Marine Incidents in Queensland

2020

Maritime Safety Queensland

Foreword

Marine incident reporting is essential to improving marine safety. Every year Maritime Safety Queensland reviews and analyses the marine incident data collected for the previous calendar year to better understand the circumstances surrounding marine incidents, and the likely causes.

The *Marine Incidents in Queensland Report* provides an account of the marine incidents that have been reported to Maritime Safety Queensland during the previous calendar year. In this report you will find details of marine incidents, pollution incidents and Marine Infringement Notices. An update on the War on Wrecks program is also provided.

During 2020 there was a substantial increase in the number of recreational vessels joining the register of vessels. It seems reasonable to assume that in addition to this increase in boating activity many owners of previously registered vessels were making more use of them than might have been the case in normal circumstances, outside of the global pandemic.

It is against this background that Maritime Safety Queensland reports that sadly, during 2020 17 Queenslanders lost their lives in 16 separate marine incidents.

There were 33 incidents that involved people falling overboard reported in 2020: more than in any other year of the last ten. Fourteen of these falling overboard incidents resulted in a fatality.

Maritime Safety Queensland received reports of 98 pollution incidents an increase from 76 in 2019. During 2020, 2163 infringement and 4069 warning notices were issued for safety equipment, speeding, registration, or licensing related offences. Safety equipment offences were the most common with registered recreational vessels.

Maritime Safety Queensland works closely with our compliance partners the Queensland Boating and Fisheries Patrol and the Queensland Water Police. These agencies undertake education, compliance and enforcement campaigns, including the issuing of Marine Infringement Notices, warning and directions.

During 2019 and 2020 Maritime Safety Queensland trialled a Maritime Enforcement Team. This team is now a permanent fixture and consists of specially recruited and trained officers who work across Queensland's waterways in response to safety concerns.

In July 2018 the Palaszczuk Government committed $20 million over four years towards removing derelict and illegally dumped vessels from Queensland waterways, and announced the establishment of a War on Wrecks Taskforce (the Taskforce), comprised of Parliamentary and industry representatives. This program continued to operate through 2020.

As of 31 December 2020, MSQ removed 176 derelict vessels. Our partner agencies removed a further 14 directly and another 106 were removed or resolved by other means, by owners or unknown parties removing or repairing the vessels. These actions combined significantly reduce the potential hazards in our waterways.

Maritime Safety Queensland's enhanced activities through on water compliance and War on Wrecks continue to grow our services and benefit Queensland's maritime community.

Neil Scales OBE
Director-General
Department of Transport and Main Roads

Contents

Marine Incidents

1.1 Introduction

This report has been prepared by Maritime Safety Queensland (MSQ) in accordance with section 127 of the *Transport Operations (Marine Safety) Act 1994.*

The report provides the details of marine incidents reported to MSQ that occurred during 2020 and involved at least one Queensland regulated ship (QRS).

A QRS is a recreational vessel or other vessel expressly excluded from the operation of the *Marine Safety (Domestic Commercial Vessels) National Law Act 2012 (Cth) or the Navigation Act 2012.*

1.2 Key points

In June 2020 there were 264,547 recreational vessels registered in Queensland: one vessel for every 19 people, or one vessel for every three recreational marine driver licences.

In 2020 QRS were involved in 339 reported incidents. These incidents involved 427 QRS and 30 domestic commercial vessels (DCV), resulting in 17 fatalities and 137 people being injured, with 40 of those injured requiring hospital admissions.

Seventeen fatalities exceed the number of yearly fatalities experienced in any of the last 20 calendar years.

In 2020, 33 persons overboard incidents (POI) were reported. This is the highest number reported during the last 10 years. Of the 17 fatalities in 2020, 14 were the result of POI.

Fifty-five per cent of people injured were not in charge of the vessel at the time of the incident.

Thirteen of the 17 fatalities were the masters of the vessel at the time of the fatality.

Two of the people who drowned or are presumed to have drowned where known to have been wearing a life jacket.

1.3 Incidents

During the 2020 calendar year, MSQ received reports of 339 marine incidents that involved at least one QRS.

Queensland regulated ships were the only vessels involved in 311 of the 339 marine incidents reported during 2020. The remaining 28 incidents involved both QRS and DCV.

The 339 incidents occurred disproportionately in August (11 per cent), October (11 per cent), November (11) December (10 per cent) and April (6 per cent) which had the smallest number

of incidents. Incidents commonly occurred on Saturdays and Sundays (49 per cent), and in most cases between 9am and 6pm (65 per cent).

At the time of these incidents most vessels were reported to have been operating in ideal weather conditions:

- o smooth waters (60 per cent)
- o clear weather (70 per cent)
- o good visibility (70 per cent)
- o winds below 16 knots (68 per cent)

As in previous years, the most reported incident type was collision between ships accounting for 76 (22 per cent) of the 339 incidents. There were 38 collisions with objects, 39 groundings, 34 capsizes and 33 POI that combined with the collisions between ships account for 65 per cent of the 339 incidents. Note, it is the POI that standout which at 33 is more than twice the average number that have been reported over the last 10 years.

Marine incident investigators categorise factors contributing to an incident as human, material or environmental. Human factors were found to have contributed to 163 incidents, environmental factors to 120 incidents, and material factors to 70 incidents. The most cited factors in each category were inattention, sea state and equipment failure.

Figure 1 Incidents by type
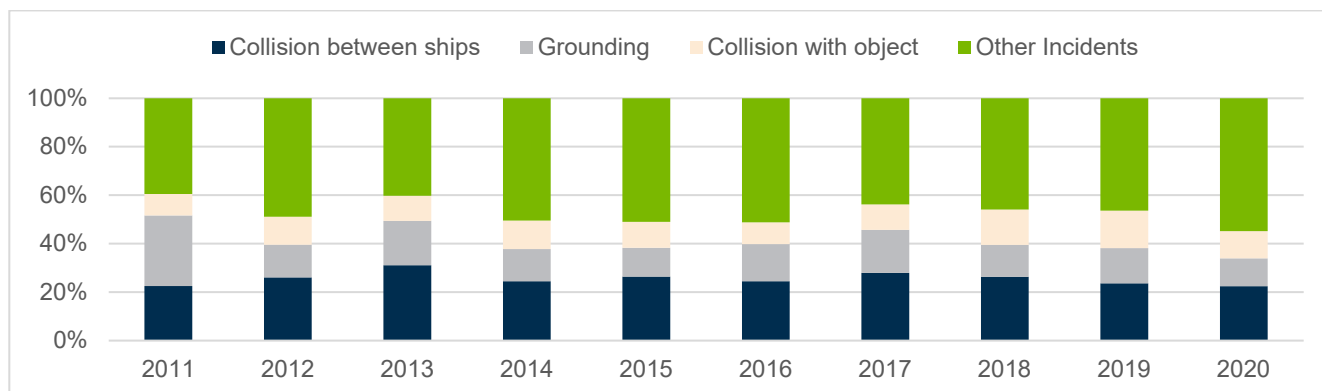
Vessels

The 339 reported incidents involved 457 vessels, of which 427 were QRS, and 30 were DCV. The 427 QRS comprised of 289 motorboats, 70 sailboats, 48 personal watercraft, 13 paddle boats and seven houseboats.

