 131 836 014.

Gladstone Ports Corporation means Gladstone Ports Corporation Limited ACN 131 965 896.

Maritime Safety Queensland means the entity of that name established under the *Maritime Safety Queensland Act 2002*, section 7.

North Queensland Bulk Ports Corporation means North Queensland Bulk Ports Corporation Limited ACN 136 880 218.

Port of Townsville Limited means Port of Townsville Limited ACN 130 077 673.

ENDNOTES

- 1 Made by the Governor in Council on 24 October 2013.
- 2 Notified on the Queensland legislation website on 25 October 2013.
- 3 The administering agency is the Department of Transport and Main Roads.

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