

Marine Incidents in Queensland

2022

Maritime Safety Queensland



Foreword

The *Marine Incidents in Queensland 2022* report details the marine incidents reported to Maritime Safety Queensland in 2022. This year's report also includes a summary of the issued marine infringement notices and warnings, a review of reported pollution incidents and updates on the Maritime Enforcement Team and the War on Wrecks program.

In 2022 there were 343 marine incidents reported to Maritime Safety Queensland, a decrease of 37 compared to the previous year. Unfortunately, these incidents resulted in 15 fatalities, two more than in the previous year, and 30 hospitalisations, eight fewer than in the previous year.

Marine incidents are an unfortunate reminder that boating comes with serious risks. Through policy, education, and compliance activities, including the presence of the Maritime Enforcement Team, Maritime Safety Queensland continues to work with compliance partners and the community to foster a culture of safety amongst the users of Queensland waterways.

Maritime Safety Queensland is the statutory and response agency for ship sourced pollution and conducts preparedness, prevention, and compliance activities across the state. In 2022, there were 102 reported pollution incidents with most occurring in the Brisbane and Cairns maritime regions. Whilst a decrease from the 117 reported pollution incidents in 2021, Maritime Safety Queensland maintains a high level of preparedness and capability to respond.

Finally, the War on Wrecks program facilitated the removal or resolution of 195 derelict vessels, reducing potential safety hazards across the state. The program's success has resulted in a further \$15 million funding allocation to 30 June 2025, ensuring safer, cleaner waterways across Queensland over the coming years.

Sally Stannard

A/Director-General

Department of Transport and Main Roads

Contents

- Safety incidents 3**
 - Introduction 3
 - Key points 3
 - Incidents..... 3
 - Vessels..... 5
 - People 5
 - Trends 6
 - Maritime regions 8
 - Summary 10
 - Marine incident tables 10

- Infringement activities and statistics 12**
 - Introduction 12
 - Marine infringement notices and warnings in 2022 12
 - Summary 14

- Focus on personal watercraft 14**

- Pollution incidents 15**
 - Introduction 15
 - Key points 15
 - Reported incidents 15
 - Incidents over time 16
 - Maritime regions 18
 - Summary 19
 - Reported pollution incidents tables 19

- Maritime Enforcement Team 21**

- War on Wrecks..... 23**
 - War on Wrecks program update 23
 - Wreck removal images by region 25
 - War on Wrecks removal table 27

Safety incidents

Introduction

This report has been prepared by Maritime Safety Queensland (MSQ) in accordance with section 127 of the *Transport Operations (Marine Safety) Act 1994*. It provides the details of marine safety and pollution incidents reported to MSQ that occurred during 2022 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*.

Key points

As of December 2022, there were 275,193 recreational vessels registered in Queensland: one vessel for every 19 people, or one vessel for every four recreational marine driver licenses.

In 2022, QRS were involved in 343 reported marine incidents. These incidents involved 430 QRS and 20 domestic commercial vessels (DCV), resulting in 15 fatalities. Seventy-eight people were injured with 30 requiring hospitalisation.

The 15 fatalities that occurred in 2022 were two higher than the 13 that occurred in 2021. Twenty-six persons overboard incidents (POI) were reported, five more than in 2021. Nine of the 26 POIs were fatalities. Ten of the 15 fatalities reported were the master of a vessel at the time of the incident.

Thirteen of those who lost their lives drowned or were lost at sea and are presumed to have drowned. It is understood that only one was wearing a life jacket.

Incidents

During the 2022 calendar year, MSQ received reports of 343 marine incidents that involved at least one QRS. Additionally, QRS were the only vessels involved in 324 of the 343 marine incidents. The remaining 19 incidents involved both QRS and DCV which are regulated by the Australian Maritime Safety Authority (AMSA).

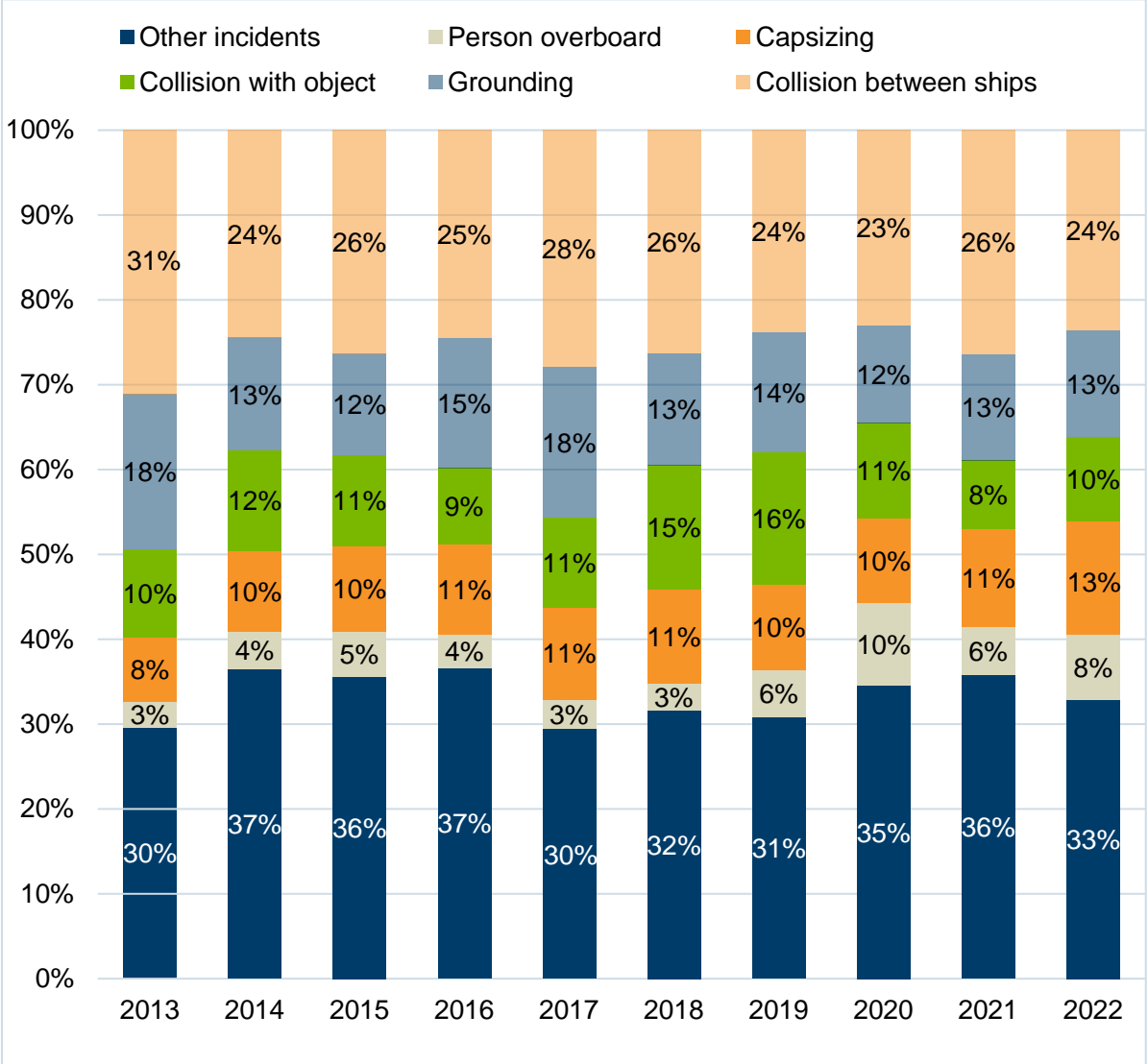
The 343 incidents occurred disproportionately higher in January (43), April (35), July (31) and December (30), and disproportionately lower in February (22) which had the smallest number of incidents. Incidents commonly occurred on Saturdays and Sundays (125), and in most cases between 9am and 6pm (191).

