Extreme Weather Event Contingency Plan

Maritime Safety Queensland 2026-2027

DELIVERING FOR QUEENSLAND

Queensland Government

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Forward

This Extreme Weather Event Contingency Plan applies throughout the year because Queensland's weather can be unpredictable. It is particularly important during the higher-risk weather season from October to April. As the state's maritime safety regulator and lead agency for marine incidents and emergencies, Maritime Safety Queensland works closely and cooperatively with disaster management agencies, industry and community on both a State-wide and local basis during such events to minimise the impact to the maritime community.

The plan aims to build awareness and resilience so mariners can prepare early and reduce the impacts of extreme weather. Maritime Safety Queensland monitors advice from the Bureau of Meteorology and aligns its warnings with the Australian Warning System. Warnings will set out the actions mariners need to take and will be distributed through Maritime Safety Queensland's Public Information Unit and the publicly available Maritime Safety Queensland Dashboard. This coordinated approach helps ensure critical information reaches mariners quickly.

Regional Harbour Masters may issue directions about the operation and movement of vessels entering, leaving or operating in a pilotage area. This may include directing vessels to more sheltered locations or, for large commercial vessels, requiring an orderly evacuation to sea. If a pilotage area closes, marine activities cease, including ferry services to island resorts and pontoons. Vessel owners and masters must act on official weather warnings, protect their passengers, crew and vessels, and follow any direction from the Regional Harbour Master.

The best protection is to plan early and respond promptly. I urge all mariners, regardless of experience, to familiarise themselves with this plan. It provides practical information to help protect property, prevent ship-sourced pollution and, most importantly, preserve life.



Kell Dillon
General Manager
Maritime Safety Queensland
1 October 2026

Objective

The overall objective of this plan is to ensure the safety of life of boat owners, operators and passengers, and provide for the safety of vessels and their operation during extreme weather events.

An extreme weather event may require the evacuation of a pilotage area, part of a port, a harbour or boat harbour, and may include the closure of sections of rivers and waterways. In such instances, the Regional Harbour Master's primary objective is to have the relevant area secure, and for all vessels to have enacted their own safety plans between 48 and six hours before the event is expected to impact. All preparations should be completed six hours before the event to ensure the safety of boat owners, operators and passengers and avoid first responders being placed at risk.

Local marina operators may have updated evacuation and emergency plans for times when an extreme weather event or severe or high-risk weather is forecast. You must ensure that you are familiar with your local marina's emergency plans.

The Extreme Weather Event Contingency Plan aligns with the Australian Warning System to ensure consistency with other emergency management plans and agencies across Queensland and Australia.

For further information on specific Extreme Weather Event Contingency Plans, please contact your local Maritime Safety Queensland regional office. Details for the applicable office can be found at the end of the relevant port's Extreme Weather Event Plan or by visiting https://www.msq.qld.gov.au/about-us/how-to-contact-us/regions.

Document Structure

This overarching document provides information relevant to all Queensland waters and includes information on the different warning levels and signs, and what corresponding actions should be taken if the vessel is to remain in-situ, relocate in the local area or proceed to sea. Individual appendices are provided containing specific information for individual ports, waterways and areas. These appendices must be read in conjunction with this overarching plan.

Background

The Queensland Government, acting through various emergency management agencies including Maritime Safety Queensland, is committed to ensuring its emergency management and response procedures and processes are regularly tested and refined.

In Queensland, severe or higher-risk weather events include tropical cyclones, severe storms, east coast lows, and flooding. Events such as cyclones, flooding, and severe storms predominantly occur during the higher-risk weather season from October to April but can at other times. East-coast lows can occur at any time but are more common in cooler months. Vessel operators need to make all possible preparations for severe weather. Boat owners are responsible for maintaining their vessel and property to survive severe weather.

Marine forecasts can be accurate when predicting major weather events, such as cyclones, but may be less accurate when predicting severe local weather, such as strong winds and storms. Be prepared for sudden unexpected weather changes.

