

# Yarra River – Upstream of Port waters to Herring Island



# Yarra River Bridge Arch Navigation Guide – Upstream of Port waters to Herring Island

**1 Webb Bridge** N S

Vessels without engine used for propulsion	⊘	Down	Up
Engine-powered vessels		Down/Up	Up



**2 Charles Grime Bridge** N S

Vessels without engine used for propulsion	⊘	Down	Up
Engine-powered vessels		Down/Up	Up



**3 Seafarers Bridge** N S

Vessels without engine used for propulsion	⊘	Down/Up	⊘
Engine-powered vessels		Down/Up	



**4 Spencer St Bridge** N S

Vessels without engine used for propulsion	⊘	Down	Up
Engine-powered vessels		Down/Up	n/a



**5 Kings Bridge** N S

Vessels without engine used for propulsion	⊘	Down/Up	Up
Engine-powered vessels		Down/Up	n/a



**6 Queens Bridge** N S

Vessels without engine used for propulsion	⊘	Down	Down	Up	Up
Engine-powered vessels		n/a	Down/Up	n/a	n/a



**7 Sandridge Bridge** N S

Vessels without engine used for propulsion	⊘	Down	Down	Up	⊘
Engine-powered vessels		Down	Down/Up	Up	



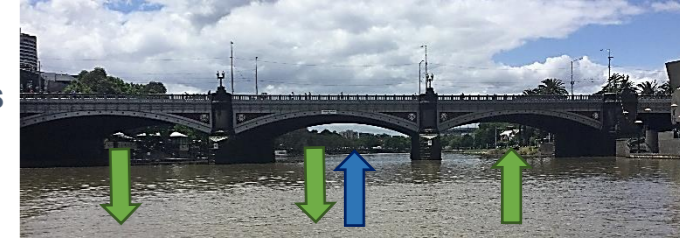
**8 Evan Walker Bridge** N S

Vessels without engine used for propulsion	⊘	Down/Up	⊘
Engine-powered vessels		Down/Up	



**9 Princes Bridge** N S

Vessels without engine used for propulsion	Down	Down	Up
Engine-powered vessels	Down	Down/Up	Up



**10 Swan St Bridge** N S

Vessels without engine used for propulsion	⊘	Down	Down	Up	⊘
Engine-powered vessels		Down	Down/Up	Up	



**11 Morell Bridge** N S

Vessels without engine used for propulsion	Down	Down	Up
Engine-powered vessels	Down	Down/Up	Up



**12 Punt Rd Bridge** N S

Vessels without engine used for propulsion	⊘	Down	Down	Up	⊘
Engine-powered vessels		Down	Down/Up	Up	



**13 Cremorne Rail Bridge** N S

Vessels without engine used for propulsion	Down	Down/Up	⊘
Engine-powered vessels	n/a	Down/Up	



**14 Chapel St Bridge** N S

Vessels without engine used for propulsion	Down/Up	Up
Engine-powered vessels	Down/Up	n/a



## LEGEND

- All vessels permitted
- Only engine-powered vessels permitted

Down = downstream direction of travel  
Up = upstream direction of travel

# Yarra River – Upstream of Herring Island to Dight's Fall



## Proposed Waterway rules –

### Legend

#### Restricted Zone – all vessels

All vessels, unless departing from or arriving at a dock or berth, must comply with the following:

- No stopping
- No turning, reversing direction or crossing
- No overtaking
- No drifting or baulking
- Give way to vessels travelling downstream, unless operating an engine-powered vessel over 12m or a vessel without an engine used for propulsion over 14m
- No travelling abreast (side-by-side) under narrow bridge arches (includes Spencer St Bridge and Queens Bridge)

 **Turning & Crossing Zone – rowing boats and dragon boats**

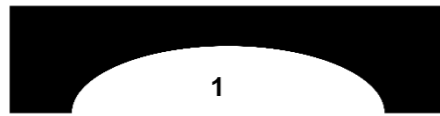
 **Stopping Zone – rowing boats and dragon boats**

- **Turning & Crossing Zones** – in the waters upstream of port waters of the Port of Melbourne to Dight's Falls, rowing boats and dragon boats must turn or cross the river only in designated Turning and Crossing Zones (unless in an emergency). All vessels must give way to vessels navigating either upstream or downstream and turn or cross only when the river is clear, doing so as quickly as possible by the shortest safe route.
- **Stopping Zones** – in the waters upstream of port waters of the Port of Melbourne to Dight's Falls, rowing vessels and dragon boats must stop only in the designated Stopping Zones (unless in an emergency). All other vessels must ensure they do not stop or impede the passage of other vessels and stop as close to the starboard bank as is safe and practicable.
- **Travelling abreast or side-by-side** – in the waters upstream of port waters of the Port of Melbourne to Dight's Falls, all vessels must comply with the following:
  - A maximum of two vessels may proceed abreast when travelling in a downstream direction (except in the waters to the north of Herring Island, extending the length of the island, as well as in the waters of the anabranch which diverts from the main river channel to the south of the island, where vessels must proceed in a single file), provided there is room to do so and vessels remain on the starboard side of the river without obstructing vessels travelling upstream.
  - Vessels must proceed in a single file and not proceed abreast when travelling in an upstream direction at anytime, unless overtaking another vessel.
  - No travelling abreast under Spencer St Bridge and Queens Bridge.

