



Marine Incidents in Queensland

2021

Maritime Safety Queensland

Foreword

The *Marine Incidents in Queensland Report* provides an account of the incidents that have been reported to Maritime Safety Queensland during 2021. The report also provides an overview of the pollution incidents that have been reported, infringement notices that have been issued, and an update on the War on Wrecks program.

Over the past two years we have seen a significant increase in vessel registrations and transfers. It is against this background that 380 marine incidents were reported to Maritime Safety Queensland during 2021; an increase of 41 compared to the previous year.

These incidents resulted in 13 fatalities, four fewer than in the previous year, and 38 hospitalisations, two fewer than in the previous year.

In 2021 there were 45 capsizing incidents reported, with two of these incidents each resulting in a fatality (two fatalities in total). There were three 'loss of ship' incidents, and one of these incidents resulted in three fatalities. Of 21 person-overboard incidents, eight resulted in fatalities (eight fatalities in total).

Sadly, it seems that all those who lost their lives drowned, or are presumed to have drowned, while not wearing the life jackets onboard the vessels.

It is perhaps not unrelated that the infringement and warning notices issued by Maritime Safety Queensland and our compliance partners, the Queensland Boating and Fisheries Patrol and the Queensland Water Police Queensland, most often involve safety equipment offences.

The unlicensed operation of a vessel, speeding, failure to carry the required safety equipment, breaches of the collision reregulation, and the operation of unregistered vessels all continue to be areas of concern.

Finally, in addition to the 380 marine incidents, there were 117 pollution incidents reported, most involving diesel spills or sheen. This is the largest number of pollution incidents reported in a decade. It is likely that ongoing education and compliance activities have increased the quality and quantity of reports being received over recent years.

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 2021 there have been 211 fewer derelict vessels across Queensland. Working with owners to have derelict vessels removed from the water or have their seaworthiness and repair issues resolved, has been an objective of the War on Wrecks program.

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1. Safety 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 safety and pollution incidents reported to MSQ that occurred during 2021 and involved at least one Queensland regulated ship (QRS).

A QRS is a recreational vessel or ship that is not regulated under the *Marine Safety (Domestic Commercial Vessels) National Law Act 2012 (Commonwealth)* or the *Navigation Act 2012*.

1.2 Key points

As of June 2021, there were 272,189 recreational vessels registered in Queensland: one vessel for every 19 people, or one vessel for every four recreational marine driver licences.

In 2021 QRS were involved in 380 reported incidents. These incidents involved 480 QRS and 28 domestic commercial vessels (DCV), resulting in 96 people being injured. For 13 people these injuries were fatal. There were 38 hospital admissions, and 45 other injuries.

While four fewer than 2020 and three fewer than the revised figure for 2019, the number of fatalities (13) that occurred in 2021 remains higher than average over the previous ten years (9.5). In 2021, 21 persons overboard incidents (POI) were reported, which is 12 fewer than in 2020. Eight of the 21 POIs were fatalities.

Nine of the 13 fatalities reported in 2021 were the master of a vessel at the time of the incident.

All those who lost their lives drowned or are presumed to have drowned. It is understood that none of those who died were wearing a life jacket.

1.3 Incidents

During the 2021 calendar year, MSQ received reports of 380 marine incidents that involved at least one QRS. Additionally, QRS were the only vessels involved in 352 of the 380 marine incidents. The remaining 28 incidents involved both QRS and vessels regulated by the Australian Maritime Safety Authority (AMSA).

The 380 incidents occurred disproportionately in April (46), October (40), February (38), and March (24) which had the smallest number of incidents. Incidents commonly occurred on Saturdays and Sundays (156), and in most cases between 9am and 6pm (227).

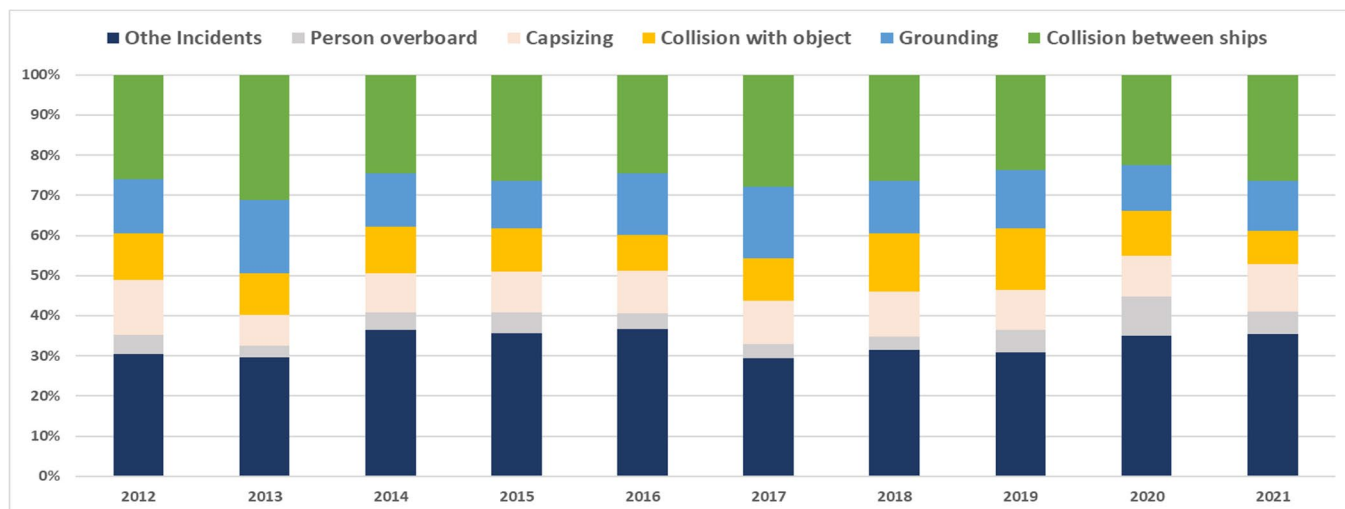
At the time of these incidents most vessels were reported to have been operating in ideal weather conditions:

- smooth waters (241)
- clear weather (255)
- good visibility (257)
- winds below 16 knots (248)

In 114 of incidents, all four of these conditions were reported.

As in previous years, the most reported incident type was collision between ships accounting for 100 (26 per cent) of the 380 incidents. There were 48 groundings, 45 capsizes, 31 collisions with objects, and 21 POIs that combined with the collisions between ships accounted for 245 incidents or 64 per cent of the 380 incidents. Note, it is the POIs that stand out. At 21 POIs in 2021, it is 12 fewer than in 2020. However, it remains the most common incident type that results in drowning fatalities.

Figure 1 Incidents by type



Marine incident investigators categorise factors contributing to an incident as human, material or environmental. Human factors were found to have contributed to 218 incidents, environmental to 150 incidents, and material factors to 95 incidents. The most cited factors in each category were inattention, wind, and equipment failure.

This year marine incident investigators noted insufficient planning (35 incidents), failure to keep a proper lookout (24 incidents), excessive speed (19 incidents), alcohol or drug use (10 incidents), and insufficient safety equipment (two incidents). It should be noted that investigation of many of the more serious incidents remain open and not all the contributing factors will have been recorded at the time of this report being published.

Vessels

The 380 reported incidents involved 508 vessels, of which 480 were QRS, and 28 were DCV. The 480 QRS comprised of 334 motorboats, 91 sailboats, 39 personal watercraft, 11 paddle boats and five houseboats.

Thirty-three of the 480 vessels were lost. Twenty-seven sustained major damage, 74 moderate damage, 131 minor damage, and 215 with no damage reported. The damage to (or loss of) the 265 vessels was mainly caused by the following

- collision with another vessel (112)
- flooding and swamping (36)
- capsizing (30)
- grounding (27)
- collision with an object (22)
- fire or explosion (18)
- other (20)

The 28 DCV included eight passenger vessels and five non-passenger vessels, eight hire and drive vessels, and seven commercial fishing vessels. Six of the 28 vessels were damaged with one sustaining major damage, two moderate damage, and three minor damage. These vessels were all damaged in collisions with other vessels.

People

Of the 380 incidents reported, 82 incidents resulted in 96 people reported as injured, with 38 of these requiring hospitalisation (34 incidents) and 13 fatalities (11 incidents).