The EWECP for the relevant port outlines what you need to do if an extreme weather event warning is posted and how to respond to the different warning levels. Vessel owners have responsibilities under each level. Make sure you know these to take the best safety precautions for your vessel and surrounding infrastructure.

What is an Extreme Weather Event?

For this plan, an extreme weather event is defined as a weather event that has the potential to affect safe operation of vessels and result in injuries, damage to vessels, damage to infrastructure, or disrupt movement scheduling.

Different areas of Queensland will experience different extreme weather events. Southeast Queensland may experience severe thunderstorms, river flooding, east coast lows, the effects of a cyclone offshore or other natural weather hazards. Central Queensland is exposed to direct cyclone activity, as well as low pressure systems with gale force winds and heavy rain that can have their effects felt along the coast. Flooding of major and minor river systems and creeks often occurs following rain events, sometimes many days or weeks after the weather system has passed, due to the large catchments associated with the rivers. In North Queensland and Far North Queensland, the likely extreme weather event is tropical cyclones. The intensity of cyclones can cause widespread flooding, destruction, and devastation.

Master's and owner's responsibility regarding this plan

Masters and owners of vessels have obligations under the *Transport Operations Marine Safety Act 1994* and/ or the *Marine Safety (Domestic Commercial Vessel) National Law Act 2012* at all times to take appropriate precautions for the safety of their vessels, passengers and crew.

In the higher-risk weather season and extreme weather conditions, the Regional Harbour Master may give directions in relation to the operation and movement of vessels within their jurisdiction. Masters and owners are required to follow such directions. Masters and owners need to familiarise themselves with this plan, determine and develop the most appropriate safety plan for their vessel, and respond in any directions given.

Masters and owners are also required to monitor developments to ensure that they have the most up-to-date information on weather conditions and any directions in place.

Masters and owners are required to ensure their registration details are correctly displayed on their vessel, kept up-to-date and are to notify the appropriate registration authority (details of how to make contact are below) of any changes to the following:

- vessel ownership
- residential address
- contact telephone numbers

To update your registration details, please contact DTMR's Customer Service Branch by calling 13 23 80, going to www.tmr.qld.gov.au or by visiting your local Customer Service Centre. This up-to-date contact information is vital for immediate response to any maritime emergency. Failure to provide correct details of vessel ownership is an offence under the *Transport Operations (Marine Safety) Act 1994 and Marine Safety (Domestic Commercial Vessel) National Law Act 2012*.

For buoy mooring authority holders, please contact your local Maritime Safety Queensland regional office to update your contact details.

Unless unavoidable, all owners of vessels on the water should ensure their vessel is capable of moving without assistance or have alternative means of moving their vessel, particularly during the higher-risk weather season. Failure to do so may

present an unacceptable hazard to the vessel, as well as other vessels and infrastructure. This may cause an owner to incur towage or salvage expenses.

If owners are unable to attend to their vessels at short notice for any significant duration, particularly during the period from October to April each year, owners must make arrangements with a person that can act on their behalf in the event of an extreme weather event. That person will be responsible for implementing the owner's safety plan. However, owners are still responsible for the safety of their vessel.

In the event of extreme weather, masters and owners of vessels should avoid entering waterways if there is no valid purpose to be there.

General considerations for YOUR safety plan

A well-prepared vessel with fully functional equipment is a key element to a successful safety plan and the following checklist will assist:

Ensure that your vessel is in a seaworthy state

- Maintain your vessel to ensure that deferred maintenance does not compromise the seaworthiness of your vessel at critical times.
- Check that all bilge pumps are operational and that all self-draining openings are clear and will remain so. Make sure all safety equipment is available, in working order and up to date where applicable (for example flares and EPIRB).
- Check all cleats and associated fittings for integrity as generally mooring lines are stronger than these.
- Keep storm anchors, spare warps and fnders ready at hand but well secured to prevent them creating a potential hazard in the event you must move the vessel.
    - Securely stow all loose items.
    - Secure all hatches and vents.
    - Check the hull and fuel shutoff valves to ensure they are accessible and operational.
    - Ensure batteries are charged.
    - Provision your vessel with fresh water, food and fuel (where suitable).

