
# Recreational Boating Facilities Demand Forecasting Study

## Northern Region

GHD CLIENTS | PEOPLE | PERFORMANCE

ECONOMIC ASSOCIATES

September 2011

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# Glossary of terms and abbreviations

| Term/Abbreviation | Definition |
|---|---|
| Access (water) | Issues relating to water access e.g. difficulty launching and retrieving a vessel. |
| BH | Boat harbour |
| BICM Program | Boating Infrastructure Capital and Maintenance Program |
| Boat lane width | TMR's design standard for boating infrastructure has recently been amended to increase lane width from 3.5 metres to 4 metres. |
| CTU | Car trailer unit |
| CMP | Coastal Management Plan |
| DERM | Department of Environment and Resource Management |
| Delivery Agencies | Key agencies within Queensland responsible for providing infrastructure (both land and water based) for recreational boating including councils, facility owners and managers (SEQwater and Sunwater), port authorities and Transport and Main Roads. |
| DIP | Department of Infrastructure and Planning (now DLGP) |
| DLGP | Department of Local Government and Planning |
| DLGPS | Department of Local Government, Planning and Sport |
| DLGPSR | Department of Local Government, Planning, Sport and Recreation |
| Dry Storage | Storage of a boat on land |
| DTMR | Department of Transport and Main Roads (now TMR) |
| EPA | Environmental Protection Agency (now DERM) |
| ERP | Estimated resident population |
| FNQ | Far North Queensland |
| FNQRP | Far North Queensland Regional Plan |
| GIS | Geographic Information Systems |
| GRDP | Gulf Regional Development Plan |
| INDEGO | Infrastructure Development Geospatial Options |

| Term/Abbreviation | Definition |
|---|---|
| Land based facilities | Facilities provided on land at recreational boating facility sites e.g. car parking, toilets, lighting, washdown facilities, rigging areas, fish cleaning tables, bins, etc. |
| LGA | Local Government Area |
| MCA | Multi-Criteria Analysis |
| MSQ | Maritime Safety Queensland |
| NWRP | North West Regional Plan |
| OESR | Office of Economical and Statistical Research |
| PIFU | Planning Information and Forecasting Unit |
| RBC | Recreational boating catchment |
| Recreational boating | Boating undertaken for recreational purposes not involving commercial gain |
| SKM | Sinclair Knight Merz |
| TMR | Transport and Main Roads |
| Trailerable boat | A boat that can be transported by a trailer |
| TTSP | Townsville-Thuringowa Strategy Plan |
| VMR | Volunteer Marine Rescue |
| Wet Berthing | Storage of a boat in the water at a marina |

# Executive summary

Demand for recreational boating has been increasing throughout Queensland in response to population growth, higher levels of participation by the community and increasing boat ownership. This has exacerbated the pressure on recreational boating facilities particularly in the more popular and populous locations.

This study, commissioned by the Boating Infrastructure and Waterways Management Branch of Transport and Main Roads (TMR), seeks to establish the demand for recreational boating for the state of Queensland. This study[1] has been undertaken for each of the five TMR regions to assist in the identification of the areas of greatest need for additional or upgraded recreational boating facilities now and in the future.

Details of the Study purpose, scope, limitations and assumptions are provided in section 1 of this report.

**Regional overview**

The Northern Region comprises of the area extending from the Torres Strait islands in the north, Flinders, McKinlay and Bowen Shires in the south, and bounded by the Northern Territory border to the west and the coast to the east.

The key characteristics and influences on recreational boating activity in the Northern Region can be summarised as:

- The Northern Region is experiencing on-going population growth, particularly in the Cairns and Townville areas.
- There are significant environmental management constraints on the location of boating facilities and associated infrastructure under the State and Regional Coastal Management Plans and other State legislation relevant to this region.
- Identified growth areas such as the Mount Peter Master Planned Area in Far North Queensland (FNQ) will place an increased demand on recreational boating facilities and infrastructure. Future growth areas will need to be considered when assessing future recreational boating facility requirements.

**Recreational boating catchments**

For the purposes of this study, sixteen recreational boating catchments (RBCs) have been defined in conjunction with TMR, using former local government area (LGA) boundaries and taking into consideration the five TMR regions in Queensland[2]. The RBCs within Queensland are shown on Figure 8.

[1] This document will be used by delivery agencies as one tool in a broader assessment process to choose and prioritise sites for development. This document will also be used by delivery agencies (in partnership with council and port authorities) as a guide for the allocation of funding. Submissions for funding will be considered outside of the recommendations of this study and will be assessed on a case by case basis.

[2] It is recognised that boat owners may travel outside their recreational boating catchment to access facilities. However, discussions with TMR determined that the recreational boating catchments defined above were the most appropriate.

Catchments for recreational boating infrastructure are typically influenced by:

- road transport infrastructure to the facility;
- natural and man-made barriers;
- the location and scale of existing facilities in the area; and
- psychological barriers, such as driving time and perceptions of distance.

The RBCs located within the Northern Region are:

- Cape York
- North West Queensland
- Cairns
- Townsville.

### Consultation outcomes

Stakeholder consultation was an integral part of the project and was delivered across Queensland over a six month period, from March to August 2010. Feedback from this consultation process informed the inventory, needs assessment, and prioritisation of sites, providing a qualitative and structured assessment from the perspective of key and other stakeholders, and the community.

### Consultation activities

| Consultation method | Participation |
|---|---|
| **Surveys** | The community of Queensland was invited to provide feedback on recreational boating facilities by participating in an online survey, via the Queensland Government's 'Get Involved' website. The survey was structured as a variety of open and multiple answer questions.<br><br>Of the 664 responses received from around the State, 62 surveys were from residents of the Northern Region representing 9.3% of the total sample. |
| **Workshops** | Stakeholder workshops were conducted as round table discussions to provide attendees with the opportunity to 'have their say' on current use patterns, limitations and potential opportunities associated with recreational boating facilities at a local level.<br><br>Stakeholder workshops were held in seven locations across the Northern Region and approximately 34% of invitees attended the workshops. |
| **Phone and email** | A 1800 number and email address were operational throughout the consultation process. |
| **Brisbane Boat Show** | The community survey was available as part of the Brisbane Boat Show held on the 26-29 August 2010. This process was supported by MSQ representatives. |

The biggest issues facing recreation boating in the Northern Region identified through the consultation were safety, maintenance, capacity, and accessibility.

Safety is a particular concern at existing facilities where there are no pontoons or floating walkways largely due to the risk from crocodiles. In some areas, such as Bramston Beach, there are resident crocodiles which are known to regular users of facilities.

The Northern Region experiences usage rates influenced by seasonal tourism at many facilities, especially in the Cape York area which is generally inaccessible during the wet season. During the dry 'tourist' season, many facilities are placed under pressure and capacity is an issue.

According to stakeholders, there is a shortage of facilities within the Townsville area, with the majority of the existing facilities generally concentrated within the port area. It was acknowledged that additional all tide facilities are required in the northern area in the short term. Townsville stakeholders are increasingly becoming frustrated with the capacity, access and safety of existing facilities.

The following table provides a summary of the most liked, disliked and used boat ramps in the Northern Region as identified by survey respondents.

**Survey respondents feedback – existing recreational boating facilities**

| Catchment where respondents reside | Most liked boat ramp | Most disliked boat ramp | Most used boat ramp |
|---|---|---|---|
| **Cairns** | ◗ Dungeness boat ramp[3], Lucinda Road (Hinchinbrook Shire Council) | ◗ Tingira Street boat ramp (Cairns Regional Council) | ◗ Dungeness boat ramp[3], Lucinda Road (Hinchinbrook Shire Council) |
| **Townsville** | ◗ Cardwell boat ramp[4], opp Sheridan Street (Cassowary Coast Regional Council) | ◗ Mourilyan Harbour boat ramp[4] (Cassowary Coast Regional Council)<br>◗ Nelly Bay Harbour boat ramp (Townsville City Council) | ◗ Nelly Bay Harbour boat ramp<br>◗ Barnicle Street boat ramp, Ross River (Townsville City Council) |
| **Cape York** | No responses recorded | ◗ Charlotte Street boat ramp, Cooktown (downstream) (Cook Shire Council) | No responses recorded |

[3] Respondents from the Cairns RBC identified the Dungeness boat ramp, located in the Townsville RBC, as the ramp they like and use the most.

[4] Respondents from the Townsville RBC identified the Cardwell boat ramp and the Mourilyan Harbour boat ramp, both of which are located in the Cairns RBC, as ramps they like the most.

| Catchment where respondents reside | Most liked boat ramp | Most disliked boat ramp | Most used boat ramp |
|---|---|---|---|
| **North West Qld** | No responses recorded | | |

### Demand assessment

The recreational boating facilities demand assessment has been used as a tool in this project to determine current and future demand and the areas within the state where the demand for recreational boating facilities is the greatest. This process guides, along with the consultation outcomes and site assessment, the identification of priorities for investment in recreational boating infrastructure. The recreational boating demand assessment is contained in section 5 and Appendix A of this report.

#### *Trailerable boat fleet*

Trailerable boat ownership is the most significant demand driver for boat ramps. The composition of a region's boating fleet determines the quantity of boat ramps demanded. Therefore, to estimate demand for boat ramp lanes within each catchment in Queensland, it was necessary to estimate the size and composition of the boat fleet within each catchment area. Boat registrations represent the best source of data for estimating the size of the boat fleet.

The projected fleet size in each catchment has been estimated by applying the projected boat ownership ratio to the projected increase in population for the catchment area and then adding the projected growth in boat registrations to 2009 boat registrations.

Boat registrations are projected to be highest in the Townsville and Cairns RBCs, with these two comprising approximately 90% of the project boat registrations within the Region in 2031 (refer to table below).

**Projected boat registrations – base case scenario 2010-2031**

| RBC | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|
| **Total boats** | | | | | | |
| **Townsville** | 18,086 | 18,420 | 20,536 | 22,179 | 23,479 | 24,641 |
| **Cairns** | 17,989 | 18,091 | 19,342 | 20,503 | 21,692 | 22,965 |
| **North West QLD** | 1,839 | 1,922 | 1,852 | 1,853 | 1,891 | 1,952 |
| **Cape York** | 1,798 | 1,799 | 1,859 | 1,933 | 2,017 | 2,099 |
| **Total** | **39,712** | **40,232** | **43,589** | **46,468** | **49,079** | **51,657** |

To estimate the projected size of the trailerable boat fleet it has been assumed that the incidence of boats requiring a boat ramp remains constant throughout the projection

period. As detailed in the following table, for the base case scenario between 2010 and 2031, the largest increase in boats requiring a boat ramp is projected to occur in the Townsville and Cairns RBCs.

**Projected boats requiring a boat ramp – base case scenario 2010-2031**

| RBC | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 | Change |
|---|---|---|---|---|---|---|---|
| **Townsville** | 17,098 | 17,415 | 19,419 | 20,976 | 22,207 | 23,308 | 6,210 |
| **Cairns** | 16,640 | 16,735 | 17,899 | 18,979 | 20,084 | 21,268 | 4,629 |
| **North West QLD** | 1,777 | 1,857 | 1,790 | 1,790 | 1,827 | 1,887 | 109 |
| **Cape York** | 1,660 | 1,661 | 1,717 | 1,785 | 1,863 | 1,939 | 279 |
| **Total** | **39,185** | **39,679** | **42,841** | **45,551** | **48,007** | **50,433** | **11,227** |

In order to determine the demand for recreational boating facilities, estimates have been made based on literature for off-peak demand and peak demand on a single weekend throughout the year. TMR recognises three levels of demand:

- Off-peak demand – the department expects off-peak demand to be met in almost all circumstances.
- Average demand – is taken to be demand for a facility on weekends (and for certain regional locations other busy periods).
- Peak demand – is demand for a facility at peak holiday periods and for special events.

TMR's program of works is aimed at satisfying average demand, where funds from recreational vessel registration fees allow.

Based on the above findings, and the TMR levels of demand, three scenarios estimating boat ramp lane demand have been provided:

- Off-peak demand – 8% of boats demanding a boat lane on any given weekend;
- Average demand – 14% of boats demanding a boat lane on any given weekend.
- Peak demand – 20% of boats demanding a boat lane on any given weekend.

Average demand scenario has been adopted for the purposes of this study as it will provide the most representative demand for the Northern Region.

In estimating average demand on a weekend in Table 19 (refer to section 5.7), it was noted that on 35 of the 52 weekends, usage was estimated at 2% of the trailerable boat fleet. However, this figure is likely to be higher on certain weekends, for example when weather is particularly favourable, on other public holidays (e.g. show holiday), long weekends resulting from a pupil free day at their child's school, or consecutive 'leave' days.

The following table identifies the boat ramp lane demand for the high demand scenario between 2010 and 2031. The number of existing lanes in each RBC (both TMR and non–TMR) has been identified and the projected demand for boat ramp lanes to 2031 has been calculated based on a rate of 40 boats/lane/day for the base case scenario. Several other alternative scenarios have been assessed with this detailed in section 5.7.3 and Appendix A of this report.