The 38 people admitted to hospital included 15 masters, three crew members, 12 passengers, and eight people who were being towed by a vessel. Twenty-four people were on motorboats, 11 were on personal watercraft (jet ski), and three were on sail boats.

The hospitalisations resulted from nine incident types including eight resulting from a collision with a ship, four from collision with a person, three from a collision with an object, nine from on-board incidents and 14 other incident types.

The 11 fatal incidents resulted in 13 fatalities. Ten of these incidents resulted in a single fatality and one incident resulted in three fatalities. The 11 incidents involved nine motorboats, one sailboat and one houseboat.

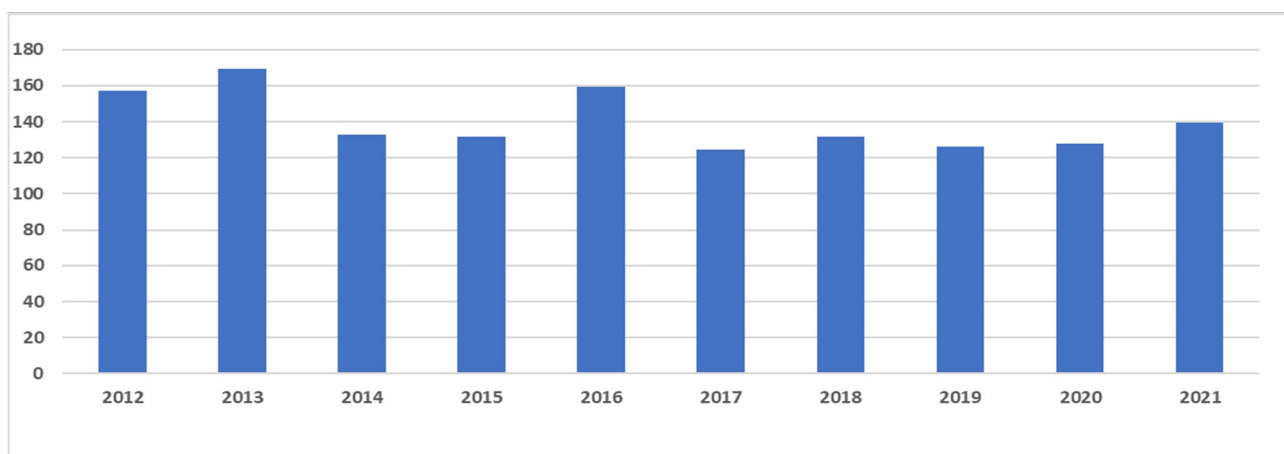
There were eight POIs (eight fatalities), one loss of ship (three fatalities), and two capsizing incidents (two fatalities). The deceased were aged between 18 and 69 years of age and included 12 men and one woman

All those who lost their lives drowned or having been lost at sea (four) are presumed to have drowned. It is understood that none of those who died were wearing a life jacket.

Trends

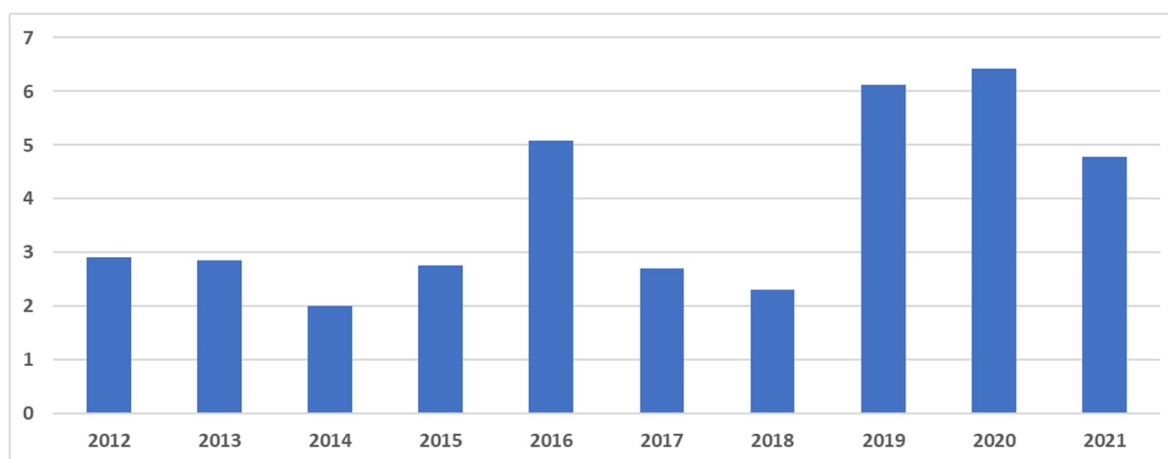
The number of reported incidents increased by 41 incidents from 339 to 380 in the calendar years 2020 and 2021 respectively. The number of incidents reported in nine categories increased (66 incidents) most notably collisions between ships (24 incidents). While the number of incidents reported in three categories decreased (25 incidents) most notably POI (12 incidents). The most reported incident type, collisions between ships, resulted in minor or no damage and sometimes in serious injury, while reported person overboard incidents are the type most commonly that result in death by drowning.

Figure 2 Reported incidents per 100,000 registered Queensland regulated ships



The reported incident rate increased from 128.1 to 139.6 incidents per 100,000 QRS and is not significantly different to the 10-year average of 143.8 incidents per 100,000 QRS. Fatal incidents decreased from 16 to 11 and fatalities from 17 to 13 which in both cases were significantly higher than the 10-year averages of 8.3 and 9.5 respectively.

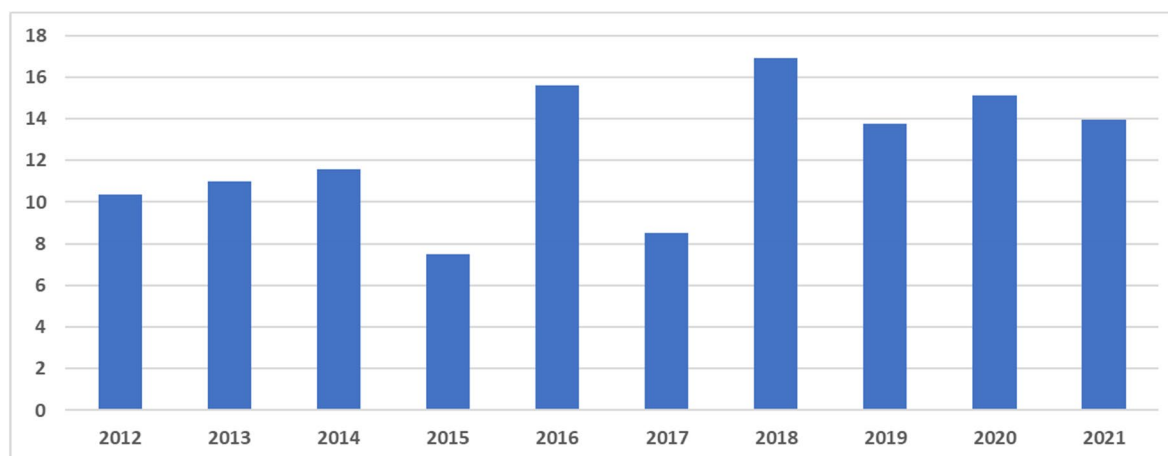
Figure 3 – Fatalities per 100,000 registered Queensland regulated ships



The fatality rate decreased from 6.4 to 4.78 fatalities per 100,000 QRS and is significantly higher than the 10-year average of 3.8 fatalities per 100,000 QRS.

While incidents causing hospitalisation increased from 30 to 34 in 2021 the number of hospitalisations arising from these incidents decreased, falling from 40 to 38.

