

Marine Incidents in Queensland

2019

Maritime Safety Queensland

Foreword

The Marine Incidents in Queensland report provides an opportunity for Maritime Safety Queensland to analyse and report on marine incidents, including the circumstances and likely causes of serious accidents which have been reported over the previous calendar year. In 2019, 332 marine incidents were reported; a decrease of 10 compared to 2018. These incidents resulted in 37 hospitalisations, seven less than in the previous year, and 18 fatalities, 12 more than in the previous year.

The 18 fatalities occurring in 11 incidents, each involving a Queensland regulated ship, were the highest death toll recorded in recent decades. Also, and for the first time, Queensland tragically witnessed five people being lost in a single incident involving a Queensland regulated ship, when a group of family and friends, travelling in the Torres Strait, were lost.

The policies, regulations and assistance Maritime Safety Queensland provides for Queensland's Torres Strait communities have been reviewed and strengthened where appropriate. We understand that our Torres Strait communities live in unique circumstances and use their vessels for transportation and activities that are not typically recreational, and we are working with those communities and other involved government agencies to ensure these activities can be undertaken as safely as possible.

The marine incidents that occurred in 2019 were reminders that things can change quickly when you are out on the water and, once you are in the water, you and your family are in a high-risk environment. Planning, preparation, and the use of safety equipment can make all the difference when the unexpected happens. Maritime Safety Queensland continues to work closely with volunteer rescue organisations, our compliance partners, and the boating community to develop better ways of managing the risks we all inevitably encounter when operating vessels on our waterways.

In addition to marine incidents in 2019, 76 ship-sourced pollution incidents were reported. The Brisbane (27), Gladstone (17), and Cairns (21) regions reported most of these incidents. Queensland is home to more than 260,000 Queensland regulated ships and to 17 major trading ports that receive more than 8,000 visiting vessels per annum and accommodate more than 7,000 domestic commercial vessels. Any of these vessels can develop problems which could present marine pollution issues to which Maritime Safety Queensland would respond.

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), chaired by the Member for Redlands, Ms Kim Richards MP and comprised of industry and agency representatives.

In addition to removing derelict vessels to make our waterways safer, the Taskforce is charged with investigating the root causes of vessel abandonment and making recommendations to the Government for a holistic response to these issues.



Neil Scales OBE

Director-General

Department of Transport and Main Roads

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Marine Incidents in Queensland

Report introduction

This report is prepared by Maritime Safety Queensland in accordance with section 127 of the *Transport Operations (Marine Safety) Act 1994*. It provides an overview of reported marine incidents, as well as marine pollution incidents. The report also outlines activities undertaken in derelict vessels reduction and pollution reduction/mitigation to support ongoing maritime safety in Queensland. In addition, this report provides an outline of the Maritime Enforcement Team introduced to Queensland waterways in October 2019 for an initial twelve-month trial. The focus of the new team is education and enforcement, through a highly visible on-water presence with the aims of reducing marine incidents and encouraging a culture of responsible boat ownership.

1. Marine Incidents

1.1 Introduction

This report has been prepared by Maritime Safety Queensland in accordance with section 127 of the *Transport Operations (Marine Safety) Act 1994*. It provides the particulars of marine incidents reported to Maritime Safety Queensland that occurred during the 2019 calendar year and involved at least one Queensland regulated ship.

Queensland regulated ships are recreational vessels or other vessels expressly excluded from the operation of the *Marine Safety (Domestic Commercial Vessels) National Law Act 2012* (Cth) or the *Navigation Act 2012* (Cth).

1.2 Key points

- In June 2019 there were 261,291 recreational vessels registered in Queensland: one vessel for every 19 people or one vessel for every three recreational vessel licensees.
- Queensland regulated ships were involved in 332 reported incidents.
- These 332 incidents involved 412 Queensland regulated ships.
- The most commonly reported incidents were collisions between ships (77), collisions with an object (53), groundings (47), and capsizes (33).
- These incidents resulted in 109 people being injured, including 37 who were admitted to hospital, and 18 fatalities.
- The 18 fatalities represent the highest annual number of fatalities reported in any of the previous 20 years.
- For the first time in 20 years a single incident involving a Queensland regulated ship, resulted in five fatalities.
- Fifty-one per cent of those injured were not in charge of the vessel at the time the incident occurred.
- Nine of the 18 people who died were the masters of Queensland regulated ships.
- Only one of the people who drowned or are presumed to have drowned was known to have been wearing a life jacket.

1.3 Incidents

During the 2019 calendar year, Maritime Safety Queensland received reports of 332 marine incidents that involved at least one Queensland regulated ship.

Queensland regulated ships were the only vessels involved in 303 of the 332 marine incidents reported. The other 29 incidents involved both Queensland regulated ships and domestic commercial vessels.

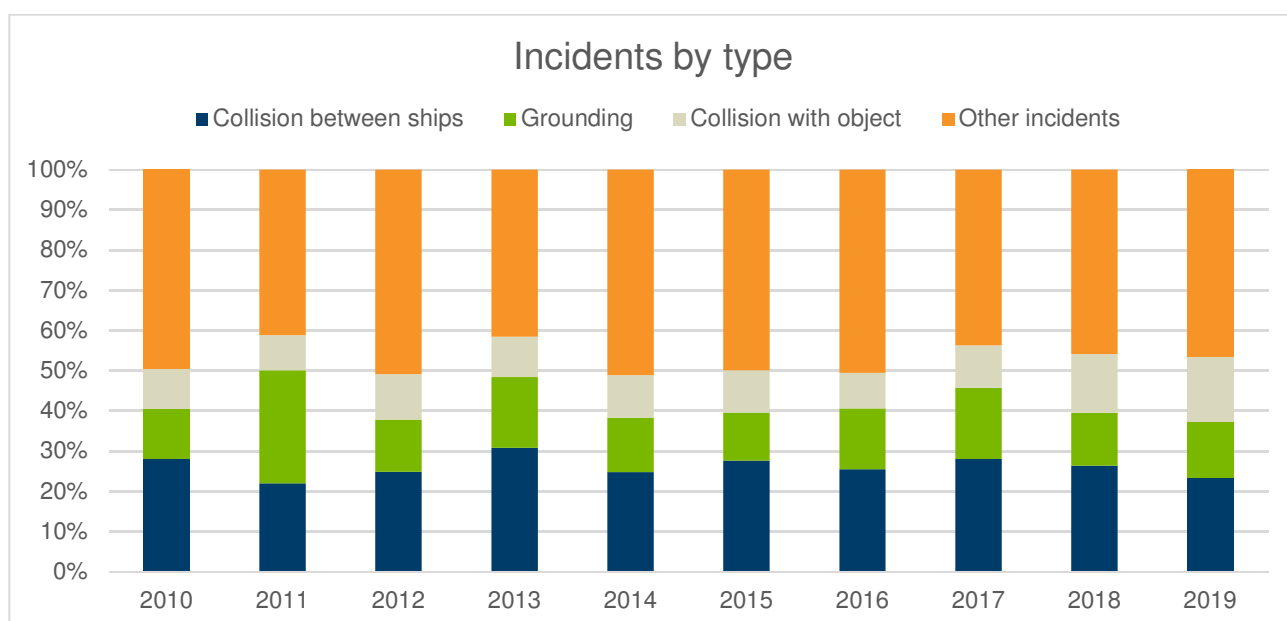
The 332 incidents were not equally distributed throughout the months of the year. The first quarter (January - March) accounted for 26 per cent of the reported incidents. The second quarter (April - June) accounted for 22