At the time of these incidents, most vessels were reported to have been operating in clear weather (212). Other common characteristics include incidents occurring in winds below 16 knots (213), smooth waters (210) and good visibility (204). Somewhat surprisingly, in 76 incidents, all four of these characteristics were reported.

As in previous years, the most reported incident type was a collision between ships which accounted for 81 (24%) of the 343 incidents. There were also 43 groundings, 46 capsizes, 34 collisions with objects, and 26 POIs that, combined with the collisions between ships, accounted for 230 incidents or 67% of the 343 incidents.

The number of POIs is of ongoing concern. At 26 in 2022, it is five more than in 2021 and remains the most common incident type that results in drowning fatalities.

Figure 1 – Marine incidents by type 2013 – 2022



Marine incident investigators categorise factors contributing to an incident as human, material or environmental. Human factors contributed to 182 incidents with inattention (70 incidents) the most cited factor. Environmental factors contributed to 168 incidents with wind (75 incidents) the most cited factor. Material factors contributed to 98 incidents with equipment failure (42 incidents) the most cited factor.

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 343 reported incidents involved 450 vessels, of which 430 were QRS and 20 were DCV. The 430 QRS comprised 311 motorboats, 70 sailboats, 33 personal watercraft, nine paddle boats and seven houseboats.

Fifty-four of the 430 vessels were lost. Thirty-one sustained major damage, 59 moderate damage, 121 minor damage, and 165 had no damage reported. The damage to (or loss of) the 265 vessels was mainly caused by the following:

- collision with another vessel (100)
- flooding and swamping (46)
- capsizing (32)
- collision with an object (25)
- grounding (23)
- fire or explosion (13)
- other (26).

The 20 DCV included seven passenger vessels and two non-passenger vessels, six hire and drive vessels, and five commercial fishing vessels. Four of the 20 vessels were damaged with one sustaining moderate damage, and three sustaining minor damage. These four vessels were all damaged in collisions with other vessels.

People

The 343 incidents reported resulted in 15 fatalities and 78 injuries, of which 30 people required hospitalisation.

The 30 people admitted to hospital included 12 masters, 12 passengers, two crew members, two people who were being towed by a vessel, and two swimmers struck by a vessel. Twenty-four people were on motorboats, three were on sail boats, two were on personal watercraft, and one was on a houseboat.

The hospitalisations resulted from nine different incident types including five from a collision with a person, four from fire or explosion, three from a collision with a ship, seven from a collision with an object, four from on-board incidents, two from capsizing, one loss of ship, two person overboard, and two "other" incidents.

The 15 fatalities were the result of 13 incidents. Twelve of these incidents resulted in a single fatality and one resulted in three fatalities. The 13 incidents involved eight motorboats, three paddled craft and two sailboats. There were nine POIs (nine fatalities), two capsizing incidents (four fatalities) and two collisions with an object (two fatalities). The deceased were all men aged between 24 and 79 years.

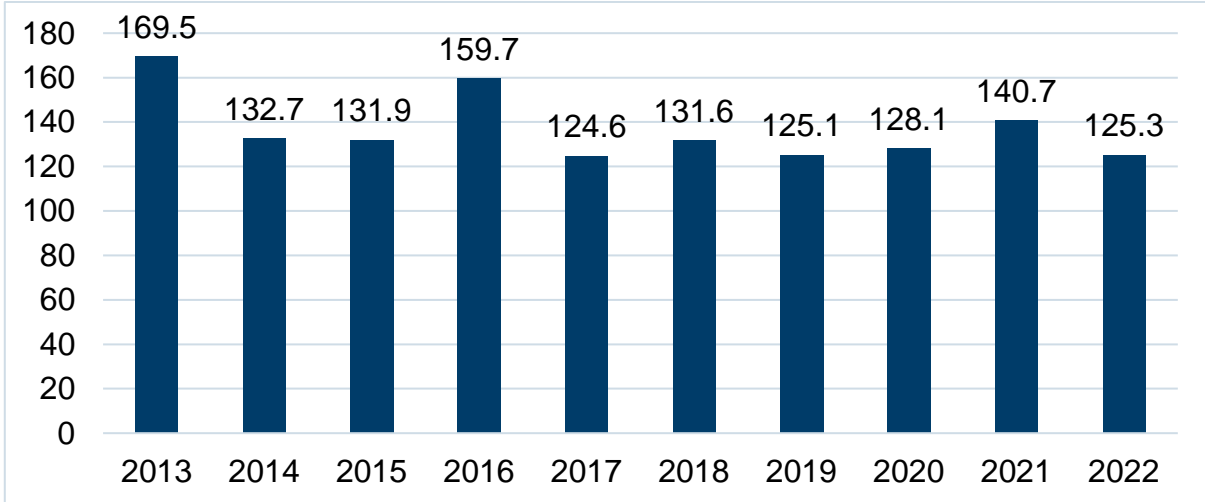
Thirteen of those who lost their lives drowned or were lost at sea and are presumed to have drowned. It is understood that only one was wearing a life jacket.

Trends

The reported incidents decreased by 37 from 380 in 2021 to 343 in 2022. Seven incident types saw a decrease in the number of reported incidents (56), most notably collisions between ships (19 incidents) and onboard incidents (11 incidents).