Thirty-nine of the 427 vessels were lost. Fifty sustained major damage, 69 moderate damage, 105 minor damage, and 164 with no damage reported. The damage to (or loss of) the 263 vessels was mainly caused by the following: collision with another vessel (93), flooding and swamping (33), collision with an object (26), grounding (26), capsizing (26), fire or explosion (19) and others (40).

The 30 DCV included eight passenger vessels and four non-passenger vessels, 13 hire and drive vessels and five commercial fishing vessels. Nine of the 30 vessels were damaged with one sustaining major damage, two moderate damage and six minor damage. Eight of the vessels were damaged in collisions with other vessels. One vessel was damaged in a POI.

People

Of the 339 incidents reported, 93 incidents resulted in 137 people reported as injured, with 40 of the these requiring hospitalisation (29 incidents) and 17 fatalities (16 incidents).

The 40 people admitted to hospital included 18 masters, one crew member, 19 passengers, one swimmer and one water skier. Twenty-seven people were on motorboats, 11 were on personal watercraft, one was on a houseboat and one was on a paddle boat.

The hospitalisations resulted from seven incidents types including 12 resulting from a collision with an object, 12 from collision with a ship, six from POI and three from collision with a person.

The 16 fatal incidents resulted in 17 fatalities. Fifteen of these incidents resulted in a single fatality and one incident resulted in a double fatality. The 16 incidents involved 11 motorboats, one sailboat and four paddle boats.

There were 14 POI (14 fatalities), one collision with an object incident (one fatality) and one capsizing incident (double fatality).

Thirteen of the 17 fatalities were masters and four were passengers. The deceased were aged between 21 and 75 years of age and included 15 males and two females.

Sixteen of the 17 fatalities drowned or were lost at sea and presumed to have drowned. One fatality was caused by injuries caused in a collision. In two cases the deceased person was known with certainty to have been wearing a life jacket.

The hospitalisations resulted from seven incident types including 12 resulting from a collision with an object, 12 from collision with a ship, six from POI and three from collision with a person.

Trends

The number of reported incidents increased from 330 to 339 in the calendar years 2019 and 2020 respectively. While there was a slight increase in 2020, it is 25 incidents lower than the 10-year average of 364.

Figure 2 Reported incidents per 100,000 registered Queensland regulated ships
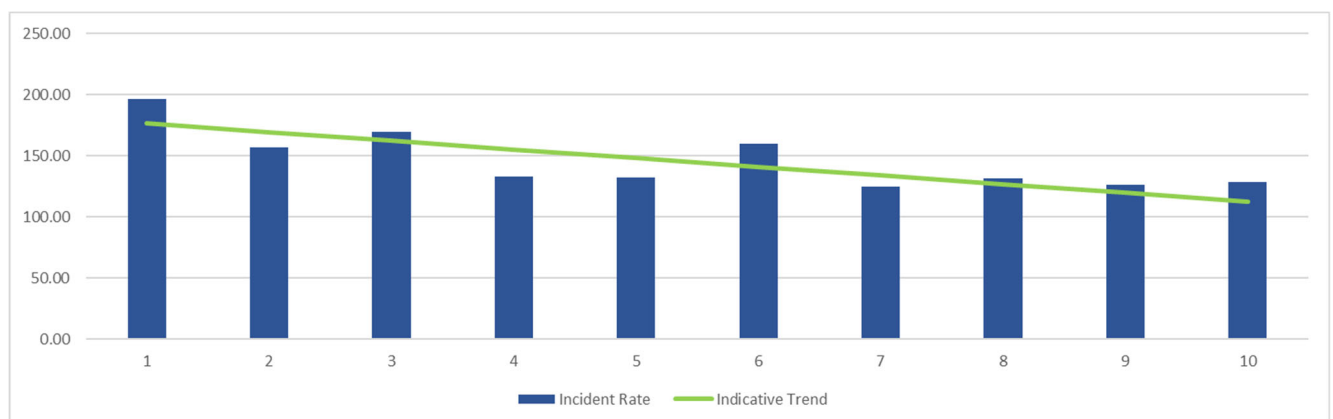
Fatal incidents increased from nine to 16 and fatalities from 16 to 17. The 17 fatalities represent the largest loss of life recorded in any of the last 20 years. The fatalities were the result of one fatal incident that resulted in two fatalities and 15 incidents that each resulted in a single fatality.

Hospitalisation incidents remained constant at 30 from 2019 to 2020. This is higher than the 10-year average of 25.

The incident rate increased 128.1 incidents per 100,000 QRS and is significantly lower than the 10-year average of 143.8 incidents per 100,000 QRS.

Figure 3 – Fatalities per 100,000 registered Queensland regulated ships
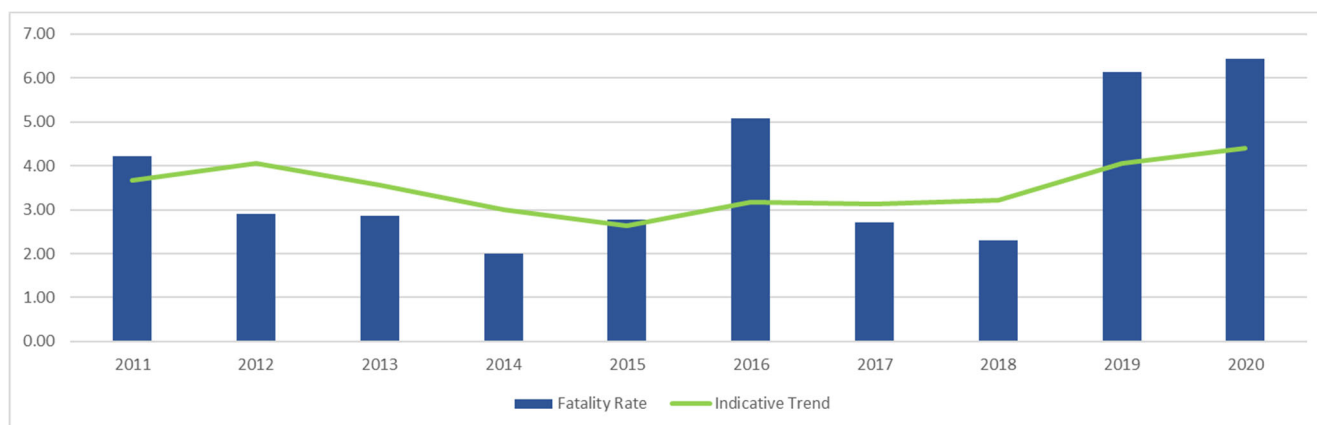
The fatality rate increased 6.4 fatalities per 100,000 QRS and is significantly higher than the 10-year average of 3.8 fatalities per 100,000 QRS.

The hospitalisation rate increased 15.1 hospitalisations per 100,000 QRS and is significantly higher than the 10-year average of 12.1 hospitalisations per 100,000 QRS.