**Boat lane demand – base case scenario 2010-2031**

| RBC | Existing number of lanes | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|
| **Average demand** | | | | | | | |
| **Townsville** | 52 | 60 | 61 | 68 | 73 | 78 | 82 |
| **Cairns** | 67 | 58 | 59 | 63 | 66 | 70 | 74 |
| **Cape York** | 23 | 6 | 6 | 6 | 6 | 7 | 7 |
| **North West QLD** | 9 | 6 | 7 | 6 | 6 | 6 | 7 |
| **Total** | **151** | **130** | **133** | **143** | **151** | **161** | **170** |

Note: The numbers identified in red indicate that the current number of boat ramp lanes does not meet demand.

To refine the demand calculations outlined in the table above, consideration has also been given to whether a boat ramp is full or part time accessible, and if there is a pontoon or floating walkway to assist in improving the efficiency of the boat ramp.

For the purposes of this assessment a part tide boat ramp is considered to be equivalent to 70% of the capacity of a full tide boat ramp, while the addition of a pontoon is considered to increase the capacity of the facility by 50% of a boat ramp lane. Based on this information, the projected boat lane demand incorporating tide accessibility and pontoons and floating walkways is outlined in the table below.

**Demand incorporating tide accessibility and pontoons/floating walkways**

| RBC | Total lanes | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|
| **Average demand scenario** | | | | | | | |
| **Townsville** | 47 | 60 | 61 | 68 | 73 | 78 | 82 |
| **Cairns** | 63.5 | 58 | 59 | 63 | 66 | 70 | 74 |
| **Cape York** | 23 | 6 | 6 | 6 | 6 | 7 | 7 |
| **North West QLD** | 11 | 6 | 7 | 6 | 6 | 6 | 7 |

| RBC | Total lanes | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|
| Total | 144.5 | 130 | 133 | 143 | 151 | 161 | 170 |

Note: The numbers identified in red indicate that the current number of boat ramp lanes does not meet demand.

### RBC demand

The findings of the demand assessment for the Northern Region have been used as the basis of identification of those RBCs across Queensland having the highest daily demand. The categorisation criteria for determining the low, medium and high demand RBCs are:

- Low demand RBC (green) – demand of 5 lanes or less.
- Medium demand RBC (yellow) – demand of between 5 and 15 lanes.
- High demand RBC (orange) – demand of 15 lanes or greater.

The boat ramp lane demand numbers are based on the existing lanes with the underlying assumption that no new lanes will be added to these catchments within the planning timeframe. If new or expanded facilities are provided the total lane demand numbers will reduce accordingly.

The Townsville RBC is the only medium/high demand RBC within the Northern Region, with demand expected to increase significantly by 2016.

Cairns RBC has low demand; while the RBCs of Cape York and North West QLD do not have any projected demand for additional boat ramp lanes (refer to table below).

The Cape York RBC has a significant surplus of boat ramp lanes with this projected to continue past the projected project timeframe.

**RBC demand categorisation – 40 boats/lane/day**

| RBC | Existing lanes | 2010 | Lane demand* | 2016 | Lane demand* | 2021 | Lane demand* |
|---|---|---|---|---|---|---|---|
| Townsville | 47 | 60 | 13 | 68 | 21 | 73 | 26 |
| Cairns | 63.5 | 58 | -5 | 63 | 0 | 66 | 3 |
| Cape York | 23 | 6 | -17 | 6 | -17 | 6 | -17 |
| North West QLD | 11 | 6 | -5 | 6 | -5 | 6 | -5 |
| Total | 144.5 | 130 | -14 | 143 | -1 | 151 | 7 |

* Rounded down to nearest whole number.

### Identification of priorities

To assist in the process of identification of priorities for the provision of recreational boating facilities in the Northern Region, the site specific information collected through the consultation process was collated. The feedback included that obtained from the community survey, thorough workshops, and information provided by key and other stakeholders.

This information, along with the other information available for each of the facilities, was collated and potential new sites and priority sites were identified. These sites then provided the targeted locations for the spatial analysis component of the study. GIS analysis was undertaken to determine the suitability of potential new sites as well as the potential for upgrades at existing sites.

Suitable sites are prioritised into:

- Priority 1 sites;
- Priority 2 sites;
- Priority 3 sites; and
- Priority 4 sites.

The recreational boating priorities and recommendations for the Northern Region are summarised in the following table.

### Northern Region priorities

| Priority | Recommendations | RBC |
|---|---|---|
| **Priority 1** | Boat ramp 5th – 7th Avenue South Townsville – new facility | Townsville |
| | Boat ramp Saunders Beach – upgrade existing facility | Townsville |
| | Boat ramp Cairns Tingira Street - upgrade existing facility | Cairns |
| | Boat ramps Ross Creek BH Townsville downstream and upstream - upgrade existing facility | Townsville |
| | Boat ramp Dungeness – upgrade existing facility | Townsville |
| **Priority 2** | Boat ramp Taylors Beach – upgrade existing facility | Townsville |
| | Boat ramp Bellenden Ker - upgrade existing facility | Cairns |
| | Boat ramp Edmonton Thompson Road downstream - upgrade existing facility | Cairns |
| | Boat ramp Bramston Beach Joyce Creek - upgrade existing facility | Cairns |

| Priority | Recommendations | RBC |
|---|---|---|
| | Boat ramp Deeral Ross Road – upgrade existing facility | Cairns |
| **Priority 3** | Boat ramp Clump Point north of Mission Beach - upgrade existing facility | Cairns |
| | Boat ramp Redbank Creek Pine Creek Road - upgrade existing facility | Cairns |
| | Boat ramp Ross Creek East – new facility | Townsville |
| | Boat ramp Hell Hole Landing Hodder Road - upgrade existing facility | Townsville |
| | Boat ramp Kewarra Beach – new facility | Cairns |
| **Priority 4** | Boat ramp Tully Heads Mosquito Creek – upgrade existing facility | Cairns |
| | Boat ramp Barramundi Creek Morris Creek Road – upgrade existing facility | Townsville |
| | Boat ramp Mona Road – new facility | Townsville |
| | Boat ramp Forrest Beach – upgrade existing facility | Townsville |
| | Boat ramp Hull River Heads Tully-Hull Road - upgrade existing facility | Cairns |
| | Boat ramp Boundary Street – new facility | Townsville |

**Demand following facility construction**

The priority recommendations will assist in catering for the projected lane demand for the Northern Region. The construction of additional lanes and/or pontoons/floating walkways will increase the capacity of boat ramps and therefore contribute to a reduction in the demand for lanes across the region. The table below identifies the projected lane demand following the construction of the priorities as follows:

- Existing lanes - the number of lanes available at that time e.g. existing lanes at 2016 includes the lanes constructed as part of the 2010-2014 BICM program and the recommended Priority 1 sites.
- Lane requirements – the number of lanes required as forecasted in the demand analysis process.
- Lane demand – the difference between the number of existing lanes and lane requirements, being either a surplus or shortfall of boat ramp lanes.

**Boat ramp lane demand following construction of priorities**

| RBC | Existing lanes at 2010 | Lane requirements 2010 (forecast) | Lane demand 2010* | Existing lanes at 2016 | Lane requirements 2016 (forecast) | Lane demand 2016* | Existing lanes at 2021 | Lane requirements 2021 (forecast) | Lane demand 2021* |
|---|---|---|---|---|---|---|---|---|---|
| **Townsville** | 47 | 60 | 13 | 71.5 | 68 | -3 | 79.5 | 73 | -6 |
| **Cairns** | 65 | 58 | -7 | 71 | 63 | -8 | 76.5 | 66 | -10 |
| **Cape York** | 24 | 6 | -18 | 26.5 | 6 | -20 | 26.5 | 6 | -20 |
| **North West QLD** | 12 | 6 | -6 | 13 | 6 | -7 | 13 | 6 | -7 |
| **Total** | **148** | **130** | **-18** | **182** | **143** | **-38** | **195.5** | **151** | **-43** |

* Rounded down to the nearest whole number.

# 1. Introduction

Demand for recreational boating has been increasing throughout Queensland in response to population growth, higher levels of participation by the community and increasing boat ownership. This has exacerbated the pressure on recreational boating facilities particularly in the more popular and populous locations.

GHD and Economic Associates were commissioned by Transport and Main Roads (TMR) to undertake a recreational boating demand forecasting project for the state of Queensland. This study has been undertaken for each of the five TMR regions to assist in the identification of the areas of greatest need for additional or upgraded recreational boating facilities within a three to ten year timeframe. In addition, the regional priorities have been further assessed in order to identify the priorities on a state wide basis.

This report describes the findings of the recreational boating facilities demand forecasting study for the Northern Region of Queensland and is one of five reports prepared to address demand for recreational boating facilities across Queensland.

## 1.1 Study purpose

The purpose of this Study is to assist in planning for the development of existing and new recreational boating facilities across Queensland. The Study is for the consideration of delivery agencies as ***one*** tool in a broader assessment process to choose and prioritise sites for development. Other considerations will include (but are not be limited to):

- land availability;
- detailed engineering feasibility studies;
- affordability of the particular proposal against available funds and equity considerations;
- detailed environmental feasibility and concurrence agency feedback;
- agreement from land-side partners (councils and port authorities) who are willing to commit resources;
- state-wide equity when deciding priority;
- state-wide need when assessing priority against available funds; and
- the need to exercise the “commonwealth” concept whereby more densely populated areas subsidise more remote locations (meaning that there has never been and will not be an exact correlation between boat registration fees collected in an area and the funds invested).

The recommendations detailed in this report are intended to assist the strategic planning for the provision of recreational boating facilities in the Northern Region. The report provides a framework to guide more in-depth investigations by State and Local

Government in future, and recommends the need for further investigations. Further work required would include preparation of detailed design and construction plans, full cost estimates, stakeholder consultation and other technical research required to assess the potential of existing facilities for upgrades and expansion, and/or the potential of new sites for recreational boating facilities.

It is recognised that not all the recommended priorities are likely to be completed within this period due to funding availability and other factors influencing priorities at a given time. The plan is intended to provide delivery agencies with a strategic guide for the potential development of existing and new facilities which will be reviewed and adjusted, to respond to new opportunities and challenges as they arise.

## 1.2 In scope

The scope of the Study is as follows:

- overview of regional boating activity and facilities
- consultation activities and outcomes
- recreational boating demand analysis
- identification of needs
- determination of needs.

## 1.3 Out of scope

The following factors were considered 'out of scope' for this Study:

- Dredging - development of existing, and identification of potential new sites, that require dredging.
- Facilities intended primarily for marine passenger transport or other commercial use.
- Common use (recreational/commercial) facilities where the projected recreational usage is less than 50%.
- Maintenance of recreational boating facilities except where reconstruction or expansion of an existing facility is proposed.
- Direct surveys to individual members of recreational vessels by mail and consultation with users at boat ramps.
- Private recreational boating infrastructure not accessible by the general boating community.
- Land acquisition.

## 1.4 Limitations and assumptions

The limitations and assumptions of this study agreed at inception were:

- The report is not intended to be used as the sole tool in the allocation of future recreational boating facilities in any region.
- The report did not consider the development of existing and potential new sites that require dredging (based on desktop analysis of sites).
- The consultation is not designed to be inclusive of all stakeholders, but instead to allow the managers and peak bodies representing recreational boat users to provide their feedback. The consultation process is one of the elements of the project that contributed to the identification of priorities and provided valuable information for the project team.
- Wave or hydrodynamic modelling, hydrographic surveys, geotechnical investigations and other detailed engineering and environmental assessments have not been carried out as part of this study.
- The development of the recommended priorities will be subject to a number of factors including, but not limited to:
  - availability of funds to deliver projects
  - cooperation and agreement between delivery agencies
  - state-wide equity
  - sufficient depth of water in the vicinity of the existing/new site
  - tidal range and water depths in the channels leading to the existing/new site
  - wave climate (average and storm/cyclone)
  - environmental suitability
  - development approvals.
- Should the recommended priorities require dredging following detailed hydrographic survey and sediment sampling, the sites will be developed as recommended if considered viable on the grounds of funding and approvals.
- It is recognised that the recommended priorities may no longer be considered suitable for development following detailed site investigations. As a result, alternative sites will need to be investigated (including existing and new sites not identified in this Study) in order to cater for projected demand.

## 1.5 Methodology

The tasks performed within scope are as follows:

1. **Overview of regional boating activity and facilities** - the general characteristics of each of the five regions and the influences on recreational boating activity were identified. The overview of facilities is based on the following:
   - A literature review including relevant legislation, coastal management plans, local and regional planning initiatives;
   - A review of available data sources relating to recreational boating and facility demand in Queensland; and

– Information gained during initial consultation with TMR representatives.

2. **Consultation activities and outcomes** – consultation was undertaken with peak marine bodies, clubs and state government, councils and port authority entities at all levels in the form of workshops, project email and telephone, fact sheet, online community survey and the Brisbane Boat show. Consultation with the public was limited to feedback via the online community survey, the Brisbane boat show and/or through peak representatve bodies. Details of the consultation methodology is provided section 4 of this report.
3. **Recreational boating demand analysis** – a demand analysis was undertaken to determine current and future demand and the areas within the state where the demand for recreational boating facilities is the greatest. The demand analysis identified high, medium and low demand recreational boating catchments for each region. Details of the demand analysis methodology are provided in section 5 of this report.
4. **Identification of needs** – the need for recreational boating facilities in the Northern Region were idenftied based on the outcomes of the consultation process and the demand analysis process. These sites then provided the targeted locations to conduct a spatial analysis. An assessment of the suitability of existing facilities for upgrades and potential new sites was undertaken using INDEGO (Geographic Information System (GIS) multi criteria analysis tool). This process allowed the consideration of a variety of environmental, physical, social and built environment criteria while simultaneously supporting a range of inputs from project stakeholders at the same time. A detailed methodology is provided in Appendix B.
5. **Determination of priorities** – Prioities and recommendations have been identified based on the results of the consultation, demand forecasting and GIS analysis. A detailed methodology of the process to determine the priorities is provided in section 7.