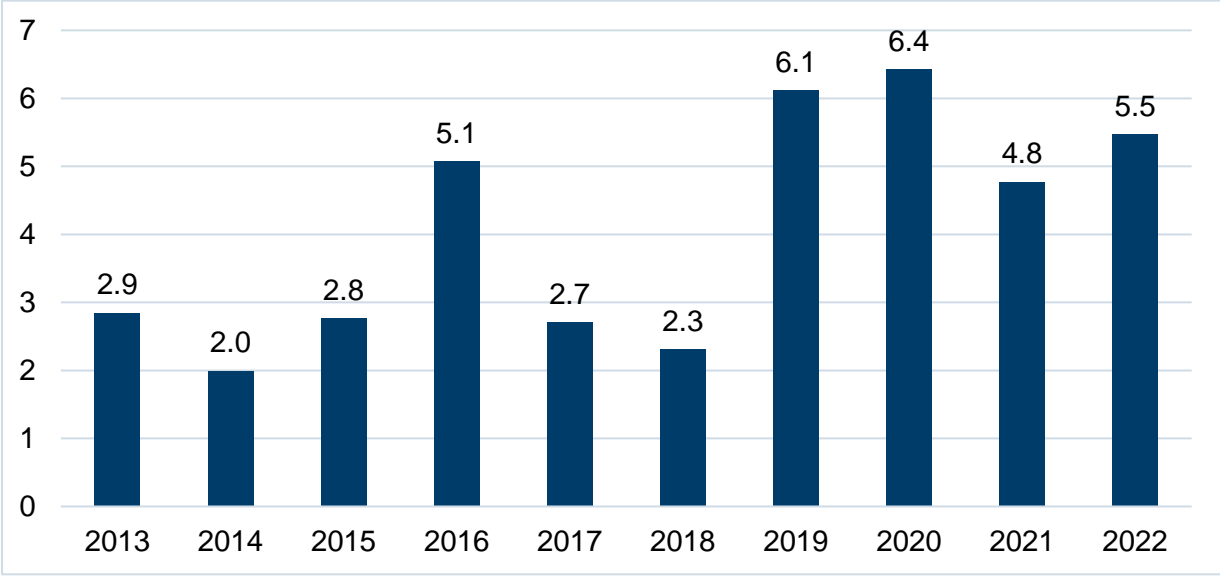
The number of incidents reported in six incident types increased (19 incidents) most notably POIs (five incidents) and swamping (five incidents). The most reported incident type, collisions between ships, resulted in minor or no damage and sometimes in serious injury, while reported POIs is the incident type that most commonly results in death by drowning.

Figure 2 - Reported incidents per 100,000 registered Queensland regulated ships 2013 - 2022



In 2022 the reported incident rate decreased from 140.7 to 125.3 incidents per 100,000 QRS. This is significantly lower than the 10-year average of 139.0 incidents per 100,000 QRS. Fatal incidents increased from 11 to 13 and fatalities from 13 to 15 which in both cases were significantly higher than the 10-year averages of 8.6 and 9.8 respectively.

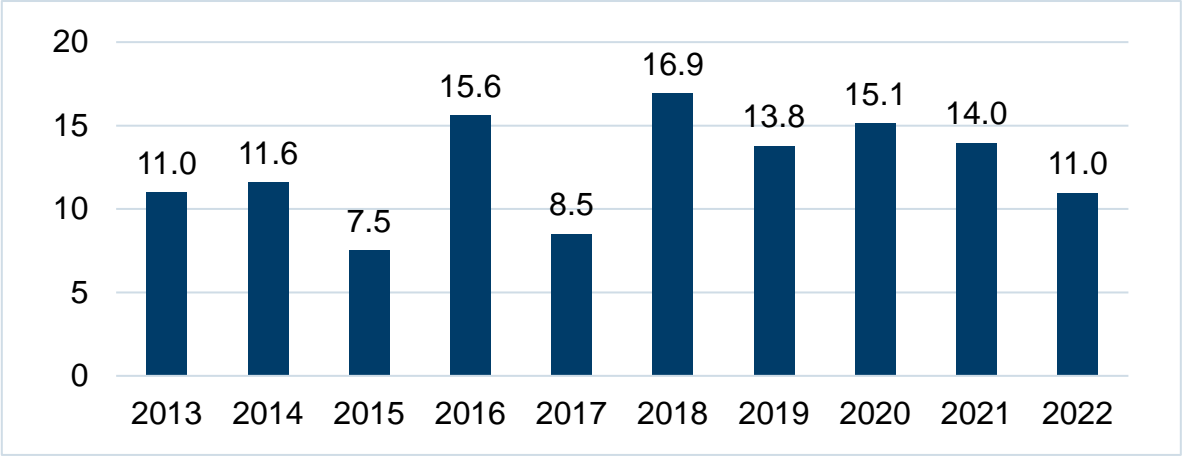
Figure 3 - Fatalities per 100,000 registered Queensland regulated ships 2013 - 2022



The fatality rate increased from 4.8 to 5.5 fatalities per 100,000 QRS and is higher than the 10-year average of 3.8 fatalities per 100,000 QRS.

The number of incidents resulting in hospitalisations decreased from 34 in 2021 to 27 in 2022, and the number of people hospitalised fell from 38 to 30.

Figure 4 – Hospitalisations per 100,000 registered Queensland regulated ships 2013 - 2022



The hospitalisation rate per 100,000 QRS decreased from 14.0 to 11.0 and is slightly lower than the 10-year average of 12.3 hospitalisations per 100,000 QRS.

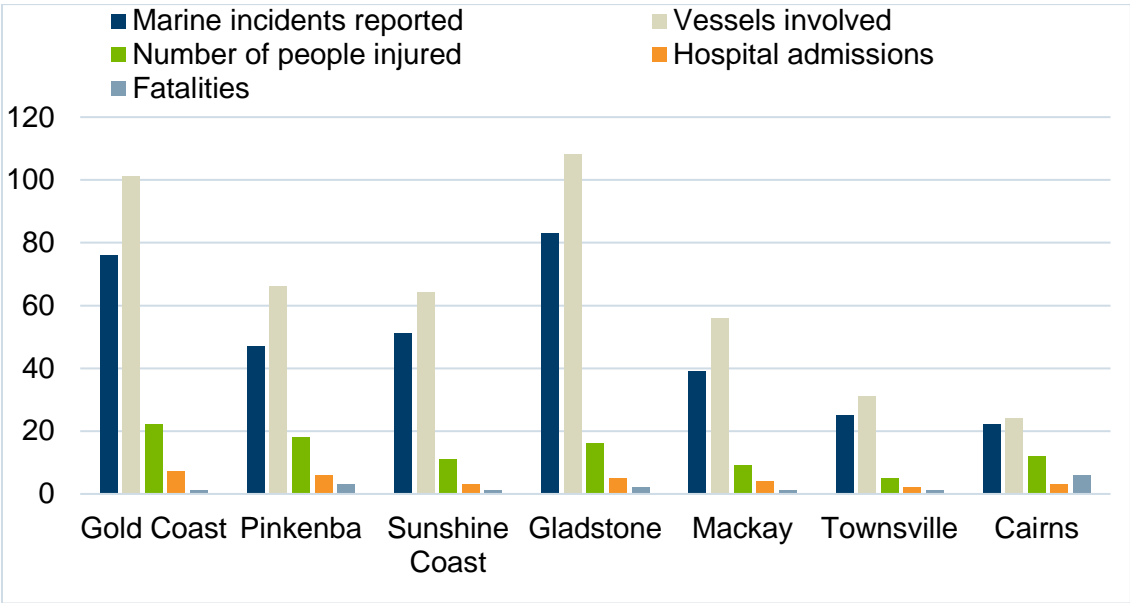
Table 1 - Summary of key indicators 2022 versus 2012 – 2021 average

Indicator	Actuals 2022	Average 2012-2021
Total incidents	343	356.2
Total fatal incidents	13	8.6
Total fatalities	15	9.8
Total hospitalisation incidents	27	26.5
Total hospitalisations	30	31.5
Incident rate per 100k vessels	125.3	139
Fatality rate per 100k vessels	5.5	3.8
Hospitalisation rate per 100k vessels	11	12.3

Maritime regions

Each maritime region varied in the number and type of marine incidents recorded. Brisbane recorded 174 marine incidents, resulting in five fatalities across its three reporting areas, which include the Gold Coast and the Sunshine Coast. Gladstone recorded 83 incidents and two fatalities. Mackay recorded 39 incidents and one fatality. Townsville recorded 25 incidents and one fatality, and Cairns recorded 22 incidents and six fatalities.

