



Public Information Document on the Management and
Development Controls for Jetties, Boat Ramps and Moorings on
Goulburn-Murray Water Land

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Document Summary

Goulburn-Murray Water (G-MW) in consultation with the general public has determined that the current practices for the development of private jetties, boat ramps (Including Slipways) and moorings on G-MW held storages is failing to provide a reasonable level of control and a unified management strategy is required.

This document outlines the management practices that are proposed.

Goulburn-Murray Water Mission Statement

Goulburn-Murray Water's (G-MW's) mission statement is:

'To deliver sustainable water services that meet customer and stakeholder needs and support regional economic growth, while balancing social, economic and environmental considerations.'

Decision Statement

A decision statement was prepared that stated;

Uncontrolled development around storages presents serious risks to water quality and the environment, the operation of the storage and the safety of the general public. If not addressed these risks may pose potential, serious liability for the organisation.

To address these risks G-MW needs to work with the community, government agencies and developers to determine suitable management practices through a process that ensures the communities concerns and aspirations are reflected in the outcomes presented.



Document Aim

The aim of this document is to develop appropriate management controls for all jetties, boat ramps and moorings within the parameters of the G-MW Mission Statement.

The controls seek to:

- Allow for the controlled development of public and private Infrastructure on storages managed by G-MW;
- Implement management processes that are consistent, transparent and impartial;
- Facilitate the recreational use of the waterway where this does not impact upon the operational requirements of the storages;
- Develop criteria for all structures to meet current best practice engineering and environmental standards and address user and public safety;
- Ensure that all associated works pose no adverse impacts on water quality and on water and water storage management;
- Provide a secure and predictable licensing system for the users; and
- Achieve a fair market based commercial return for private infrastructure on public foreshore land.

Management Objectives

Land owned or managed by G-MW around its storages is public land, and is managed for:

- the protection of water quality;
- the protection of environmental values and riparian health; and
- the provision of safe public access.

Further, foreshore developments and infrastructure should not be dependent on a stable water level at any time, and must not in any way, directly or indirectly, constrain the operational requirements of the storage.

Foreshore infrastructure (including new and existing jetties, moorings and boat ramps) must not unacceptably compromise these management objectives.

G-MW's primary objectives are to:

- strike an acceptable balance between the primary purpose of the storage, whilst facilitating an appropriate and manageable level of infrastructure for recreation and amenity;
- develop a manageable system for recreation infrastructure on storages that ensures fairness and equity, to the extent practicable, whilst minimising potential risks to public safety and the environment; and
- where practicable, offset the cost of providing recreational services by negotiating joint management with shires and other agencies or shire management of public recreational facilities.



Context

G-MW manages 16 large storages across northern Victoria that were constructed and are maintained for the primary purpose of harvesting, storage and delivery of large volume water supplies to downstream consumptive users (predominantly irrigators).

Water released or diverted from the storages is vitally important to downstream irrigation districts and towns, and supports urban water supply and agricultural production estimated to be worth billions annually to regional economies. However recreational activities such as boating, fishing and similar activities are also recognized as legitimate uses of G-MW storages, as outlined in the Victorian Government White Paper 'Our Water Our Future' (2004).

Historically there have been inconsistencies in the way infrastructure has been approved and managed on and around G-MW storages.

Currently four storages have private infrastructure constructed, including:

- Lake Eildon;
- Lake Eppalock;
- Lake Mulwala (Victorian Side); and
- Goulburn Weir.

Key current issues at these storages are as follows:

1. Increasing demand for public, private and commercial Infrastructure;
2. Proliferation of unlicensed infrastructure, including floating pontoons which are often used as surrogate jetties;
3. Boats moored without approval;
4. Large variation in type and design of Infrastructure; and

5. Standards for construction and licensing of infrastructure.

Additional storages may be added from time to time by G-MW and this document should be taken to reflect requirements in all storages unless otherwise identified.



Way Forward

As a result of this consultation this guideline for the management of jetties, boat ramps and moorings has been compiled. The final consultation will now be held to determine the appropriate zones that will determine use availability for each storage.

It is proposed to implement this document on a storage by storage basis.

Guidelines for Management

1. Form of Agreement

Licenses will continue to be offered for private infrastructure, in approved circumstances.

The licenses will:

- allow for one or a number of uses;
- be identified to a holder who shall be a person, public authority, or approved incorporated body who shall be responsible for the license; and
- be situated directly adjacent to a Licensee's freehold land unless the infrastructure is constructed and maintained by an incorporated body, Council or other government authority.