EPIRBS

- If the vessel is to be securely moored with no personnel on-board then the EPIRB should be removed. Experience has shown that EPIRBs have been inadvertently activated during extreme weather costing rescue crews valuable time searching for unoccupied vessels.

Ensure your mooring arrangements are up to the job at hand

- Check all mooring lines and warps for chafing and deterioration and replace if necessary. Man-made synthetic fibres such as polyethylene, polypropylene and polyester deteriorate in the sunlight and may show little signs of deterioration prior to failure.
- You should have a schedule worked out to replace mooring lines in accordance with the manufacturer's recommendations.
- Allow for enough mooring lines so that you can double up your mooring arrangements. Have sufficient fenders for the anticipated mooring arrangements.
- Check anchor chains, shackles and anchor warps for wear and replace if necessary. If you intend to utilise a swing mooring, ensure that the mooring has been recently inspected as required by your Buoy Mooring Authority.
- You should also be aware that flooding events resulting from extreme weather events may result in build-up of debris around the mooring chain, compromising the integrity of the mooring arrangement.

Reduce wind loadings

- Remove all deck gear including lifebuoys, dodgers, Bimini covers and so on and store below.
- Remove sails, self-furling sails and covers. If this is not possible, double wrap or tie these components in such a way that the wind cannot tease any ends out and allow flapping of gear to commence.
- Secure your tender. Ideally, tenders should be stored in dinghy lockers, garaged or deflated, and stowed if applicable.
    - If stored with the vessel, tenders should be securely lashed inverted on deck to prevent filling with water.
    - Do not contemplate towing tenders.
    - If left on purpose-built davits, tenders should be cleaned out, securely lashed and bungs removed.

Vessels to remain in-situ

If your extreme weather plan is to keep your vessel at a marina or buoy mooring, please consider the following:

Marina-based safety plans

Marina-based plans may be appropriate for your region. You should note that the design and construction of marinas require the consideration of the likely range of weather conditions that might be experienced so that the overall structures would withstand the expected loads including storm surge while vessels are moored in the berths.

Notwithstanding the care which was taken in establishing design and construction criteria that were considered appropriate, no guarantee can be given that the structures can maintain their integrity in the complete range of extreme weather conditions. Remember, vessels are moored at the owners' risk, and it is the owner's prerogative to move their vessel if they feel insecure in the marina, noting that any vessel movement should occur in line with the relevant EWECP appendix for the area.

Vessels that are in a marina must comply with the directions of the Regional Harbour Master and may be required to evacuate the marina and inner anchorages and proceed to nominated safe havens. Refer to your marina management for the local requirements and to the region-specific appendix for possible safe havens.

In addition to the general points made above, marina-based safety plans need to consider the following issues. It is important that you discuss this with your marina management to understand their requirements so that your plan is consistent with marina operations.

Loadings on marina berths

Some marinas allow for berths to remain occupied provided the vessel meets the requirements of the Marina. Owners should establish Marina requirements well in advance of the onset of the higher-risk weather season.

Mooring considerations

Double up mooring lines, by running duplicated ropes to alternative bollards. Do not run duplicates to the same bollards – a single bollard failure should not release the craft from a safe mooring arrangement. The duplicate lines should be in good condition and run slightly slack to ensure that they are only required to work in the event of the chafing through the primary mooring lines.

Vessels should not be secured to piles as this prevents pontoons from moving with tidal and surge movements. Take particular care to protect against chafing.

Ensure lines are made fast to substantial boat parts, for example mast steps, winches and so on bearing in mind cleats are known to have been torn out of decks.

Do not use chains to secure your boat to pontoon bollards. Chains have no ability to stretch, where ropes have a certain amount of give.

Some marinas allow for anchors to be lowered in the marina berth to the sea bottom. Ensure there is enough slack to allow for the rise and fall of the vessel due to swell and storm surges.