Summary of key indicators

Indicator	Indicator 2020	Average 2011-2020	Statistical relationship	Statistical range
Total Incidents	339	364	Not significantly different	332 to 395
Total fatal incidents	16	8	Significantly higher	6 to 11
Total fatalities	17	10	Significantly higher	6 to 13
Total hospitalisation incidents	30	25	Significantly higher	21 to 29
Total hospitalisations	40	31	Significantly higher	24 to 37
Incident rate per 100k vessels	128.1	143.8	Significantly lower	139 to 149
Fatality rate per 100k vessels	6.4	3.8	Significantly higher	3 to 5
Hospitalisation rate per 100k vessels	15.1	12.1	Significantly higher	11 to 14

1.4   Regions

Figure 4 – Regional marine incident report data
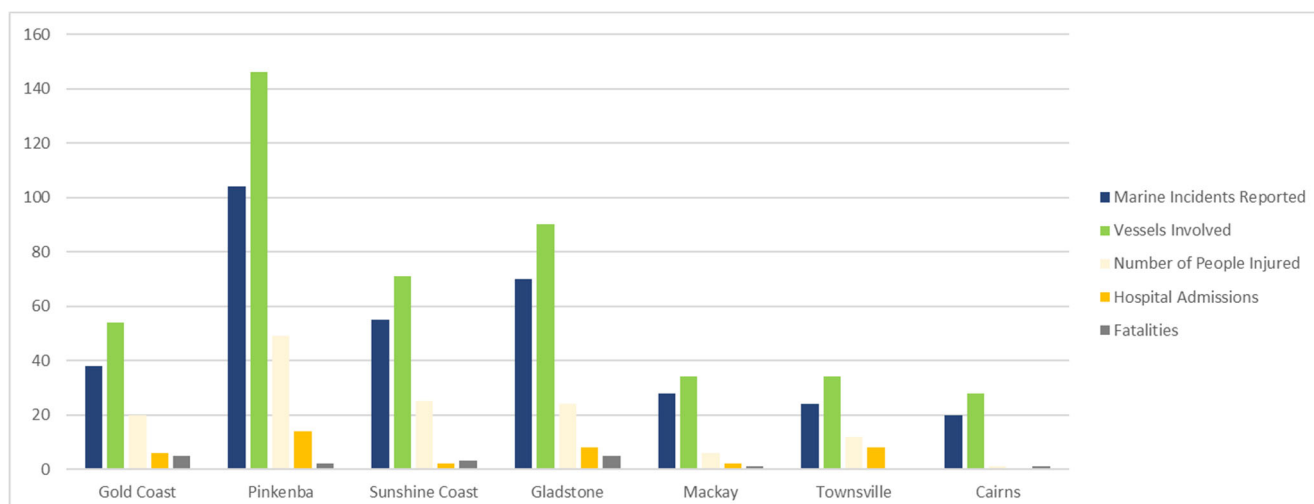
Each maritime region varied both in number of marine incidents and type. Brisbane region experienced the most marine incidents. Across its entirety, which includes both the Gold and Sunshine Coasts, Brisbane region experienced 197 marine incidents, resulting in ten fatalities. In Gladstone there were 70 incidents and five fatalities. Mackay experienced 28 incidents and one fatality. Townsville had 24 incidents and no fatalities and Cairns experienced 20 marine incidents and one fatality. Details of vessels involved, injury and hospitalisation numbers are discussed below by region.

Brisbane

The Brisbane maritime region received 197 marine incident reports involving 271 vessels — 257 QRS and 14 DCV. There were 94 people injured in these 197 incidents including 10 fatalities and 22 hospital admissions.

The administration of the Brisbane maritime region is organised around three management areas: Pinkenba, Sunshine Coast and Gold Coast.

Pinkenba

The Pinkenba management area received 38 marine incident reports involving 54 vessels which included 48 QRS and six DCV. There were 20 people injured in the 38 incidents including five fatalities and six hospital admissions.

Gold Coast

The Gold Coast management area received 104 marine incident reports involving 146 vessels which included 139 QRS and seven DCV. Forty-nine people were injured in the 104 incidents which included two fatalities and 14 hospital admissions.

Sunshine Coast

The Sunshine Coast management area received 55 marine incidents reports involving 71 vessels which included 70 QRS and one DCV. Twenty-five people were injured in the 55 incidents including three fatalities and two hospital admissions.

Gladstone

Gladstone maritime region received 70 marine incident reports involving 90 vessels which included 81 QRS and 9 DCV. Twenty-four people were injured in the 70 incidents and included five fatalities and eight hospital admissions.

Mackay

Mackay maritime region received 28 marine incident reports involving 34 vessels which included 33 QRS and one DCV. Six people were injured in the 28 incidents, including one fatality and two hospital admissions.

Townsville

Townsville maritime region received 24 marine incident reports involving 34 vessels which included 29 QRS and five DCV. Twelve people were injured in the 24 incidents including and eight hospital admissions. There were no fatalities reported in the Townsville region.

Cairns

Cairns maritime region received 20 marine incident reports involving 28 vessels which included 27 QRS and one DCV. There was one fatality.

1.5   Summary

The marine incidents reported to MSQ during 2020, in terms of the vessels and people involved, and the nature of incidents reported were generally no different to those that have been reported in previous years The exception being the unprecedented number of POI (33) reported and that 14 of these incidents resulted in a fatality.

These 14 incidents and a collision with an object incident resulted in the loss of 15 lives in 15 single fatality incidents, a number not seen in any of the past 20 years.

These figures draw attention to the fact that most of those who lose their lives in marine incidents will have drowned while not wearing the lifejacket that is later found onboard the vessel. Over the last 20 years, 123 of the 182 people who lost their lives in a marine incident drowned or are presumed to have drowned and only seven of those people are known with certainty to have been wearing a lifejacket.

The data collected and analysed surrounding the marine incidents that occurred in 2020 across Queensland is used by MSQ to develop comprehensive education, compliance and enforcement strategies. These strategies are designed to address the key safety issues identified during analysis, for example, life on board safety equipment and wearing lifejackets. The data also informs the prioritisation of MSQ resources including the MET. The data also informs the allocations of critical equipment such as vessels and pollution response equipment.

2. Maritime Infringement Activities

2.1 Introduction

MSQ in cooperation with its partners works to enforce a comprehensive suite of regulations to ensure the safe use of Queensland's waterways by both commercial and recreational vessels.

Throughout Queensland, enforcement activities are undertaken by the Queensland Police Service, the Boating and Fisheries Patrol and MSQ Shipping Inspectors, including the MET.

While opportunities to provide advice and education have always been valued by MSQ, more formal enforcement options involve issuing a Marine Infringement Notice (MIN).