G-MW may allow the License Holder to place appropriate signage on any approved Infrastructure to discourage external parties or warn them of potential risks.

2. Term

From 1 July 2012 G-MW will offer three forms of term depending on whether your Infrastructure meets the rules outlined within this document, as follows;

2.1 Standard License:

An initial term of 5 years will be offered to all existing license holders.



During this 5 year period a review will be undertaken of all structures under license and a determination made as to whether the structure meets the requirements.

If the structure fails to meet the standards then a Works Notice will be issued. Any future license arrangements will then be as a Limited License until the Order has been addressed or the license ceases.

Any new structure that meets the standards outlined in this document and is approved by G-MW for construction will be offered a 5 year term.

2.2 Limited License:

Should the structure not meet the standards outlined then GMW will issue the existing license holder a 12 month license. During this period of 12 months the license holder must improve the structure or the license will be withdrawn. The structure will not be able to be utilized during this term until it is of an acceptable standard.

2.3 Commercial Lease:

Where a commercial or club lease exists over G-MW land then any infrastructure will be required to be listed under the lease and the term reflected under the lease so long as it meets the standards outlined.

It should be noted that it is proposed that ongoing license arrangements be based on 5 year terms into the future, subject to direction by G-MW.

3. Infrastructure Definitions

There is a need to be clear as to what is, and is not included in the

definition of 'Infrastructure' when referring to jetties, boat ramps (slipways) and moorings (berths).

The definitions below are considered a reference to further describe the infrastructure under this document as follows;

Jetty means a structure built from the shore towards deeper water consisting of an access walkway and may include a widened head, where approved, at its lakeward end for the berthing and boarding of vessels, and can be, fixed or floating and registered by a water authority or government body or not, that is utilized for the movement of people, goods and services and or plant between land and a vessel or is utilized from which to undertake recreational or commercial activities. In simple terms it refers to a wharf, pier, landing stage, dock, slip or platform.

Boat Ramp means any purpose built structure that allows for the removal or launching of a vessel or watercraft into or out of the water.

Mooring means an apparatus, structure or shore to which a vessel or floating object may be secured.

Mooring apparatus means a mooring, or a structure or an apparatus used to secure any floating object or apparatus in navigable waters whether or not that structure or apparatus is itself beyond the shores of the water, and whether or not that structure or apparatus is, or is proposed to be, used for any other purpose.

A mooring is not a lease of the lakebed, and there is no guarantee of tenure.

Private Infrastructure Public Infrastructure means a jetty, boat ramp or mooring issued to as private individual, company or body corporate.

Public Infrastructure means infrastructure managed by G-MW or licensed to a Shire or other agency which is maintained and operated for public use.

Commercial Infrastructure means infrastructure licensed to commercial organizations trading to provide approved marine type services to the boating public.

4. Construction Standards

G-MW has defined specific standards for all Infrastructure on the waterways. Any Infrastructure to be constructed must receive prior approval from G-MW, the local Council (planning permission may be required) and boating authority (where it is not G-MW). This will be managed through the licensing or application process.

Where a jetty, boat ramp or mooring already exists then it will need to meet the new standards outlined within this document. Refer Appendix A for details.

A holder may seek G-MW's agreement to construct outside of the standard design. However a variation in fee may apply if approval is granted.

Infrastructure is classified as being either of a 'Fixed' or 'Non-Fixed' form.

Fixed Infrastructure refers to a structure that is for all practical purposes immovable. Non Fixed Infrastructure can be a floating structure, or can be readily transported or moved.

A floating pontoon, whether registered or not, is deemed to be a floating structure and must be licensed if positioned on G-MW land or water and meets the criteria as defined in this document.

It should also be noted that;

- Existing structures may be given approval to remain in situ even if they do not meet the construction standards subject to confirmation they are engineered to an acceptable standard. GMW will assist the applicant determine acceptability in these situations.
- No sewerage lines or electrical cabling is to be connected into on or under the infrastructure.
- No boat lifts, boat cranes or similar will be allowed either as a stand alone structure or as part of a jetty.
- The license holder must ensure that a structure is constructed to allow for fluctuations in lake water levels.

At the end of every five (5) year term it will be the requirement of the license holder to forward written confirmation from a suitably qualified consultant that the jetty is structurally sound.

5. Reliability of Storage Water Levels

G-MW can not give any guarantee of water volume or water levels at its storages, and will generally only approve Infrastructure or activities which are not critically reliant upon a stable or regular fluctuation in water level.