Figure 4 – Hospitalisations per 100,000 registered Queensland regulated ships



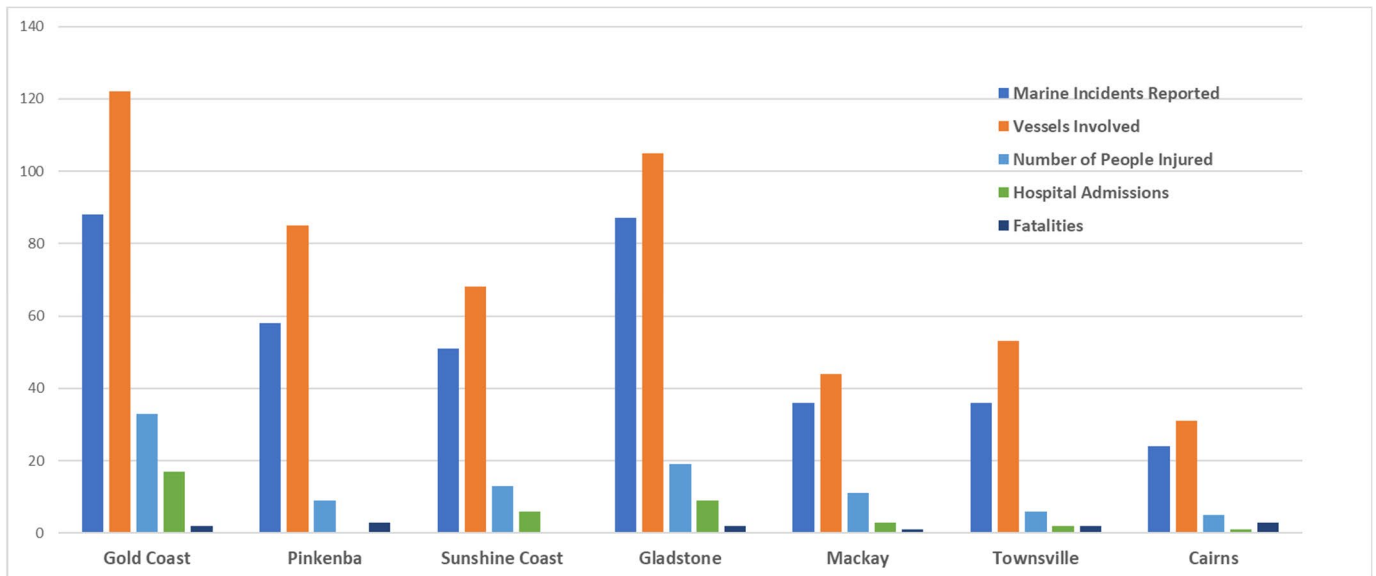
The hospitalisation rate decreased from 15.1 to 14.0 hospitalisations per 100,000 QRS and remains significantly higher than the 10-year average of 12.1 hospitalisations per 100,000 QRS.

Table 1 - Summary of key indicators

Indicator	Indicator 2021	Average 2011 2020
Total Incidents	380	363.5
Total fatal incidents	11	8.3
Total fatalities	13	9.5
Total hospitalisation incidents	34	25.1
Total hospitalisations	38	30.5
Incident rate per 100k vessels	139.6	143.8
Fatality rate per 100k vessels	4.8	3.8
Hospitalisation rate per 100k vessels	14.0	12.1

1.4 Maritime Regions

Figure 5 – Regional marine incident report data



Each maritime region (MR) varied in both number and type of marine incidents they recorded. The Brisbane MR recorded 197 marine incidents, resulting in five fatalities across its three reporting areas which include the Gold and Sunshine Coasts. The Gladstone MR recorded 87 incidents and two fatalities. Mackay MR recorded 36 incidents and one fatality. Townsville MR recorded 36 incidents and two fatalities, and Cairns MR recorded 24 marine incidents and three fatalities. Details of vessels involved injury and hospitalisation numbers are discussed below by region.

Brisbane Maritime Region

The Brisbane Maritime Region three reporting areas are: Pinkenba, Sunshine Coast and Gold Coast.

Brisbane received 197 marine incident reports involving 275 vessels consisting of 260 QRS ships and 15 DCV. There were 55 people injured in these 197 incidents, including five fatalities and 23 hospital admissions.

Pinkenba

The Pinkenba area received 58 marine incident reports involving 85 vessels which included 79 QRS and six DCV. There were nine people injured in the 58 incidents including three fatalities and six injuries.

Gold Coast

The Gold Coast area received 88 marine incident reports involving 122 vessels which included 116 QRS and six DCV. Thirty-three people were injured in these 88 incidents and included two fatalities and 17 hospital admissions.

Sunshine Coast

The Sunshine Coast area received 51 marine incidents reports involving 68 vessels which included 65 QRS and three DCV. Thirteen people were injured in these 51 incidents including six hospital admissions and seven injuries.

Gladstone Maritime Region

Gladstone received 87 marine incident reports involving 105 vessels which included 103 QRS and two DCV. Nineteen people were injured in these 87 incidents and included two fatalities and nine hospital admissions.

Mackay Maritime Region

Mackay received 36 marine incident reports involving 44 vessels which included 43 QRS and one DCV. Eleven people were injured in these 36 incidents, including one fatality and three hospital admissions.

Townsville Maritime Region

Townsville received 36 marine incident reports involving 53 vessels which included 46 QRS and seven DCV. Six people were injured in these 36 incidents, including two fatality and two hospital admissions.

Cairns Maritime Region

Cairns received 24 marine incident reports involving 31 vessels which included 30 QRS and one DCV. Five people were injured in these 24 incidents, including three fatalities and one hospital admission.

1.5 Summary

The marine incidents reported to MSQ during 2021, in terms of the vessels and people involved, and the nature of incidents reported had a few notable exceptions to those that have been reported in previous years.

The number of collisions between ships increased from 76 to 100 while the resulting number of hospitalisations fell from twelve to eight. It is noteworthy that it is not uncommon for at least one of the vessels involved in a reported collision to have been stationary and often unattended at the time of collision.

The number of POIs fell from 33 to 21, while the resulting number of fatalities and hospitalisations fell from 14 to eight and six to two respectively. While this is noteworthy, POIs are and remain the most common type of incident to result in a fatality, closely followed by capsizing incidents.

These figures draw attention to the fact that most of those who lose their lives in marine incidents drown while not wearing the lifejacket that is later found onboard the vessel. Over the last 20 years 128 of the 186 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 2021 across Queensland is used by MSQ to develop comprehensive education, compliance, and enforcement strategies.

1.6 Marine Incident Tables

Table 2 – Marine incidents

	Brisbane	Pinkenba	Gold Coast	Sunshine Coast	Gladstone	Mackay	Townsville	Cairns	Total
Queensland Regulated Ships	154751	95951	35229	23571	50064	22248	21327	22888	272189
Marine Incidents Reported	197	58	88	51	87	36	36	24	380
Vessels Involved	275	85	122	68	105	44	53	31	508
Queensland Regulated Ships	260	79	116	65	103	41	46	30	480
Domestic Commercial Vessels	15	6	6	3	2	3	7	1	28
Incidents (incident type)									
Collision between ships	64	22	29	13	14	5	11	6	100
Grounding	18	4	7	7	19	3	5	3	48
Capsizing	27	6	13	8	3	9	3	3	45
Collision with object	14	8	6		10	5		2	31
Other incidents	12	4	3	5	12	4	2	1	31
Flooding	7	1	4	2	12	2	5		26
Other - Close Call	4	2		2	2	2	4		12
On-board incident	16	1	11	4	2	1			19
Swamping	8	3	1	4	5	1	3	2	19
Person overboard	13	4	6	3	4	2	1	1	21
Fire or Explosion	9	2	5	2	2	2	1	3	17
Collision with a person	5	1	3	1	2		1		8
Loss of ship								3	3
SHIPS									
Damaged vessels	57	19	29	9	61	34	30	23	205
Ship Lost	5	3		2	6	9	4	7	31
Major Damage	7	1	5	1	6	6	3	1	23
Moderate Damage	21	7	11	3	20	5	6	5	57
Minor Damage	24	8	13	3	29	14	17	10	94
PEOPLE									
Number of People Injured	55	9	33	13	19	11	6	5	96
Hospital Admissions	23		17	6	9	3	2	1	38
Fatalities	5	3	2		2	1	2	3	13

2. Pollution Incidents

2.1 Introduction

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

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 each maritime region 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.