2.2 Infringements and warnings

Figure 5 – Marine Infringement Notice (MIN) and Warnings
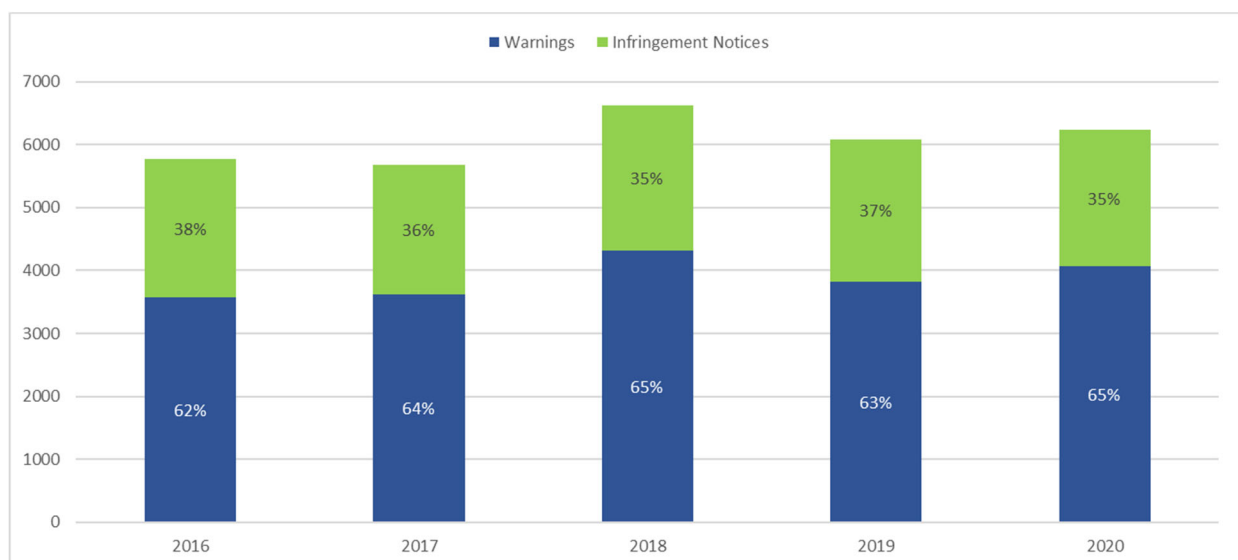
Over the past five years the number of compliance notices issued each year has increased by approximately 1.95 per cent per year from 5769 in 2016 to 6232 in 2020. The proportion of infringement notices that were in the form of a warning rather than a MIN has been increasing by an average of 1.3 per cent per year from 62 per cent in 2016 to 65 per cent in 2020.   Striking a balance between the appropriate compliance measure is foremost in the thoughts of enforcement agencies and is guided by MSQ enforcement guidelines.

In 2020, the way that warnings were being recorded were enhanced to insure that repeat offenders and those who had not taken the opportunity to rectify an issue about which they have been previously warned, were more easily identified and action taken.

2.3 Marine Infringements Notice over time

While the total number of MINs issued over the last five years has remained relatively constant with an average of approximately 2196 per year, the proportion of MINs issued for offences related to safety equipment, speeding, registration and licensing has increased from 80 per cent in 2016 to 91 per cent in 2020.

Figure 6 – Marine Infringement Notice
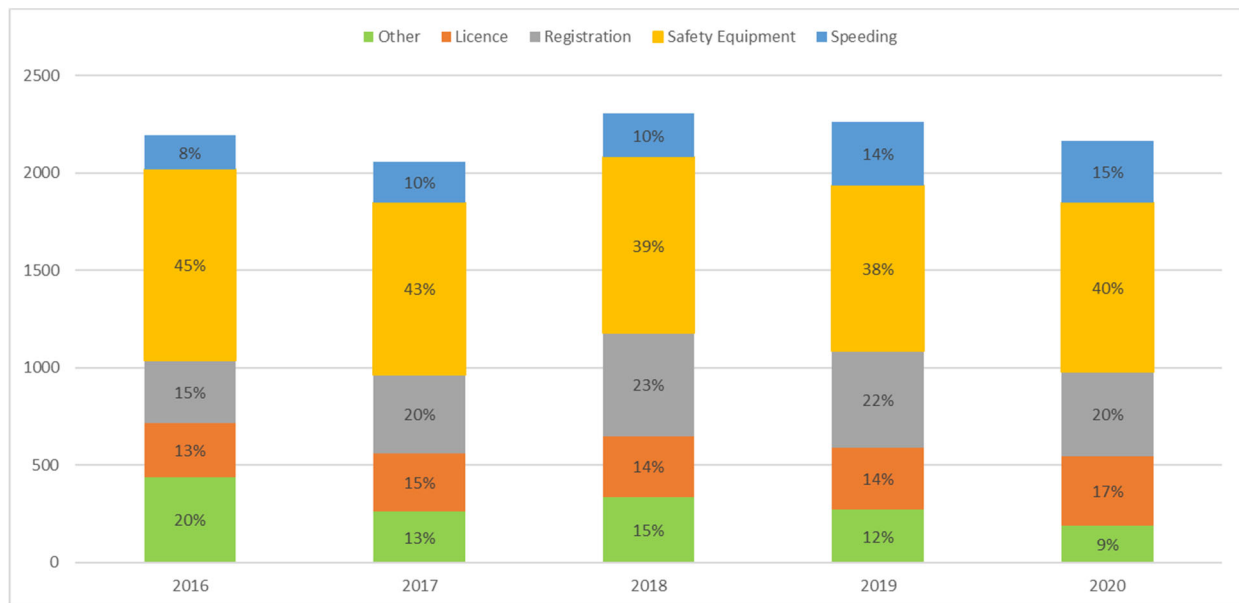
Over this period the proportion of MINs issued for safety equipment offences fell from 45 per cent to 40 per cent, those issued for registration offences increased from 15 per cent to 20 per cent, those for licensing offences rose from 13 per cent to 17 per cent, those related to speeding offences increase from eight per cent to 15 per cent and finally, those issued for other offences decreased from 20 per cent to nine per cent.

2.4   Infringements and Warnings in 2020

The 2163 MINs issued in 2020 were issued to 2114 individuals who were operating 2090 vessels; 87 per cent of which were registered QRS. Seventy-one per cent of these infringement notices were issued in SEQ which is consistent proportionally as SEQ has 75 per cent of the state's population along with 57 per cent of the registered QRS.