# 2. Regional overview

## 2.1 Location

For the purposes of this study, the Northern Region refers to that area extending from the Torres Strait islands in the north, Flinders, McKinlay and Whitsunday Shires in the south, and bounded by the Northern Territory border to the west and the coast to the east (Figure 1).

## 2.2 Regional planning

Development, planning and population growth in the Northern Region is managed through the regional planning process with the following plans applicable to this region:

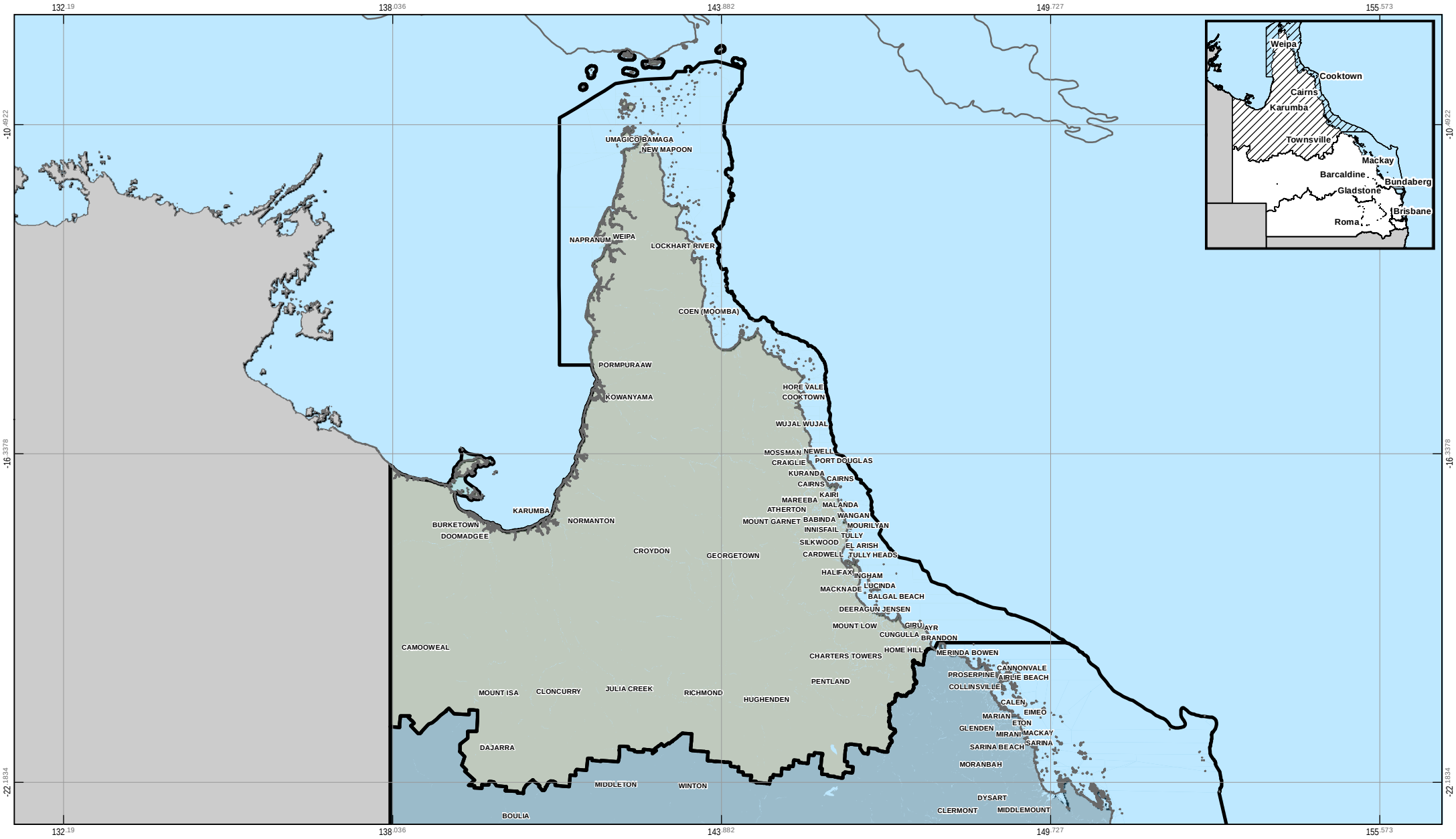
- Far North Queensland Regional Plan (FNQRP) – this plan applies to an area comprising of Cairns Regional Council, Cassowary Coast Regional Council, Tablelands Regional Council, Wujal Wujal Aboriginal Shire Council and the Yarrabah Aboriginal Shire Council. This plan was established to guide and manage the region's development over the next 20 years and address key regional environmental, social, economic and urban objectives (DIP, 2009).
- Townsville – Thuringowa Strategy Plan (TTSP) – the strategy was developed to provide a framework for managing population growth and dealing with the social, environmental and economic issues in the Townsville – Thuringowa area (DLGPSR, 2007). This is now the area that forms Townsville City Council.
- Gulf Regional Development Plan (GRDP) – this plan applies to an area that extends east from the Northern Territory - Queensland border to include the shires of Burke, Mornington, Carpentaria, Croydon and Etheridge and the Aboriginal councils of Doomadgee and Kowanyama. Development in the region is aided by the GRDP which is a Government and community initiative to assist in the development of a comprehensive Regional Plan (GRPAC, 2000).
- North West Regional Plan 2010 (NWRP) - the NWRP was released in August 2010, and incorporates five LGAs, Cloncurry Shire Council, Flinders Shire Council, McKinlay Shire Council, Mount Isa City Council, and Richmond Shire Council. It recognises the link between the region's prosperity and the continued exploitation of mineral resources and the need to invest in other industries to help build an economically sustainable future (DIP, 2010).

The State Policy for Coastal Management (management policy) is currently being prepared under the Coastal Protection and Management Act 1995 (Coastal Act). The purpose of the management policy will be to provide direction and guidance about the management of coastal land in Queensland to achieve the objectives of the Coastal Act. The management policy recognises the Recreational Boating Facilities Demand Forecasting Study as an important tool in identifying new locations for the development of minor public maritime infrastructure.

Regional Coastal Management Plans (CMPs) have been developed to manage Queensland's coastline within the framework established by the *State Coastal Management Plan - Queensland's Coastal Policy* (State Coastal Plan). Coastal areas in the Northern Region are managed through the following CMPs:

- Cardwell Hinchinbrook Regional Coastal Management Plan (Cardwell Hinchinbrook Regional CMP) – This management area extends along the coast from Forrest Beach in the south to South Mission Beach in the north, including LGAs of Hinchinbrook Shire, Cassowary Coast Regional Council and part of the Tablelands Regional Council (Figure 2).
- Wet Tropical Coast Regional Coastal Management Plan (Wet Tropical Coast Regional CMP) – This CMP extends along the coast from Mission Beach to the Bloomfield River, including the LGAs of Johnstone Shire, Cairns Regional, Wujal Wujal Aboriginal Shire and part of Cassowary Coast Regional Council and the Yarrabah Aboriginal Shire (Figure 3).

These documents all form part of the overview of the region and are addressed in detail in the following sections.

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0 50 100 200 300 400

Kilometres

Geographic Coordinate System
Horizontal Datum: Geocentric Datum of Australia 1994

N

LEGEND

- TMR Region
- Drainage
- Central
- Northern
- SEQ - North
- SEQ - South
- Southern

Recreational Boating Facilities Demand Forecasting Study

| | |
|---|---|
| Job Number | 41-22459 |
| Revision | A |
| Date | 25 AUG 2011 |

# Overview Region Map Northern

Figure 1

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Data source: TMR Region, DTMR, (2010) Populated Places Coastline, State, GA, (2007), Drainage, DERM, (2010). Created by: MS, EA, WW, MW

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**Figure 2 Cardwell-Hinchinbrook Region CMP (EPA, 2003a)**

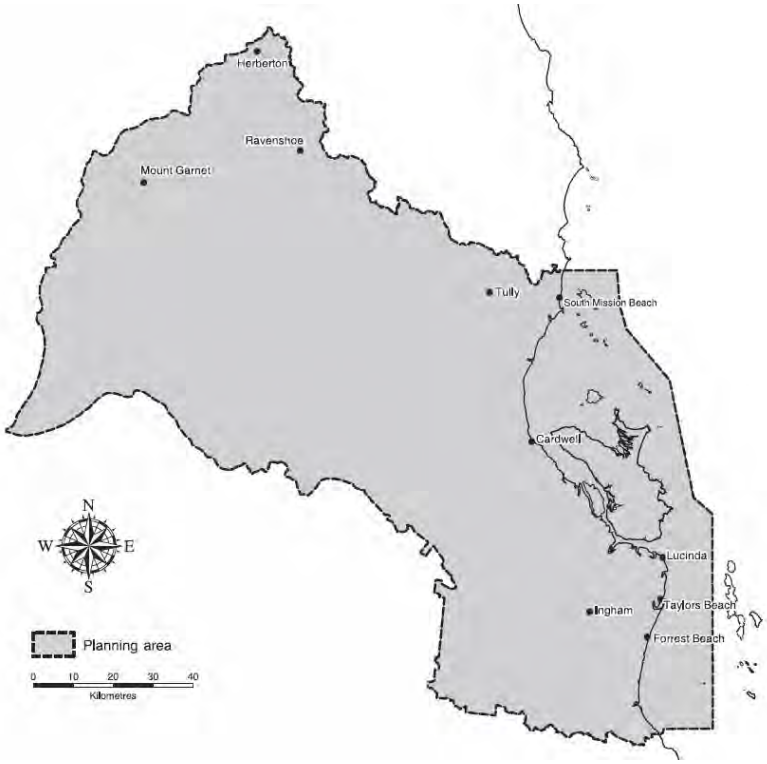
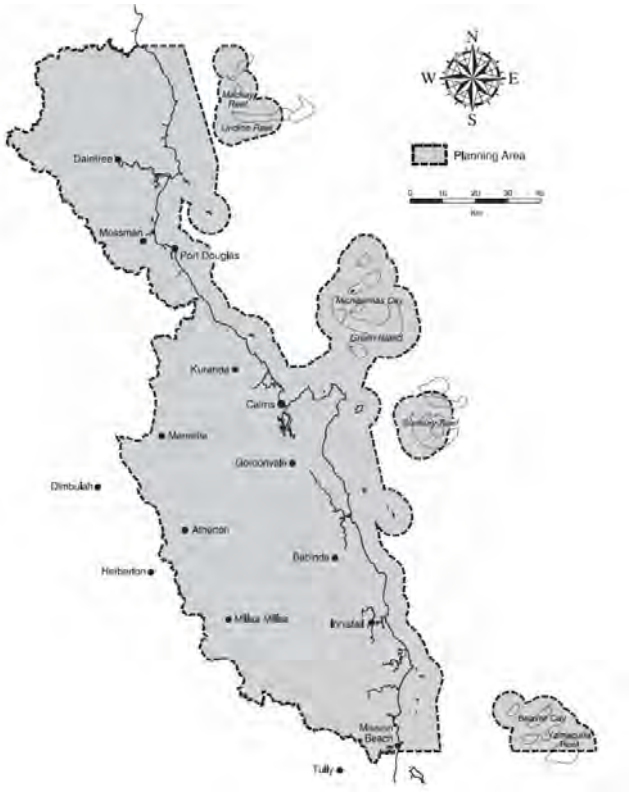



**Figure 3 Wet Tropical Coast Region (EPA, 2003c)**



## 2.3 Population and demographics

Population growth contributes significantly to the economic, social and urban development of communities in the Northern Region and is a major contributor to the current and predicted future development of the region.

### 2.3.1 Northern Region population

The estimated resident population of the Northern Region was 504,539 in 2007, which was approximately 12% of the state's population. Population projections indicate that the population of the Northern Region is expected to increase to approximately 646,516 by 2026 (OESR, 2009).

### 2.3.2 Sub-regional population

**Far North Queensland**

The FNQ region had a population of approximately 229,996 in 2007 and made up an estimated 31% of the Northern Region's total population (OESR, 2009). The population of FNQ is projected to increase by nearly 100,000 people, in a high growth scenario over the next 20 years, while for a medium growth scenario the expected population increase is approximately 67,000 people. The population increases will be reflected in the growth of urban settlements, with resulting increasing demand for urban services and infrastructure (DIP, 2009).

Visitors, and in particular tourists, comprise a significant portion of the region's population as FNQ is one of the most popular tourist destinations in Australia. In 2001, 18% of the FNQ region's population were visitors with around 80% of visitors staying in the Cairns Regional Council area, primarily at Cairns and Port Douglas (DIP, 2009). Fly in-fly out mine workers, including those working overseas; also contribute to the non-resident population of the region.