2.2 Key Points

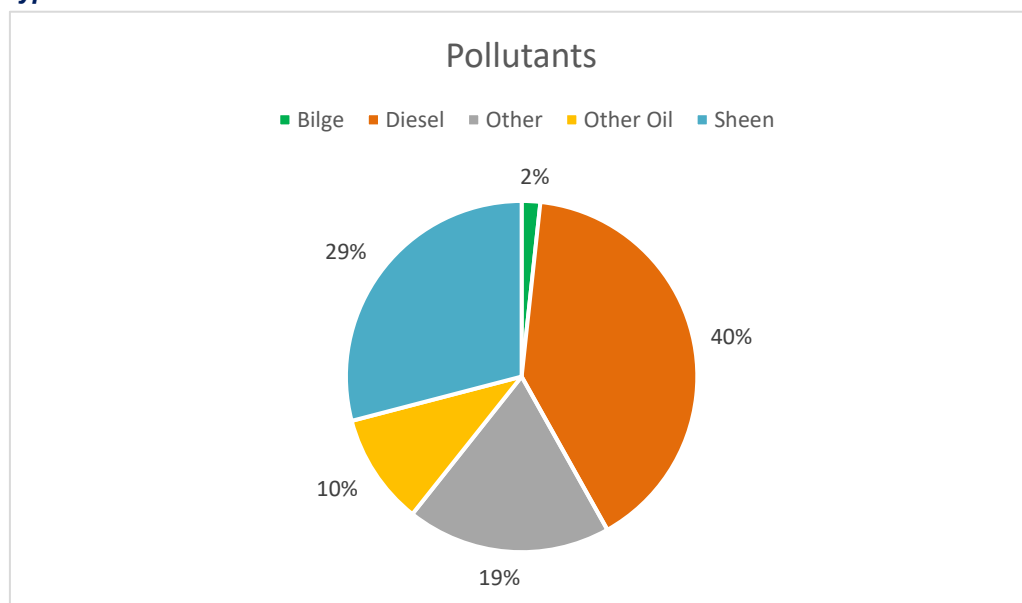
- Diesel and sheen are the most often reported pollutants
- Reported incidents most often occur within a port Limit
- Identified vessels are the source of most incidents
- Most ships that have been identified are commercial or fishing vessels
- On shore pollution incidents are rare

2.3 Reported Incidents

In 2021 there were 117 pollution incidents reported. Thirty-four percent of these incidents occurred in the Brisbane Maritime Region (MR), another 33% occurred in the Cairns MR with the remaining 33 per cent of reported incidents split across the remaining maritime regions, with Mackay at four per cent, Gladstone at 19 per cent and Townsville at 10 per cent.

The most reported pollutant was diesel oil, followed by sheen which together account for 69 per cent of the incidents. These are followed by "other" which refers to several rarely seen substances which in 2021 did include five sewage related incidents and two other incidents which upon investigation proved to be trichodesmium, or blue-green algae. Finally, "other oil" included 10 incidents involving hydraulic oil and two incidents involving 10 and 15 litres of heavy fuel oil.

Figure 6 –Pollutant type



The source of the pollution in 89 of the 117 reported incidents was an identified vessel. A further 19 incidents were attributed to an unidentifiable vessel, leaving nine incidents resulting from on shore incidents.

The 89 identified vessels included 37 commercial and fishing vessels, 27 recreational vessels, and 25 vessels that could not be categorised.

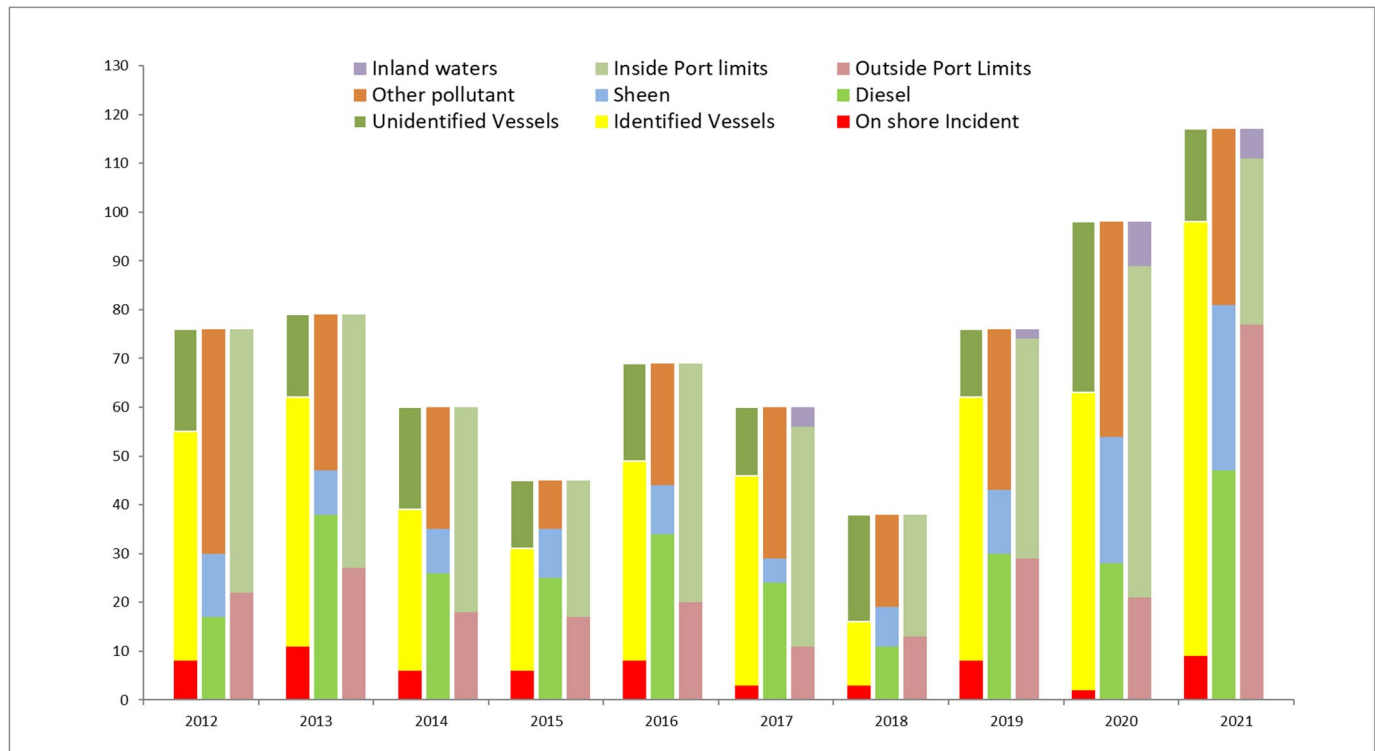
The reported location of the 117 incidents included 34 within a port's limits, 77 outside port limits in smooth or partially smooth waters, and six incidents occurred on inland waterways.

In terms of reported characteristics, the 117 incidents are not noticeably different from the 96 incidents reported in 2020 in terms of the pollutants detected, the source of pollution, and the type of vessel involved. In respect of the location of the incidents, for the first time in a decade the number of incidents occurring with port limits is smaller than the number occurring beyond the port limits.

The 117 incidents reported in 2021 is the largest number of pollution incidents reported in a decade. It is likely that ongoing education and compliance activities have increased the quality and quantity of reports being received over recent years.

2.4 Incidents over time

Figure 7 – Incidents over time



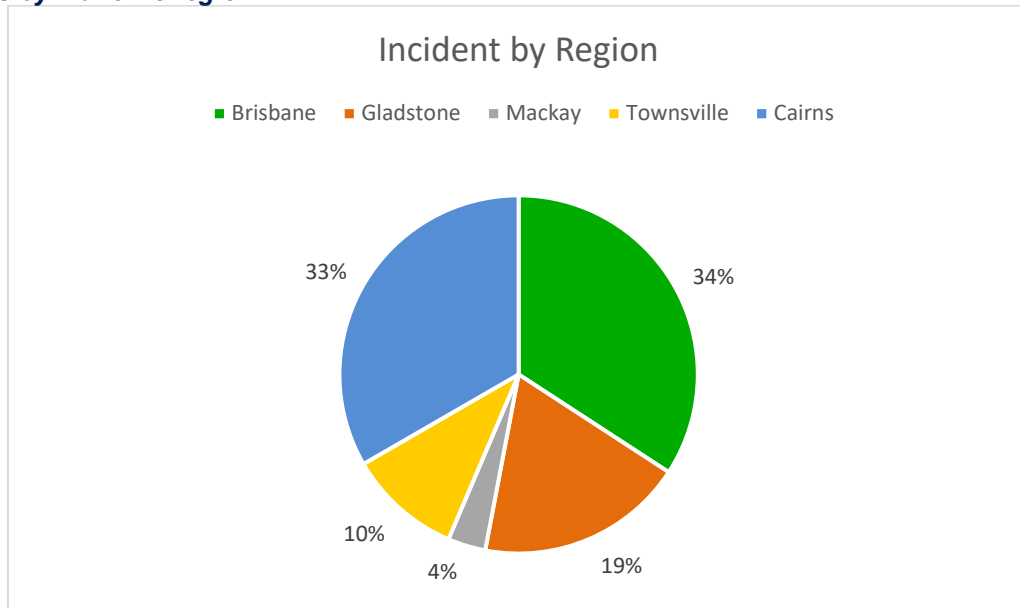
Over the previous decade a total of 718 incidents were reported, involving:

- an average of 71 incidents reported each year
- a vessel that could be identified (457)
- a commercial or fishing vessel (274)
- discharged diesel oil (280)
- discharge into the waters within the port limits (442)
- by maritime region – Brisbane (197), Cairns (203), and Gladstone (164)

It is noticeable that reporting of pollution incidents has improved over the recent years.