If the master or owner elects to stay on-board with the vessel, any mooring lines should be adjustable from on-board and sufficiently taut to ensure the vessel and pontoon move as one.

Other factors

You are likely to be required to disconnect all shore power leads and water hoses. Some marinas have arrangements for the stowage of vessel tenders. Marina management may determine the time when personnel are barred from the pontoons and/or hardstand areas. Ensure that you abide by any such direction.

Note: These considerations apply equally to vessels secured at private pontoons.

Buoy moorings

If your vessel is generally secured to a buoy mooring or will be secured during the higher-risk weather season you should:

- Consider is the buoy mooring constructed, maintained and certified to securely hold your vessel in the expected conditions?
- Ensure the mooring lines are suitable, and in good condition. Double up if necessary.
- If your plan calls for the deployment of an anchor, ensure the chain (or rope) is adjusted to share the load when fully stretched.
- Reduce wind loadings (sails, self-furling sails and covers) where possible or double wrap or tie these components in such a way that the wind cannot tease any ends out and allow flapping of gear.
- Secure all loose gear.
- Check that all bilge pumps are operational and that all self-draining openings are clear and will remain so.

Vessels remaining in the local area

For vessels that are to remain in the local area, act early and please consider the following:

Trailer boats

Trailer boats that can be removed from the water and relocated to safe storage should be safely moved and secured as early as possible:

- Ensure the boat is secured to the trailer.
- Secure trailer to strong point(s) above tide and flood level.
- Remove bungs.

Hardstand storage

Hardstand storage is a viable alternative for trailer vessels or vessels undergoing maintenance. Hardstand storage may have the below additional considerations:

- Place the vessel head to the wind if possible.
- Ensure wheels are chocked and trailer brakes applied.
- Attach the trailer or cradle to the nearest strong point/s.
- Consider additional straps tying down the boat to the trailer or strong points.

Note: Flying debris, particularly in hardstand areas, can cause injury or may be lethal during a severe weather event. Please exercise all due care when operating in these areas.

Sheltered locations

For vessels that cannot be put on trailers or hardstands, there may be options that provide sheltered protection from an extreme weather event. The relevant appendix for your area may include information on sheltered locations in your area. Please be aware of these locations and incorporate them into your extreme weather event plan. This may include mangroves. If relocating to narrow waterways secure as near to the bank as possible, ensure other vessels have access and keep out of the strongest current flow. Avoid running lines to both sides, thereby blocking access.

Vessel proceeding to sea

For larger ships, visiting vessels and those without local arrangements, please consider the following:

Operational limitations

During weather events, there may be operational limitations imposed at short notice to ensure safety across the port. These can be associated with maneuvering limitations, such as additional tugs or berth direction. They may also be associated with environmental limits such as light conditions, current and additional Under Keel Clearance requirements. These will be advised through VTS and as the event transitions.

The Australian Warning System

The Australian Warning System is a national approach to information and warnings during emergencies like flood, storm, extreme heat and severe weather. The system uses a nationally consistent set of icons, like those below, and aims to deliver a consistent approach to higher-risk weather events no matter where you are.

The Queensland Extreme Weather Event Contingency Plan follows the signs, warning levels and calls to action consistent with the Australian Warning System (AWS). For your information the figure below details the Australian Warning System in general, and while it does not detail the maritime specific calls to action, it does provide the icons at all levels for cyclones, severe weather and flooding. The maritime specific calls to action are detailed further in the document.

Warning Levels

Under the AWS there are three warning levels. The levels are Advice (Yellow – may be issued before an event or after an event when hazards still exist), Watch and Act (Orange) and Emergency Warning (Red). What to do at each warning level from a maritime perspective is outlined below.

Maritime Safety Queensland also use an additional level to the AWS Levels All Clear or Port Open (Green):

Advice (Yellow): An event is expected. Monitor conditions and check your vessel safety plan. Assess whether or not you need to move your vessel (if able). Stay up to date in case the situation changes.