per cent of the reported incidents. The third (July -September) and fourth (November -December) quarters accounted for respectively 27 and 25 per cent of the reported incidents. Incidents occurred most commonly on Saturdays and Sundays (43 per cent), and in most cases between 9am and 6pm (59 per cent).

At the time of these incidents the vessels were most commonly operating in smooth waters (63 per cent), in clear weather (70 per cent), with good visibility (69 per cent), and winds below 16 knots (64 per cent). All four of these ideal boating conditions were reported in respect of 104 (31 per cent) of the 332 incidents.

As in previous years, the most commonly reported incidents were collisions between ships accounting for 77 (23 per cent) of the 332 incidents. There were also 53 collisions with objects, 47 groundings and 33 capsizes that, together with the collisions between ships, accounted for 63 per cent of the 332 incidents.

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 152 incidents, environmental factors to 109 incidents, and material factors to 66 incidents. The most commonly cited factors in each category were: inattention, sea state, and equipment failure.

Vessels

The 332 reported incidents involved 443 vessels, of which 412 were Queensland regulated ships and 31 were domestic commercial vessels.

The 412 Queensland regulated ships included 277 motorboats, 79 sailboats, 38 personal watercraft, 10 paddle boats, seven houseboats and one pontoon.

Thirty of these 412 vessels were lost, 63 sustained major damage, 67 sustained moderate damage, and 108 sustained minor damage.

The damage to these 268 vessels was mainly caused by the following circumstances: collisions with another vessel (94), collision with an object (46), grounding (33), and capsizing (28).

The 31 domestic commercial vessels comprised eight passenger vessels, 10 non-passenger vessels, 11 hire and drive vessels, and two commercial fishing vessels.

Nine of these vessels were damaged; two sustained major damage, two sustained moderate damage, and five sustained minor damage. These nine vessels were all damaged in collisions with other vessels.

People

Of the 332 incidents reported, 85 incidents resulted in 109 people being reported injured, including 37 hospital admissions (31 incidents) and 18 deaths (11 incidents).

The 37 people admitted to hospital included 17 masters, two crew members, 16 passengers and two water skiers.

Twenty-seven people were on motorboats, eight were on personal watercraft and two were on sailboats.

Hospital admissions were the result of nine different types of incidents including seven admissions resulting from a collision with an object, six resulting from a collision with a ship, and seven from person overboard incidents.

The 11 fatal incidents resulted in 18 fatalities. Seven of these incidents each resulted in a single fatality, three of these incidents each resulted in two fatalities, and another incident resulted in five fatalities.

These 11 incidents involved five motorboats, two paddle boats, three personal watercraft, and one sailboat.

There were two capsizing incidents (seven fatalities), two 'collision with an object' incidents (three fatalities), five persons overboard incidents (six fatalities), and one swamping incident (one fatality). There was also another fatality that occurred when a crew member of a paddled vessel collapsed and could not be revived.

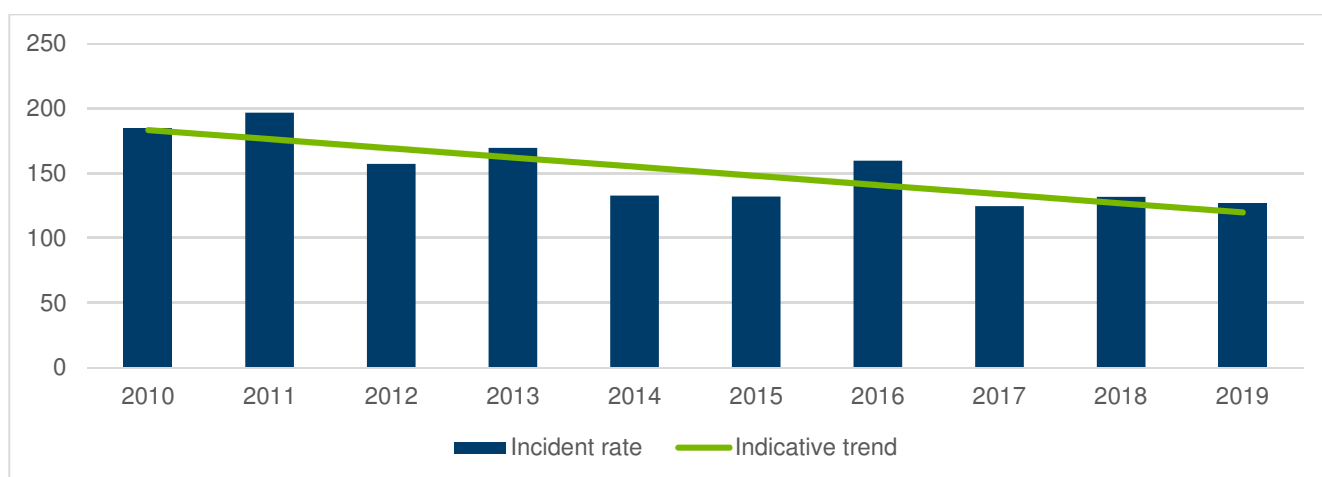
Nine of the deceased were masters, one was a crew member, and eight were passengers. All the vessels and masters were appropriately registered and licensed.

The deceased were aged between nine and 71 years of age; 16 males and two females. Three of the deceased died of traumatic injury, another of an exacerbated pre-existing condition, while the other 14 people drowned or, having been lost at sea, are presumed to have drowned. Only one of the deceased was known to have been wearing a lifejacket.

Trends

The number of reported incidents fell from 342 to 332 in the calendar years 2018 and 2019 respectively. This is significantly lower than the 10-year average of 376 incidents, indicative of a continuing downward trend.