2.5 Maritime regions

Figure 8 – Incidents by maritime region



Brisbane Maritime Region

The Brisbane maritime region, which reported 40 pollution incidents in 2021 (five of which occurred within port limits) contains a major trading port that receives approximately 2000 visiting ships per annum. This region also accommodates around 2,800 DCV and more than 155,000 QRS.

Gladstone Maritime Region

Gladstone, which reported 22 pollution incidents in 2021 (three of which occurred with the port limits) contains three major trading ports receiving approximately 1800 visiting ships per annum. This region also accommodates around 1,400 DCV and more than 50,000 QRS.

Mackay Maritime Region

Mackay, which reported four pollution incidents in 2021, (one of which occurred within port limits) contains two trading ports receiving approximately 1,200 visiting ships per annum. This region also accommodates around 800 DCV and more than 20,000 QRS.

Townsville Maritime Region

Townsville, which reported 12 pollution incidents in 2021 (five of which occurred within port limits) contains three trading ports receiving approximately 900 visiting ships per annum. This region also accommodates around 600 DCV and more than 23,000 QRS.

Cairns Maritime Region

Cairns, which reported 39 pollution incidents in 2021 (20 of which occurred within port limits) contains nine trading ports receiving approximately 1400 visiting ships per annum. This region also accommodates around 1,700 DCV and more than 22,000 QRS.

2.6 Summary

While there is no doubt that many small pollution incidents go unnoticed and/or unreported, the 117 pollution incidents reported in 2021 provides a useful sample of the incidents that are occurring and where attention and resources might be usefully deployed.

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 candidate is sewage discharges from passenger vessels including those facilitating recreational activities such as whale watching or fishing charters.

During 2021 MSQ began an education and enforcement initiative in the form of shipboard audits focusing on a vessel's sewage management plan, sewage disposal record keeping, and the vessel's sewage treatment system. During 2021, 73 audits were conducted across all MSQ's maritime regions, 19 in Brisbane, 27 in Cairns, eight in Gladstone, nine in Mackay, and 10 in Townsville. This is an ongoing initiative which is intended to highlight trends and/or problem areas, provide accurate reporting and facilitate appropriate actions where necessary.

2.7 Reported pollution incidents tables

Table 3 Reported pollution incidents 2021 by Region

Line	Brisbane	Gladstone	Mackay	Townsville	Cairns	Total
Pollutant						
Bilge	1				1	2
Diesel	14	7	3	6	17	47
Other	7	6		4	5	22
Other Oil	5	2		1	4	12
Sheen	13	7	1	1	12	34
Unidentified						
Source						
On shore Incident	3	2	1	1	2	9
Identified Vessels	28	19	3	11	28	89
Unidentified Vessels	9	1			9	19
Ship Type						
Commercial	8	5	1	6	10	30
Fishing	2				5	7
Recreational	12	7	1	4	3	27
Not Reported	15	8	1	1	19	44
Not Applicable	3	2	1	1	2	9
Location						
Smooth & Partially Smooth	31	19	3	6	18	77
Inside Port limits	5	3	1	5	20	34
Inland waters	4			1	1	6
Total	40	22	4	12	39	117

Table 4 Reported pollution incidents over time by Region

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Total
Region											
Brisbane	17	11	11	11	18	16	14	27	32	40	197
Gladstone	22	26	16	5	18	11	8	17	19	22	164
Mackay	14	7	3	3	4	7	2	5	6	4	55
Townsville	15	16	4	9	11	12	6	6	8	12	99
Cairns	8	19	26	17	18	14	8	21	33	39	203
Pollutant											
Bilge	5	2	7	3	3	1	3	2	9	2	37
Diesel	17	38	26	25	34	24	11	30	28	47	280
Other	5	5	9	1	8	9	5	19	19	22	102
Other Oil	30	25	9	3	12	20	9	10	14	12	144
Sheen	13	9	9	10	10	5	8	13	26	34	137
Unidentified	6			3	2	1	2	2	2		18
Source											
On shore Incident	8	11	6	6	8	3	3	8	2	9	64
Identified Vessels	47	51	33	25	41	43	13	54	61	89	457
Unidentified Vessels	21	17	21	14	20	14	22	14	35	19	197
Ship Type											
Commercial	35	28	18	13	21	26	8	29	30	30	238
Fishing	2	7	4	1	3	2	1	4	5	7	36
Recreational	7	13	8	10	16	9	4	18	19	27	131
Not Reported	24	20	24	15	21	20	22	17	42	44	249
Not Applicable	8	11	6	6	8	3	3	8	2	9	64
Area											
Smooth & Partially Smooth	22	27	18	17	20	11	13	29	21	77	255
Inside Port limits	54	52	42	28	49	45	25	45	68	34	442
Inland waters						4		2	9	6	21
Total	76	79	60	45	69	60	38	76	98	117	718

3. Infringement activities and statistics

3.1 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.

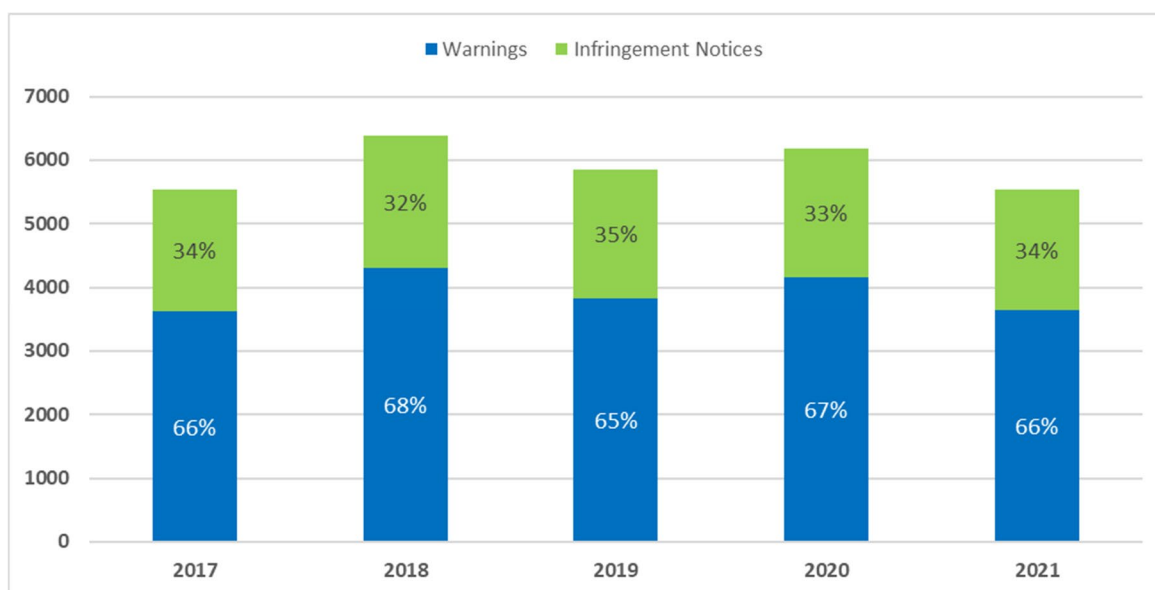
Throughout Queensland enforcement activities are undertaken by the Queensland Police Service, the Boating and Fisheries Patrol, and MSQ Shipping Inspectors, including the Maritime Enforcement Team (MET).

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

The data used in this report was download from the Department of Transport and Main Roads TRAILS Registration System on 16 February 2022. It should be noted that the outcome of the legal actions described in these records can in some cases take considerable time to finalise.