It is anticipated that the greatest proportion of growth in the region will occur in the Cairns area, with the Mount Peter Master Planned Area accommodating the majority of new growth in this region. The Mount Peter Master Planned Area is located between Edmonton and Gordonvale and represents some of the last remaining developable land in the Cairns area that has relatively few natural constraints (DIP, 2009). Approximately two thirds of the region's population growth, or around 70 000 people, will be accommodated within Cairns, with up to 50,000 of this population living in the Mount Peter area (DIP, 2009).

**Townsville region**

The Townsville region contains the State's largest concentration of population outside South East Queensland (Queensland Government, 2007). In June 2008, the estimated resident population for Townsville City Council was 175,542, an increase of 3% over the previous year (Townsville City Council, 2009). Population projections produced by the Department of Local Government and Planning in 2006 indicate that the population of Townsville City will increase to 220,136 in 2026 (Townsville City Council, 2009).

### Gulf region

At the time of preparation of the GRDP in 2000, the Gulf region had a total population of approximately 7,000 (GRPAC, 2000). The population was largely located within the Carpentaria Shire and the towns of Normanton and Karumba (GRPAC, 2000). By 2007 the region's population had declined to 6201, however, population growth is projected to increase slightly by 2026[5] (OESR, 2007 and DIP, 2008).

### North West Queensland

The resident population of the North West planning area was estimated at 28,301 in June 2007, accounting for just 0.7% of the Queensland total (OESR, 2009b). The population of the area is expected to grow to 32,500 people by 2031, with the majority of the growth occurring in Mount Isa (DIP, 2010). The other LGAs of the region are not projected to grow, due largely to population ageing and the likely distribution of mines with non-resident workforces.

The mining industry has had a significant impact on population growth in this part of the Northern Region, with an influx of non-resident workers employed in the mining sector. The total mining workforce of the region was estimated to be 6956 in September 2009, with Non-resident workers making up just over one third of this workforce (DIP, 2010).

## 2.4 Development and land use

With substantial population growth expected to continue in the coastal sections of the Northern Region, development and land use patterns must be sustainably managed to support continued economic, social and urban development. Regional planning within the region provides the framework for the management of this growth.

### 2.4.1 Far North Queensland

The FNQ regional planning area is expected to experience significant growth over the next 20 years, with associated benefits from an increase in business activity and diversity, improved employment opportunities and self-containment, and an increased capacity to support major new services and facilities (DIP, 2009). However, the potential negative impacts such as environmental degradation, the depletion of natural resources, increased social problems, diminished liveability and amenity and higher costs in infrastructure will require management.

According to the FNQRP, the tourism economy is innovative, diversified and equitably distributed and the region continues to be recognised as a world class ecologically sustainable tourism destination (DIP, 2009).

Population growth in the region, particularly around Cairns, is placing pressure on coastal resources by increasing demands for residential development, urban infrastructure, tourism facilities and recreation facilities (EPA, 2003a).

[5] population figures exclude Kowanyama

Development trends and pressures are also placing pressure on the coastal environment in the Cardwell Hinchinbrook area, including:

- urban expansion and tourism development at Wongaling Beach to South Mission Beach;
- development of a marina, residential subdivision and tourist facilities at Port Hinchinbrook;
- development of tourist accommodation at Dungeness;
- urban expansion and tourism development at Forrest Beach; and
- agricultural intensification (EPA, 2003a).

Through the coastal management plans it has been identified that future urban development is not appropriate on or within erosion prone areas, riparian areas, or areas of state significance (natural resources) (EPA, 2003a). Therefore, it is important that future development in coastal areas is compatible with existing land uses and does not adversely affect the environmental values of the coastline.

With the region's population and tourism expected to increase, it is anticipated that the demand for sufficient boat launching facilities, particularly in Cairns, Port Douglas, Mossman and Mission Beach will also increase. Maritime infrastructure such as marinas, jetties, boat ramps and other marine transport facilities contribute to the tourism industry in the area and provide recreational facilities for people living and visiting the area.

### 2.4.2 Townsville

The Townsville City area is expected to experience significant growth in the next 20 years and the TTSP was developed to provide a framework for to managing population growth and dealing with the social, environmental and economic issues in the Townsville City region (former Townsville-Thuringowa Region).

At the time of preparation of the TTSP, it was indicated that the region was entering another economically driven growth phase based on natural resources such as fisheries and extractive minerals, environmental assets and tourism activities.

The fishery resources in the region are nationally and internationally recognised for the quality of the recreational fishing they provide, and are a substantial attraction to tourists (Queensland Government, 2007). Therefore, the strategy has identified a number of policies to assist with the development of the fisheries industry, tourism and recreation based activities to support the economic development of the region.

A key policy established to encourage recreation activities and tourism in the Townsville City region was the provision of improved access to recreation activities, ranging from high levels of access and facilities for core recreational areas to limited access and facilities in "wilderness" areas, and including access for water and land based fishing opportunities and recreational boating (Queensland Government, 2007).

Transport was also identified as a key policy area in the TTSP with the aim to provide transport services and facilities to effectively cater for population growth in the region

and meet the economic and social needs of the community. One of the objectives identified to achieve this policy area was to investigate additional sites for new transport and maritime infrastructure and facilities to meet recreational fishing and boating needs (Queensland Government, 2007).

The Port of Lucinda is identified as an area of state significance in the Townsville region and incompatible uses adjacent to this area could adversely affect the operations of the port. The Cardwell-Hinchinbrook Regional CMP identifies that the preferred land uses and activities for areas neighbouring the strategic port land include maintenance of adjoining land in an undeveloped or natural state, maritime facilities (i.e. a public boat ramp) and industrial development that is compatible with the operations of the port and the port infrastructure (EPA, 2003d).

### 2.4.3 Gulf Region

The Gulf Region continues to develop however, at the time of preparation of the GRDP, the region was experiencing increasing pressures associated with growth in industries such as eco-tourism and mining, as well as seeing restructuring in established industries such as pastoralism and commercial fishing (GRPAC, 2000).

Over the years, pastoral land, retail, hospitality and tourism sectors have increasingly made significant contributions to the economy of the Gulf region, and there is significant potential for the expansion of ecotourism in the region (DERM, 2009).

The Gulf tourism industry is built largely on nature based activities such as sightseeing, camping, bird watching, bushwalking, fishing, heritage and fossicking, and it has been estimated that between 80,000 and 100,000 people visit the Gulf region annually (DERM, 2009). Tourism in the Gulf has grown rapidly over the past ten years as a result of conservation and promotion of natural and cultural resources accompanied by improvements to the regional road network.

Karumba is has been identified as a key location for tourist recreational fishing as it has the easiest road access from centres outside the region (GRPAC, 2000).

### 2.4.4 North West Region

Economic development in the North West region is vital to supporting growth and prosperity with the economy primarily reliant on mining and agricultural production.

The region is characterised by distinct rural and natural landscapes which support a range of uses and provide significant environmental, economic and social benefits to the region (DIP, 2010). Therefore, future development must be effectively managed to protect the region's natural assets.

The NWRP highlights the need to protect renewable energy and mineral resources, water catchments and areas set aside for rural production and outdoor recreation (DIP, 2010).

The region's diverse environment provides a range of recreation opportunities and provides high scenic values which have the potential to make a substantial contribution to local and regional economy through nature-based tourism (DIP, 2010).

## 2.5 Regional overview

The key characteristics and influences on recreational boating activity in the Northern Region can be summarised as follows:

- The Northern Region is experiencing on-going population growth, particularly in the Cairns and Townville areas.
- There are significant environmental management constraints on the location of boating facilities and associated infrastructure under the State and Regional Coastal Management Plans and other State legislation relevant to this region.
- Identified growth areas such as the Mount Peter Master Planned Area in FNQ will place an increased demand on recreational boating facilities and infrastructure. Future growth areas will need to be considered when assessing future recreational boating facility requirements.

# 3. Recreational boating facilities

## 3.1 Introduction

The current recreational boating facilities of the Northern Region incorporate both TMR facilities, and facilities that are owned and managed by other organisations such as local governments. This section identifies the current recreational boating facilities available to the public within the region.

## 3.2 Overview of current facilities

In order to support regional development and cater for future population growth in the Northern Region, it is important to establish and maintain adequate recreational boating infrastructure and land based facilities. These facility numbers and locations also form the basis of the demand assessment undertaken for this project and detailed in section 5 of this report.

Table 1 details the existing TMR recreational boating facilities located in the Northern Region, by LGA, while Table 2 details facilities owned by other entities, such as local government.

**Table 1 TMR owned recreational boating infrastructure**

| Local government | Facilities | | | | | |
|---|---|---|---|---|---|---|
| | Boat ramps | Boat ramp lanes | Pontoon | Floating walkway | State boat harbour | Jetty |
| Burdekin Shire Council | 8 | 11 | - | 1 | - | 1 |
| Burke Shire Council | 1 | 1 | - | - | - | 1 |
| Cairns Regional Council | 18 | 35 | 4 | 1 | 1 | 5 |
| Carpentaria Shire Council | 2 | 3 | - | 1 | - | - |
| Cassowary Coast Regional Council | 13 | 18 | 1 | 1 | - | 2 |
| Cook Shire Council | 8 | 8* | - | - | - | - |
| Hinchinbrook Shire Council | 3 | 6 | 1 | - | - | - |
| Mapoon Aboriginal Shire Council | 1 | 1* | - | - | - | - |
| Northern Peninsula Area Regional Council | 3 | 3 | - | - | - | - |

* Number of lanes unknown. Assumed each boat ramp is a single lane

| Local government | Facilities | | | | | |
|---|---|---|---|---|---|---|
| | Boat ramps | Boat ramp lanes | Pontoon | Floating walkway | State boat harbour | Jetty |
| Tablelands Regional Council | 2 | 2 | | | | |
| Torres Strait Island Regional Council | 2 | 6 | 1 | - | - | - |
| Townsville City Council | 11 | 27 | 3 | - | 1 | 4 |
| Weipa Town Council | 2 | 4 | 1 | - | - | - |
| **TOTAL** | **74** | **125** | **11** | **4** | **2** | **13** |

**Table 2 Other recreational boating infrastructure[6]**

| Local government | Facilities | | | | | |
|---|---|---|---|---|---|---|
| | Boat ramps | Boat ramp lanes | Pontoon | Floating walkway | Boat harbour | Jetty |
| Burdekin Shire Council | 2 | 4 | - | - | - | - |
| Cairns Regional Council | 1 | 4 | - | - | - | 2 |
| Carpentaria Shire Council | 1 | 1 | - | 1 | - | - |
| Cassowary Coast Regional Council | 3 | 4 | 1 | - | - | 6 |
| Charters Towers Regional Council | 1 | 1 | - | - | - | - |
| Hinchinbrook Shire Council | 1 | 2 | - | 1 | - | 1 |
| Mount Isa Shire Council | 1 | 1 | - | - | - | - |
| Tablelands Regional Council | 3 | 4 | - | - | - | - |
| Torres Strait Island Regional Council | 2 | 3 | - | - | - | 3 |
| Townsville City Council | 2 | 2 | - | - | - | - |
| **TOTAL** | **17** | **26** | **1** | **2** | **0** | **12** |

[6] Information in this table has been obtained from 2009 and 2010 data provided by TMR and from other sources such as local government. Please note that there may be some omissions in the information available

## 3.3 Northern Region localities and recreational boating

### 3.3.1 Far North Queensland

Recreational boating is a major activity in the region with the demand for boat launching facilities exceeding the number of existing boat ramps (EPA, 2003c). Maritime infrastructure provides essential support to the Wet Tropical Coast Region's recreational and tourism activities. Maritime infrastructure in the region includes:

- Cairns Seaport and the Mourilyan Harbour;
- marinas at Dicksons Inlet, Yorkeys Knob (Half Moon Bay) and the mouth of Trinity Inlet;
- jetties at Palm Cove, Green Island, Fitzroy Island, on the Russell River near Bellenden Ker, Boat Bay, Newell Beach, Mourilyan and Innisfail; and
- a number of public boat ramps (EPA, 2003c).

There are a number of boat ramp facilities located in the regional towns of the FNQ region. The centres of Mareeba, Atherton, Innisfail, and to a lesser extent Tully are currently experiencing growth (DIP, 2009). Lake Tinaroo is located approximately 5 kilometres from the town of Tinaroo provides recreational boating access for the community. TMR have upgraded and widened the existing boat ramp at Tinaburra on Tinaroo Dam, and constructed new single lane boat ramps at Black Gully Road and Bruce Road, Tinaroo, as part of the Boating Infrastructure Capital and Maintenance Program 2008-2009.

### 3.3.2 Townsville

There are approximately 40 recreational boating facilities in the Townsville City region, including 29 boat ramp lanes available for public access.

A prefeasibility analysis was undertaken by Maunsell in 2009 to identify existing public boating facilities in the Townville City Area and review the feasibility of single or multiple new locations for major public boat ramp facilities in the area. This study identified suitable sites based on constraints relating to:

- operational requirements
- environmental
- geological
- social
- economic
- engineering requirements
- political considerations (Maunsell, 2009).

The study investigated 12 sites and identified potential boat sites for a long term solution and potential sites for an interim increase in capacity respectively. The report recommended that the sites listed in Table 3 be given further investigation (Maunsell, 2009).