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



Fatal incidents increased from five to 11 as did fatalities from six to 18. In both cases these changes are significantly higher than the 10-year averages of eight and nine fatalities respectively.

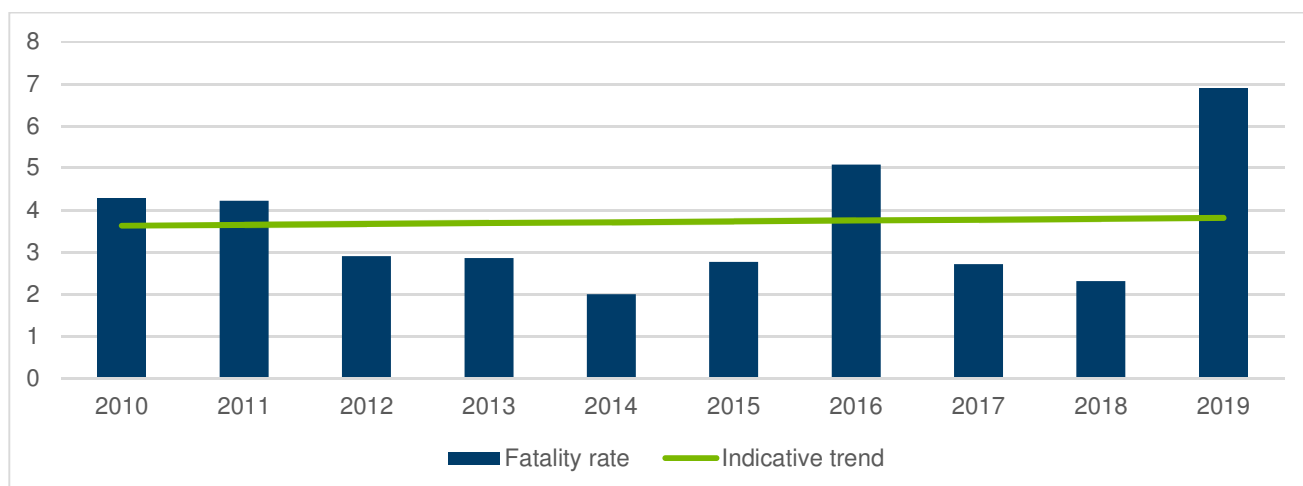
These 18 fatalities represented the largest loss of life recorded in any of the last 20 years. Over the last 20 years there have been 127 incidents resulting in a single fatality, 13 incidents each resulting in two fatalities, three incidents each resulting in three fatalities, two incidents each resulting in four fatalities, and this year the first single incident to result in five fatalities.

Hospitalisation incidents and hospitalisations decreased from 36 in 2018 to 31 in 2019 and from 44 to 37 respectively. These figures are significantly higher than the 10-year averages of 24 and 30 respectively.

The incident rate decreased from 131.6 to 127.1 incidents per 100,000 Queensland regulated ships and was significantly lower than the 10-year average of 150.7 incidents per 100,000 Queensland regulated ships.

The fatality rate increased from 2.3 to 6.9 fatalities per 100,000 Queensland regulated ships and was significantly higher than the 10-year average of 3.6 fatalities per 100,000 Queensland regulated ships.

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



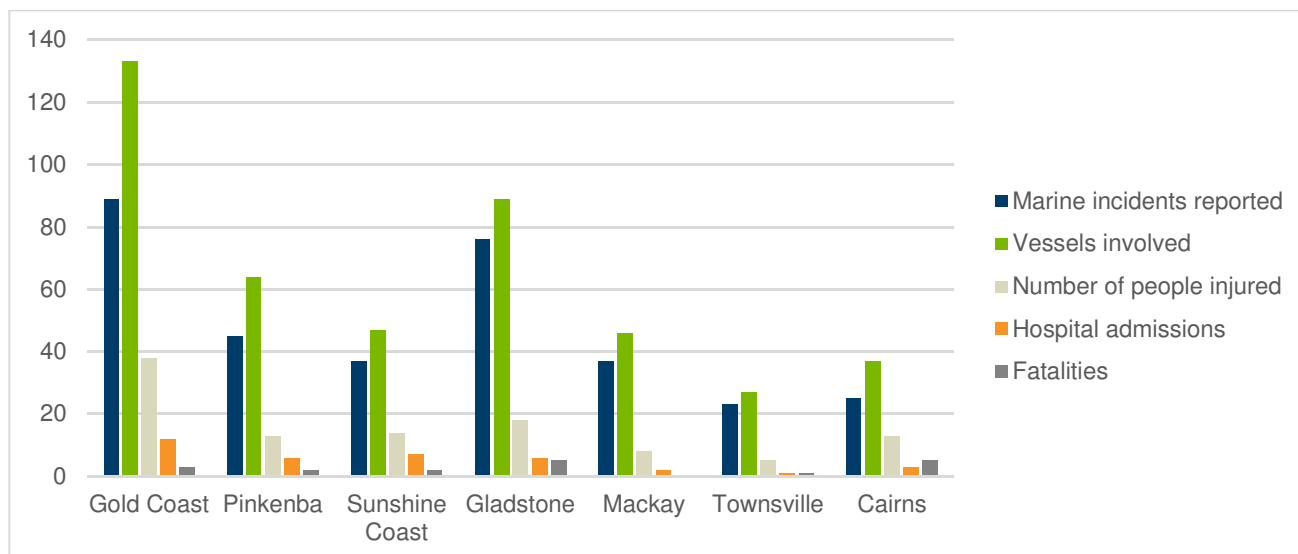
The hospitalisation rate for 2019 decreased from 16.9 to 14.2 hospitalisations per 100,000 Queensland regulated ships but is significantly higher than the 10-year average of 11.8 hospitalisations per 100,000 Queensland regulated ships.

Summary of key indicators

Indicator	Indicator 2019	Average 2010 2019	Statistical relationship	Statistical range
Total incidents	332	376	Significantly lower	340 to 413
Total fatal incidents	11	8	Significantly higher	6 to 10
Total fatalities	18	9	Significantly higher	6 to 12
Total hospitalisation incidents	31	24	Significantly higher	20 to 28
Total hospitalisations	37	30	Significantly higher	24 to 35
Incident rate per 100k vessels	127.1	150.7	Significantly lower	145.9 to 155.6
Fatality rate per 100k vessels	6.9	3.6	Significantly higher	2.9 to 4.4
Hospitalisation rate per 100k vessels	14.2	11.8	Significantly higher	10.5 to 13.2

1.4 Regions

Figure 4 – Regional marine incident report data



Brisbane

The Brisbane maritime region received 171 marine incident reports involving 244 vessels — 230 Queensland regulated ships and 14 domestic commercial vessels. There were 65 people injured in these 171 incidents including seven fatalities and 25 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 45 marine incident reports involving 64 vessels — 59 Queensland regulated ships and five domestic commercial vessels. There were 13 people injured in these 45 incidents including two fatalities and six hospital admissions.

