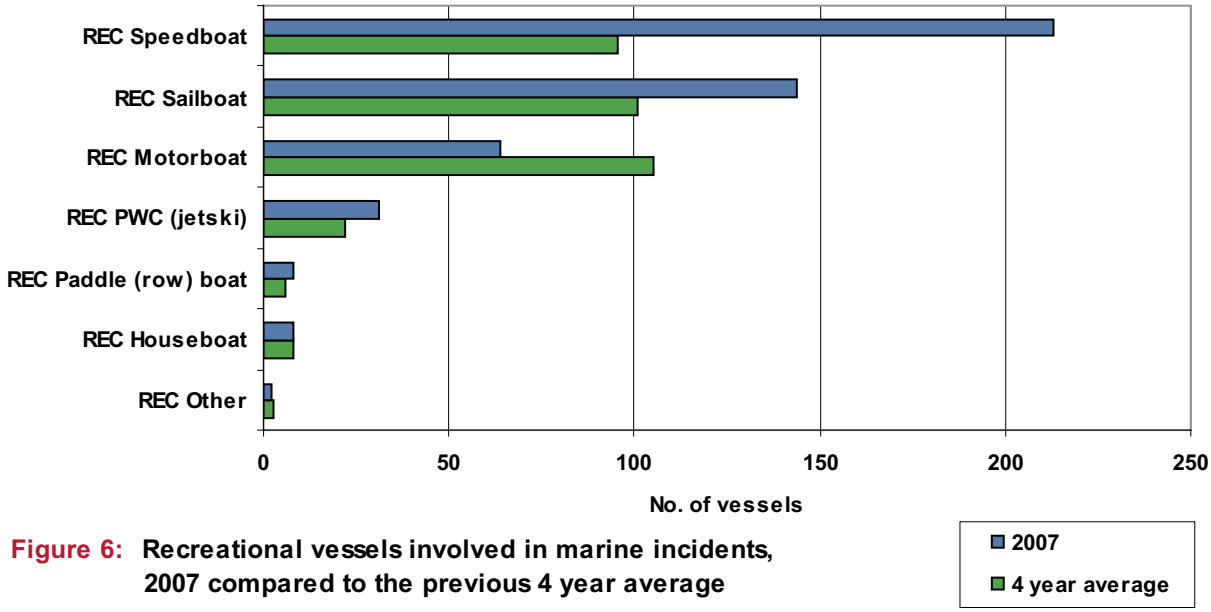

Figure 6: Recreational vessels involved in marine incidents, 2007 compared to the previous 4 year average

The involvement of recreational sailboats in reported marine incidents has been increasing since 2004 and in 2007 their involvement was well above the previous four-year average. From 2006 to 2007 their involvement increased 25 percent.

The number of jet skis involved in reported marine incidents has also increased each year since 2003. Overall, however, they remain a small proportion of the total representing only 6.6 percent of recreational vessels involved in incidents in 2007.

Table 6: Recreational vessel involvement in incidents compared to vessel registrations, 2007.

Recreational vessel type	2007	
	% of registered recreational fleet	% of vessels involved in incidents
Speedboat	80	45.3
Jet ski	4.9	6.6
Sailboat	3.2	30.6
Motorboat (incl. Houseboat)	11.8	15.3
Other / Unregistered	0	2.1
Total fleet	**100**	**100**

Looking at commercial vessel involvement (excluding hire and drive), commercial non-passenger is the only vessel type to show a substantial increase in involvement over the previous four-year average. The number of commercial non-passenger vessels involved in marine incidents rose steadily from 2004 through to 2006 then sharply from 2006 to 2007. The increase from 71 in 2006 to 114 in 2007 represents a 60 percent increase in commercial non-passenger vessel involvement in marine incidents. A special profile on commercial non-passenger vessel involvement in marine incidents can be found on page 16.