In addition, vessels engaged in coaching activities must travel astern of the vessel they are accompanying in the area between 100 metres downstream of Princes Bridge and 100 metres upstream of Wesley Landing. Outside of this area, they may travel on either side of the vessel they are accompanying, providing they do not impede the passage of other vessels.
- **Vessels restricted in their ability to manoeuvre** – in the waters upstream of port waters of the Port of Melbourne to Dight's Falls, all vessels must give way to engine-powered vessels over 12 metres in length and rowing boats and dragon boats over 14 metres in length. In all other cases, vessels travelling downstream have right of way.
- **Speed limit for human-powered vessels** – in the waters upstream of port waters of the Port of Melbourne to Dight's Falls, vessels without an engine used for propulsion are permitted to operate at a speed not exceeding 8 knots when engaged in formal training. In addition, vessels engaged in coaching activities may operate at a speed not exceeding 8 knots when operating either 100 metres downstream of Princes Bridge or 100 metres upstream of Wesley Landing, provided they do not exceed the speed of the vessels they are accompanying and do not generate undue wash. All other vessels must adhere to the 5-knot speed limit.
- **Overtaking** – in the waters upstream of port waters of the Port of Melbourne to Dight's Falls, all vessels must comply with the following:
  - When travelling downstream:*
    - A single vessel may overtake two slower vessels travelling abreast, only if the river is clear.
    - Two vessels may overtake one slower vessel, only if the river is clear.
    - Two or more vessels must not overtake two or more slower vessels travelling abreast under any circumstances.
  - When travelling upstream:*
    - A single vessel may overtake a slower vessel, only if the river is clear.

# Yarra River Bridge Arch Navigation Guide – Upstream of Herring Island to Dight's Falls

**1 MacRobertson Bridge** N



S



Vessels without engine used for propulsion	Down/Up	
Engine-powered vessels	Down/Up	

**2 Heyington Rail Bridge** N



S



Vessels without engine used for propulsion	Down	Down/Up
Engine-powered vessels	n/a	Down/Up

**3 Monash Fwy Bridge** N

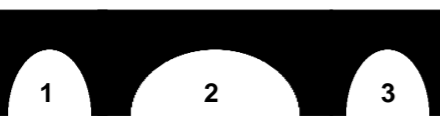


S



Vessels without engine used for propulsion	Down/Up	
Engine-powered vessels	Down/Up	

**4 Wallen Rd Bridge** N



S



Vessels without engine used for propulsion	-	Down/Up	-
Engine-powered vessels		Down/Up	

**5 Hawthorn Rail Bridge** N

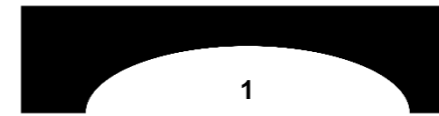


S



Vessels without engine used for propulsion	Down/Up	
Engine-powered vessels	Down/Up	

**6 Hawthorn Bridge** N

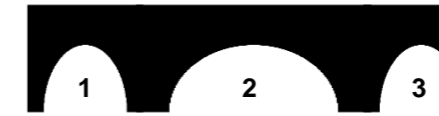


S



Vessels without engine used for propulsion	Down/Up	
Engine-powered vessels	Down/Up	

**7 Victoria Bridge** N



S



Vessels without engine used for propulsion	-	Down/Up	-
Engine-powered vessels		Down/Up	

**8 Walmer St Bridge** N



S



Vessels without engine used for propulsion	Down/Up	
Engine-powered vessels	Down/Up	

**9 Gipps (Collins St) Bridge** N



S



Vessels without engine used for propulsion	Down/Up	
Engine-powered vessels	Down/Up	

**10 Johnston St Bridge** N



S



Vessels without engine used for propulsion	Down/Up	
Engine-powered vessels	Down/Up	

**LEGEND**

- All vessels permitted
- Only engine-powered vessels permitted
- Down = downstream direction of travel
- Up = upstream direction of travel

# Proposed Waterway Rules & Reasoning – Yarra River upstream of port waters of the Port of Melbourne to Dight's Falls

## 1 RESTRICTED ZONES

All bridges on the Yarra River upstream of port waters of the Port of Melbourne to Dight's Falls, have Restricted Zones extending the width of the river and 75 metres upstream and downstream of each bridge.