Figure 5 – Regional marine incident report data 2022



Details of vessels involved, injury, and hospitalisation numbers are discussed below by region.

BRISBANE

The Brisbane maritime region's three reporting areas are Pinkenba, the Sunshine Coast and the Gold Coast.

Brisbane received 174 marine incident reports involving 231 vessels, which included 222 QRS and nine DCV. These incidents resulted in five fatalities, 16 hospital admissions and 30 other injuries.

GOLD COAST

The Gold Coast area received 76 marine incident reports involving 101 vessels, which included 96 QRS and five DCV. These incidents resulted in one fatality, seven hospital admissions and 14 other injuries.

PINKENBA

The Pinkenba area received 47 marine incident reports involving 66 vessels, which included 63 QRS and three DCV. These incidents resulted in three fatalities, six hospital admissions and nine other injuries.

SUNSHINE COAST

The Sunshine Coast area received 51 marine incidents reports involving 64 vessels, which included 63 QRS and one DCV. These incidents resulted in one fatality, three hospital admissions and seven other injuries.

GLADSTONE

Gladstone received 83 marine incident reports involving 108 vessels, which included 103 QRS and five DCV. These incidents resulted in two fatalities, five hospital admissions and nine other injuries.

MACKAY

Mackay received 39 marine incident reports involving 56 vessels, which included 51 QRS and five DCV. These incidents resulted in one fatality, four hospital admissions and four other injuries.

TOWNSVILLE

Townsville received 25 marine incident reports involving 31 vessels, which included 30 QRS and one DCV. These incidents resulted in one fatality, two hospital admissions and two other injuries.

CAIRNS

Cairns received 22 marine incident reports involving 24 QRS. These incidents resulted in six fatalities, three hospital admissions and three other injuries.

Summary

The profile of the marine incidents reported to MSQ in 2022 had few notable exceptions to those that have been reported in previous years in terms of the types of vessels and people involved and the nature of incidents reported.

The number of collisions between ships decreased from 100 to 81 while the resulting number of hospitalisations fell from five to three. 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 the collision.

The number of POIs increased from 21 to 26, the resulting number of fatalities increased from eight to nine while the resulting hospitalisations were again two. POIs are and remain the most common type of incident to result in a fatality, closely followed by capsizing incidents. The number of capsizing incidents increased from 45 to 46 while the resulting number of fatalities increased from two to four, and the number of hospitalisations increased from one to two.

Of the 195 people who lost their lives in a marine incident in the last 20 years, only eight are known to have been wearing a life jacket.

MSQ uses the data collected and analysed surrounding the 2022 marine incidents to develop comprehensive education, compliance, and enforcement strategies.

Marine incident tables

Table 2 – QRS by region 2022

QRS	Brisbane	Gold Coast*	Pinkenba*	Sunshine Coast*	Gladstone	Mackay	Townsville	Cairns	Total
Total	157,489	36,753	96,575	24,161	50,927	20,280	23,385	23,075	275,193

Table 3 – Marine incidents by type and region 2022

Incident type	Brisbane	Gold Coast*	Pinkenba*	Sunshine Coast*	Gladstone	Mackay	Townsville	Cairns	Total
Collision between ships	42	17	15	10	22	11	4	2	81

Grounding	12	5	4	3	19	5	6	1	43
Capsizing	30	13	7	10	8	2	1	5	46
Collision with object	24	10	7	7	5	1	3	1	34
Other incident	11	3	1	7	4	3	2	6	26
Flooding	11	7	1	3	6	7	2	2	28
Other close call	3	0	1	2	0	2	2	0	7
On board incident	7	3	1	3	1	0	0	0	8
Swamping	11	5	3	3	10	2	1	0	24
Person overboard	15	9	4	2	4	2	2	3	26
Fire or explosion	6	3	3	0	1	2	0	0	9
Collision with a person	1	1	0	0	1	0	1	2	5
Loss of ship	1	0	0	1	2	2	1	0	6
Total	174	76	47	51	83	39	25	22	343

Table 4 – Marine incidents by ship type and region 2022

Ship type	Brisbane	Gold Coast*	Pinkenba*	Sunshine Coast*	Gladstone	Mackay	Townsville	Cairns	Total
QRS	222	96	63	63	103	51	30	24	430
DCV	9	5	3	1	5	5	1	0	20
Total	231	101	66	64	108	56	31	24	450

Table 5 – Marine incidents by ship damage and region 2022

Location	Brisbane	Gold Coast*	Pinkenba*	Sunshine Coast*	Gladstone	Mackay	Townsville	Cairns	Total
Ship lost	22	8	8	6	12	11	3	6	54
Major damage	16	11	5		3	7	5		31
Moderate damage	34	17	12	5	16	3	4	3	60

Minor damage	48	18	15	15	42	24	8	2	124
Total	120	54	40	26	73	45	20	11	269

Table 6 – Marine incidents by injury type and region 2022

Location	Brisbane	Gold Coast*	Pinkenba*	Sunshine Coast*	Gladstone	Mackay	Townsville	Cairns	Total
Other injuries	30	14	9	7	9	4	2	3	48
Hospital admissions	16	7	6	3	5	4	2	3	30
Fatalities	5	1	3	1	2	1	1	6	15
Total injuries	51	22	18	11	16	9	5	12	93

*Gold Coast, Pinkenba and Sunshine Coast equate to the Brisbane total.

Infringement activities and statistics

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 commercial and recreational vessels.

Throughout Queensland, enforcement activities are undertaken by MSQ Shipping Inspectors, including the Maritime Enforcement Team (MET), and partner agencies, including Queensland Police Service, the Boating and Fisheries Patrol and Seqwater. More formal enforcement options involve issuing a marine infringement notice however MSQ has always valued opportunities to provide advice and education as an initial strategy.

The data used in this report was downloaded from the Department of Transport and Main Roads TRAILS Registration System on 15 February 2023. The outcome of the legal actions described in these records can in some cases take considerable time to finalise.

Marine infringement notices and warnings in 2022

MARINE INFRINGEMENT NOTICES

The 1,771 marine infringement notices issued in 2022 were issued to 1,581 individuals who were operating 1,563 vessels; 89% of which were registered QRS.

Sixty-four per cent of these marine infringement notices were issued in SEQ, which is synonymous with the Brisbane maritime region. The Brisbane maritime region includes the Gold Coast and the Sunshine Coast and accommodates 75% of the state's population along with 57% of the registered QRS.