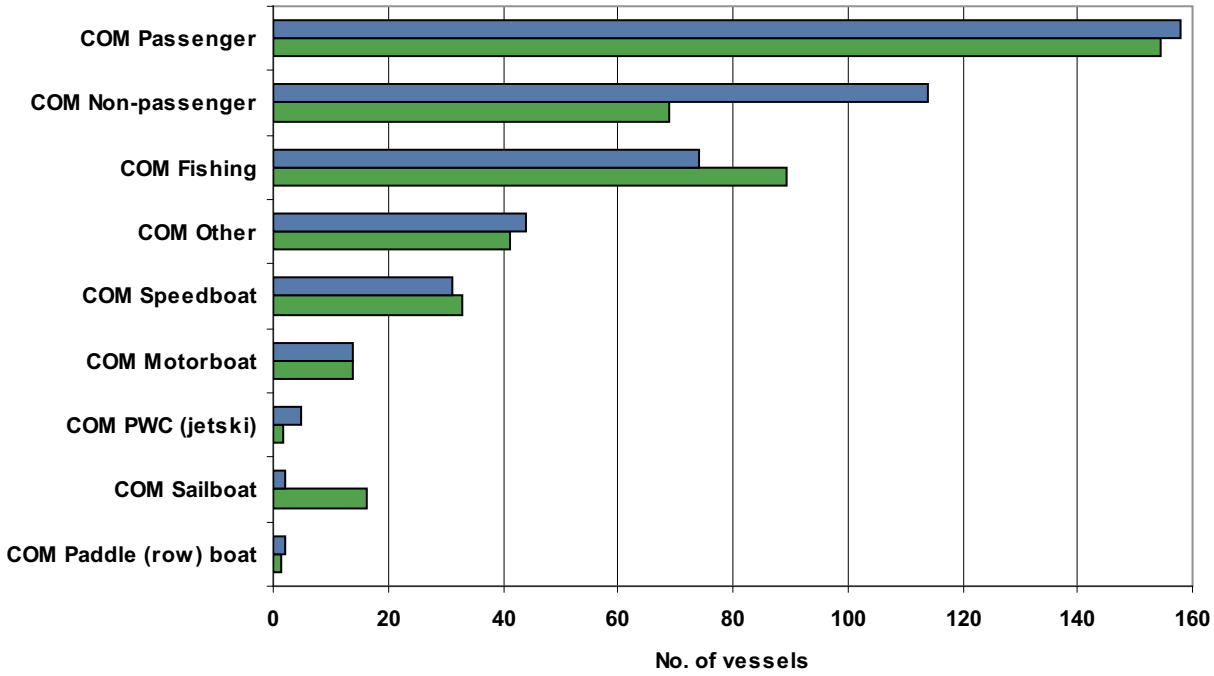

Figure 7: **Commercial vessels involved in marine incidents, 2007 compared to the previous 4 year average**

The involvement of commercial fishing vessels in marine incidents in 2007 is well below the preceding four-year average—declining from 105 in 2006 to 74 in 2007, a 30 percent reduction.

Of all commercial vessel types, commercial passenger vessels continue to have the highest level of involvement in marine incidents and overall are second only to recreational speedboats.

Commercial hire and drive (sail) vessels have decreased in their level of involvement in reported marine incidents falling from 51 in 2003 to 17 in 2007. Their level of involvement in 2007 is also well below the previous four-year average. Commercial hire and drive (PWC) involvement in 2007 is also below the previous four-year average.

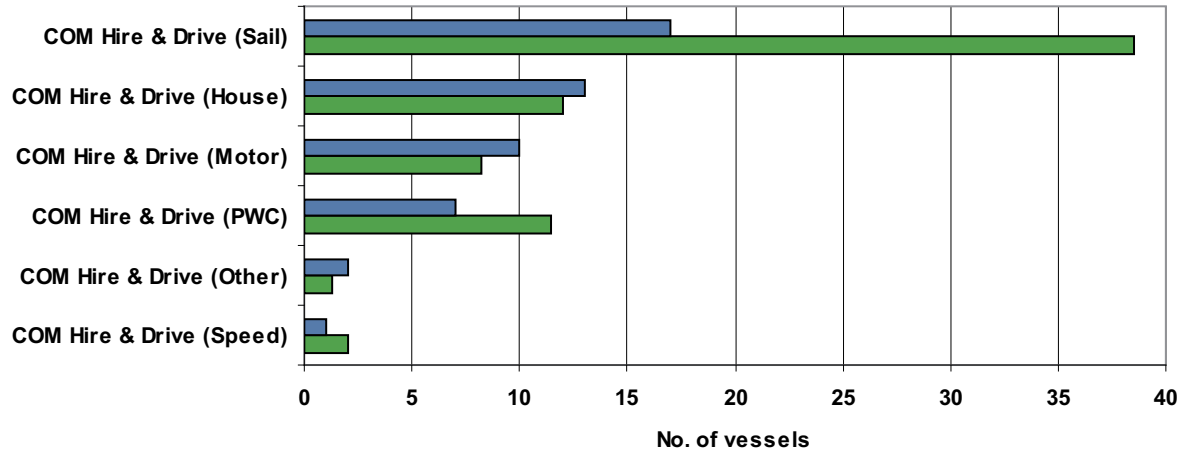

Figure 8: **Hire and drive vessels involved in marine incidents, 2007 compared to the previous 4 year average**

Other commercial hire and drive vessel types have remained generally consistent with established involvement trends.

Table 25 in the appendix shows the numbers of vessels involved in marine incidents for all vessel types from 2002 to 2007.

Using length as a distinguishing characteristic for recreational vessels reveals that larger recreational vessels have a disproportionately higher rate of involvement in reported marine incidents than smaller vessels. This is shown in Table 7 which provides the number of vessels in each length category that were involved in a marine incident during 2007 as a proportion of vessel registrations.