Gold Coast

The Gold Coast management area received 89 marine incident reports involving 133 vessels — 125 Queensland regulated ships and eight domestic commercial vessels. Thirty-eight people were injured in these 89 incidents including three fatalities and 12 hospital admissions.

Sunshine Coast

The Sunshine Coast management area received 37 marine incident reports involving 47 vessels — 46 Queensland regulated ships and one domestic commercial vessel. Fourteen people were injured in these 37 incidents including two fatalities and seven hospital admissions.

Gladstone

Gladstone maritime region received 76 marine incident reports involving 89 vessels — 85 Queensland regulated ships and four domestic commercial vessels. Eighteen people were injured in these 76 incidents including five fatalities and six hospital admissions.

Mackay

Mackay maritime region received 37 marine incident reports involving 46 vessels — 41 Queensland regulated ships and five domestic commercial vessels.

Eight people were injured in these 37 incidents including two hospital admissions and six other injuries. There were no fatalities recorded in the Mackay region.

Townsville

Townsville maritime region received 23 marine incident reports involving 27 vessels — 26 Queensland regulated ships and one domestic commercial vessel. Five people were injured in these 23 incidents including one fatality and one hospital admission.

Cairns

Cairns maritime region received 25 marine incident reports involving 37 vessels — 30 Queensland regulated ships and seven domestic commercial vessels. Thirteen people were injured in these 25 incidents including five fatalities and three hospital admissions. These five fatalities were the result of a single marine incident.

1.5 Summary

The marine incidents reported to Maritime Safety Queensland during 2019 were, in terms of their particulars - the vessels, the kind of incidents reported, and the circumstances in which the incidents occurred, consistent with those incidents reported in recent years. What does stand out is the unprecedented loss of 18 lives in a single year and that five of those lives were lost in a single incident involving a Queensland regulated ship.

A review of the records indicates that very often those who lose their lives in marine incidents will have drowned while not wearing the lifejacket that was later found to be stowed on board the vessel. Over the last 20 years 113 of the 175 people who lost their lives in marine incidents drowned, or are presumed to have drowned, and only five of those people are known with certainty to have been wearing a lifejacket.

2. Maritime Enforcement Team (MET)

2.1 Complementing existing measures to make our waterways safer

In response to the challenging year for marine incidents, Maritime Safety Queensland has implemented a new maritime enforcement team (MET), which was introduced in October 2019 to help stem the rise in boating incidents. The team of specially-trained Maritime Safety Queensland officers, in addition to our usual maritime measures, are supported by compliance partners from Queensland Water Police and Queensland Boating and Fisheries Patrol.

MET patrols are conducted on personal watercraft, with the aim of taking the safety message directly to boaters by being a highly visible reminder to skippers of their safety obligations. The program combines education and enforcement and will run to the end of 2020.



3. Reported Pollution Incidents

3.1 Introduction

Queensland is home to more than 260,000 Queensland regulated ships. Queensland's 21 trading ports receive more than 8,000 ships per annum and accommodate more than 7,000 domestic commercial vessels regulated by the Commonwealth Government.

Maritime Safety Queensland 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.

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

In the regions, the marine officers who respond to and investigate pollution incidents also conduct preparedness, prevention, and compliance activities intended to reduce the chance of ship-sourced pollution incidents occurring.

Ideally, reports of marine pollution incidents would be detailed, complete and comprehensive. Instead, the very nature of marine pollution incidents results in a great deal of variation in the quality and quantity of information that can be obtained about a marine pollution incident before the pollution is quite literally washed away.

This variation can occur from one incident to the next, from one source to the next, from one area to the next, from one type of pollutant to the next, and from one year to the next. This variation, and the unpredictable nature of the events reported, suggests that the reported incidents that do occur are those that have slipped through an ever-tightening net of preparation, training, regulation, and monitoring conducted and enforced by marine officers of Maritime Safety Queensland.

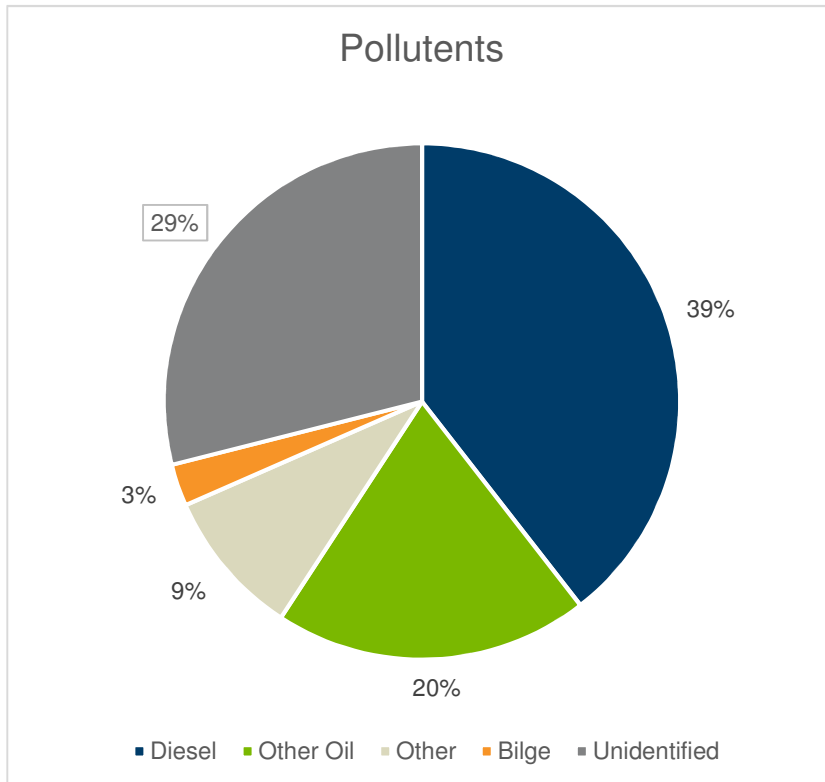
3.2 Reported Incidents

In 2019, 76 pollution incidents were reported. The Brisbane (27), Gladstone (17), and Cairns (21) regions reported most of these incidents.