3.2 Infringements and warnings

Figure 9 – Marine Infringement Notice (MIN) and Warnings

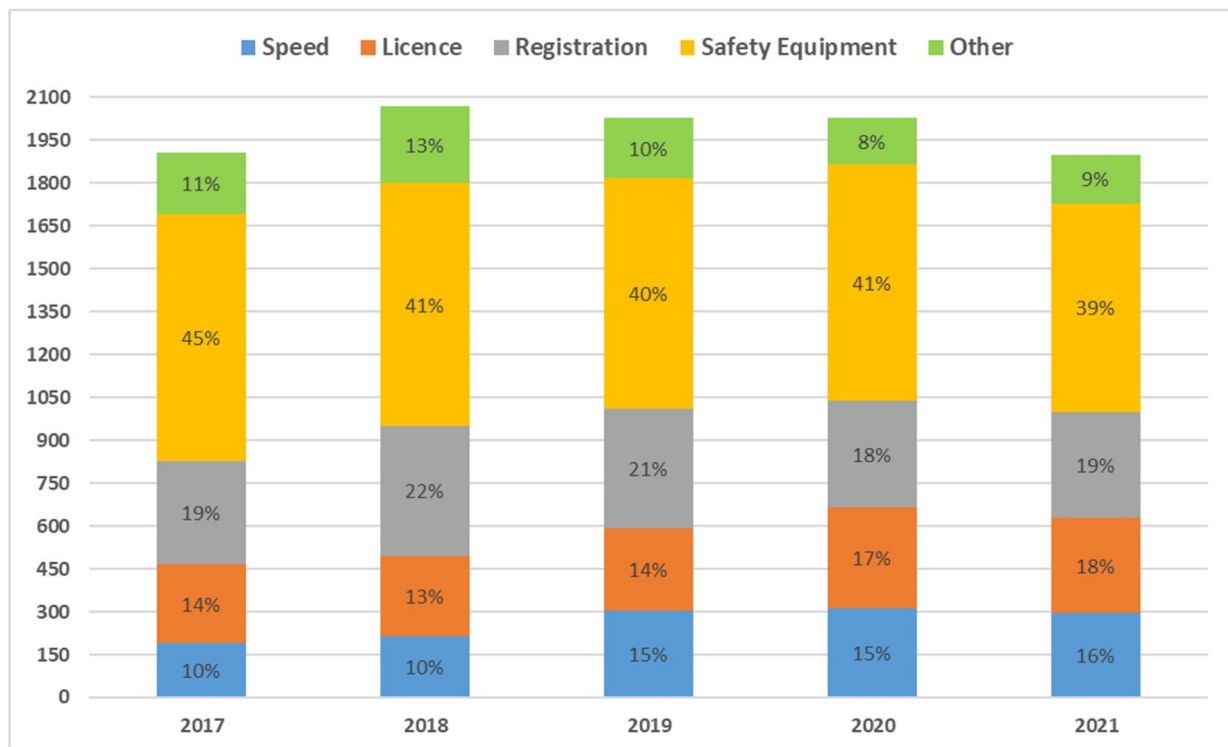


Over the past five years the number of compliance notices issued each year has varied. The average being 5898 notices, with 5531 notices issued in 2017 and 5539 notices issued in 2021. Likewise, the proportion of compliance notices that were issued in the form of a warning rather than an infringement notice has varied little around an average of 66 per cent over the same period.

3.3 Marine Infringements Notice over time

The number of infringement notices issued in each of the last five years has remained relatively constant with an average of approximately 1986 per year. Likewise, the proportion of infringement notices issued for offences related to safety equipment, speeding, registration, and licensing related offences has varied little around a mean of 90 percent of all infringement issued; the remaining 10% of infringements are categorised as "other". The majority of these "other" offences involve the collision regulation or water-skiing offences.

Figure 10 – Marine Infringement Notice



Over the last five years the number of infringement notices issued for license and speeding related offences have been increasing whilst those issued for safety equipment, registration and those offences categorised as other have been decreasing.

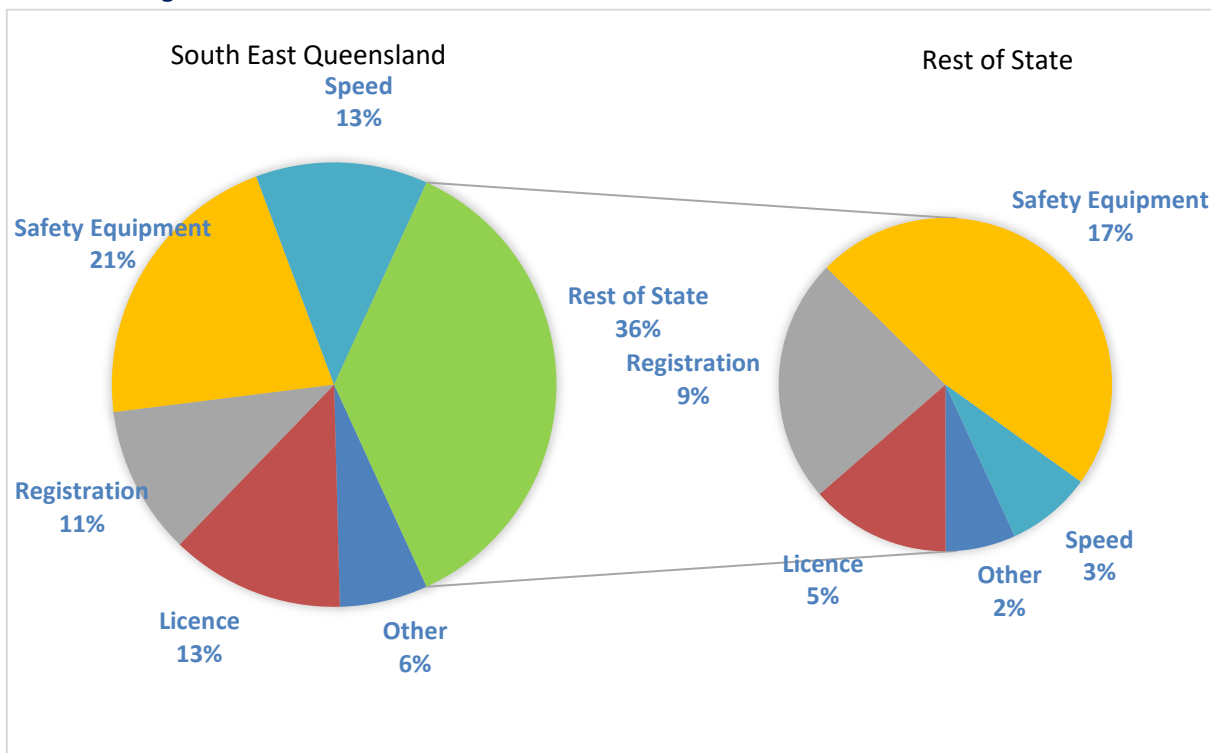
As a proportion of infringement notices issued over these years, those issued for safety equipment offences fell from 45 per cent to 39 per cent, those issued for registration have remained relatively constant around 19 per cent. Those issues for licensing offences increased from 14 per cent to 18 per cent, those related to speeding offences increase from 10 per cent to 16 per cent, and finally, those issued for other offences have remained relatively constant around 10 per cent.

3.4 Infringements and Warnings in 2021

Infringements

The 1899 infringement notices issued in 2021 were issued to 1707 individuals who were operating 1706 vessels; 90 per cent of which were registered a QRS. Sixty-four per cent of these infringement notices were issued in South East Queensland (SEQ) which is synonymous with the Brisbane Maritime Region that includes the Gold and Sunshine coasts, and accommodates 75% of the state's population along with 57% of the registered QRS.

Figure 11 – Marine Infringement Notices 2021



The proportion of infringement notices issued for the different categories of offences are not uniform across the state. For example, while 38 per cent of infringement notices across the state were issued for safety equipment related offences, 21 per cent were issued in SEQ and 17 per cent were issued across the rest of Queensland.

Speeding related offences account for 16 per cent of the infringement notices issued in Queensland, 20 per cent of infringement notices issued in SEQ and eight per cent issued across the rest of the Queensland.