Figure 7 – Marine Infringement Notice 2020
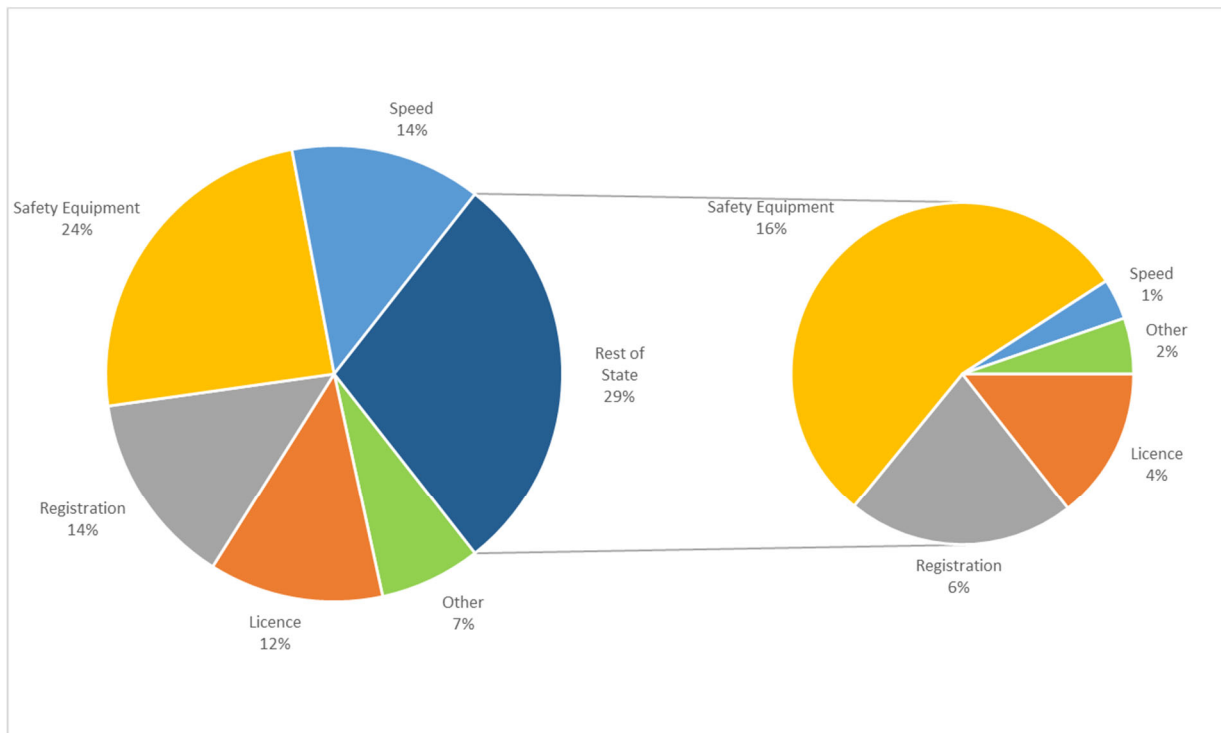
The number of different types of offences for which MIN's have issued across Queensland are not uniform. For example, while 40 per cent of MIN's across the state were issued for safety equipment related offences, 24 per cent were issued in SEQ and 16 per cent were issued across the rest of Queensland. This is linked to local concerns and activities and MSQ have continued to focus on utilising data to focus our compliance program.

It follows that if you divide the 24 per cent of MIN's for safety equipment by the total of SEQ MIN's 71per cent, that 34 per cent of MIN's issued in SEQ were for safety equipment related offences, while 55 per cent of MIN's issued across the rest of the state were for safety equipment related offences. Similarly, 19 per cent and four per cent of MIN's issued in SEQ and the rest of the state respectively were for speeding related offences.

There were 4069 warning notices issued to 3981 people who were operating 3940 vessels. Ninety-one per cent of these vessels were QRS and 73 percent of these notices were issued in SEQ. The majority of QRS are in SEQ as well as most gazetted speed areas.

Figure 8 – Warning Notices 2020
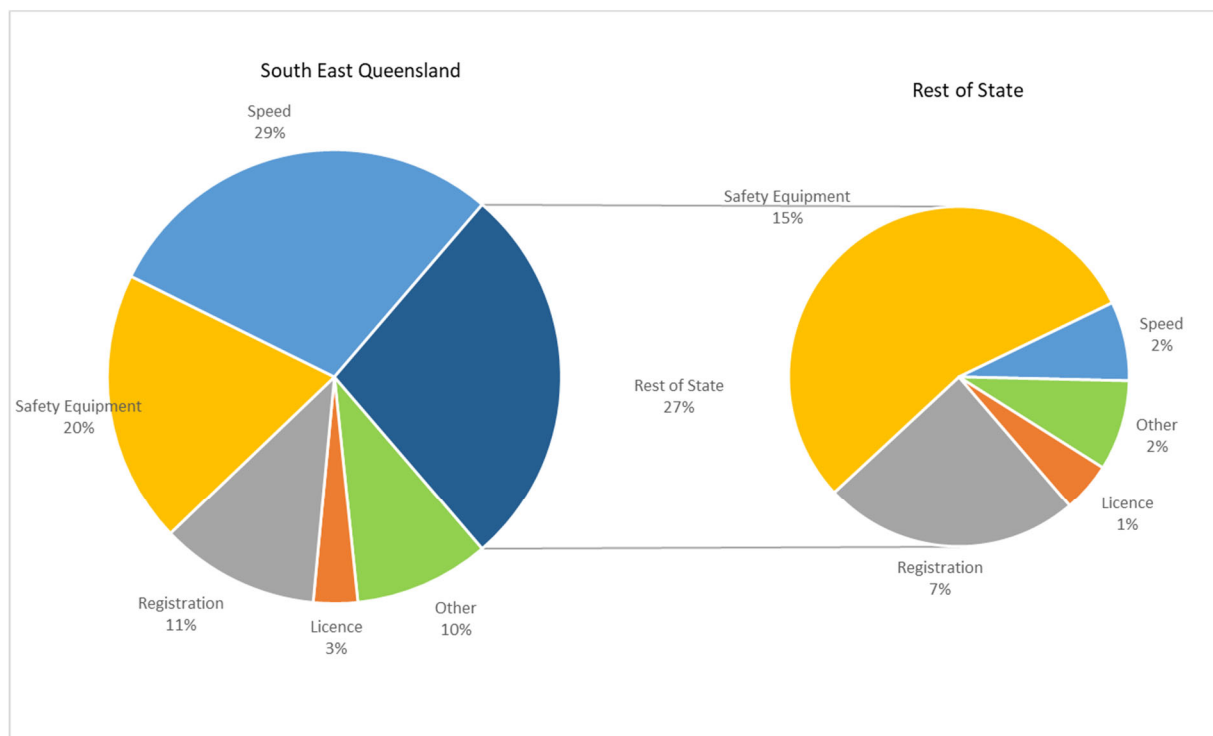
Throughout Queensland 35 per cent of warnings were issued for safety equipment related matters. This equates to 27 per cent of all warnings issued in SEQ being safety equipment related and 55 per cent of all warnings issued across the rest of Queensland.

Similarly, while 31 per cent of all warnings were issued for speeding related matters this equates to 40 per cent of all warnings issued in SEQ and eight per cent across the rest of the state. Registration related matters account for 16 per cent of warnings issued in SEQ and 24 per cent across the rest of Queensland.

2.5   Summary

The First Warnings (FW) and MINs issued last year are generally consistent with those that have been issued over the preceding four years. Over this period the number of MIN issued has remained relatively constant while the number of warning notices issued has been increasing. Most compliance notices are issued in SEQ.

Most MIN have been issued for offences related to safety equipment, speeding, and licensing and registration related offences. Over the last five years the proportion of infringement notices issued for safety equipment has been declining while the other categories have increased.

There have been two noteworthy changes this year. First Warnings are now recorded with the details needed to improve the detection and monitoring of repeat offenders and second the resources and capabilities of MET have been significantly increased which will result in targeted enforcement activities becoming far more common.

MET patrols are conducted on personal watercraft with the aim of taking the safety message directly to recreational boating public by being a highly visible reminder to skippers of their safety obligations.