There are to be two classifications for water storages based upon the general variability of water level fluctuations;

1. Higher Reliability Storages – includes Lake Mulwala and Goulburn Weir; and
2. Lower Reliability Storages – includes all other storages.

6. License Availability

Applications for private Infrastructure will only be accepted from land holders whose property directly adjoins G-MW land, and in accordance with Storage Specific Mooring and Jetty Plans (See Section 7). G-MW will not consider applications from non-adjacent residents.

The only exceptions to this, in suitable circumstances are;

1. where Councils or other government bodies seek to construct public Infrastructure;
2. where incorporated bodies approach G-MW to construct one structure as opposed to a number of structures; or
3. Non Fixed structures on Low Reliability Storages where deemed appropriate by G-MW.

7. Zones and Maximum Permissible Numbers

Mooring and Jetty Plans will be implemented and will identify zones where new infrastructure may be considered, subject to environmental, aesthetic, public safety and other constraints, as well as identifying areas where new infrastructure will not be approved.

The plans are outlined in Appendix B and are open for discussion at this stage subject to individuals or bodies outlining adequate reasons to consider alteration. G-MW looks forward to any proposals.

G-MW also reserves the right to review the plans at future stages subject to public comment towards alteration to the plans.

Controls within the Zones will include;

- New private infrastructure will only be considered in zones or subzones where private land immediately abuts foreshore land owned by Goulburn-Murray Water.
- New private infrastructure will not be permitted where the lake is separated from the private land by road, public reserve or other public buffer.
- New public infrastructure will only be considered in areas readily accessible, such as public reserves or areas serviced directly by a properly formed and constructed public road.
- Maximum acceptable numbers of private jetties and moorings will be determined on a storage-specific or zone-specific basis, as specified in Storage Mooring and Jetty Plans. Limits on maximum permissible numbers will be strictly enforced.
- Storage Mooring and Jetty Plans may also specify minimum offset distances between licensed infrastructure to minimize overcrowding and environmental impacts.
- Any zoning plans will be incorporated into future foreshore management plans, boating strategy or similar waterway commercial strategy as appropriate.
- Licenses will identify zones and sub-zones where required.
- No new private infrastructure will be considered where public infrastructure exists in close proximity (in general this distance will be 300m).
- Where a zone may restrict development existing structures will be allowed to remain under the current licensee, subject to these standards.



The zones are to be classified as;

1. Private Infrastructure Zone – areas where the development of approved private infrastructure may be considered;
2. Environmental Zone – primary purpose is for the conservation of natural values, and no private or commercial development is allowed;
3. Community and Public Use Zone – only suitable public infrastructure allowed or where general public can moor for a period of time. This zone includes sub-regions where approval may be granted for an incorporated body to manage the foreshore under strict controls; and
4. Commercial Zone – commercial developments offering marine type services to the boating public may be considered.

8. Applications for Licenses

For existing licensees who have paid their fees then new licenses will be issued from the 1 July 2012 and will be subject to the proposed new conditions as detailed within this document.

Any subsequent application received will be investigated under the new license controls.

For individuals or groups who had placed an application to G-MW prior to 1 July 2012 and which has been pending the outcome of this document will be investigated as a priority under the new conditions. A new application form is being prepared as part of this new arrangement. If required, a new application will be forwarded to relevant parties should further information be required to adequately investigate the application.

It should be noted that inspections of all licensed structures will be undertaken at regular intervals, as follows;

1. An inspection of the infrastructure will be undertaken by G-MW during the initial license term to determine whether the structure meets required standards or will require upgrade; and
2. The license holder will be required to forward written confirmation every five (5) years that any approved structure continues to meet these standards. (Refer section 4 Construction Standards).

Infrastructure owners not wishing to continue to hold a license will need to formally write to G-MW indicating they wish to hand back their license.



9. Priority Waiting Lists

At storages or in zones (or sub-zones) where demand exceeds the predetermined maximum permissible number, priority waiting lists will be created to record individuals, groups or cooperatives that wish to seek a license. Public authorities wishing to construct public infrastructure will not be subject to waiting lists as the structures will be created for general public use.

At a specified time during the year an Expression of Interest (EOI) process will be activated and anyone on the waiting list who has completed the necessary application and gained in principle approval will be advised of the availability of any license in their zone, or sub-zone.

As previously highlighted, during the first term of the introduction of the new licensing arrangements those who had approached G-MW prior to 1 July 2012 but have been held over under the current moratorium will be given priority.