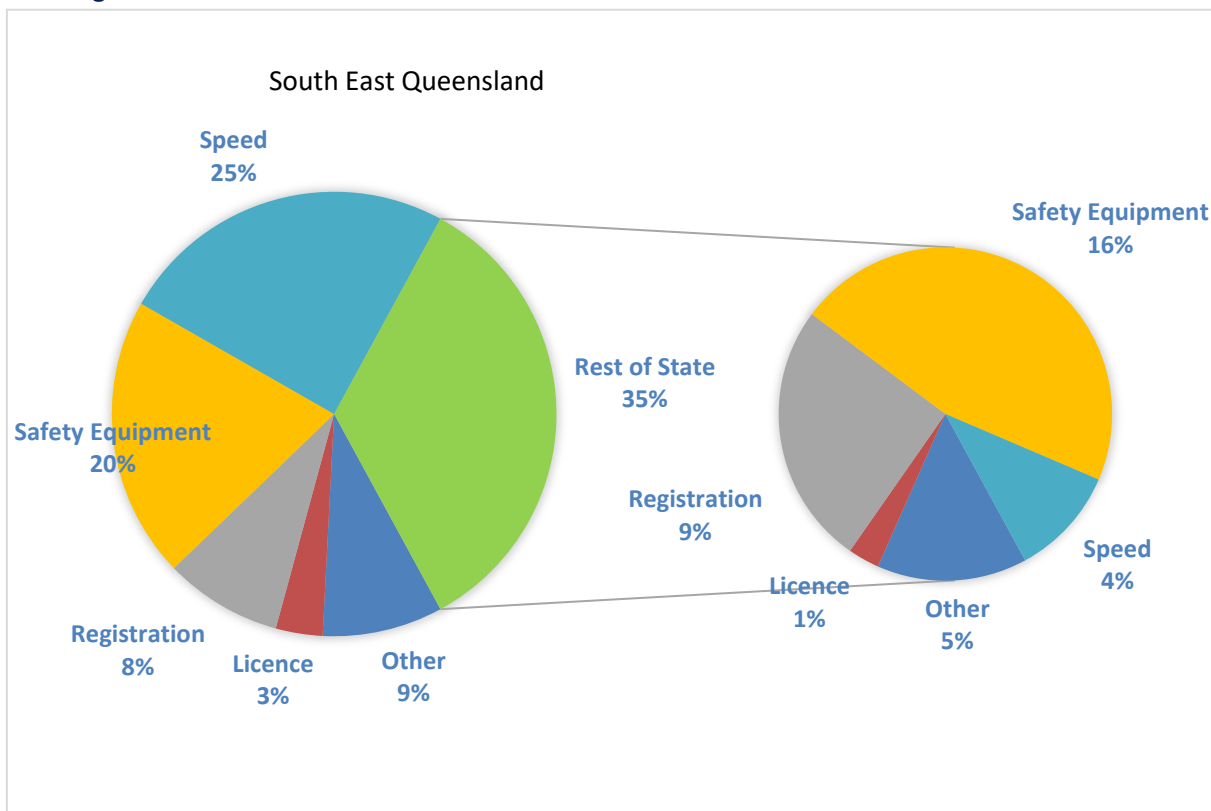
Registration matters account for 17 per cent of infringement notices issued in SEQ and 24 per cent across the rest of Queensland.

Licensing matters account for 20 per cent of infringement notices issued in SEQ and 14 per cent across the rest of the Queensland.

Warnings

Three thousand six hundred and forty warning notices were issued to 3308 people who were operating 3285 vessels. Ninety-two per cent of these vessels were registered QRS and 65 per cent of these notices were issued in SEQ.

Figure 12 – Warning Notices 2021



Throughout Queensland 36 per cent of warnings were issued for safety equipment related matters. This equates to 31 per cent of all warnings issued in SEQ being safety equipment related offences and 46 per cent of all warnings issued across the rest of Queensland.

Similarly, warnings issued for speeding related offences account for 29 per cent of warnings issued in Queensland, 37 per cent of warnings issued in SEQ and 10 per cent issued across the rest of Queensland.

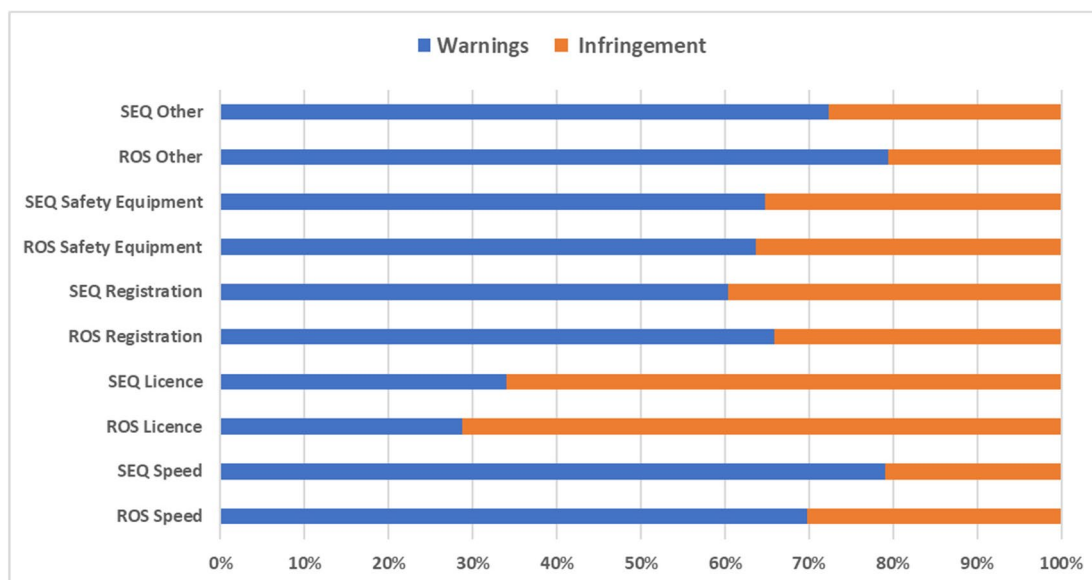
Registration matters account for 13 per cent of warnings issued in SEQ and 25 per cent across the rest of Queensland.

Licensing matters account for five per cent of warnings issued in SEQ and three per cent across the rest of Queensland.

Infringements versus warnings

When comparing proportions of infringements and warnings issued it can be seen that except for licensing related offences, the masters of intercepted vessels are more likely to be issued a warning rather than an infringement notice. Overall, there is little difference in the proportion of notices issued as infringements in SEQ (34%) and the rest of the state (36%).

Figure 13 – Warning versus Infringement Notices 2021



The proportion of notices that are issued as infringements in SEQ compared to the rest of the state are nine percentage points lower for speeding offences, five percentage points lower for license offences, six percentage point higher for registration offences, one percentage point lower for safety equipment offences, and seven percentage points higher for all other offences.

3.5 Summary

The infringement and warning notices issued in 2021 are generally consistent with those that have been issued over the preceding four years. Over this period the number of infringement notices issued has remained relatively constant while the number of warning notices issued has moved within a range of 689 notices.

The unlicensed operation of a vessel, speeding, failure to carry the required safety equipment, breaches of the collision reregulation, and the operation of unregistered vessels all continue to be areas of concern.

Infringement notices were exclusively issued to 1382 offenders, warning notices were exclusively issued to 2983 offenders, and both an infringement and warning notice were issued to 325 offenders.

In each of these cases most offenders were issued with a single notice, with 1262 of the 1382 offenders issued a single infringement notice, 2742 of the 2983 offenders issued a single warning notice, and 197 of 325 offenders were issued a single infringement and a single warning notice.

Considering the 5539 compliance notices issued to 4690 individuals, few offenders are recidivist in terms of the number of occasions they were issued a compliance notice or the number of compliance notices they were issued. This highlights the ongoing importance of the compliance and education activities conducted by MSQ and our compliance partners.