Table 7 - Marine infringement notices by issue in SEQ and the rest of Queensland

Location	Other	Licence	Registration	Safety equipment	Speed	Total
SEQ	113	222	191	408	198	1132
Rest of Queensland	43	61	177	321	37	639
Total	156	283	368	729	235	1771

Throughout Queensland, 41% of infringement notices were issued for safety equipment related matters. This equates to 36% of all marine infringement notices issued in SEQ and 50% of all marine infringement notices issued across the rest of Queensland.

Similarly, 13% of the marine infringement notices issued in Queensland were for speeding related offences. This equates to 17% of all marine infringement notices issued in SEQ and 6% of all marine infringement notices issued across the rest of Queensland.

Registration matters accounted for 17% of infringement notices issued in SEQ and 28% in the rest of Queensland. Licensing matters accounted for 20% of marine infringement notices issued in SEQ and 10% across the rest of the Queensland.

WARNINGS

Two thousand seven hundred and fourteen warning notices were issued to 2,507 people who were operating 2,487 vessels. 91% of these vessels were registered QRS and 63% of these warning notices were issued in SEQ.

Table 8 - formal warning notices by issue in SEQ and the rest of Queensland 2022

Location	Other	Licence	Registration	Safety equipment	Speed	Total
SEQ	234	113	242	520	610	1719
Rest of Queensland	105	27	252	523	88	995
Total	339	140	494	1043	698	2714

Throughout Queensland, 38% of warning notices were issued for safety equipment related matters. This equates to 30% of all warnings issued in SEQ and 53% of all warnings issued across the rest of Queensland.

Similarly, 26% of warning notices issued in Queensland were for speeding related offences. This equates to 35% of warnings issued in SEQ and 9% across the rest of Queensland.

Registration matters account for 14% of warnings issued in SEQ and 25% in the rest of the state. Licensing matters account for 7% of warnings issued in SEQ and 3% across the rest of Queensland.

Summary

The profile of marine infringement notices and warnings issued in 2022 is generally consistent with those that have been issued over the preceding four years.

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

Focus on personal watercraft

The operation of personal watercraft has become a subject of increasing interest. The number of marine incidents reported, marine infringement notices and warnings issued, vessels registered, and licences issued over the last 5 years were reviewed and the key findings are outlined below.

- Most PWCs are owned and operated in SEQ.
- PWC registrations have been increasing by 6% per annum.
- New personal watercraft licences have been decreasing by 2% cent per annum.
- Most marine infringement notices and warnings were issued in SEQ.
- Most marine infringement notices and warnings issued in SEQ were issued on the Gold Coast.
- Most marine infringement notices and warnings were issued for speeding.
- Most people receiving a marine infringement notice or warning on the Gold Coast are not the owners of the PWC they are intercepted on.
- Most people receiving a marine infringement notice or warning on the Gold Coast are residents of the Gold Coast.
- The most common PWC marine incident is a collision between ships.

Pollution incidents

Introduction

MSQ is both the statutory and response agency for ship sourced pollution within Queensland Coastal Waters. MSQ is responsible for Queensland's marine environment emergency preparedness, prevention, and response capabilities under the National Plan for Maritime Environmental Emergencies, Queensland Coastal Contingency Action Plan (QCCAP) 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.

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.

Key points

- The most often reported pollutant is diesel oil.
- In recent years most incidents have occurred outside the port limits.
- Identified vessels are the source of most incidents.
- Most identified vessels are commercial or fishing vessels.
- On shore pollution incidents are rare.

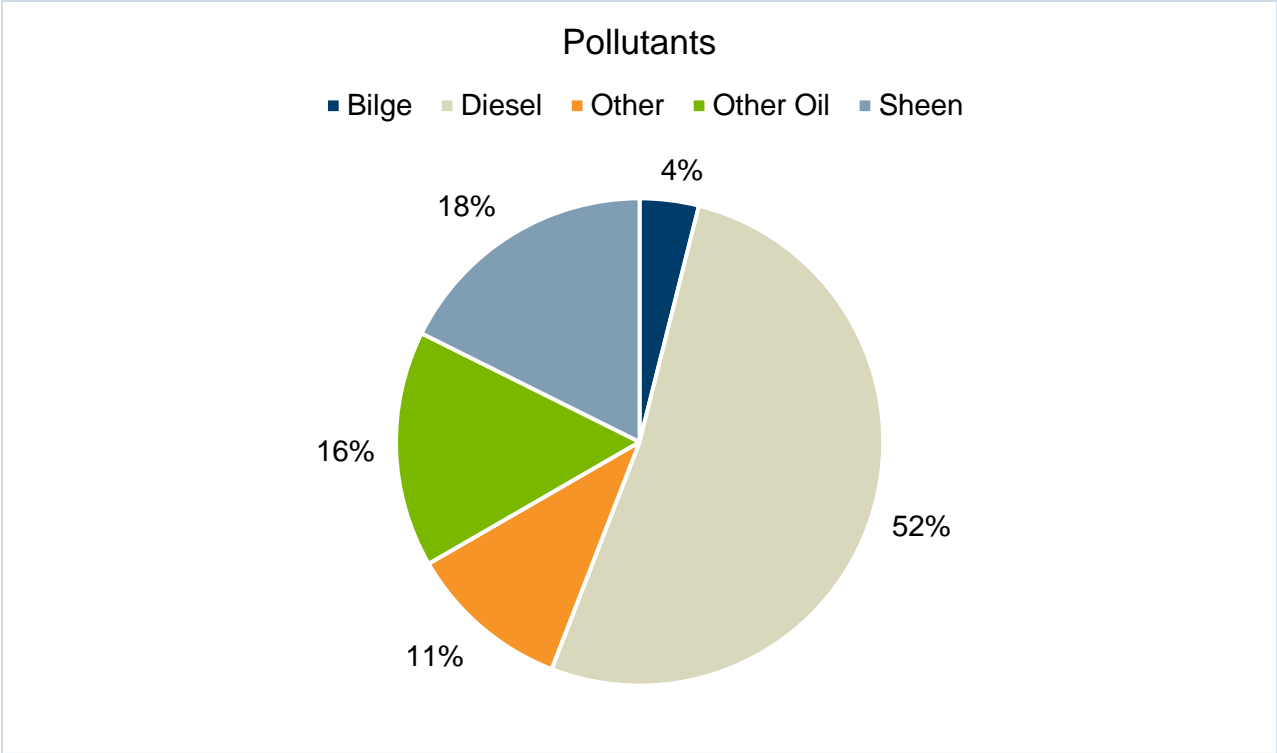
Reported incidents

In 2022 there were 102 pollution incidents reported. Twenty-nine per cent of these incidents occurred in the Brisbane maritime region, 28% occurred in the Cairns maritime region with the remaining 43% of reported incidents across the Mackay (19%), Gladstone (9%), and Townsville (15%) maritime regions.