3.   Reported Pollution Incidents

3.1   Introduction

MSQ coordinates Queensland's marine environment emergency preparedness, prevention, and response capabilities under the National Plan and the Queensland Disaster Management arrangements.

To this end MSQ provides stewardship of the marine environment through the provision of technical maritime services and nautical advice intended to protect the marine environment from ship-sourced pollution and so ensure safe, clean seas in Queensland.

In the regions Marine Officers respond to and investigate pollution incidents, conduct preparedness, prevention, and compliance activities that are intended to reduce the chance of ship-sourced pollution incidents occurring.

3.2   Key Points

- Diesel and Sheen are the most often reported pollutants
- Reported incidents most often occur within a Port Limit
- Identified vessels are the source of most incidents
- Most identified vessels are commercial or fishing vessels
- On shore pollution incidents are rare

3.3   Reported Incidents

In 2020 there were 98 pollution incidents reported. Thirty-three percent of these incidents occurred in the Brisbane maritime region, another 34per cent occurred in the Cairns maritime region with the remaining 33 per cent of reported incidents split across the regions - Mackay at 19 per cent, Gladstone at eight percent and Townsville at six percent.

The most reported pollutant was diesel oil, followed by sheen, then "other" which refers to a myriad of identifiable though rarely seen substances and finally "other oil" which in 2020 referred to hydraulic oil in every instance.

Figure 10 – Type of pollutants
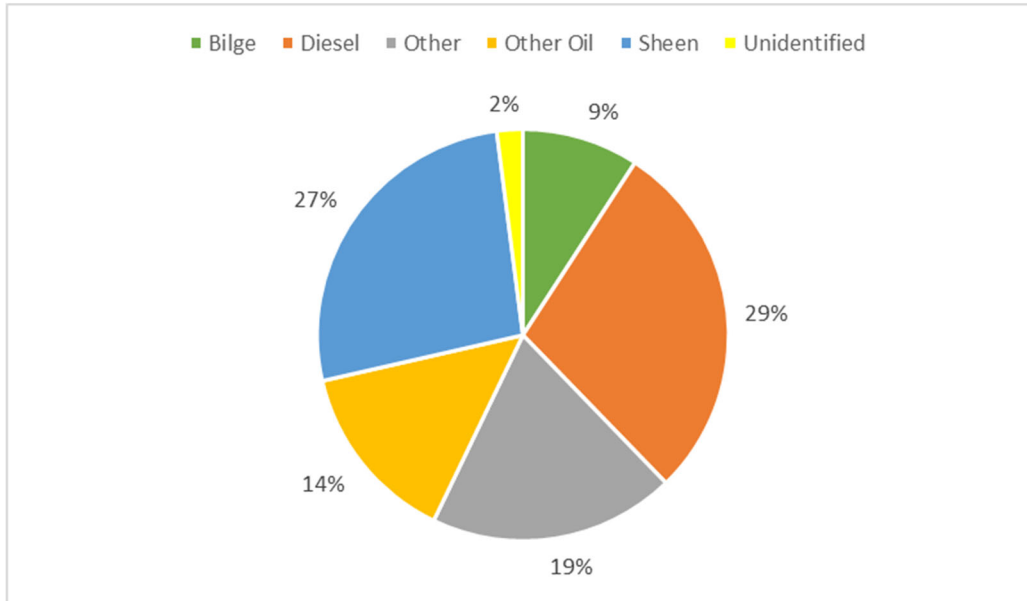
The source of the pollution in 58 of the 98 reported incidents was an identified vessel, the source the pollution reported in another 35 incidents was attributed to an unidentified vessel with five onshore incidents. The types of vessels involved were commercial and fishing (37), recreational (20) and 40 incidents when the type was not reported.

The reported location of the 98 incidents included within a port's limits (68), within smooth or partially smooth waters (21) and inland waterways (nine). In terms of reported characteristics these 98 incidents are not noticeably different from the 76 incidents reported in 2019.

The 98 incidents reported in 2020 is the largest number of pollution incidents reported in over a decade.

Figure 11 – Incidents by region
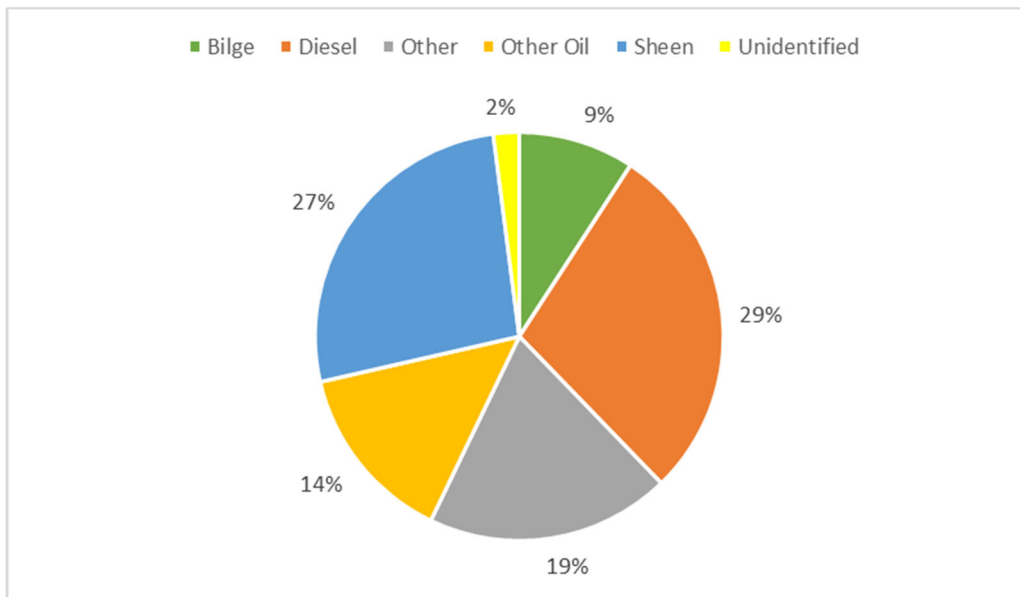
3.4   Incidents over time

Over the previous decade a total of 658 incidents were:

- an average of 66 incidents were reported each year
- a vessel that could identified (400)
- a commercial or fishing vessel (269)
- discharged diesel oil (259)
- into the waters within the port limits (444)
- in Cairns (175), Brisbane (171) and Gladstone (158) maritime regions.

3.5   Regions

Brisbane

The Brisbane region, which reported 32 pollution incidents in 2020 (17 of which occurred within port limits), contains a major trading port that receives approximately 2600 visiting ships per annum. This region also accommodates around 2800 DCV and more than 150,000 QRS.

Gladstone

The Gladstone region, which reported 19 pollution incidents (13 of which occurred with the port limits) contains three major trading ports receiving approximately 2000 visiting ships per annum. This region also accommodates around 1400 DCV and more than 49,000 QRS.

Mackay

The Mackay region, which reported six pollution incidents, (four of which occurred within port limits) contains two major trading ports receiving approximately 1400 visiting ships per annum. This region also accommodates around 800 DCV and more than 19,000 QRS.