Existing unlicensed Infrastructure will not generally be allowed to remain on site.

Existing licensed Infrastructure that, after the allowed time to upgrade, does not meet new standards will not receive a license renewal, and will be required to be removed at the licensees cost.

10. Types of Infrastructure

Infrastructure should take two forms, as follows;

1. Fixed Infrastructure; and
2. Non- Fixed Infrastructure.

Fixed Infrastructure includes;

- Boat ramps
- Jetties with fixed pylons into the lake bed

Non-Fixed infrastructure includes;

- Non-fixed floating structures anchored to the storage bed by weights, chains or ropes;
- Re-locatable jetties that can be transported;
- Mooring lines to a fixed point or site where a vessel is permanently berthed.

11. Relocation of Infrastructure/Transfers

It is required that certain relocation rules be introduced to manage licensing as follows;

1. Relocation of Infrastructure from one zone or storage to another is not permitted;
2. Relocation or transfer of Infrastructure within a zone is not allowed unless it is for public safety or other compelling reasons;
3. Existing Licensees wishing to acquire a license for a new property or where a property is subdivided must go through the same procedure as for a new application for license;
4. Licensees are able to transfer the license as part of the sale of their associated property (see Section 11), or they must forfeit the license back to G-MW and remove the infrastructure at their cost; and
5. Non-Fixed and relocatable infrastructure will be required to be removed from the storage when not in use. (It has been determined that the timeframe for Low Reliability storages, Non Fixed Infrastructure will be required, when not being used for a period of more than 72 hours, to be removed from the storage).

12. Environmental, Aesthetic, Public Safety Issues

New Infrastructure will not be considered in areas where environmental, aesthetic or public safety impacts are deemed to be unacceptable. These areas are depicted on Storage Mooring and Jetty Plans.

Any new licensed area or Infrastructure under consideration will require an environmental impact and public safety risk assessment to determine its suitability. Assessments will be made in a standard format consistent with guidelines to be developed by G-MW.

13. License Fees

Land managed by G-MW is public land. Whilst it is recognized by G-MW that development of both public and private infrastructure may be appropriate at G-MW storages in some areas or zones, the public is entitled to seek a fair and reasonable return on any private use of public foreshore or lakebed land.

Currently license fees are set at \$175.00pa plus GST. This fee has not altered for over 5 years.

The new standard fee has been set at \$250pa plus GST increasing at CPI annually.

At the end of the initial five year term an independent qualified valuer will review the fee structure based upon evidence from comparable sites.

At this stage, subject to review, after 5 years the fees will be one of two basic categories; Category A and Category B.

The fee structure (GST inclusive) will depend upon the following:

Category A - Higher reliability storage

Category B - Lower reliability storage

After the initial introductory 5 year period it is proposed that for each category a standard fee will apply if the structure meets the standard conditions within this document. If the structure is of a different design then a non standard fee will apply. Non-standard fees will be assessed by independent valuation.

In addition the following fees will apply;

- an administration fee of \$251.00 is to be applied for any application for variation of an existing license arrangement from 1 July 2012; and
- an application fee (from 1/7/2012) will apply as follows - preapplication fee (non refundable) of \$251 on receipt of application, and an investigation/approval fee of \$251 will be required for any field investigations once should approval be granted. (The initial fee is to cover the cost of undertaking inspections of the site).

Applications currently on file awaiting the outcome of the current review will not incur any application fee.

To assist individuals understand the fee payable it is noted that:

- For Limited Term licenses the fee will be set annually and can vary from year to year;
- For Standard Term licenses the fee will be set at commencement increasing at CPI each year except for rent reviews. Rent reviews will occur every 5 years;
- For those commercial or club lessees seeking a license for infrastructure will be incorporated into the lease along the same commercial market principles.
- Fees may be charged for variations to licenses, including transferring to a new land holder.

14. Maintenance and Construction Standards

G-MW will require the license holder to be responsible for ensuring that Infrastructure is constructed and maintained in a safe and acceptable condition, and that it meets all relevant standards. The engineering requirements are laid out in the Appendix A.

G-MW will periodically undertake an inspection of all infrastructure to ensure ongoing standards are met

15. Works Notice

Any structure on G-MW land may from time to time be audited to ensure it meets the standards contained within this document.

Should a structure not meet the standards then a Works Notice will be issued and a period of up to 12 months (dependant on term of lease) will be given to upgrade/repair/replace the structure to meet the standards.