Table 7: Recreational vessels involved in marine incidents by length*, Queensland, 2007

Length	No. involved in a marine incident 2007	Recreational vessel registrations	% involved in marine incidents
Less than 4.5m	103	137607	0.07
4.6 to 8m	135	69485	0.19
8.01 to 10m	43	4497	0.96
10.01 to 15m	130	6485	2.00
15.01 to 18m	21	657	3.20
18.01 to 25m	11	237	4.64
Over 25m	2	65	3.08
Unknown	24	0	na

* Note: It is likely that a small proportion of recreational vessels involved in reported marine incidents in Queensland waters were not Queensland registered vessels. Queensland vessel registration data has been used as a point of comparison to illustrate a general trend. As such the data may exhibit a small measure of error.

The shortest length category, less than 4.5 metres, contains the majority of registered vessels however only 103 or 0.07 percent were involved in a reported marine incident in 2007. By comparison, of the 237 recreational vessels between 18.01 and 25 metres in length, 11 or 4.64 percent were involved in a reported marine incident in 2007.

Aggregating the data in Table 7 further reveals that of the recreational vessels involved in a reported marine incident in 2007:

- 0.1 percent were 8 metres or less;
- 1.6 percent were between 8.01 and 15 metres; and
- 3.5 percent were over 15 metres.

Increased involvement of commercial non-passenger vessels

The commercial non-passenger vessel classification used in the marine incident database generally includes working vessels such as tugs, barges and dredges. The classification may also include other non-passenger vessels where the vessel type could not be positively identified. As a result vessels such as trading ships can sometimes be included in this classification.

In 2007 114 commercial non-passenger vessels were involved in 106 reported marine incidents. This represents a 60 percent increase from the number of commercial non-passenger vessels involved in marine incidents in Queensland in 2006 and is 65.2 percent above the previous four-year average for commercial non-passenger vessel involvement An increase of this magnitude raises concerns about what may be driving the higher level of involvement. A review of the available marine incident data has identified two factors as significantly contributing to the increase.

One factor is the unique situation where one particular commercial non-passenger vessel reported 14 close call incidents during 2007. Close calls are reportable marine incidents and in this instance alerted Maritime Safety Queensland to a real safety issue. As a result of the reports Maritime Safety Queensland has engaged with the commercial operator concerned and assisted them with a review of their vessel safety management procedures and provided recommendations for vessel improvements. Maritime Safety Queensland also implemented a public awareness program and provided additional signage in the area concerned.

The close call incidents however explain only a portion of the observed increased in commercial non-passenger vessel involvement in marine incidents in 2007. The other apparent contributing factor to this higher level of involvement is increased trade-related activity in Queensland ports. The ports of Brisbane, Gladstone and Townsville are all reported as experiencing significant growth; the Port of Brisbane is regarded as the fastest growing container port in Australia; trade through the Port of Gladstone is increasing and it continues to be Queensland largest multi-user port while the Port of Townsville is reportedly one of Queensland fastest growing general cargo ports.
Marine incident data shows that:

- Of the 106 incidents involving commercial non-passenger vessels in 2007 31 related to tugs, line boats or pilot transfers. This is 11 more than in 2006 and 15 more than 2004 and 2005 respectively.
- 27 incidents occurred while a pilot was onboard.
- 50 of the commercial non-passenger vessels involved in incidents were over 25 metres in length, that is, larger work and trade vessels—18 more than in 2006 and double that of 2005.
- 93.5 percent of these incidents involved only commercial vessels (excluding the 14 close call incidents).

While the commercial non-passenger vessel category contains the majority of vessels that operate in Queensland ports, additional trading vessels involved in incidents would be captured in the Commercial—other vessel category. As such the data provided above is likely to understate the extent of increased port traffic and vessel interaction issues.

The nature of incidents involving commercial non-passenger vessels in 2007 also varied from previous years. Most notable was an increase in the number of collisions between ships and the incidence of structural failure.

In 2007 commercial non-passenger vessels were involved in 20 collisions between ships incidents compared to 13 in 2006. Again the nature of the incidents relates primarily to in-port vessel movements. Analysis of the 20 incidents reveals that:

- 18 of the incidents involved only commercial vessels
- 10 of the incidents involved non-passenger vessels over 25 metres.
- 11 incidents occurred while the ship was being manoeuvred into or out of its berth.

Nine collisions between ships occurred in strong winds, that is, a wind speed between 17 and 33 knots. Overall 24 incidents involving commercial non-passenger vessels occurred during strong or gale force winds, 13 of these incidents resulted in a collision with another vessel or other object.

15 incidents in 2007 involved some sort of structural failure. This is well above the previous four-year average involvement in 5.5 incidents. The nature of the failure varied including events such as parting lines and steering, engine or equipment failure. Four incidents resulted from loss of steering

While there were no fatalities recorded for incidents involving commercial non-passenger vessels in 2007, there were two serious injuries, both of which related to onboard activities.