**Table 3 Recommended sites for further investigation**

| | |
|---|---|
| **Potential sites for long-term solution** | |
| 1 | Ross River South Bank (Site 5) |
| 2 | Pallarenda and Rowes Bay Location (Sites 10, 11 & 12) |
| 3 | Barnicle Street Boat ramp (Sites 7, 8 and 9) |
| 4 | Ross River West Bank (Site 6) |
| **Potential for interim increase in capacity** | |
| 1 | Barnicle Street Boat ramp (Site 8) |
| 2 | Ross River/ Boundary Street (Site 4) |
| 3 | Ross Creek Boat ramp (Site 1) |
| 4 | Ross Creek South (Site 2) |
| 5 | Existing Pallarenda Boat ramp (Site 11) |

(Maunsell, 2009)

In addition to the study undertaken by Maunsell, Townsville City Council developed a strategic planning document for recreational all-tide protected weather boating facilities for 2020. The purpose of this document was to identify the land side requirements for parking and corresponding ramps for the waterside to meet the need for all-tide protected weather recreational ramp facilities in the Townsville for the next 10 years (van Tubbergh, 2009).

The report identifies 13 potential sites for the location of recreational boating facilities. These sites have been evaluated by TCC, resulting in 8 of the 13 sites being considered unsuitable due to environmental, land use planning or economic constraints. The sites identified as suitable for recreational boating facilities will be assessed as part of this study to determine the potential for inclusion as priorities for the Northern Region.

As part of the *Queensland Transport's Boating Infrastructure Capital and Maintenance Program* between December 2008 and December 2009, maintenance repairs were undertaken on the Ross Creek Boat ramp. In addition, these sites have also been considered and assessed as part of this project, the details of which are addressed further in section 7 of this report.

### 3.3.3 Gulf Region

In order to support growth and development in the Gulf Region, it is expected that there will be a need for the long-term establishment of additional facilities and ensure that existing facilities are maintained.

There are currently three boat ramps located in Karumba, one located at Karumba Point and two located along the Norman River. Karumba is home to recreational fishing events such as the Karumba Community Anglers Classic, which last year attracted almost 400 adult fishermen and 150 children (ABC, 2009).

According to the GDRP, land based fishing and access to the river at the Port of Karumba are limited to the boat ramp. Most people need to acquire a boat in order to access fishing in the river. In this regard, the GDRP highlighted the need for the provision of a public wharf or jetty at the Port of Karumba to achieve this objective (GRPAC, 2000).

A *Suitability Investigation of Proposed Public Boat ramp Sites in the Cook Shire* was undertaken in 2000. This investigation was a suitability assessment for a public boat ramp at five potential locations within the Cook Shire. The identified site and their suitability assessment is detailed in Table 4.

**Table 4 Suitability of public boat ramp sites in the Cook Shire**

| Site | Suitability |
|---|---|
| Marton | This site is not recommended as being suitable to install a public boat ramp facility due to the high instability of the site. |
| Eight Mile Creek | Based on visual inspections of the site, this location could be made suitable for a public boat ramp facility. The report recommends that the user demand for this site be investigated to determine need and potential usage. |
| Quarantine Bay | The report states that the site is not ideally suitable for a boat ramp due to its high exposure and dynamic beach profile. |
| Archer Point | The report states that this site is not an ideal launching boat ramp site as it is considered that the potential patronage would not justify the expense and effort. |
| Annan River | The report identifies this site as ideally suited for a public boat ramp. |

(Queensland Transport, 2000)

Since the release of this report a boat ramp has been established at the Annan River location as it was identified as the most suitable location for a public boat ramp in the Cook Shire. In addition, a suitable location was also found at the Marton location and a new boat ramp has since been established.

### 3.3.4 North West Region

There are limited boating facilities located in the North West Region. However, two dams located within close proximity to Mount Isa have the potential to provide a range of recreation opportunities for the area. Lake Moondarra is located approximately 16 kilometres north of Mount Isa town centre; and Lake Julius is located approximately 70 kilometres north east of Mount Isa.

Information collected as part of this study has identified that a boat ramp facility is located at Lake Julius and is owned by SunWater.

## 3.4 Boating Infrastructure Capital and Maintenance Program

Across the entire Northern Region, a number of boat launching facilities have been established or upgraded recently as part of the TMR *Boating Infrastructure Capital and Maintenance Program* (BICM Program) between December 2008 and December 2010 (TMR, 2010). The recent projects are as follows:

- new single lane boat ramp at Cullen Point at Mapoon;
- widen existing boat ramp at Tinaburra (Tinaroo Dam);
- construct new single lane boat ramp Black Gully Road, Tinaroo;
- construct new single lane boat ramp Bruce Road, Tinaroo;
- upgrade boat ramp at Dungeness (Lucinda Road);
- new single lane boat ramp at Maria Creek (Kurrimine Beach);
- reconstruction of boat ramp at Saunders Beach;
- Marina Plains boat ramp (new) – Cape York Peninsular;
- Daintree River, Cape Tribulation Road boat ramp widening;
- Flying Fish Point boat ramp (Innisfail) – reconstruct; and
- Brampton Island Jetty repairs.

The following projects are on the current program, with the view to be completed by the end of 2014:

- floating walkway/pontoon at Barramundi Creek;
- floating walkway/pontoon at Barron River Stratford Greenbank Road;
- floating walkway at Inlet Street, Port Douglas;
- floating walkway/pontoon at Newell Rankin Street;
- new boat ramp, breakwater and pontoon at Mourilyan Harbour;
- floating walkway/pontoon at Fern Avenue, Coconut Point (Johnstone River);
- new boat ramp at charters Towers Weir, Burdekin River;
- new boat ramp at Starcke River;
- reconstruction of Charlotte Street boat ramp, Cooktown;
- floating walkway at Dungeness (Herbert River);
- boat ramp at Toomulla, Salwater Creek;
- floating walkway/pontoon at Nelly Bay Harbour;
- reconstruction of boat ramp at Barnicle Street, Railway Estate Townsville; and
- Ross River recreational boating park – multiple lane boat ramp and pontoon.

# 4. Consultation activities and outcomes

## 4.1 Introduction

Stakeholder consultation was an integral part of the project and was delivered across Queensland over a six month period, from March to August 2010. Feedback from this consultation process informed the inventory, needs assessment, and prioritisation of sites, providing a qualitative and structured assessment from the perspective of key and other stakeholders, and the community. This section outlines the consultation activities undertaken as part of this study and the key findings from this engagement process.

## 4.2 Consultation activities

To maximise opportunities for community and stakeholder feedback, a range of consultation activities were delivered, including awareness raising tools, stakeholder workshops and surveys. Activity details, timing and participation rates are discussed below.

### 4.2.1 Project website

The establishment of a project page featured on the MSQ website (www.msq.qld.gov.au) provided a mechanism through which the boating community could obtain up to date information on the Recreational Boating Demand Forecasting Project, and make a submission.

The website provided the community and stakeholders with access to specific information about:

- the project aims and objectives;
- the consultation process;
- how to contact the study team to provide input and/ or obtain information; and
- a link to the survey.

### 4.2.2 Project email and telephone information line

A dedicated project email address (recboating@ghd.com) and free call 1800 telephone information hotline (1800 086 640) were established and widely promoted on the website and communication materials for the duration of the project.

Through this avenue, stakeholders and the wider community were able to contact the study team directly to raise project-related issues or obtain information.

### 4.2.3 Fact sheet

A fact sheet was developed in May 2010 to provide a project overview for stakeholders and the public. The fact sheet was available through the project website and was distributed to the key and other stakeholders prior to the workshops and meetings.

### 4.2.4 Community survey (Get Involved website)

The community of Queensland was invited to provide feedback on recreational boating facilities by participating in an online survey, via the Queensland Government's *'Get Involved'* website (www.getinvolved.qld.gov.au). Hard copies of the community survey were also distributed to individuals who preferred to provide written feedback.

The survey was structured as a variety of open and multiple answer questions to gain users' feedback on:

- recreational boating activity patterns;
- utilisation and satisfaction with existing recreational boating facilities;
- upgrades needed to existing facilities; and
- new facility needs and suggested sites/ localities.

The Community Survey was conducted for a period of three months from June to August 2010. A number of Councils and peak bodies for recreational boating and fishing also promoted the Project and survey on their websites during this period.

At the completion of the Community Survey, a total of 664 submissions were received from around the State, 62 of which were received from residents of the Northern Region.

### 4.2.5 Stakeholder workshops

A series of workshops were conducted throughout Queensland with key and other stakeholders to discuss recreational boating needs and current issues in each region. Stakeholders were identified in collaboration with MSQ, through desk-based research and reference to MSQ databases.

The workshops were conducted as round table discussions to provide attendees with the opportunity to 'have their say' on current use patterns, limitations and potential opportunities associated with recreational boating facilities at a local level. Consultation with these groups was used to inform and provide validation for the demand forecasts.

### 4.2.6 Brisbane Boat Show

The community survey was available as part of the Brisbane Boat Show held on the 26-29 August 2010. This process was supported by MSQ representatives.

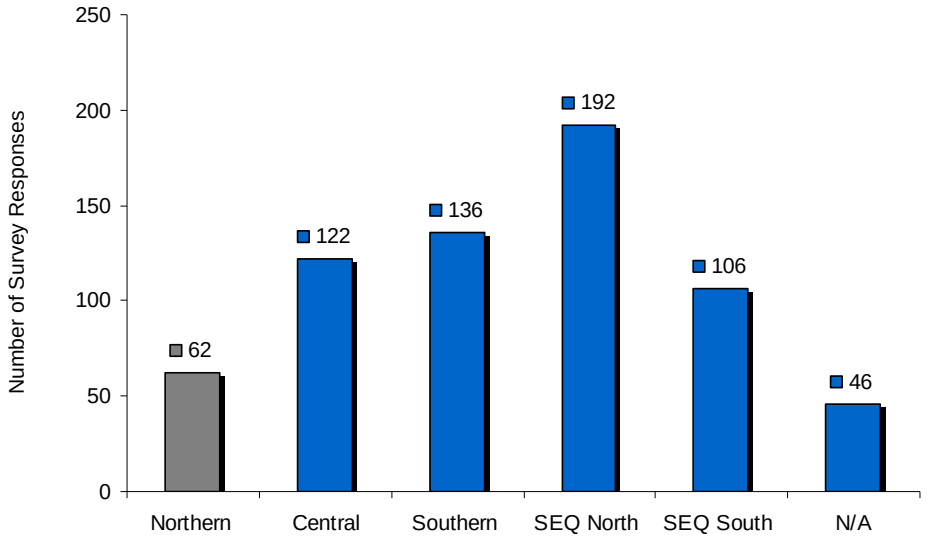
## 4.3 Community survey results

### 4.3.1 Sample characteristics

**Survey response**

Of the 664 responses received from around the State, 62 surveys were from residents of the Northern Region representing 9.3% of the total sample (Figure 4).

**Figure 4 Survey representation**




### Place of residence

The geographic spread of survey respondents in the Northern Region is shown in the table below. Greatest interest came from Townsville City, followed by Burdekin Shire and the Cairns Region (Table 5).

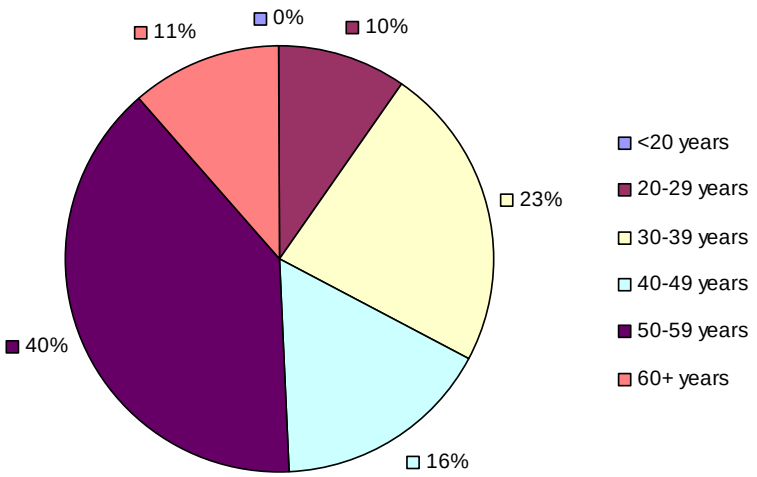
**Table 5 Survey response by LGA**

| LGA | Respondents | % of TMR region | % of Qld |
|---|---|---|---|
| Townsville City Council | 22 | 35.5% | 3.3% |
| Burdekin Shire Council | 15 | 24.2% | 2.3% |
| Cairns Regional Council | 12 | 19.4% | 1.8% |
| Charters Towers Regional Council | 10 | 16.1% | 1.5% |
| Cassowary Coast Regional Council | 3 | 4.8% | 0.5% |
| **Total** | **62** | **100.0%** | **9.3%** |

### Age of respondents

As shown in Figure 5, the majority of survey respondents in the Northern Region were aged 50-59 years old (40%), followed by 30-39 year olds (23%). There were no responses from people aged less than 20, and only 10% of the responses were received from respondents aged 20-29 years.