Any works order issue that is considered to endanger users of the structure will result in the order outlining that the structure can not be utilized until the upgrade/repair/replace works have been completed to G-MW satisfaction.

16. Indemnities and Insurance

Licenses are required to obtain adequate insurance, noting G-MW as an interested party. \$20 million public liability insurance must be held and evidence of this supplied annually to G-MW or upon demand to ensure continuation of the license.

G-MW will assist, where possible to outline where people may achieve reasonable rates.

17. Sub-license Arrangements

No sub-licensing or trading arrangements will be permitted.

18. Ownership and Removal of Infrastructure

The ownership of the Infrastructure must remain with the Licensee.

All obligations to maintain and, if require, upgrade the structures will be at the licensees cost.

Should a license be terminated or discontinued for any reason the licensee shall, at their own cost, remove the structure.

Should a licensee determine to end their license arrangements then the Licensee will surrender their license to G-MW and remove their Infrastructure accordingly.

Should the Licensee fail to remove the infrastructure upon request, G-MW may elect to remove the Infrastructure and will seek to recover all costs.

19. Holding Over

If required a license may be held over for a period of not more than 12 months during a review or negotiations.

20. Defaults and Termination

It is hoped no body is disadvantaged by these changes however where a licensee defaults or fails to pay their fee within a pre-determined time frame (usually 90 days) then G-MW will be required to terminate the license, and offer it out to the market place where applicable within approved zones.

Similarly, should the structure not meet required minimum standards, as reviewed and set from time to time, then G-MW may terminate the license, after having given the licensee adequate time to comply with any upgrading requirements.

Should the license be terminated then the licensee will be required to remove all structures.

21. Access

Access to the Infrastructure shall be by the most direct path across any GMW land. The license does not confer any rights over the land used for ingress or regress, and does not allow for the construction of any roads, access tracks, paths, stairways, outdoor furniture, BBQ's, gazebos, lighting, telecommunications, signage or other infrastructure.

22. Commercial Infrastructure and Marinas

This document extends to commercial mooring operations and public marinas in so far as zoning, use, standards of construction, and maintenance. However the fees, charges and conditions may vary, depending on the nature of the operation.

Should a development be considered by G-MW to have significant public benefit, then G-MW reserves the right to vary any arrangements that would otherwise apply.

23. Unauthorised Works/Moorings

Any unauthorized works or moorings will be managed in accordance with the relevant G-MW by-laws, and relevant NSW and Victorian marine safety legislation, with penalties to apply.



Definitions

Adjoining Property means a land parcel that adjoins or is located opposite the licensed area and/or infrastructure.

Approved Mooring is an area licensed or approved by G-MW (and NSW Maritime at Lake Mulwala) to allow a vessel to be secured in a particular location or area for a period of time for a particular use including Private Mooring, Commercial Mooring, Emergency Mooring or Courtesy Mooring.

Berth means a formally recognized and approved structure or location to moor a vessel within a designated marina or to an approved commercial structure.

Barbeque Boat refers to a form of Picnic Barge.

Boardwalk for the purposes of this document a boardwalk is considered to be a form of public jetty.

Boat Ramp means any structure that allows for the removal or launching of a vessel or watercraft into or out of the water.

Capacity Limits means the maximum number of Infrastructure allowed in a zone.

Commercial means any business arrangement that exists between G-MW and a third party and involves financial arrangements that reflect a reasonable return to GMW.

Cooperative refers to the formation of a group of private or public individuals that jointly make application for Infrastructure.

Commercial Operator means a business entity trading to provide services to the public.

Commercial Mooring means an area or particular location licensed to a Commercial Operator for the use by the Commercial Operator

Courtesy Mooring means an area or particular location that is available for use by the general boating public on a 24 hour basis so long as the vessel is not moored for more than 72 hours at the same location (including where the vessel is predominantly moored at that location for 72 hours) unless longer times are allowed as detailed within a storage specific Zone.

Emergency Mooring means a location or area that can moor emergency vessels under the control of State Emergency, Water Police, Fire Authority or similar.

Extended Term means five (5) years or as approved by G-MW.

Houseboat means any water vessel that meets the criteria of having either a toilet or bedding and is licensed as such under the relevant state or federal laws, or is, in the opinion of G-MW a houseboat should it fit outside of any of the previous mentioned details.



Infrastructure means any structure that is constructed on in or under the License Area or area that should be under license.