Watch and Act (Orange): Conditions are worsening. Relocate your vessel if able. The Regional Harbour Master may issue directions. Continue to monitor conditions.

Emergency Warning (Red): The port/ pilotage area is closed. No movements can occur without approval from the Regional Harbour Masters. Continue to monitor conditions and maintain a listening watch on VHF channels as listed in the relevant area specific plans.

Advice (Yellow): The weather event has passed but hazards may still exist. Continue to maintain a listening watch on VHF channels as listed in the relevant area specific plans. Await directions from the Regional Harbour Master/Vessel Tracking Service.

Port Open or All Clear (Green or White): The port/ pilotage area is open to all traffic. (Note this is not an Australian Warning System level).

During an extreme weather event, the warning levels may apply both in the lead up to an event, or immediately after an event. These will be indicated by the colour used along with the relevant signs and calls to action (below).

Calls to Action

Each warning level has a set of action statements to give the community clear advice about what to do. Calls to action can be used flexibly across all three warning levels depending on the event and the phase of the event. High level calls to action are listed in the table under the ‘Extreme weather procedures in detail’ section. More detailed calls to action can be found in the area specific plans.

Signs

Under the AWS, the warning signs are consistent in colour for each hazard, and the symbol refers to the hazard that the warning relates to. Below are examples of each symbol that may be referred to in the Maritime Safety Queensland EWECP.

Severe Weather



Cyclone



Flood



Other Hazards



Note:

- The Severe Weather (previously Severe Storm) sign may be used for events such as dangerous thunderstorms, tropical or east coast lows.
- The Other Hazard sign may be used for non-weather-related hazardous conditions such as a significant marine pollution incidents or significant navigation hazards, where a non-maritime hazard is impacting the marine operations (eg smoke hazard from a bushfire impacting visibility). It may also be used to identify operational port closures or exclusion zones.

More information on the Australian Warning System is available online: https://www.disaster.qld.gov.au/watch-for-the-warnings

Extreme weather event procedures in detail

In the event of an extreme weather event threat the Regional Harbour Master will take the following action:

- Restrict the movement of vessels within a pilotage area if necessary.
- Direct and oversee the movement of vessels from a pilotage area and/or the evacuation of persons from specific waters of a pilotage area or other affected areas within their jurisdiction.
- Provide directions which restrict and/or allow the entering or leaving a pilotage area, in effect closing and reopening the port.
- Advise mariners of relevant warnings and response requirements, and
- Seek compliance within the response requirements.

These actions will be enacted over five distinct phases (outlined in the table below) that allow for the development of appropriate responses to the threats faced. Maritime Safety Queensland has aligned event warning levels with the AWS across the state.

The tier alert system may be enacted for the whole of a port or area covered by an EWECP Appendix, or part thereof. The Regional Harbour Master or their representative will advise on the activation of this plan, the warning level, the calls to action and the area to which it applies.

	ADVICE (yellow) Prepare to move, monitor conditions, and consult vessel safety plans.	24-48 hours before event
	WATCH AND ACT (orange) Mariners to relocate vessels to safety, as per vessel safety plans. Continue to monitor conditions and maintain a listening watch on VHF channels. Adhere to Regional Harbour Master directions.	12-24 hours before the event
	EMERGENCY WARNING (red) Port closed. Movements not permitted without approval from Regional Harbour Master. Maintain a listening watch on VHF channels.	Extreme event within 6 hours
	ADVICE (yellow) Maintain a listening watch on VHF frequencies. Movements will be at the instruction of the Regional Harbour Master / Vessel Tracking Service.	After event has passed, recovery underway
	Port Open/ All Clear (green or white) Wait for the Regional Harbour Master's all clear and VTS instructions for movements. **Please note, in MSQ's Dashboard, this aligns with the green port open status*	**Port open to all traffic, business as usual**

Issuing maritime warnings

When an extreme weather event is predicted or occurring, Maritime Safety Queensland will issue maritime warnings using the relevant AWS sign along with calls to action and specific directions.