Townsville

The Townsville region, which reported eight pollution incidents (eight of which occurred within port limits) contains three major trading ports receiving approximately 1000 visiting ships per annum. This region also accommodates around 600 DCV and more than 23,000 QRS.

Cairns

The Cairns region, which reported 33 pollution incidents (26 of which occurred within port limits) contains eight major trading ports receiving approximately 3000 visiting ships per annum. This region also accommodates around 1700 DCV and more than 22,000 QRS.

3.6   Summary

While there is no doubt that many small pollution incidents go unnoticed and/or unreported, the 98 pollution incidents reported in 2020 provided a sample of the incidents that are occurring and where attention and resources might be usefully deployed. MSQ is working with marine operators across the industry to focus prevention on pollution.

While the incidents in this report identify diesel and sheen as the principal source of ship sourced pollution, there are other ship sourced pollutants that are of increasing concern. The most obvious is sewage discharges from large recreational vessels.

To address sewage discharges, MSQ has been reviewing legislation that regulates the management of ship-sourced sewage in Queensland coastal waters and is planning proactive educational campaigns and on water enforcement activities.

4.   War on Wrecks

4.1   War on Wrecks program update

The War on Wrecks program has a dual focus firstly for removing derelict vessels that cause navigational and pollution hazards and secondly to create a culture of responsible boat ownership within a sustainable regulatory model to address the ongoing issue of end-of-life vessels into the future.

In July 2018, the Queensland Government committed $20 million over four years towards removing derelict and abandoned vessels to create safer waterways. The commitment was supported by the creation of the War on Wrecks Taskforce, which investigated ways to prevent vessels becoming derelict into the future. Their interim report provided a framework to develop a holistic approach for responsible boat ownership, making the waterways safer for all users.

Removal of derelict vessels has wide-ranging benefits for our waterways and their users. Derelict vessels can pose safety and pollution risks during bad weather, blocking access to anchorages or coming adrift. They are also eyesores that detract from the local environment.

Since the War on Wrecks program commenced, the removal of derelict vessels has had a significant effect on the number of hazards in Queensland waterways. In 2020, 296 derelicts were removed or resolved across Queensland. Working with owners to have derelict vessels either removed from the water or have their seaworthiness and repair issues resolved, has been an objective of the War on Wrecks program.

In 2020, MSQ removed or resolved a total of 176 derelict vessels and partner agencies removed or resolved a further 14 directly. While 106 were removed or resolved by other means, which could be owners or unknown parties removing or repairing them, significantly reducing the potential hazards in our waterways. The Gold Coast Waterway Authority also removed a further 21 vessels under War on Wrecks funded contracts
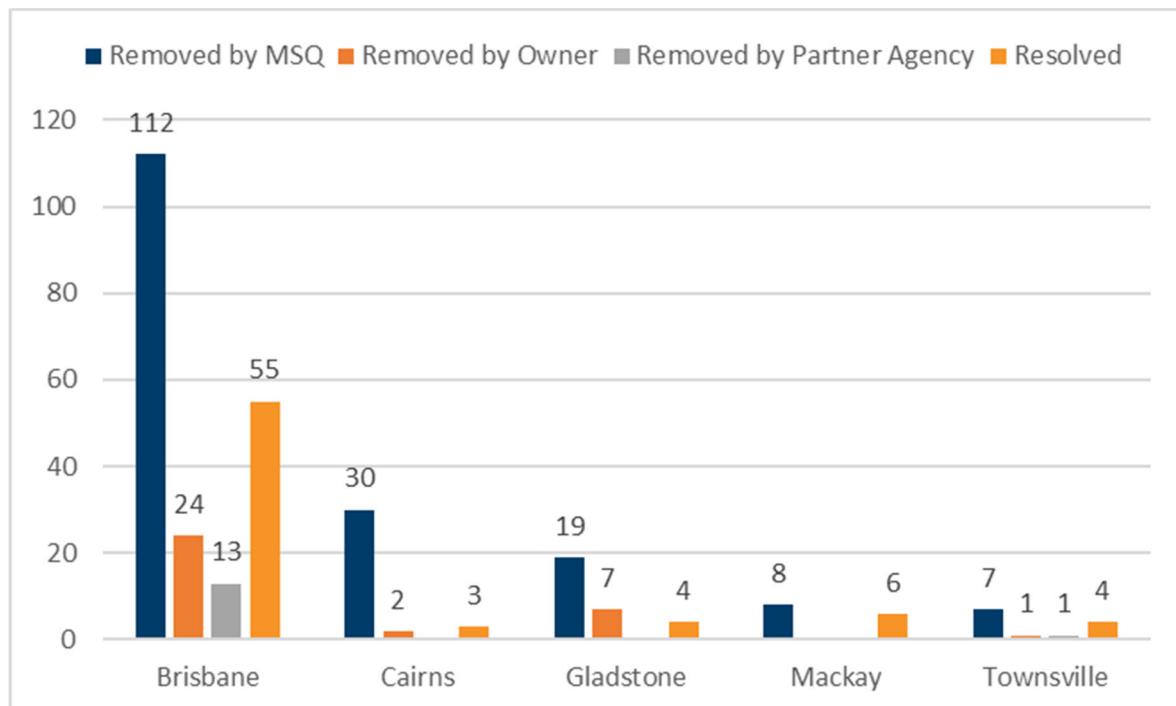
The War on Wrecks program resulted in derelict vessels being removed from all around Queensland with removal of significant clusters in several waterways resulting in substantial beneficial changes to those local environments. Consultation with regional stakeholders was critical in making considerable waterway restoration possible.

The Brisbane region saw the most vessels removed or resolved (204), with Cairns having 35 removals and Gladstone 30. Vessels were also removed or resolved in Mackay (14) and Townsville (13).

Further wrecks and vessels have been identified and at the end of December 2020, MSQ were monitoring 171 vessels deemed to be at risk of becoming derelict and were working to resolve 173 vessels that were identified as derelict. MSQ will continue to remove these rotting, unseaworthy and derelict vessels from our bays, rivers and creeks.

In addition to the focus on removing hazards from our waterways, the War on Wrecks Taskforce conducted a series of successful community consultations about the next steps in creating a sustainable model for responsible boat ownership in Queensland. Meetings and forums were held in Cairns, Noosa, Wynnum and Gladstone in August and September 2020. During these sessions, the Taskforce heard from the community on options for reducing the number of derelict vessels in our waterways and the implementation of Taskforce recommendations to increase safety on our waterways.