Infrastructure which is of a fixed nature includes;

- Boat ramps
- Jetties with fixed pylons into the lake bed

Infrastructure of a non fixed form includes;

- Non-fixed floating structures anchored to the storage bed by weights, chains
- or ropes;
- Re-locatable jetties that can be transported by vehicle or craft.
- Mooring lines to a fixed point or site where a vessel is permanently berthed

Jetty means a structure built from the shore towards deeper water consisting of an access walkway and may include a widened head, where approved, at its end for the berthing and boarding of vessels, and can be, fixed or floating, or stationary, licensed by a water authority or government body or not, that is utilized for the movement of people, goods and services and or plant between land and a vessel or is utilized from which to undertake recreational or commercial activities.

A public jetty is a jetty, boardwalk, fishing or access platform, landing stage, dock, pier, slip, platform or wharf constructed for general public use. These facilities may or may not accommodate vessel berthing.

A community jetty means a jetty or wharf structure fronting public foreshore or public reserve land where there is a public benefit and community need for a standard length jetty.

License means a right to undertake a use or uses as approved by G-MW. Licenses are:

- of a Limited or Extended Term;
- reflect a category depending on water reliability;
- require payment of a fee to G-MW; and
- have terms and conditions relevant to the license.

Licensed Area means an area of G-MW's land which is subject to and depicted on a license, and upon which rent is payable, which shall incorporate the area occupied by private structures.

Limited Term means one (1) year.

Marina means infrastructure or groups of infrastructure that act as a berth area for vessels.

Market means the open market available to all parties who may wish to consider sale or purchase of a structure at a time and in a manner that is considered relevant to the circumstances to a sale.

Mooring means an apparatus, structure or shore to which a vessel or floating object may be secured.

Mooring apparatus means a mooring, or a structure or an apparatus used to secure any floating object or apparatus in navigable waters whether or not that structure or apparatus is itself beyond the shores of the water, and whether or not that structure or apparatus is, or is proposed to be, used for any other purpose.

A mooring is not a lease of the lakebed, and there is no guarantee of tenure.

Mooring Site means an area where a vessel regularly is beached, tethered, held or tied.

Picnic Barge means a vessel that is open sided, with open flat decking in the form of a small houseboat, generally with pontoons though single hulls are applicable, that is utilized for various passive recreational activities including fishing, leisure activities and picnicking, and is generally powered by a smaller capacity engine.

Pile or Pylon means a post used to tether a floating vessel either as a single structure or part of a mooring structure.

Private Infrastructure means infrastructure constructed by a private individual or cooperative for use by the private individual or cooperative.

Private Mooring means an area or particular location licensed to an individual or cooperative for the use only of that individual the cooperative or friends or guests approved to use the private mooring, however not allowing the use by commercial operators.

Pontoon means a floating structure used to provide access to the water or a vessel.

Public Infrastructure means infrastructure constructed by a public authority for the use by the general public.

Structure means any object that is fixed to the earth or lakebed, or to another object fixed to the earth or lakebed, or any rubble or reclamation.

Storage means the land area owned by or vested in or managed or controlled by GMW including structures, the lake-bed (exposed or submerged), the lake and water bodies entering the lake.

Storages means Lake Eildon, Lake Nagambie (Goulburn Weir), Lake Mulwala, Lake Eppalock, Waranga Basin, Greens Lake, Lake Hume, Cairn Curran Reservoir, Lake Buffalo, Lake Dartmouth, Laanecoorie Reservoir, Lake William Hovell, Lake Nillahcootie, Eildon Pondage, Dartmouth pondage and Hepburns Lagoon, Newlyn and Tullaroop Reservoirs and any such lake, reservoir, weir or similar storage facility that may come under G-MW's control or management;

Vessel means any water craft of any description used or capable of being used as a means of transportation on water.

Without limiting the above, a vessel includes:

- (a) any non-displacement craft, and
- (b) a seaplane, but only while it is on water.

However, a vessel does not include anything declared by the regulations not to be a vessel and includes anything used on water that is declared by the regulations to be a vessel.

Wharf means a pier, jetty, landing stage, dock, slip or platform close to or adjacent to the shore alongside which a vessel may berth for loading and unloading. For the purpose of this policy, wharves and jetties are considered one and the same.

Works Permit means an approval to undertake works by an individual or authority on an area approved for a license

Zone means a defined area within the storage plans attached to this policy or subsequently approved by G-MW that allow or disallow Infrastructure to be constructed. They shall include public, private, commercial, emergency, courtesy and special use areas.