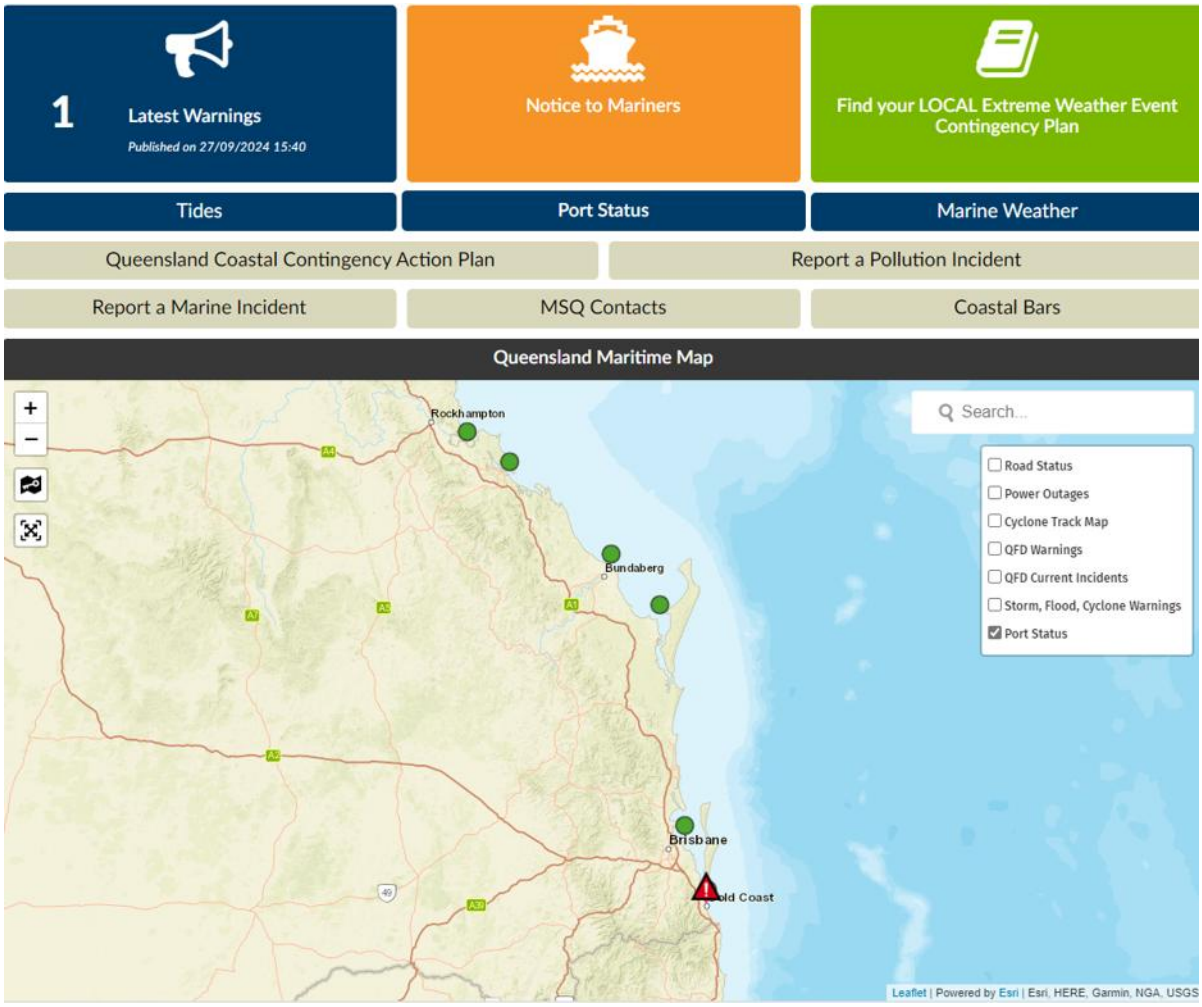
These warnings will be issued on multiple platforms including the Maritime Safety Queensland Dashboard (see below) and Maritime Safety Queensland social media (search Maritime Safety Queensland on Instagram and Facebook). For land-based and other warnings visit the Queensland Disaster Management Dashboard at www.disaster.qld.gov.au/warnings.