In 30 cases the pollutant was identified as diesel fuel and in a further 15 cases as some other kind of oil. No incidents involving heavy fuel oil were reported. In 22 cases the pollutant could not be identified.

Most of these incidents (53) could be attributed to specific vessels, a further 13 could not be attributed to an identified vessel, while the remaining 10 incidents occurred on shore.

Figure 5 Type of pollutants



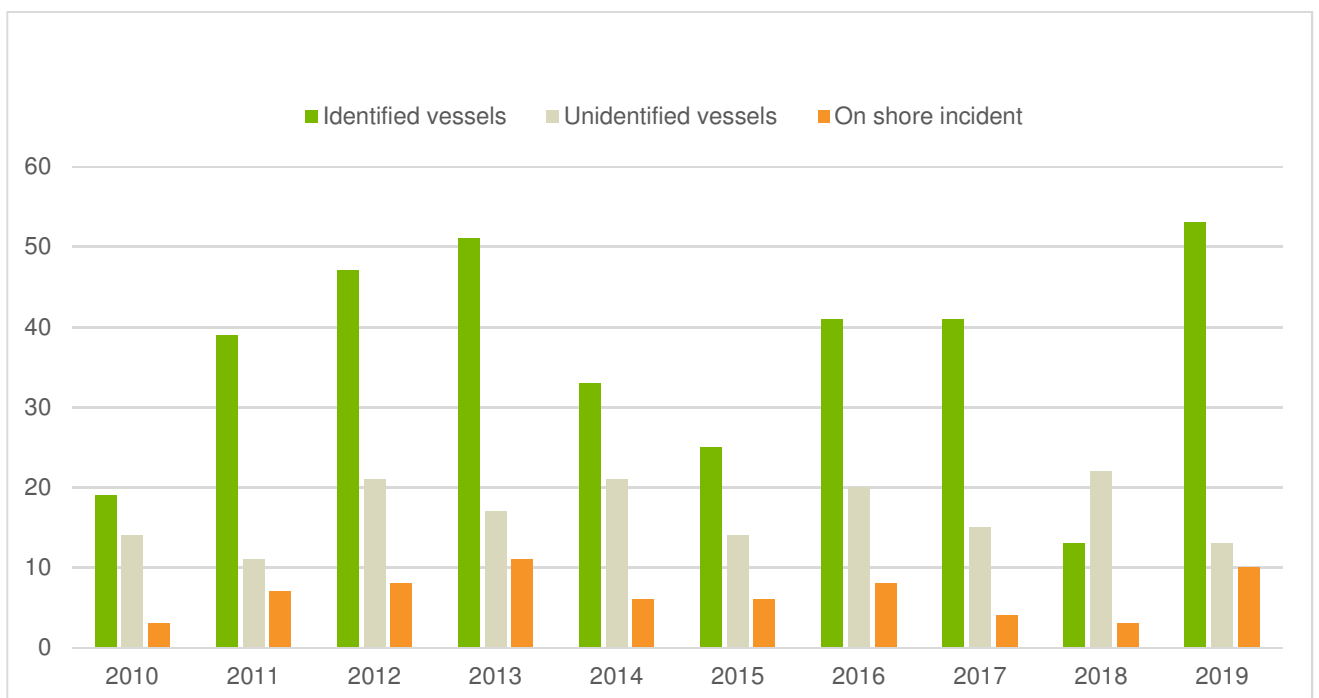
Those vessels that could be specifically identified were predominantly commercial vessels (32). Eighteen were identified as recreational vessels, while the registration status of another 16 vessels could not be determined.

Two incidents were described as having occurred on inland waters. The remaining incidents were described as occurring in coastal waters, 29 in smooth or partially smooth waters and 45 inside the port limits.

Most incidents involving commercial vessels (18 of 28) occurred within the port limits. Incidents involving recreational vessels were as likely to

have been reported as occurring in smooth or partially smooth waters (nine) as within the port limits (nine). Maritime Safety Queensland will work with reporting organisations to rectify and enhance this reporting advice.

Figure 6 Sources of pollution



3.3 Incidents over time

Over the past decade the number of reported pollution incidents has averaged 59.6 per year. Reported incidents rose from 36 in 2010 to 79 in 2013 and then fell to 38 in 2018.

The 76 incidents reported in 2019 were double the 38 incidents in 2018. This increase is largely the result of an uncommonly small number of reported incidents in 2018 compared to other years.

Over the previous decade an average of 59.6 incidents were reported each year. These 596 incidents were most likely to involve a vessel that could be identified (362), to have been a commercial or fishing vessel (240), that had discharged diesel oil (254) into the waters within the port limits (395) of the Ports of Brisbane (154), Gladstone (146), or Cairns (148). Forty-seven of these 596 incidents satisfied all these five conditions.

3.4 Regions

Brisbane

The Brisbane region, which reported 27 pollution incidents in 2019, (nine of which occurred with the port limits) contains a major trading port that receives approximately 2,500 visiting ships per annum. This region also accommodates around 2,800 domestic commercial vessels and more than 148,000 Queensland regulated ships.

Gladstone

The Gladstone region, which reported 17 pollution incidents, (12 of which occurred with the port limits) contains three major trading ports receiving approximately 1,800 visiting ships per annum. This region also accommodates around 1,400 domestic commercial vessels and more than 48,000 Queensland regulated ships.

Mackay

The Mackay region, which reported five pollution incidents, (three of which occurred with the port limits) contains two major trading ports receiving approximately 1,300 visiting ships per annum. This region also accommodates around 800 domestic commercial vessels and more than 19,000 Queensland regulated ships.