**Figure 5 Age profile of survey respondents**

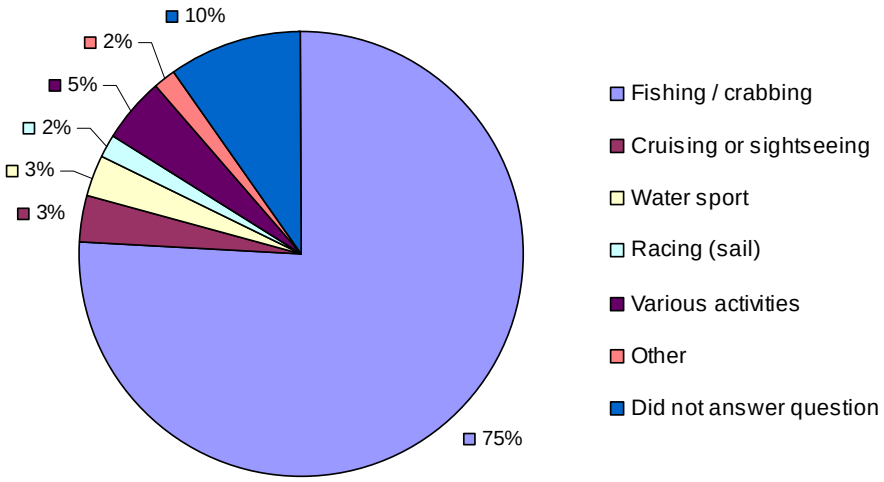



### 4.3.2 Recreational boating activity

#### Type of activity

Responses from the Northern Region indicate 'fishing / crabbing' is the most common activity for a given vessel, representing 75.8% of the activities undertaken by the respondents in the area (Figure 6).

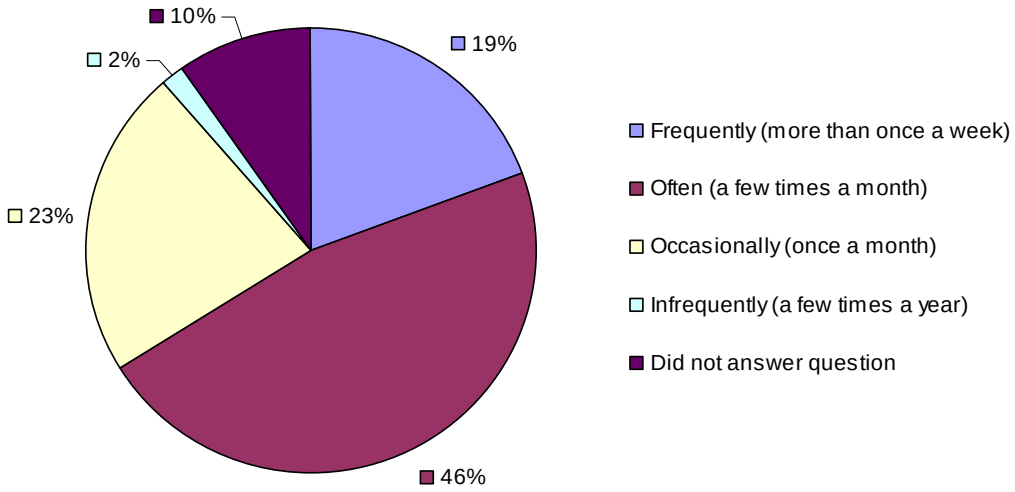
**Figure 6 Most common activity for a given vessel**




#### Activity frequency

Of the responses received from the Northern region, 65% indicated that they participated in recreational boating activities either 'frequently' (more than once a week) or 'often' (a few times a month).

**Figure 7 Frequency of recreational boating activity**




### 4.3.3 Level of satisfaction with existing facilities

Survey respondents were asked to provide feedback on facilities they use in terms of 'likes' and 'dislikes'. Respondents' answers have been grouped into common themes and are provided in Table 6.

**Table 6 Level of satisfaction with existing facilities**

| Three most common reasons for liking a facility | | |
|---|---|---|
| **Reason** | **Frequency** | **Explanation** |
| Access (water) | Mentioned in 20 responses | Detailed analysis of survey results show that respondents' most common reason for 'liking' a facility was for the easy access it provides to the water.<br>Most respondents specified they like boat ramps with pontoons to allow for easy and safe loading and unloading of passengers. Similarly, when respondents from the Northern Region considered a boat ramp they did not like, most specified reasons such as the lack of a pontoon and safe loading facilities. |
| Parking and congestion | Mentioned in 10 responses | Respondents rated parking facilities and lack of congestion very highly when considering a boat ramp they enjoy using. Many respondents identified that they enjoyed using a facility where parking spots are easy to secure. |
| Land based facilities | Mentioned in 8 responses | Many respondents noted they liked a facility due to the provision of land based facilities. In particular, respondents liked facilities with well-maintained toilets, bins and wash down areas. |

| Three most common reasons for disliking a facility | | |
|---|---|---|
| **Reason** | **Frequency** | **Explanation** |
| Access (water) | Mentioned in 18 responses | Analysis of the reasons provided by respondents from the Northern region show the most common reason for disliking a facility was because of its poor water access. Many respondents stated they avoided a boating facility because it was too difficult and dangerous to launch their boat and / or load and unload passengers. |
| Structural | Mentioned in 18 responses | Respondents also noted structural problems as reasons for disliking particular facilities. More specifically, respondents disliked a boat ramp because it was too steep, poorly designed or impossible to use during some tidal conditions. |
| Parking and congestion | Mentioned in 16 responses | Lack of parking and high congestion was one of the most common reasons for respondents to dislike a facility. A number of respondents expressed disappointment in a lack of car and trailer parks at certain facilities and year-round congestion. |

Comments received in relation to particular facilities within the Southern Region are presented in Table 7.

## 4.4 Stakeholder workshops

### 4.4.1 Participation

Stakeholder workshops were held in seven locations across the Northern Region. The location of the workshops and attendance is detailed in Table 8.

**Table 7 Survey respondents' feedback - existing recreational boating facilities**

| Recreational boating catchment | Most liked boat ramp | Comments | Most disliked boat ramp | Comments | Most used boat ramp | Comments |
|---|---|---|---|---|---|---|
| **Cairns** | **Boat ramp Dungeness*** **Lucinda Road** **(Hinchinbrook Shire Council)** | ◗ all weather access<br>◗ ample parking<br>◗ floating walkway<br>◗ good lighting<br>◗ boat ramp surface is in good condition. | **Boat ramp Cairns Tingira Street** **(Cairns Regional Council)** | ◗ insufficient parking<br>◗ poor lighting and<br>◗ needs upgrading with more lanes, pontoon and more parking. | **Boat ramp Dungeness*** **Lucinda Road** **(Hinchinbrook Shire Council)** | ◗ good boat ramp<br>◗ additional floating walkway required. |
| **Townsville** | **Boat ramp Cardwell•** **opp Sheridan Street** **(Cassowary Coast Regional Council)** | ◗ good pontoon which is long and double sided<br>◗ ample parking<br>◗ needs more rigging areas and a washdown facility. | **Boat ramp Mourilyan Harbour•** **(Cassowary Coast Regional Council)** | ◗ no pontoon<br>◗ insufficient parking<br>◗ no rigging lanes or washdown facility. | **Boat ramp Nelly Bay Harbour** **(Townsville City Council)** | ◗ good all weather boat ramp<br>◗ no sandy beach nearby, pontoon or floating walkway<br>◗ boat ramp is slippery and unsafe to use<br>◗ excellent parking facilities, and is the only all tide, all weather boat ramp on Magnetic Island. |
| | | | **Boat ramp Nelly Bay Harbour** | ◗ good all weather boat ramp however | **Boat ramp Ross River Barnicle Street** | ◗ existing pontoon is too small |

* Respondents from the Cairns RBC identified the Dungeness boat ramp, located in the Townsville RBC, as the ramp they like and use the most.

• Respondents from the Townsville RBC identified the Cardwell boat ramp and the Mourilyan Harbour boat ramp, both of which are located in the Cairns RBC, as ramps they like the most.

| Recreational boating catchment | Most liked boat ramp | Comments | Most disliked boat ramp | Comments | Most used boat ramp | Comments |
|---|---|---|---|---|---|---|
| | | | **(Townsville City Council)** | no safe launch/retrieve facility<br>◗ no sandy beach nearby, pontoon or floating walkway<br>◗ boat ramp is slippery and unsafe to use. | **(Townsville City Council)** | ◗ two of the four lanes need to be resurfaced<br>◗ boat ramp needs to be extended. |
| **Cape York** | No responses recorded | | **Boat ramp Cooktown Charlotte Street downstream**<br>**(Cook Shire Council)** | ◗ too narrow<br>◗ tide affected<br>◗ no pontoon – required for safety<br>◗ needs widening. | No responses recorded | |
| **North West Queensland** | No responses recorded | | | | | |

**Table 8 Stakeholder workshops – Northern Region**

| Meeting | Date | Venue | Invitees | Attendees | GHD & TMR representatives |
|---|---|---|---|---|---|
| Cairns - key stakeholders | 23/06/2010 | Cairns Library, Cairns | 14 | 7 | 3 |
| Cairns – other stakeholders | 22/06/2010 | Cairns Library, Cairns | 24 | 3 | 2 |
| Townsville - key stakeholders | 13/07/2010 | Mayoral Reception Room, Townsville | 16 | 7 | 5 |
| Townsville – other stakeholders | 13/07/2010 | Mayoral Reception Room, Townsville | 20 | 13 | 4 |
| Weipa - combined | 7/07/2010 | The Western Cape Conferencing Centre, Weipa | 10 | 3 | 3 |
| Cooktown – combined | 1/07/2010 | Cook Shire Council Offices Boardroom, Cooktown | 11 | 4 | 3 |
| Mission Beach – key stakeholders | 28/06/2010 | Mission Beach Resort, Mission Beach | 6 | 1 | 4 |
| Mission Beach – other stakeholders | 28/06/2010 | Mission Beach Resort, Mission Beach | 8 | 3 | 4 |
| Thursday Island – combined | 18/06/2010 | Port Kennedy Association Hall, Thursday Island | 8 | 4 | 3 |
| Karumba – key stakeholders | 15/07/2010 | Karumba Civic Centre, Karumba | 14 | 1 | 4 |
| Karumba – other stakeholders | 14/07/2010 | Karumba Civic Centre, Karumba | 6 | 0 | 4 |
| **Total attendees** | | | **137** | **46** | **39** |

## 4.5 Key issues and hotspots

### 4.5.1 Introduction

The biggest issues identified through the consultation process for the Northern Region are safety, maintenance, capacity, and accessibility. These issues, along with some specific to locations, are addressed below.

### 4.5.2 Safety

Safety is a particular concern at existing facilities where there are no pontoons or floating walkways mainly due to the risk presented by crocodiles. In some areas, such as Bramston Beach, there are resident crocodiles which are known to regular users of facilities.

In communities such as Hopevale where there are no formal facilities at present, people launch off the most convenient section of riverbank. In Hopevale, safety has been identified as an issue, with launching boats occurring while crocodiles sit on the opposite river bank and children swim nearby in the river. A facility with a pontoon or floating walkway would provide for improved safety to all river users and reduce or eliminate the need to spend time in the water when using the boat ramps. Hopevale Aboriginal Shire Council is currently working with TMR to identify a suitable location to enable a feasibility study to be undertaken.

There have been a few incidents with crocodiles in the Endeavour River system near Cooktown, particularly at the Marton boat ramp. This river system is located within crocodile habitat and the risk of a possible incident is high.

Marine stingers were also raised as an issue at the Cooktown workshop in relation to the existing facilities in the township. A pontoon or walkway was requested at this location to address this safety issue.

TMR acknowledges that safety is a particular issue at facilities within the Northern Region and is investigating the funding of a pontoon or floating walkway at the existing facilities to improve safety. A number of locations are already programmed to have a pontoon installed, such as at Dungeness and the Barron River.

Annan River, Cooktown (person in river)

Coral Sea Drive boat ramp, Cardwell

In Aurukun there is no formal boat ramp facility with vessels launching directly from a 70-80m wide section of the foreshore which is also used for barge landings during the wet season.

At the Weipa workshop, safety in this location was identified as a critical issue and a request for a facility to be constructed at Aurukun prior to any other investment in the area was supported with this requested as a matter of urgency.

In addition to safety issues posed by crocodiles, the current condition of some facilities pose safety risks. For example, stakeholders at the Cairns User Group Workshop identified that the Machans Beach boat ramp is not used as it is steep and there is a drop-off at the end. The boat ramps at Bramston Beach, Deeral Pine Creek and Bellenden Ker have also been identified as having drop-offs as a result of toe-wash.

*"This (Bramston Beach) boat ramp needs extending – drops off and loses trailers. Users need to then get in creek to recover – this causes a croc safety issue. This needs to be addressed." (Stakeholder, Cairns Key Stakeholders Workshop)*

Thompson Road boat ramp in the Cairns area is an existing two-lane boat ramp of which one lane is *"out of action because it has collapsed"*. Other boat ramps have been identified as being difficult to use due to sand or mud build-up and slippery surfaces. It was discussed at the workshops that where these are multi-lane facilities, not all the lanes get used.

### 4.5.3 Capacity

The Northern Region experiences usage rates influenced by seasonal tourism at many facilities, especially in the Cape York area which is generally inaccessible during the wet season. During the dry 'tourist' season, many facilities are placed under pressure and capacity is an issue. The existing Clump Point facility was highlighted as one which has restricted parking, conflict between recreational and commercial use, and increasing recreational demand. The specific issues associated with Clump Point are known to TMR which is addressing this facility separately at present.