The most reported pollutant was diesel oil, followed by sheen (an iridescent appearance on the surface of the water) which together accounted for 70% of the incidents. This is followed by "other oil" which included eight incidents involving hydraulic oil and one incident involving a small quantity of Heavy Fuel Oil.

Finally, this year the "other" category which refers to a myriad of rarely seen substances included "garbage", "sludge", and "dredge material".

Figure 6 – Pollutants by type 2022



The source of the pollution in 67 of the 102 reported incidents was an identified vessel, 26 incidents were attributed to an unidentifiable vessel leaving nine incidents resulting from on shore incidents.

The types of vessels involved in these incidents were commercial (47) and recreational (20). In 28 incidents the type of vessel was not reported.

The reported location of the 102 incidents included 29 within a port's limits, 72 outside port limits in smooth or partially smooth waters and one incident that occurred on inland waterways.

The 102 incidents are not noticeably different from the 117 incidents reported in 2021 in terms of the pollutants detected, the source of the pollution and the type of vessels involved.

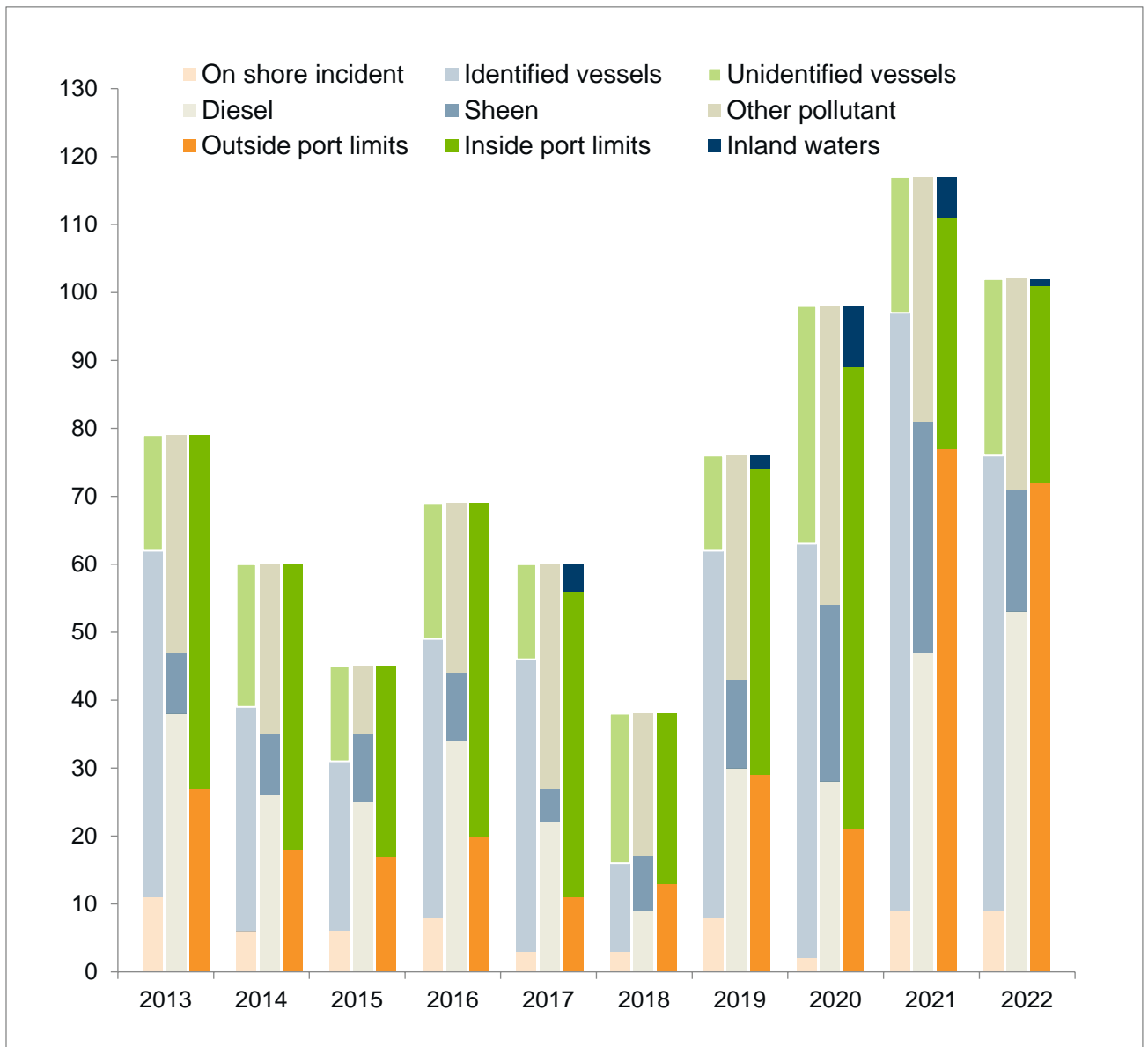
Incidents over time

Over the previous decade a total of 744 incidents were reported.

- An average of 74 incidents were reported each year.
- The number of incidents reported over the last three years has markedly increased.

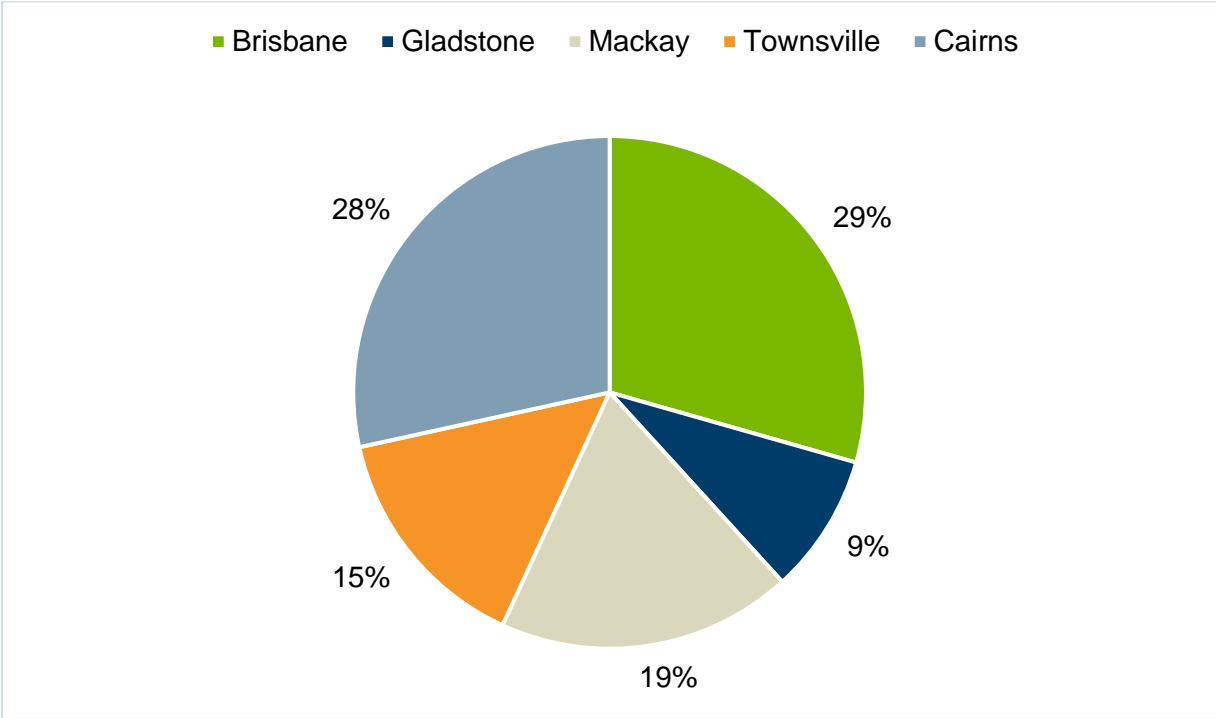
- A vessel could be identified in 476 incidents.
- 284 incidents came from a commercial vessel.
- 316 incidents involved discharged diesel oil.
- 417 incidents occurred within the port limits.
- 76% of incidents occurred in the Cairns, Brisbane and Gladstone maritime regions.