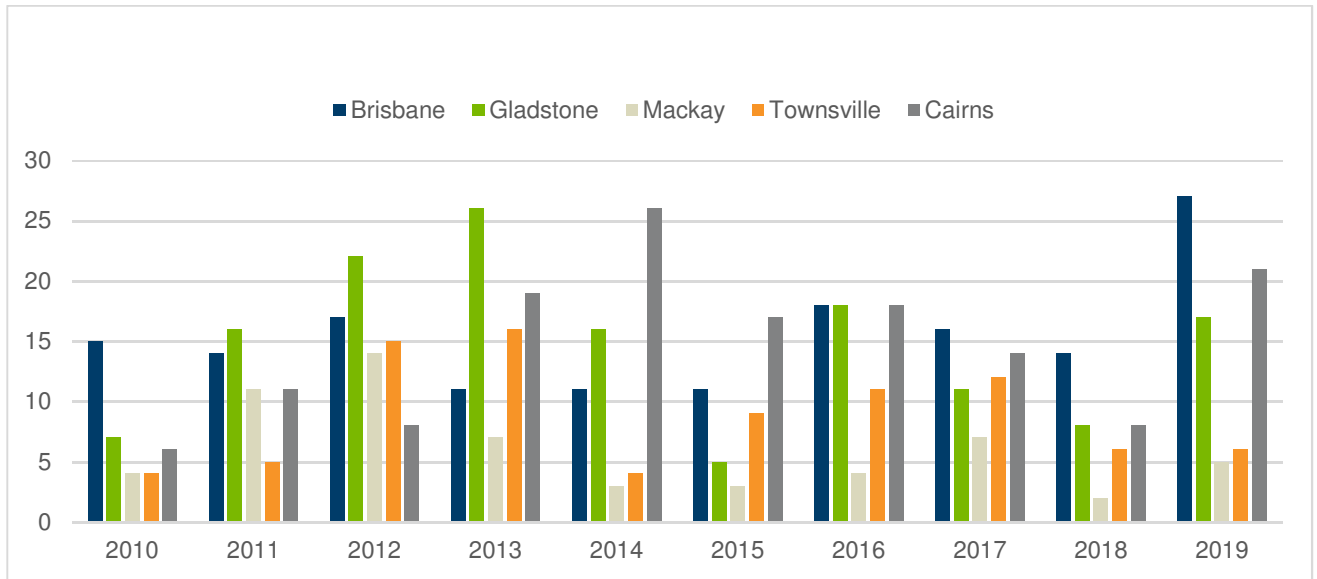
Townsville

The Townsville region, which reported six pollution incidents, (five of which occurred with the port limits) contains three major trading ports receiving approximately 900 visiting ships per annum. This region also accommodates around 600 domestic commercial vessels and more than 22,000 Queensland regulated ships.

Cairns

The Cairns region, which reported 21 pollution incidents, (16 of which occurred with the port limits) contains eight major trading ports receiving approximately 2,200 visiting ships per annum. This region also accommodates around 1,700 domestic commercial vessels and more than 21,000 Queensland regulated ships.

Figure 7 Regions – Reported Pollution incidents



3.5 Conclusion

While there is no doubt that many small pollution incidents go unnoticed and/or unreported, the 76 pollution incidents reported in 2019 provided a sample of the incidents that are occurring and where attention and resources might be usefully directed, with the objective to reduce the number of incidents in the future. Further assessment will be conducted in the 2020-21 financial year to identify potential locations for higher impact incidents.

Most reported incidents relate to oil and discharges that are readily identifiable. However, there are other ship-sourced pollutants that are more difficult to detect and enforce, such as sewage discharges. MSQ is planning proactive education campaigns around all elements of ship-sourced pollution, targeting recreational vessel users and the broader boating community, and a review of ship-sourced sewage legislation for Queensland coastal waters is also being considered.

4. War on Wrecks

4.1 Introduction

Removing rotting, unseaworthy and derelict vessels from our bays, rivers and creeks results in safer Queensland waterways. 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.

The Taskforce was also charged with investigating the root causes of vessel abandonment and to make recommendations to the Government for a holistic response to these issues. The Taskforce has recommended a range of regulatory, social and behavioural strategies to enable boat owners to make socially responsible decisions and appropriate choices in acquiring, maintaining, using and disposing of a vessel throughout its lifecycle.

The War on Wrecks Taskforce conducted initial consultations and examinations into the issues and causal factors that contribute to boats being illegally dumped. An interim report was delivered in July 2019, outlining recommendations. Some of the recommendations are being progressed immediately by the Department of Transport and Main Roads' Maritime Safety Queensland, while other recommendations require further investigation and collaboration across industry, community and government. Maritime Safety Queensland and the Taskforce both consider the interim report should be the starting point for all stakeholders, including Government and the community, to improve the culture of responsible boat ownership, reduce the number of illegally dumped vessels and provide a pathway for environmentally responsible disposal of end-of-life vessels.

Some of the recommendations around developing a culture of responsible boat ownership, and a sustainable regulatory model, which address the ongoing issue of end-of-life vessels into the future, are summarised below:

- investigate the effectiveness of marine legislation
- review of waterways management approaches
- review of vessel licencing and registration, the key mechanisms through which marine safety is ensured
- review of the approach to licencing vessel operators
- assess the possible introduction of a safety inspection regime
- develop a system of hull identification to assist with owner identification
- provide sustainable and environmentally responsible disposal facilities for vessels reaching their end of life
- further consideration of sustainable funding models required to ensure illegally dumped vessels can be quickly removed where necessary, to fund marine infrastructure and programs to educate and assist boat owners to dispose of boats at their end of life.

4.2 War on Wrecks program update

The removal of derelict vessels will create safer waterways. Consultation and engagement across a diverse range of stakeholders and the community is critical to identifying these vessels, determining ownership and implementing the most appropriate removal program.

Broad engagement has ensured all stakeholders have a deep appreciation of the issues and are involved in a collaborative process of developing potential solutions. Previously, the Taskforce has conducted regular meetings and four community engagement forums across the state (Port Douglas, Yeppoon, Redlands and Southport), where both region-specific issues and commonalities were identified to inform the creation of a framework. This holistic approach has been undertaken to create the most optimal outcomes and will continue through the coming year under the guidance of the Taskforce.

In 2019, Maritime Safety Queensland, along with partner agencies and owners, removed 298 wrecks and derelict vessels from Queensland waters as part of the War on Wrecks program. Further wrecks and vessels have been identified and Maritime Safety Queensland will continue to remove these rotting, unseaworthy and derelict vessels from our bays, rivers and creeks.