*"More and more visitors are coming for 3-4 months at a time." (Stakeholder, Mission Beach User Groups Workshop)*

*"Population swells from 3,000 to 35,000 from April to November. As soon as the roads open the tourists flood in – 50% of them have boats." (Stakeholder, Weipa Combined Stakeholders Workshop)*

Stakeholders and community representatives from Karumba again highlighted the seasonal impact on recreational boating facilities in this part of the region with both boat ramps in the town being very popular and subject to sustained high demand particularly in the peak season from March – September.

Parking at Clump Point

Commercial users at Clump Point

Karumba Point – site suggested by stakeholders for new boat ramp (two lanes)

Karumba Point – car park is located in between existing beach boat ramp and proposed site

Stakeholders present at the Thursday Island Workshop identified that dinghy mooring facilities are the greatest need as dinghies are the main mode of transport and pontoons become the 'parking areas" for people accessing other islands for work, etc. A new pontoon is planned for Thursday Island to increase dinghy capacity and improve tidal access, whereas there is currently no public facility on Horn Island.

*"There is nowhere for the dinghies to tie-up to (on Horn Island). There is a boat ramp and commercial facilities, dinghies are being tied up to commercial facilities."*
*(Stakeholder, Thursday Island Combined Workshop)*

Due to constraints at Horn Island a solution is not readily available. A potential area is shallow and other areas are exposed to the weather during the monsoon season.

Existing pontoon at Thursday Island

Existing boat ramp at Horn Island

At the Townsville workshops it was identified that there is a shortage of facilities within the Townsville area and that all facilities are generally concentrated within the port area. It was acknowledged that additional facilities will be provided as part of the port re-development plan, but there was a lot of frustration regarding the timing of this.

*"The '3 years time boat ramp' we have been told is coming is now 5 years away – Townsville will have grown by 30,000 people by then. What can be done now?"*
*(Stakeholder, Townsville User Group Workshop)*

With rapid development occurring in the northern suburbs and Council looking at opening up further areas for development in the northern area, the workshop participants highlighted that identification of suitable all-tide sites in the northern parts of the city is required. Discussions with DERM and GBRMPA highlight that considerable multi-agency planning will be required in determining sites for any new facilities in the Townsville area.

## 4.6 Stakeholder priorities

Stakeholders that participated in the Northern Region workshops identified the following key sites as priorities for future development and/ or upgrade (Table 9). Each of these sites have been assessed as part of this project and addressed further, along with the regional priorities, in section 7 of this report.

**Table 9 Stakeholder priorities**

| Locality | New/ Upgrade | Summary |
|---|---|---|
| **Aurukun** | New pontoon and boat ramp | ◗ New pontoon and boat ramp required due to lack of existing facilities and major public safety issues. |
| **Wujal Wujal** | Boat ramp upgrade | ◗ Upgrade boat ramp and provide floating pontoon to improve user safety. |
| **Palm Cove** | New boat ramp | ◗ New two lane boat ramp required to address demand generated by local population growth and tourism industry.<br>◗ Potential sites identified on northern side of jetty or at Taylor's Point. |
| **Mission Beach** | New boat ramps | ◗ Additional all-tide facilities required. |
| **Clump Point** | Land based facilities | ◗ Additional parking required.<br>◗ Address conflict between recreation and commercial users. |
| **Dungeness** | Boat ramp upgrade | ◗ Upgrade boat ramp in response to high demand.<br>◗ Floating walkway required to facilitate queuing. |

| Locality | New/ Upgrade | Summary |
|---|---|---|
| **Horn Island** | Other facility | ◗ Dinghy mooring facility required as marine vessels are effectively 'cars' being the main mode of transport between islands. |
| **Townsville** | New boat ramps | ◗ Additional facilities required as soon as possible, with adequate provisions for parking.<br>◗ Frustration with ongoing delays in progressing development within the Port area. |
| **Karumba** | Boat ramp upgrades | ◗ Upgrade Karumba Boat ramp (Gilbert Street) – additional lanes, separate uses, car parking strategy.<br>◗ Upgrade Karumba Point boat ramp. |
| | New boat ramp | ◗ New boat ramps required at Karumba (off Riverview Dr) and Karumba Point to address resident and tourist population demands. |
| **Dayman Point** | Boat ramp upgrades | ◗ Ramp is an ocean foreshore ramp and is subject to erosion issues/complaints.<br>◗ Needs upgrading as it is old, unsafe and cannot handle the volume of boats and vehicles that use it. |

# 5. Recreational boating facilities demand analysis

## 5.1 Introduction

Recreational boating has experienced significant growth over the past twenty years with demand for boat ramps and associated facilities, in many instances, exceeding the capacity of the existing infrastructure.

Boat ownership is the most significant demand driver for marine infrastructure, namely boat ramps, marina berths (both wet and dry), moorings and pontoons. The composition of a region's boating fleet will determine the quantity and type of marine infrastructure demanded. The recreational boating market refers to those boat owners who use their boat to take recreational day trips, cruising in relatively protected waters as opposed to the open sea.

The recreational boating facilities demand analysis is the tool used in this project to determine current and future demand and the areas within the state where the demand for recreational boating facilities is the greatest. This process then guides, along with the consultation outcomes, the identification of priorities for investment in recreational boating infrastructure.

This recreational boating facilities demand analysis:

- defines regional recreational boating catchments throughout Queensland;
- provides a socio-economic overview of each of the identified regional recreational boating catchments;
- provides recreational boating fleet projections relevant to the demand for boat ramps for each of the regional recreational boating catchments; and
- provides boat ramp lane demand projections for each recreational boating catchments.

## 5.2 Recreational boating industry overview

### 5.2.1 Introduction

Boat ownership is the most significant demand driver for marine infrastructure, namely boat ramps, marina berths (both wet and dry), moorings and pontoons. The composition of a region's boating fleet will determine the quantity and type of marine infrastructure demanded. The recreational boating market refers to those boat owners who use their boat to take recreational day trips, cruising in relatively protected waters as opposed to the open sea.

MSQ maintains detailed monthly statistics on boat registrations by LGA, with boat registration data collected for various vessel types and length. Available electronic records for boat registrations by length date back to 1999. Within the boat registration data sets, the various boat categories include:

- sail boats;

- boats without sails, including:
  - motor boats without sails;
  - speed boats; and
  - jet skis (or personal recreation vehicles).

Jet skis are not commonly found in marinas, and as such do not represent a major demand driver for marina berths, but can have significant implications for the demand for boat ramps.

Smaller boats can be easily towed on trailers. Industry consultations undertaken by Economic Associates previously reveal that the suitability for towing varies between boat types (i.e. boats with sails and boats without sails).

Similarly, the suitability of vessels for dry storage depends on type and length of vessel. Dry storage is most suitable for vessels with shallow drafts. Therefore, dry storage is most suitable for smaller sail boats (i.e. sail boats up to eight metres) and boats without sails up to around ten metres.

Wet berthing a boat represents a much greater expense than trailing or dry berthing. Therefore, wet berths are generally used only by larger vessels, such as sail boats over five metres and boats without sails over eight metres.

### 5.2.2 Industry characteristics and trends

International Marina Consultants Pty Ltd (2006) undertook an overview of the changing characteristics within the recreational boating industry. The major trends noted in this overview for marina-stored boats are as follows:

- The average size of marina-stored boats is increasing – The average length has increased from about 10 metres to 13.5 metres over the last ten years. There is little demand for eight metre berths which can be found in some older marinas, with vessels of this size typically being towed. The report suggests the minimum marina size in most new marinas should be 12 metres. However, if the marina will mainly be occupied by power boats, the minimum marina size should be larger than 12 metres.
- Boats are being used less frequently – The number of boats being used at any one time has not increased at the same rate as the number of boat registrations. The damage to the marine environment as a result of the rapid rise in boat registration is likely to be less than anticipated.
- Larger boats are being placed in rack and storage buildings – Dry storage buildings are being designed in Australia and overseas to cater for boats up to 12 metres in length. Currently, the demand for dry storage in Australia is quite low. However, the demand for dry storage is expected to increase significantly as the price of marina berths increases in line with strong demand. There are a number of advantages associated with dry storage including potentially significant cost savings (in cases where reduced boat maintenance costs outweigh the additional costs of lifting boats in and out of the water), protection from UV damage and reduced need for dredging as the boats do not require water space for berths. However, racked dry

storage creates a significant visual impact due to the size of the storage and as a result is unlikely to be included in association with residential development. Dry storage could be included in boat harbours and working marinas.

- Marina sized boats which are used infrequently are parked on hardstands – There has been a growing trend towards storage of power boats and yachts on hard stands due to lower usage and lack of available marina berths. The rates associated with hardstand storage are also less than for boats moored in a floating marina.
- The growth in boat registrations is occurring throughout Queensland – There has been significant growth in boat ownership in Queensland and thus demand for marina berths. Currently, virtually all marinas throughout Queensland are fully occupied indicating a need for additional berthing throughout the state.
- Increasing demand for boat repair facilities – There is an increasing demand for boat repair facilities as a result of an increase in the number of recreational boats and the reduced effectiveness of anti-fouling paints. Only a limited number of boat repair facilities are being constructed, and residential type marinas are not planned to include boat repair facilities.

The trends highlighted above indicate that the demand for marine infrastructure throughout the state is anticipated to grow significantly.

Industry consultations previously undertaken by Economic Associates reveal a growing number of new boats purchased in the growth category of motor boats between five and eight metres are manufactured in, or for, the North American market. These boats are generally half cabin cruiser, and appeal to the recreational boating market. Their appeal is largely based on favourable exchange rates which has resulted in North American market vessels being around 30% less expensive than Australian made boats.

The growing popularity of North American market half cabin cruisers has significant implications for boat storage. In Queensland, the maximum width of a trailerable boat is 2.5 metres, but cruisers designed for the North American market are frequently wider than 2.5 metres, particularly those cruisers over five metres. As a result, the most appropriate storage solution for these boats is dry storage at a major marina or boat harbour. It is anticipated that as the popularity of these boats grows, so too will demand for dry boat storage.

### 5.2.3 Characteristics of recreational boat owners

MSQ (2004) conducted a boating survey in 2003 to gain an insight into the range, location of and investment in, recreational boating activities on Queensland waters. There were 3,500 responses used in the survey analysis. The major findings of this analysis are as follows:

- The most common types of vessels operated by respondents were dinghies (45%) and speedboats (27%).

- Respondents operated vessels with motors between 7 and 15 horsepower (20%), 16-50 horsepower (36%) or 51-100 horsepower (19%).
- Almost all respondents were male (95.5%) with 40% of all respondents being 55 years and over in age.
- The predominant boating activity is fishing (82.2% daytime, 24.9% overnight), with cruising also a popular recreational boat use (28.4%).
- The majority of boat owners launched their vessel either two to three times per month (40.5%) or every two to three months (31.5%).
- Estuaries, rivers and bays were nominated as the preferred location to operate their vessel.
- A significant share of respondents (16%) travel more than 50 kilometres from their residential address to their preferred boat ramp/mooring site.

## 5.3 Recreational boating catchments

Catchments for recreational boating infrastructure are typically influenced by:

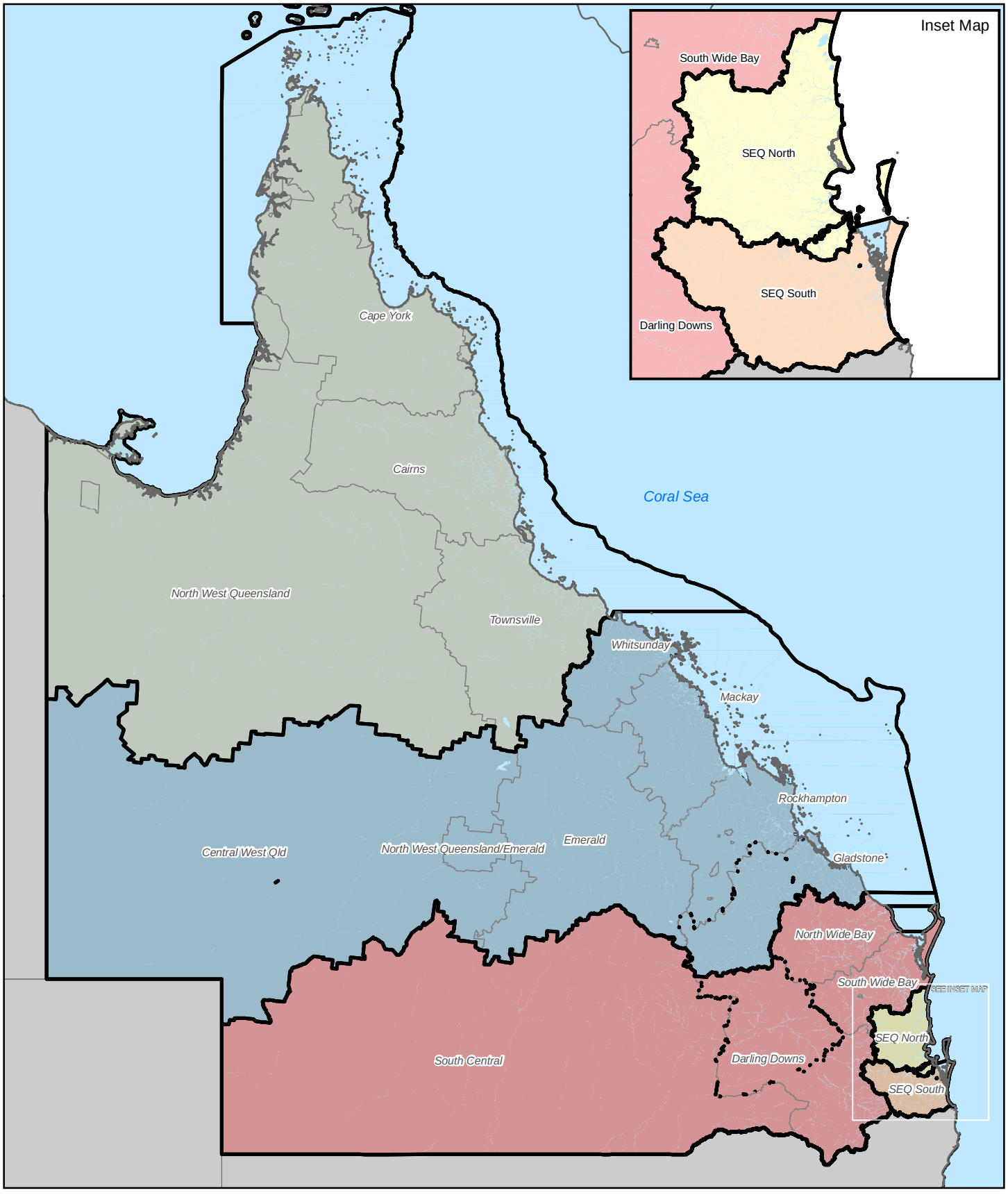
- road transport infrastructure to the facility;
- natural and man-made barriers;
- the location and scale of existing facilities in the area; and
- psychological barriers, such as driving time and perceptions of distance.