Gold Coast derelict vessels 2020

Noosa River derelict vessel 2020

Trinity Inlet, Cairns 2020

5. Tables
Marine incidents tables

Table 1. Summary Statistics 2019	Brisbane	Pinkenba	Gold Coast	Sunshine Coast	Gladstone	Mackay	Townsville	Cairns	Total
Queensland regulated ships	150,231	93,780	33,733	22,718	49,115	19,744	23,128	22,285	264,547
Marine incidents reported	197	38	104	55	70	28	24	20	339
Vessels involved									
Queensland regulated ships	257	48	139	70	81	33	29	27	427
Domestic commercial vessels	14	6	7	1	9	1	5	1	30

Table 2. Incidents	Brisbane	Pinkenba	Gold Coast	Sunshine Coast	Gladstone	Mackay	Townsville	Cairns	Total
Collision between ships	48	12	27	9	14	4	4	6	76
Grounding	22	2	11	9	7	2	3	5	39
Capsizing	25	4	15	6	4	4	1		34
Collision with object	22	5	11	6	7	3	4	2	38
Other incident	13	4	4	5	5	8	3	2	31
Flooding	9	1	6	2	7	4	3		23
Other - close call	8	1	4	3	1			1	10
On-board incident	10		7	3	1				11
Swamping	9	2	6	1	2		2	2	15
Person overboard	18	3	8	7	11	2	1	1	33
Fire or explosion	7	1	3	3	6	1	1	1	16
Collision with a person	4	2	1	1					4
Loss of ship	2	1	1		5		2		9
Water ski incident									

Table 3. Ships	Brisbane	Pinkenba	Gold Coast	Sunshine Coast	Gladstone	Mackay	Townsville	Cairns	Total
Damaged vessels	155	31	92	32	62	18	20	17	272
Ship lost	13	4	4	5	11	6	6	3	39
Major damage	34	6	25	3	10	2	3	2	51
Moderate damage	46	7	28	11	10	6	4	5	71
Minor damage	62	14	35	13	31	4	7	7	111

Table 4. People	Brisbane	Pinkenba	Gold Coast	Sunshine Coast	Gladstone	Mackay	Townsville	Cairns	Total
Number of people Injured	94	20	49	25	24	6	12	1	137
Hospital admissions	22	6	14	2	8	2	8		40
Fatalities	10	5	2	3	5	1		1	17

Marine infringement notices

Table 1. Infringement notices

	Speed	Licence	Registration	Safety Equipment	Other	Total
Registration type						
QLD recreational vessel	288	312	342	783	139	1864
Other registered vessel	22	14	27	30	13	106
Unregistered vessel	7	31	64	55	36	193
Region						
South East Queensland	293	267	299	525	155	1539
Rest of state	24	90	134	343	33	624
Total MIN's	**317**	**357**	**433**	**868**	**188**	**2163**
Total people	**299**	**351**	**422**	**860**	**182**	**2114**
Vessels						
Estimated Unregistered vessel*	6	31	63	55	33	188
QLD recreational vessel	276	295	332	775	136	1814
Other registered vessel	21	12	18	26	11	88
Total vessels	**303**	**338**	**413**	**856**	**180**	**2090**

Table 2. Formal warnings

	Speed	Licence	Registration	Safety Equipment	Other	Total
Registration type						
QLD Recreational vessel	1207	165	610	1309	444	3735
Other Registered vessel	43	4	43	58	21	169
Unregistered vessel	13	12	81	36	23	165
Region						
Brisbane region	1179	128	462	792	392	2953
Rest of state	84	53	272	611	96	1116
Total warnings	1263	181	734	1403	488	4069
Offenders	**1229**	**180**	**716**	**1383**	**473**	**3981**

Vessels

Estimated unregistered vessel	13	12	80	36	22	163
QLD recreational vessel	1163	156	588	1290	424	3621
Other registered vessel	43	4	35	54	20	156
Total vessels	**1219**	**172**	**703**	**1380**	**466**	**3940**

Table 3 Totals

	2016	2017	2018	2019	2020
Safety equipment	980	884	902	850	868
Registration	321	404	527	497	433
Licence	277	299	314	318	357
Speeding	175	211	229	326	317
Other	439	261	336	270	188
Total MIN's	2192	2059	2308	2261	2163
Total warnings	3577	3625	4314	3824	4069
Grand total	5769	5684	6622	6085	6232

Reported pollution incidents tables

Table 1.

	Brisbane	*Gladstone*	*Mackay*	*Townsville*	*Cairns*	*Total*
Pollutant						
Bilge	2	2	2		3	9
Diesel	9	4	1	1	13	28
Other	8	3	3	4	1	19
Other Oil	5	4		2	3	14
Sheen	8	5		1	12	26
Unidentified		1			1	2
Source						
On shore incident	1		1	2	1	5
Identified vessels	22	13	4	5	14	58
Unidentified vessels	9	6	1	1	18	35
Ship Type						
Commercial	13	6	2	7	4	32
Fishing	1				4	5
Recreational	9	5	1		5	20
Not Reported	9	8	2	1	20	40
Not Applicable			1			1
Area						
Coastal waters						
Smooth & partially smooth	9	3	2		7	21
Inside port limits	17	13	4	8	26	68
Inland						
Inland waters	6	3				9
Total	**32**	**19**	**6**	**8**	**33**	**98**

Table 2.

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
Region											
Brisbane	14	17	11	11	11	18	16	14	27	32	171
Gladstone	16	22	26	16	5	18	11	8	17	19	158
Mackay	11	14	7	3	3	4	7	2	5	6	62
Townsville	5	15	16	4	9	11	12	6	6	8	92
Cairns	11	8	19	26	17	18	14	8	21	33	175
Pollutant											
Bilge	3	5	2	7	3	3	1	3	2	9	38
Diesel	26	17	38	26	25	34	24	11	30	28	259
Other	2	5	5	9	1	8	9	5	19	19	82
Other oil	22	30	25	9	3	12	20	9	10	14	154
Sheen	4	13	9	9	10	10	5	8	13	26	107
Unidentified		6			3	2	1	2	2	2	18
Source											
On shore incident	7	8	11	6	6	8	4	3	10	5	68
Identified vessels	38	47	51	33	25	41	41	13	53	58	400
Unidentified vessels	12	21	17	21	14	20	15	22	13	35	190
Ship Type											
Commercial	29	35	28	18	13	21	25	8	28	32	237
Fishing	3	2	7	4	1	3	2	1	4	5	32
Recreational	6	7	13	8	10	16	9	4	18	20	111
Unidentified	2	22	4	3	1	1	11	22	16	40	122
Not applicable	17	10	27	27	20	28	13	3	10	1	156
Area											
Coastal waters											
Smooth & partially smooth	19	21	23	16	15	20	8	3	28	21	174
Great Barrier Reef	1	1	4	2	1		1				10
Inside port limits	37	54	52	42	28	49	45	24	45	68	444
Outside port limits					1		1	10			12
Inland											
Inland waters							4		3	9	16
On land							1	1			2
Total	**57**	**76**	**79**	**60**	**45**	**69**	**60**	**38**	**76**	**98**	**658**

War on Wrecks

Table 1. Derelict vessels for the year 2020 by region and status

	Brisbane	Cairns	Gladstone	Mackay	Townsville	Total
Removed	112	30	19	8	7	176
Removed by owner	24	2	7		1	34
Removed by partner agency	13				1	14
Resolved	55	3	4	6	4	72
Total	**204**	**35**	**30**	**14**	**13**	**296**

Disclaimer

The data sources used in the compilation of this report are subject to an ongoing process of data validation and consequently the numbers and calculations presented are subject to revision.

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