Figure 7 – Pollution incidents over time 2013 - 2022



Maritime regions

Figure 8 – Incidents by maritime region 2022



BRISBANE

The Brisbane maritime region, which reported 30 pollution incidents in 2022 (seven of which occurred within port limits) contains a major trading port that receives approximately 2,000 visiting ships per annum. This region also accommodates more than 156,000 registered QRS.

GLADSTONE

The Gladstone maritime region, which reported nine pollution incidents (two of which occurred within the port limits) contains three major trading ports receiving approximately 1,800 visiting ships per annum. This region also accommodates more than 50,000 registered QRS.

MACKAY

The Mackay maritime region, which reported 19 pollution incidents, (two of which occurred within port limits) contains two trading ports receiving approximately 1,300 visiting ships per annum. This region also accommodates more than 20,000 registered QRS.

TOWNSVILLE

The Townsville maritime region, which reported 15 pollution incidents (nine of which occurred within port limits) contains three trading ports receiving approximately 1,000 visiting ships per annum. This region also accommodates more than 23,000 registered QRS.

CAIRNS

The Cairns maritime region, which reported 29 pollution incidents (nine of which occurred within port limits) contains nine trading ports receiving approximately 2,700 visiting ships per annum. This region also accommodates more than 22,000 registered QRS.

Summary

While there is no doubt that many small pollution incidents go unnoticed and/or unreported, the 102 pollution incidents reported in 2022 provided a sample of the incidents that are occurring.

Reported pollution incidents tables

Table 9 - Reported pollution incidents by pollutant and region 2022

Pollutant	Brisbane	Gladstone	Mackay	Townsville	Cairns	Total
Bilge	2	0	1	0	1	4
Diesel	15	6	14	4	14	53
Other	4	1	1	4	1	11
Other oil	3	2	2	6	3	16
Sheen	6	0	1	1	10	18
Unidentified	0	0	0	0	0	0
Total	30	9	19	15	29	102

Table 10 – Reported pollution incidents by source and region 2022

Source	Brisbane	Gladstone	Mackay	Townsville	Cairns	Total
On shore incident	5	0	0	3	1	9
Identified vessels	18	7	16	8	18	67
Unidentified vessels	7	2	3	4	10	26
Total	30	9	19	15	29	102

Table 11 – Reported pollution incidents by ship type and region 2022

Ship Type	Brisbane	Gladstone	Mackay	Townsville	Cairns	Total
Commercial	10	5	8	8	16	47
Recreational	8	2	8	1	1	20
Not Reported	8	2	3	4	11	28
Not Applicable	4	0	0	2	1	7
Total	30	9	19	15	29	102

Table 12 – Reported pollution incidents by waters and region 2022

Waters	Brisbane	Gladstone	Mackay	Townsville	Cairns	Total
Smooth & partially smooth	22	7	17	6	20	72
Inside port limits	7	2	2	9	9	29
Inland waters	1	0	0	0	0	1
Total	30	9	19	15	29	102

Table 13 - Reported pollution incidents by region 2013 - 2022

Region	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Total
Brisbane	11	11	11	18	16	14	27	32	40	30	210
Gladstone	26	16	5	18	11	8	17	19	23	9	152
Mackay	7	3	3	4	7	2	5	6	4	19	60
Townsville	16	4	9	11	12	6	6	8	12	15	99
Cairns	19	26	17	18	14	8	21	33	38	29	223
Total	79	60	45	69	60	38	76	98	117	102	744

Table 14 – Reported pollution incidents by pollutant 2013 - 2022

Pollutant	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Total
Bilge	2	7	3	3	1	3	2	9	2	4	36
Diesel	38	26	25	34	24	11	30	28	47	53	316
Other	5	9	1	8	9	5	19	19	22	11	108
Other oil	25	9	3	12	20	9	10	14	12	16	130
Sheen	9	9	10	10	5	8	13	26	34	18	142
Unidentified	0	0	3	2	1	2	2	2	0	0	12
Total	79	60	45	69	60	38	76	98	117	102	744

Table 15 – Reported pollution incidents by source 2013 - 2022

Source	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Total
On shore incident	11	6	6	8	3	3	8	2	9	9	65
Identified vessels	51	33	25	41	43	13	54	61	88	67	476
Unidentified vessels	17	21	14	20	14	22	14	35	20	26	203
Total	79	60	45	69	60	38	76	98	117	102	744

Table 16 – Reported pollution incidents by ship type 2013 - 2022

Ship type	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Total
Commercial	35	22	14	24	28	9	33	35	37	47	284
Recreational	13	8	10	16	9	4	18	19	26	20	143
Not reported	20	24	15	21	20	22	17	42	45	28	254
Not applicable	11	6	6	8	3	3	8	2	9	7	63
Total	79	60	45	69	60	38	76	98	117	102	744

Maritime Enforcement Team

The Maritime Enforcement Team (MET) was formed in October 2019 to enhance MSQ's on-water compliance capability in response to an increase in marine fatalities. Following a trial period, a permanent team was formed in May 2021.



The team predominantly utilises personal watercraft to conduct on-water patrols, however the team also use a rigid inflatable to enable patrols in all weather conditions. The team is highly mobile and patrolled waterways from Townsville to the Gold Coast during 2022.

The MET engages with members of the boating public through different forums including boating safety days, fishing competitions, aquatic events, PWC ride days, boat ramp education days as well as on Queensland waterways. MSQ's Enforcement Guidelines stipulate a risk-based approach to regulating marine safety and the MET prioritise education where possible.



In 2022, the MET conducted several enforcement programs including 3 pollution enforcement programs in Tin Can Bay, Agnes Water and Scarborough. The MET also conducted 5 targeted enforcement programs in Noosa and Gladstone as well as school holiday programs throughout January, Easter, and Spring. The MET assisted heavily with the Brisbane flood recovery, conducted Boat Training Organisation audits, Aquatic Event audits and attended a pollution response exercise.