3.6 Marine infringement notice tables

Table 5 - Marine Infringement Notices 2021

	Speed	Licence	Registration	Safety Equipment	Other	Total
Registration Type						
QLD Registered Vessel	276	313	282	669	144	1684
Other Registered Vessel	15	9	23	45	13	105
Unregistered Vessel	4	12	64	18	12	110
Region						
Southeast Queensland	238	240	205	404	122	1209
Rest of State	57	94	164	328	47	690
Total MIN's	295	334	369	732	169	1899
Offenders	288	332	354	728	164	1707
Unregistered Vessel*	4	12	64	18	11	88
QLD Registered Vessel	271	299	277	668	141	1533
Other Registered Vessel	14	9	19	40	11	85
Total	289	320	360	726	163	1706

*Estimated

Table 6 - Formal Warning Notices: 2021

	Speed	Licence	Registration	Safety Equipment	Other	Total
Registration Type						
QLD Registered Vessel	969	143	542	1244	461	3359
Other Registered Vessel	41	4	34	57	23	159
Unregistered Vessel	20	15	53	18	16	122
Region						
Southeast Queensland	898	124	312	745	319	2398
Rest of State	132	38	317	574	181	1242
Total Warnings	1030	162	629	1319	500	3640
Offenders	1004	161	611	1306	478	3308
Unregistered Vessel*	19	15	50	17	16	99
QLD Registered Vessel	942	131	528	1229	437	3052
Other Registered Vessel	40	4	27	55	21	134
Total	1001	150	605	1301	474	3285

*Estimated

Table 7- Marine Infringement Notice (MIN) And Warnings

	2017	2018	2019	2020	2021
Marine Infringement Notice					
Offence Category					
Licence	275	279	290	353	334
Other	216	269	213	161	169
Registration	363	455	417	373	369
Safety Equipment	861	850	807	828	732
Speed	191	216	303	312	295
Total Mins	1906	2069	2030	2027	1899
Total Warnings	3625	4314	3824	4155	3640
Total	5531	6383	5854	6182	5539

4. War on Wrecks

4.1 War on Wrecks program update

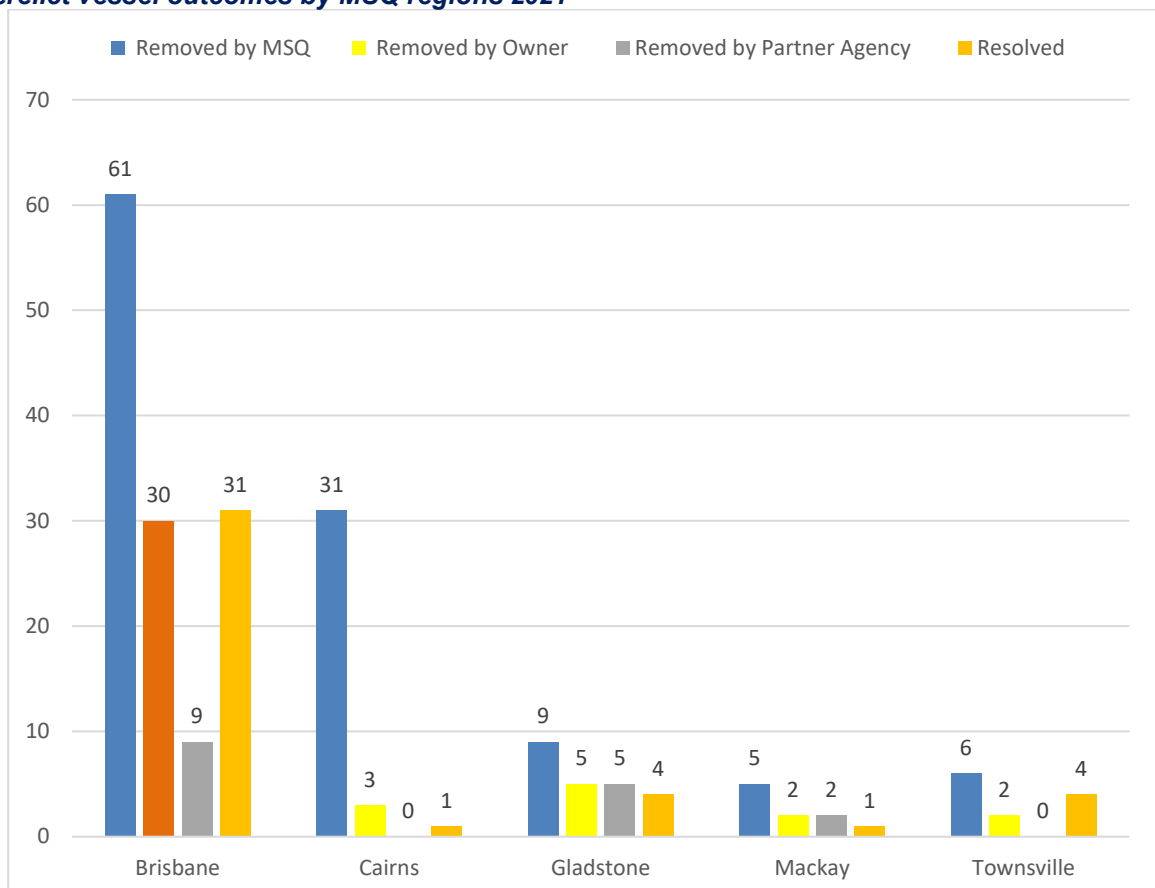
In July 2018, the Queensland Government committed \$20 million over four years towards removing derelict and abandoned vessels to create safer waterways. The commitment was supported by the creation of the War on Wrecks Taskforce, who investigate ways to prevent vessels becoming derelict into the future. 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 be a risk to safe navigation and have the potential to cause damaging effects to our fragile ecosystem. It is critical these vessels are identified early and dealt with to keep our waterways clean and safe for all users.

Removal of these derelict vessels also helps the Queensland's economy. Where possible, local salvage companies are contracted to remove derelict and abandoned vessels. Ensuring our waterways are free of derelict vessels also supports local tourism growth by keeping our waterways pristine.

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 2021, 211 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.

Figure 14 – Derelict vessel outcomes by MSQ regions 2021



In 2021, MSQ removed a total of 112 derelict vessels with partner agencies removing a further 16. Owners worked with MSQ and were responsible for removing 42 derelict vessels while another 41 were removed, made seaworthy or resolved by other means. The Brisbane region saw the most vessels removed or resolved (131), with Cairns and Gladstone following at 35 and 23 respectively. Vessels were also removed or resolved in Townsville (12) and Mackay (10). The work undertaken by all parties significantly reduced the potential hazards in our waterways.

Even though the 2021 year has ended and there are now 211 fewer derelicts in our waterways, the work on derelict vessels is ongoing. MSQ is monitoring a further 205 vessels at risk of becoming derelict and working to resolve 142 vessels identified as derelict.

In addition to the focus on removing hazards from our waterways, 2021 has seen the department and the War on Wrecks Taskforce actively focus on stakeholder and community engagement. The War on Wrecks inbox has seen a significant number of enquiries from members of the public seeking more information on the great work being done as well as assisting the department by providing valuable local knowledge and helping to identify potential derelicts. Stakeholder consultation is also high on the agenda as the department and Taskforce work at utilising industry standards and best practise to create successful cultural and legislative change for a sustainable recreational boating future.

4.2 Wreck removal images by Region

Brisbane Derelict Vessels 2021



Gold Coast Derelict Vessels 2021



Gladstone Derelict Vessels 2021



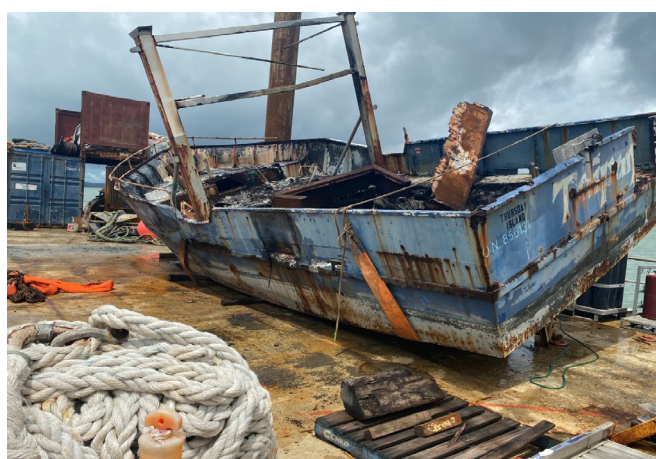
Mackay Derelict Vessels 2021



Townsville Derelict Vessels 2021



Cairns Derelict Vessels 2021



4.3 War on Wrecks Removal Table

Table 8 - War on Wrecks

Region	Removed by MSQ	Removed by Owner	Removed by Partner Agency	Resolved	Total
Brisbane	61	30	9	31	131
Cairns	31	3	0	1	35
Gladstone	9	5	5	4	23
Mackay	5	2	2	1	10
Townsville	6	2	0	4	12
Total	112	42	16	41	211