Maritime Safety Queensland Maritime Dashboard

The Maritime Safety Queensland Maritime Dashboard is available at www.qldmaritime.msq.qld.gov.au/ and is your one-stop shop for maritime incidents and emergencies. The Dashboard displays the status of all ports/pilotage areas. When there are no maritime warnings, port status will be green. Where a warning has been issued the relevant AWS symbol will be shown. See below for an example screenshot, showing one ‘Other Hazard’ status on the Gold Coast whilst other ports remain open without restriction.

Using the checkboxes in the righthand corner of the map, you can also add warnings from other agencies (such as bushfires issued by the Queensland Fire Department), road statuses (from Queensland Traffic data) and cyclone track map overlays (from the Bureau of Meteorology).

It is a great idea to visit the Dashboard outside of extreme weather events and the higher-risk weather season to familiarise yourself and know where to get information should an extreme weather event be forecast.



Example display of the Maritime Safety Queensland Dashboard.

Key Websites

Name	URL
BOM: Detailed weather updates:	www.bom.gov.au
BOM: Severe Weather Knowledge Centre	https://www.bom.gov.au/resources/learn-and-explore/severe-weather-knowledge-centre
BOM: Tropical Cyclone Knowledge Centre	https://www.bom.gov.au/resources/learn-and-explore/tropical-cyclone-knowledge-centre
Maritime Safety Queensland	www.msq.qld.gov.au

Maritime Safety Queensland Maritime Dashboard	https://www.qldmaritime.msq.qld.gov.au
Queensland Government Disaster - Hub	https://www.disaster.qld.gov.au/
Queensland Government Disaster - Australian Warning System	https://www.disaster.qld.gov.au/watch-for-the-warnings
Queensland Government Disaster Management - Dashboard	https://www.disaster.qld.gov.au/current-warnings
Marine Rescue Queensland – Find your local rescue unit	www.mrq.qld.gov.au/mrq-units
Maritime Safety Queensland Facebook	https://www.facebook.com/MaritimeSafetyQld/
Maritime Safety Queensland Instagram	https://www.instagram.com/maritimesafetyqld/
TMR Facebook	https://www.facebook.com/TMRQld/

Appendices – Port and Area Specific Extreme Weather Event Contingency Plans

The appendices are separate documents available on the Maritime Safety Queensland website. You can find them on the following webpage: https://www.msq.qld.gov.au/Safety/Preparing-for-severe-weather/Extreme-weather-contingency-plans .

The appendices are organised in order of the Ports/Areas as they occur along the Queensland coast, starting from the Northern Territory border and moving towards the New South Wales border.

Maritime Safety Queensland Cairns Region

Appendix 1 – Karumba

Appendix 2 – Weipa and Amrun

Appendix 3 – Skardon River

Appendix 4 – Port Kennedy

Appendix 5 – Cape Flattery and Cooktown

Appendix 6 – Port Douglas

Appendix 7 – Cairns and Half Moon Bay

Appendix 8 – Mourilyan, Clump Point, Innisfail and South Johnstone

Maritime Safety Queensland Townsville Region

Appendix 9 – Lucinda

Appendix 10 – Townsville

Appendix 11 – Abbot Point and Bowen

Maritime Safety Queensland Mackay Region

Appendix 12 – Whitsundays

Appendix 13 – Mackay

Appendix 14 – Hay Point

Maritime Safety Queensland Gladstone Region

Appendix 15 – Rosslyn Bay

Appendix 16 – Fitzroy River

Appendix 17 – Port Alma

Appendix 18 – Gladstone

Appendix 19 – Bundaberg

Appendix 20 – Hervey Bay Regions (Tin Can Bay, Hervey Bay and Mary River)

Maritime Safety Queensland Brisbane Region

Appendix 21 – Brisbane

Appendix 22 – Southport