The MET conducted 27,917 kilometres of on-water patrols which included inland dams, rivers, and coastal areas. These patrols resulted in 3,299 vessel intercepts. Almost 40% of intercepts were non-compliant with 19% receiving a marine infringement notice and the remainder being managed through education.

Table 17 – Marine infringement notices and warnings issued by the MET

Notice type	Other	Licence	Registration	Safety equipment	Speed	Total
Marine infringement notice	16	62	15	165	101	359
Warning	17	21	28	110	105	281
Total	33	83	43	275	206	640

The MET issued 20% of the total marine infringement notices and 10% of the total warnings in Queensland. Most of the infringement and warning notices issued by the MET were for safety equipment offences, followed by speeding offences.



War on Wrecks

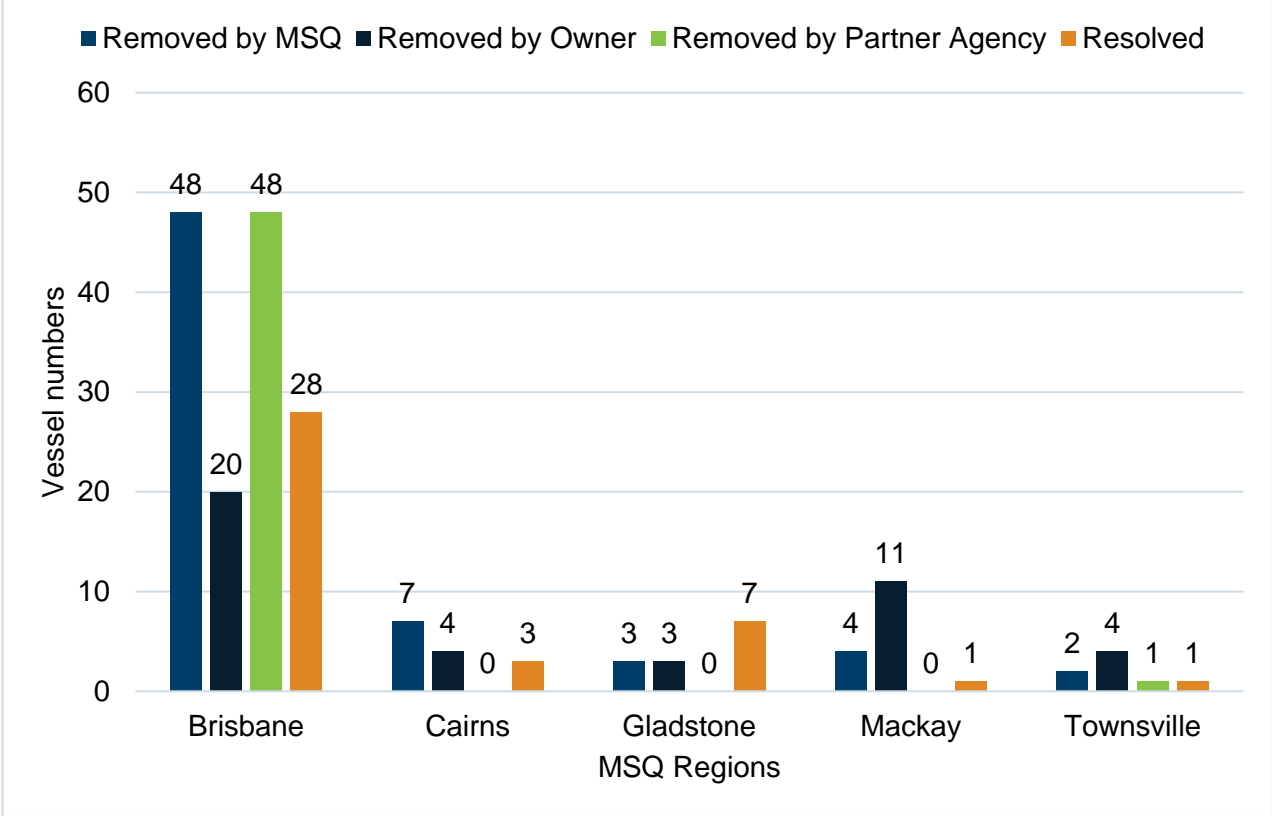
War on Wrecks program update

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. The Taskforce, comprised of parliamentary and industry members, investigated ways to prevent vessels becoming derelict into the future. The initial four year period ended on 30 June 2022. Due to the success of the program, a further \$15 million over three years has been allocated to continue the program to 30 June 2025.

A review of the initial four years of the War on Wrecks program shows the removal of derelict vessels is having a significant effect in removing the number of hazards in Queensland waterways. For the calendar year 2022, 195 derelicts were removed or resolved across the State. A key objective of the War on Wrecks program is to work with vessel owners to have derelict or unseaworthy vessels either removed from the

water or to repair and improve the condition of the vessel and mitigate the risks of pollution and/or obstructions of waterways.

Figure 9 – Derelict vessel outcomes by MSQ regions 2022



In 2022, MSQ removed a total of 64 derelict vessels with partner agencies removing a further 49. Owners worked with MSQ and were responsible for removing 42 derelict vessels while another 40 were removed, made seaworthy or resolved by other means. The Brisbane region (which includes Sunshine Coast and Gold Coast waterways) saw the most vessels removed or resolved (144), with Mackay and Cairns following at 16 and 14 respectively. Vessels were also removed or resolved in Gladstone (13) and Townsville (8). The work undertaken by all parties significantly reduced the potential hazards in our waterways.

In May 2022, the War on Wrecks Program reached a significant milestone with the 1000th vessel being dealt with under the program. The vessel, an 11.4m metre timber sailing vessel named "Sonda" was removed by MSQ from Cabbage Tree Creek, Shorncliffe on 13 May 2022 after the District Court ordered its removal.



Even though the 2022 year has ended and there are now 195 fewer derelicts in our waterways, the work on derelict vessels and effort to clean up Queensland's waterways is ongoing. MSQ is monitoring a further 228 vessels at risk of becoming derelict and working to resolve 147 vessels identified as derelict.

While the impact of COVID-19 impacted the War on Wrecks Taskforce ability to meet, a steady focus has remained on stakeholder and community engagement. The War on Wrecks inbox has seen a significant number of enquiries from members of the public with over 120 pieces of communication – sharing valuable local knowledge and helping to identify potentially abandoned and unseaworthy vessels for MSQ to investigate.

Wreck removal images by region

BRISBANE DERELICT VESSELS 2022



GLADSTONE DERELICT VESSELS 2022



MACKAY DERELICT VESSELS 2022



TOWNSVILLE DERELICT VESSELS 2022



CAIRNS DERELICT VESSELS 2022



War on Wrecks removal table

Table 18 – Wrecks removed by region 2022

Region	Removed by MSQ	Removed by owner	Removed by partner agency	Resolved	Total
Brisbane	48	20	48	28	144
Cairns	7	4	0	3	14
Gladstone	3	3	0	7	13
Mackay	4	11	0	1	16
Townsville	2	4	1	1	8
Total	64	42	49	40	195