Admiralty Island, Cairns



Cabbage Tree Creek, Brisbane



Tin Can Bay

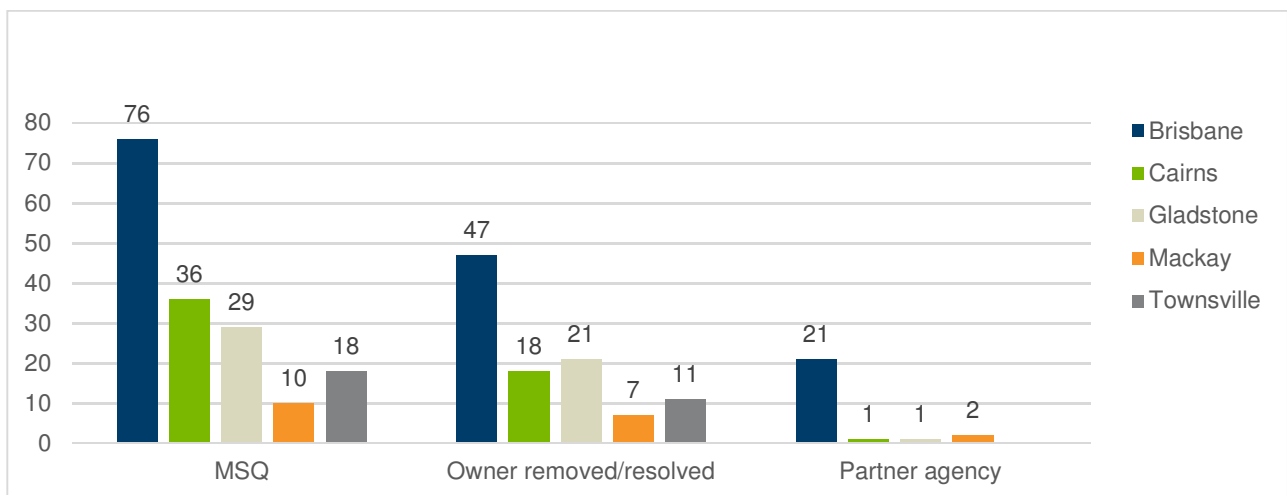
The War on Wrecks program is focussed on removing navigational hazards, creating a culture of responsible boat ownership and a sustainable regulatory model which addresses the ongoing issue of end-of-life vessels into the future. Since the War on Wrecks program commenced, the removal of derelict vessels has had a significant effect on the number of hazards in Queensland waterways.

From the vessels removed in 2019, 205 were identified as recreational vessels and eight were commercial vessels. Over the past year, while most vessels were removed by Maritime Safety Queensland, owners and partner agencies removed more than 40 vessels.

In 2019, 298 derelicts were removed across Queensland. The Brisbane region saw the most vessels removed (144), with Cairns having 55 removals and Gladstone 51. Vessels were also removed in Mackay (19) and Townsville (29).

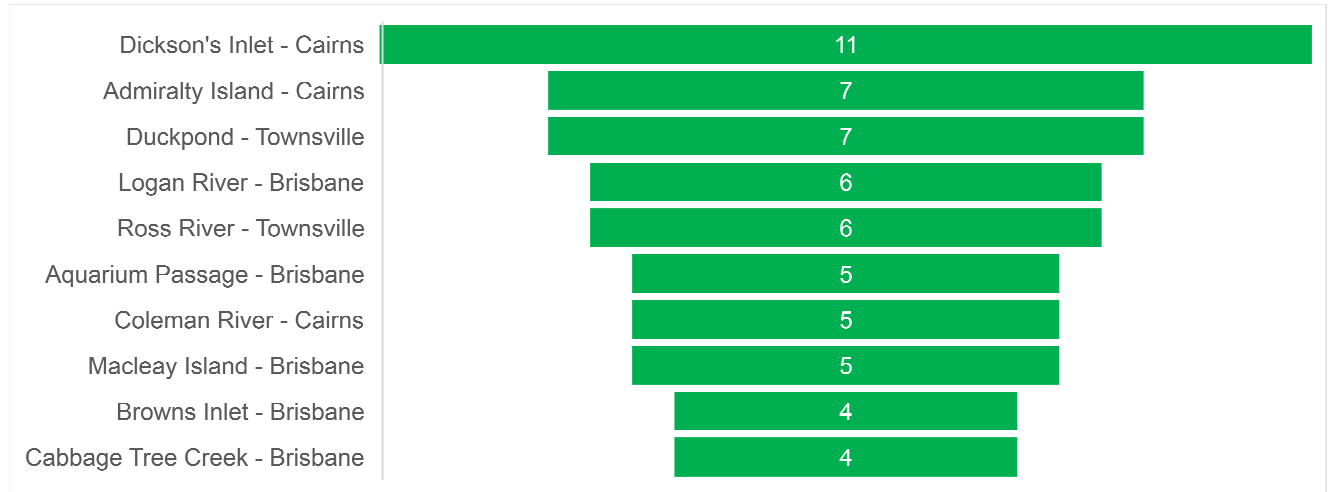
Working with owners to facilitate the identification and removal of derelict vessels has been a successful objective of the War on Wrecks program. In 2019, a total of 104 derelict vessels were removed or resolved by owners, illustrating the effectiveness of the process in place as part of the War on Wrecks program.

Figure 8 Derelict vessels removed for 2019



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 and, in some locations like Admiralty Island near Cairns, consultation with the Traditional Owners, was critical in making considerable waterway restoration possible.

Figure 9 Derelict vessels removed for 2019 by top 10 locations and maritime region



Removal of these derelict vessels has wide-ranging benefits for the waterways and their users. Derelict vessels can pose safety risks during cyclones, blocking access to anchorages or coming adrift. They are also eyesores that detract from the local environment and have the potential to cause harm. In 2019, 30 per cent of the identified derelicts posed navigation and pollution risks to Queensland's bays, rivers and creeks.

In 2019, the War on Wrecks program effected the removal of nearly 2,500 metres of derelict vessel material in Queensland. The largest derelict vessel recorded was 34 metres in length and the smallest was two metres. The average length was nine metres. If the removed vessels were stacked with each vessel touching bow to stern, their combined height would be higher than the summit of Mount Kosciusko, the tallest mountain in Australia.

5. Tables

Marine incidents tables

Table 1. Summary	Brisbane	Pinkenba	Gold	Sunshine	Gladstone	Mackay	Townsville	Cairns	Total
Statistics 2019			Coast	Coast					
Queensland regulated ships	148,408	93,652	32,820	21,936	48,483	19,655	22,810	21,880	261,291
Marine incidents reported	171	45	89	37	76	37	23	25	332
Vessels involved	244	64	133	47	89	46	27	37	443
Queensland regulated ships	230	59	125	46	85	41	26	30	412
Domestic commercial vessels	14	5	8	1	4	5	1	7	31
Table 2. Incidents									
Collision between ships	49	12	30	7	10	6	4	8	77
Grounding	15	8	5	2	18	7	5	2	47
Capsizing	20	5	9	6	4	4		5	33
Collision with object	24	4	13	7	18	5	4	2	53
Other incident	8	4	3	1	4	2	5	5	24
Flooding	9	1	6	2	5	1	1	1	17
Other - close call	7	3	4		2	2	1		12
On-board incident	4		4		4	2			10
Swamping	10	3	3	4	4	4	1	2	21
Person overboard	15	2	8	5	4	1			20
Fire or explosion	5	2	2	1	2	2	2		11
Collision with a person	5	1	2	2					5
Loss of ship					1	1			2
Water ski incident									0
Table 3. Ships									
Damaged vessels	139	34	75	30	62	33	19	24	277
Ship Lost	15	7	5	3	5	3	3	4	30
Major Damage	26	6	18	2	17	12	4	6	65
Moderate Damage	42	11	22	9	12	5	4	6	69
Minor Damage	56	10	30	16	28	13	8	8	113
Table 4. People									
Number of people Injured	65	13	38	14	18	8	5	13	109
Hospital admissions	25	6	12	7	6	2	1	3	37
Fatalities	7	2	3	2	5		1	5	18

Reported pollution incidents tables

Table 1.