Within these zones all vessels, unless departing from or arriving at a dock or berth, must comply with the following:

- No stopping
- No turning, reversing direction or crossing the river
- No overtaking
- No drifting or baulking
- Give way to vessels travelling downstream, unless operating a vessel which is restricted in its ability to manoeuvre (this includes engine-powered vessels over 12 metres and vessels without an engine used for propulsion over 14 metres)
- No travelling abreast under narrow bridge arches (including Spencer St Bridge and Queens Bridge)
- Navigation under bridges must be per the Bridge Arch Guide included in the Code of Practice

**Reasoning – the use of Restricted Zones will seek to manage and control the following safety issues/risks –**

- Vessels overtaking each other when close to or under bridges, increasing the risk of collision between vessels and between vessels and infrastructure
- Vessels stopping, turning drifting or baulking close to or under bridges, increasing the risk of collision with trailing and oncoming vessels
- Vessels travelling two or more abreast when transiting under narrow bridge arches, increasing the risk of collision with infrastructure

**Implications for waterway users –**

- This rule will restrict activities which may be undertaken in the area both 75 metres upstream and downstream of each bridge. That is, any activities which involve stopping or drifting close to bridges, turning or crossing the river, or overtaking in this area, will be prohibited.

## 2 TURNING & CROSSING ZONES

In the waters upstream of port waters of the Port of Melbourne to Dight's Falls, rowing boats and dragon boats must turn or cross the river only in the designated Turning and Crossing Zones as marked by signs on shore (unless in an emergency) (see proposal maps for locations).

All vessels must give way to vessels navigating either upstream or downstream and turn or cross only when the river is clear, doing so as quickly as possible by the shortest safe route.

**Reasoning – the use of Turning and Crossing Zones will seek to manage and control the following safety issues/risks –**

Will provide a consistent guide to all waterway users of where vessels without an engine used for propulsion will manoeuvre on the river in terms of turning and reversing direction. This will assist in reducing the risk of collision, which is elevated due to the large volume of these vessels operating on the river.

**Implications for waterway users –**

- This rule will prohibit vessels without an engine used for propulsion from turning and crossing the river outside of the designated zones, while all other vessels may turn or cross at any point provided the river is clear and by taking the shortest possible route.

## 3 STOPPING ZONES

In the waters upstream of port waters of the Port of Melbourne to Dight's Falls, rowing boats and dragon boats must stop only in the designated Stopping Zones as marked by signs on shore (unless in an emergency) (see proposal maps for locations).

All other vessels must ensure they do not stop or impede the passage of other vessels and stop as close to the starboard bank as is safe and practicable.

**Reasoning – the use of Stopping Zones will seek to manage and control the following safety issues/risks –**

- Will provide a consistent guide to all waterway users of where vessels without an engine used for propulsion will manoeuvre on the river in terms of stopping. This will assist in reducing the risk of collision, which is elevated due to the large volume of these vessels operating on the river.

**Implications for waterway users –**

- This rule will prohibit vessels without an engine used for propulsion from stopping outside of the designated zones, while all other vessels must ensure they do not stop or impede the passage of other vessels.

#### 4 TRAVELLING ABREAST OR SIDE-BY-SIDE

In the waters upstream of port waters of the Port of Melbourne to Dight's Falls, all vessels must comply with the following:

- A maximum of two vessels may proceed abreast when travelling in a downstream direction (except in the waters to the north of Herring Island, extending the length of the island, as well as in the waters of the anabranch which diverts from the main river channel to the south of the island, where vessels must proceed in a single file), provided there is room to do so and vessels remain on the starboard side of the river without obstructing vessels travelling upstream.
- Vessels must proceed in a single file and not proceed abreast when travelling in an upstream direction at any time, unless overtaking another vessel.
- No travelling abreast under Spencer St Bridge and Queens Bridge.

In addition, vessels engaged in coaching activities must travel astern of the vessel they are accompanying in the area between 100 metres downstream of Princes Bridge and 100 metres upstream of Wesley Landing. Outside of this area, they may travel on either side of the vessel they are accompanying, providing they do not impede the passage of other vessels.

**Reasoning – this will address the following safety issues/risks –**

- Will assist in preventing collisions due to vessel activities spreading across a significant portion of the width of the river, and alleviating congestion during peak times.

**Implications for waterway users –**

- This rule will restrict activities where more than one vessel travels abreast (upstream), and more than two vessels travel abreast (downstream).

#### 5 OVERTAKING

In the waters upstream of port waters of the Port of Melbourne to Dight's Falls, all vessels must comply with the following:

**When travelling downstream:**

- A single vessel may overtake two slower vessels travelling abreast, only if the river is clear.
- Two vessels may overtake one slower vessel, only if the river is clear.
- Two or more vessels may not overtake two or more slower vessels travelling abreast under any circumstances.