	<i>Brisbane</i>	<i>Gladstone</i>	<i>Mackay</i>	<i>Townsville</i>	<i>Cairns</i>	<i>Total</i>
Pollutant						
Bilge					2	2
Chemical				1		1
Diesel	15	6	1	2	6	30
Other	2	3			1	6
Other oil	5	2	1		7	15
Unidentified	5	6	3	3	5	22
Source						
On shore incident	2	3	2	2	1	10
Identified vessels	20	12	3	1	17	53
Unidentified vessels	5	2		3	3	13
Ship Type						
Commercial	8	6	2		12	28
Fishing		1			3	4
Recreational	12	3	1	1	1	18
Unidentified	5	4		3	4	16
Not applicable	2	3	2	2	1	10
Area						
Coastal waters						
Smooth & partially smooth	16	5	2	1	5	29
Inside port limits	9	12	3	5	16	45
Inland						
Inland waters	2					2
Total	27	17	5	6	21	76

Table 2.

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Total
Region											
Brisbane	15	14	17	11	11	11	18	16	14	27	154
Gladstone	7	16	22	26	16	5	18	11	8	17	146
Mackay	4	11	14	7	3	3	4	7	2	5	60
Townsville	4	5	15	16	4	9	11	12	6	6	88
Cairns	6	11	8	19	26	17	18	14	8	21	148
Pollutant											
Bilge	2	3	5	2	7	3	3	1	3	2	31
Chemical			2	1				1		1	5
Diesel	23	26	17	38	26	25	34	24	11	30	254
Heavy fuel oil						1					1
Other	1	2	3	2	8	1	5	8	3	6	39
Other oil	8	22	30	25	9	2	12	20	9	15	152
Unidentified	2	4	19	11	10	13	15	6	12	22	114
Source											
On shore incident	3	7	8	11	6	6	8	4	3	10	66
Identified vessels	19	39	47	51	33	25	41	41	13	53	362
Unidentified vessels	14	11	21	17	21	14	20	15	22	13	168
Ship Type											
Commercial	8	29	35	28	17	12	20	24	8	28	209
Fishing	4	3	2	7	4	1	3	2	1	4	31
Government					1	1	1	1			4
Recreational	7	6	7	13	8	10	16	9	4	18	98
Unidentified		2	22	4	3	1	1	11	22	16	82
Not applicable	17	17	10	27	27	20	28	13	3	10	172
Area											
Coastal waters											
Smooth & partially smooth	14	19	21	23	16	15	20	12	3	29	172
Great Barrier Reef		1	1	4	2	1		1			10
Inside port limits	22	37	53	52	42	28	49	43	24	45	395
Outside port limits						1		1	10		12
Inland											
Inland waters			1					2		2	5
On land								1	1		2
Total	36	57	76	79	60	45	69	60	38	76	596

Table 3.

	<i>Brisbane</i>	<i>Gladstone</i>	<i>Mackay</i>	<i>Townsville</i>	<i>Cairns</i>	<i>Total</i>
<i>Pollutant</i>						
Bilge	5	10	8		8	31
Chemical		2		2	1	5
Diesel	67	56	17	36	78	254
Heavy fuel oil				1		1
Other	11	12	2	6	8	39
Other oil	39	41	22	25	25	152
Unidentified	32	25	11	18	28	114
<i>Source</i>						
On shore incident	18	23	5	10	10	66
Identified vessels	88	83	45	50	96	362
Unidentified vessels	48	40	10	28	42	168
<i>Ship type</i>						
Commercial	35	51	29	35	59	209
Fishing	6	11	2	2	10	31
Government	1				3	4
Recreational	44	16	13	10	15	98
Unidentified	25	20	6	14	17	82
Not applicable	43	48	10	27	44	172
<i>Area</i>						
<i>Coastal waters</i>						
Smooth & partially smooth	83	24	22	8	35	172
Great Barrier Reef		6		1	3	10
Inside port limits	60	114	36	76	109	395
Outside port limits	6	1	1	3	1	12
<i>Inland</i>						
Inland waters	4		1			5
On land	1	1				2

Table 4. Years

Year	Brisbane	Gladstone	Mackay	Townsville	Cairns	Total
2010	15	7	4	4	6	36
2011	14	16	11	5	11	57
2012	17	22	14	15	8	76
2013	11	26	7	16	19	79
2014	11	16	3	4	26	60
2015	11	5	3	9	17	45
2016	18	18	4	11	18	69
2017	16	11	7	12	14	60
2018	14	8	2	6	8	38
2019	27	17	5	6	21	76
Total	154	146	60	88	148	596

War on Wrecks

Table 1. Derelict vessels for the year 2019 by region and status

	Brisbane	Cairns	Gladstone	Mackay	Townsville	Total
Removed	76	36	29	10	18	169
Removed by owner	21	13	13	4	4	55
Removed by partner agency	21	1	1	2		25
Resolved	26	5	8	3	7	49
Total	144	55	51	19	29	298

Table 2. Derelict vessels removed for the year 2019 by month and agency

	Removed	Removed by owner	Removed by partner agency	Resolved	Grand Total
January	20	3	5	4	32
February	10	6	2	2	20
March	16	10		4	30
April	27	9	5	2	43
May	5	3	1	1	10
June	19	2	4	6	31
July	16	3	6	3	28
August	7	2		7	16
September	10	3		5	18
October	12	3	1	5	21
November	18	8		7	33
December	9	3	1	3	16
Total	169	55	25	49	298

Table 3. Derelict removed for the year 2019 by month and region

Month	Brisbane	Cairns	Gladstone	Mackay	Townsville	Total
January	19	3	4	2	4	32
February	10	3	2	2	3	20
March	14	9	2		5	30
April	27	2	10	1	3	43
May	3	3	4			10
June	15	8	4	3	1	31
July	13	3	4	5	3	28
August	8		2	1	5	16
September	9	4	1	2	2	18
October	9	6	3	2	1	21
November	7	13	11		2	33
December	10	1	4	1		16
Grand Total	144	55	51	19	29	298

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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