**When travelling upstream:**

- A single vessel may overtake a slower vessel, only if the river is clear.
- Overtaking must not occur at any time in the waters to the north of Herring Island, extending the length of the island, as well as in the waters of the anabranch which diverts from the main river channel to the south of the island, regardless of the direction of travel.
- Vessels being overtaking must maintain course and speed and must not baulk the passage of an overtaking vessel.
- No vessels must, as far as is safe and practicable, overtake other vessels on their starboard side in the direction of travel.
- All vessels should navigate as close to the starboard bank as is safe and practicable.

**Reasoning – this will address the following safety issues/risks –**

- Clarifies the overtaking requirements and assists in preventing collisions with other vessels during periods of congestion, as well as collisions with infrastructure or fixed objects.

**Implications for waterway users –**

- This rule will restrict activities where more than one or two vessels overtake or are overtaken, at the same time.

#### 6 VESSELS MUST GIVE WAY TO THOSE RESTRICTED IN THEIR ABILITY TO MANOEUVRE

In the waters upstream of port waters of the Port of Melbourne to Dight's Falls, all vessels must give way to engine-powered vessels over 12 metres in length and rowing boats and dragon boats over 14 metres in length.

In all other cases, vessels travelling downstream have right of way.

**Reasoning – this will address the following safety issues/risks –**

- Clarifies the need for smaller vessels to not impede the passage of larger vessels such as commercial tour boats and rowing eights which may be restricted in their ability to manoeuvre.

**Implications for waterway users –**

- This rule will restrict the actions of vessels not restricted in their ability to manoeuvre, when navigating in the presence of larger vessels.

#### 7 SPEED LIMIT FOR VESSELS WITHOUT AN ENGINE USED FOR PROPULSION

In the waters upstream of port waters of the Port of Melbourne to Dight's Falls, vessels without an engine used for propulsion are permitted to operate at a speed not exceeding 8 knots when engaged in formal training. In addition, vessels engaged in coaching activities may operate at a speed not exceeding 8 knots when operating either 100 metres downstream of Princes Bridge or 100 metres upstream of Wesley Landing, provided they do not exceed the speed of the vessels they are accompanying and do not generate undue wash.

All other vessels must adhere to the 5-knot speed limit under Clause 3.1.

**Reasoning – this will address the following safety issues/risks –**

- Recognises the fact that rowing vessels and other faster human-powered vessels, when engaged in formal training or competition, routinely exceed the 5-knot speed restriction. As a result, they are operating in breach of State rules clauses 3(a) and 3(b) and Scheduled rules clause 3.1.

**Implications for waterway users –**

- Certain vessels without an engine used for propulsion will be permitted to operate at speeds of up to 8 knots, increasing potential overtaking activity.

## Proposed Signage – Yarra River upstream of Port Waters to Dight’s Falls

### Signage on Bridges – Arch Transit Guidance

Based on assessments made, it is recommended that decisions as to which bridges require arch guidance signage should be based on the following criteria:

1. Bridge has been identified as having poor visibility due to the riverbend or arch design; and/or
2. When travelling either upstream or downstream, the available number of arches at the next bridge changes (i.e. two arches downstream to one arch downstream)

#### **Applying these criteria, the following bridges would require arch signage:**

- Seafarers Bridge (downstream direction changes from two arches at previous bridge, to one arch at this bridge)
- Spencer St Bridge (downstream direction changes from two arches at previous bridge, to one arch at this bridge)
- Evan Walker Bridge (downstream direction changes from two arches at previous bridge, to one arch at this bridge)
- Morell Bridge (poor visibility due to riverbend)
- Cremorne Rail Bridge (poor visibility due to encroachment of southern riverbank immediately upstream)
- Chapel St Bridge (poor visibility due to encroachment of southern riverbank and arch design)

#### Design of signage



**Transit prohibited**



**All vessels permitted**



**Only engine-powered vessels permitted**



Morell Bridge -  
travelling upstream

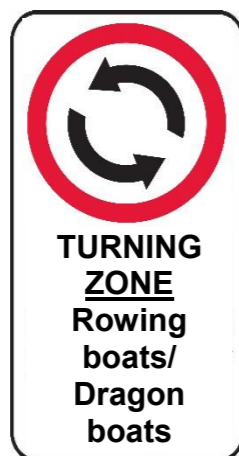


Morell Bridge -  
travelling downstream

### Signage on Riverbank – Turning & Crossing and Stopping Zones for vessels without an engine used for propulsion

#### Turning Zone

- 4 x signs per zone  
(2 on each of north and south bank)



#### Stopping Zone

- 2 x signs per zone