Consultation with Marine Queensland, marina operators and yacht clubs consistently indicates that the main catchment for major pieces of marine infrastructure generally corresponds with a one hour driving time from the infrastructure. This is supported by the survey results from MSQ (2004) which indicates a significant share of boat owners travel over 50 kilometres to their preferred boat ramp / mooring. This is not to say that boat owners will not travel for more than an hour to access popular locations, however these would represent exceptions to normal practice and would include major events, special trips and boating holidays.

The RBCs were defined in conjunction with the TMR, using former LGA boundaries and taking into consideration the five TMR regions in Queensland[7].

For the purposes of this study, sixteen RBCs have been defined (Figure 8). The RBCs located within the Northern Region and the associated LGA are identified in Table 10.

[7] It is recognised that boat owners may travel outside of their recreational boating catchment to access facilities. However, discussions with TMR determined that the recreational boating catchments defined above were the most appropriate.




LEGEND

- Coastline
- Adjacent State
- Drainage
- Catchment Region
- DTMR Region
- Central
- Northern
- SEQ - North
- SEQ - South
- Southern

1:10,000,000 (at A4)

0 100 200 300 400

Kilometres

Geographic Coordinate System
Horizontal Datum: Geocentric Datum of Australia 1994

N

GHD

Recreational Boating Facilities Demand Forecasting Study

| | |
|---|---|
| Job Number | 41-22459 |
| Revision | A |
| Date | 01 SEP 2011 |

# Recreational Boating Catchments

Figure 8

G:\41\22459\GIS\Maps\MXD\Catchment Map\41_22459_01_Overview_QLD_Catchments.mxd



Data source: DTMR Region, DTMR Catchments, DTMR, (2010) Coastline, State, GA, (2007), Drainage, DERM, (2010). Created by: MS, EA, WW

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**Table 10 Northern Region RBCs**

| RBC | LGA |
|---|---|
| **Cape York** | ◗ Aurukun Shire Council<br>◗ Cook Shire Council<br>◗ Torres Shire Council<br>◗ Torres Strait Island Regional Council<br>◗ Weipa Town Council<br>◗ Northern Peninsular Area Regional Council<br>◗ Lockhart River Aboriginal Council<br>◗ Napranum Aboriginal Shire Council<br>◗ Wujal Wujal Aboriginal Shire Council<br>◗ Mapoon Aboriginal Shire Council<br>◗ Kowanyama Aboriginal Shire Council<br>◗ Pompuraaw Aboriginal Shire Council<br>◗ Hopevale Aboriginal Shire Council |
| **North West Queensland** | ◗ Burke Shire Council<br>◗ Carpentaria Shire Council<br>◗ Cloncurry Shire Council<br>◗ Croydon Shire Council<br>◗ Etheridge Shire Council<br>◗ McKinlay Shire Council<br>◗ Mornington Island Shire Council<br>◗ Mount Isa City Council<br>◗ Richmond Shire Council |
| **Cairns** | ◗ Cairns Regional Council<br>◗ Cassowary Coast Regional Council<br>◗ Tablelands Regional Council<br>◗ Yarrabah Aboriginal Shire Council |
| **Townsville** | ◗ Burdekin Shire Council<br>◗ Charters Towers Regional Council<br>◗ Hinchinbrook Shire Council<br>◗ Townsville City Council |

### 5.3.1 Socio-economic profile of the Northern Region RBCs

A socio-economic profile of the Northern Region RBCs as at the 1996, 2001 and 2006 Censuses of Population and Housing, benchmarked against Queensland was undertaken and is provided in Table 3.1 and Table 3.2 of the report contained in Appendix A.

## 5.4 Historical fleet size

### 5.4.1 Introduction

Boat ownership is the principal demand driver for recreational boating infrastructure. The composition of a region's boating fleet will determine the quantity and type of recreational boating infrastructure demanded.

TMR maintains detailed monthly statistics on boat registrations by pre-amalgamated LGA. Boat registrations data is collected for various vessel types and length. Available electronic records for boat registrations date back to 1999.

The scope for towing boats is an important defining factor in terms of the nature of recreational boating infrastructure required. Industry consultations revealed that the suitability for towing varies between boat types (i.e. boats with sails and boats without sails). For example, sail boats with keels become difficult to tow, especially if they do not have a retractable keel, at around five metres in length, whereas motorboats can generally be towed up to around eight metres. The Perth Recreational Boating Facilities Study (2008) identifies that at about 7.5 metres in length there is a transition from storage of boats on trailers to water-based pens or moorings.

Similarly, the suitability of vessels for dry storage depends on type and length of vessel. Dry storage is most suitable for vessels with shallow drafts. Therefore, dry storage is most suitable for smaller sail boats (i.e. sail boats up to eight metres) and boats without sails up to around ten metres.

Wet berthing a boat represents a much greater expense than trailing or dry berthing. Therefore, wet berths are generally used only by larger vessels, i.e. as sail boats over five metres and boats without sails over eight metres.

For the purposes of this study, a five year time series by boat length and type for each of the recreational boating catchments has been analysed. This section of the report provides an overview of the growth in the total recreational boat fleet and the estimated size of the recreational boat fleet between 2005 and 2009.

More detailed estimates, including the distribution of the size of registered boats by type in each recreational boating catchment, have been provided in the Economic Associates report contained within Appendix A.

### 5.4.2 Boat registrations by RBC

Between 2005 and 2009 the Northern Region recorded an increase in the number of sail boats and motor boats registered (Table 11).

Townsville and Cairns experienced a significant increase in boat registrations during this period with these RBCs also recording the highest rate of growth outside of the SEQ regions.

In all RBCs within the Northern Region, the majority of sail boat registrations were between five and fifteen metres in length, whereas the majority of motor boats were three to five meters in length.

**Table 11 Boat registrations by RBC – 2005-2009**

| RBC | 2005 | 2006 | 2007 | 2008 | 2009 | Growth |
|---|---|---|---|---|---|---|
| **Boats with sail** | | | | | | |
| **Cairns** | 469 | 478 | 516 | 561 | 576 | 22.8% |
| **Townsville** | 365 | 385 | 405 | 400 | 386 | 5.8% |
| **Cape York** | 38 | 40 | 35 | 46 | 49 | 28.9% |
| **North West QLD** | 8 | 8 | 9 | 9 | 10 | 25.0% |
| **Total** | **880** | **911** | **965** | **1016** | **1021** | |
| **Boats without sail** | | | | | | |
| **Cairns** | 14,802 | 15,289 | 16,231 | 16,788 | 17,311 | 17.0% |
| **Townsville** | 14,648 | 15,289 | 16,017 | 16,859 | 17,372 | 18.6% |
| **North West QLD** | 1,597 | 1,611 | 1,710 | 1,743 | 1,750 | 9.6% |
| **Cape York** | 1,503 | 1,482 | 1,294 | 1,741 | 1,748 | 16.3% |
| **Total** | **32,550** | **33,671** | **35,252** | **37,131** | **38,181** | |
| **Total boats** | | | | | | |
| **Cairns** | 15,271 | 15,767 | 16,747 | 17,349 | 17,887 | 17.1% |
| **Townsville** | 15,013 | 15,674 | 16,422 | 17,259 | 17,758 | 18.3% |
| **North West QLD** | 1,605 | 1,619 | 1,719 | 1,752 | 1,760 | 9.7% |
| **Cape York** | 1,541 | 1,522 | 1,329 | 1,787 | 1,797 | 16.6% |
| **Total** | **33,430** | **34,582** | **36,217** | **38,147** | **39,202** | |

Source: ABS (2010), MSQ (various years)

## 5.5 Trailerable boat fleet

To estimate the size of the trailerable boat fleet, assumptions have been made regarding the proportion of boats that fall within this category. The following assumptions have been made:

- No boat over ten metres in length is trailerable.
- The incidence of trailerable boats declines significantly for boats over five metres in length.
- For boats registered in Queensland but with international ownership, it has been assumed that they are kept in marinas, and are hence not part of the trailerable boat fleet.

The proportion of the boat fleet that is assessed as being trailerable (by type and length) is summarised in Table 12.

**Table 12 Trailerable proportion of recreation boat fleet**

| Length | Sail boats | Boats without sail |
|---|---|---|
| **<3 metres** | 100.0% | 100.0% |
| **3-5 metres** | 90.0% | 100.0% |
| **5-8 metres** | 50.0% | 85.0% |
| **8-10 metres** | 25.0% | 50.0% |
| **10-12 metres** | 0.0% | 0.0% |
| **12-15 metres** | 0.0% | 0.0% |
| **15-25 metres** | 0.0% | 0.0% |
| **>25 metres** | 0.0% | 0.0% |

Source: Economic Associates estimates

Across Queensland it is estimated that the trailerable boat fleet accounts for between approximately 86% and 99% of all boats. However, the proportion of boats that were trailerable declined between 2005 and 2009 (from 92.7% of total boats in 2005 to 92.2% of total boats in 2009).

In the Northern Region, the rate of growth in the size of the trailerable boat fleet was estimated to be highest in the Townsville RBC (16.2%), with Cape York and Cairns RBCs both experiencing growth of greater than 14% over the five year period (Table 13).

**Table 13 Estimated size of trailerable boat fleet – 2005-2009**

| RBC | 2005 | 2006 | 2007 | 2008 | 2009 | Growth |
|---|---|---|---|---|---|---|
| **Trailerable boat fleet** | | | | | | |
| **Townsville** | 14,279 | 14,873 | 15,541 | 16,319 | 16,788 | 17.6% |
| **Cairns** | 14,273 | 14,717 | 15,594 | 16,088 | 16,545 | 15.9% |
| **North West QLD** | 1,555 | 1,569 | 1,662 | 1,693 | 1,701 | 9.4% |
| **Cape York** | 1,433 | 1,406 | 1,232 | 1,651 | 1,660 | 15.8% |
| **Total** | **31,540** | **32,565** | **34,029** | **35,751** | **36,694** | |
| **Proportion of total boats** | | | | | | |
| **North West QLD** | 96.9% | 96.9% | 96.7% | 96.6% | 96.6% | - |
| **Townsville** | 95.1% | 94.9% | 94.6% | 94.6% | 94.5% | - |
| **Cairns** | 93.5% | 93.3% | 93.1% | 92.7% | 92.5% | - |
| **Cape York** | 93.0% | 92.4% | 92.7% | 92.4% | 92.4% | - |

Source: Economic Associates estimates

## 5.6 Trailerable boat fleet projections

### 5.6.1 Introduction

Trailerable boat ownership is the most significant demand driver for boat ramps. The composition of a region's boating fleet will determine the quantity of boat ramps demanded. Therefore, to estimate demand for boat ramp lanes within each catchment in Queensland, it is necessary to estimate the size and composition of the boat fleet within each catchment area. Boat registrations represent the best source of data for estimating the size of the boat fleet. While it is recognised that unregistered craft may also make use of boat ramps, there are no data sets available to assess this impact on boat ramp lane demand, but it is unlikely to be significant.

Boats are frequently used in LGAs outside of where they are registered, however the catchments have been defined to minimise the incidence of trailerable boats being utilised outside the catchment in which they are registered.

### 5.6.2 Methodology

In order to prepare trailerable fleet projections, assumptions are made regarding the following factors:

- projected population by catchment (PIFU medium series projections used);
- projected incidence of boat ownership (boat registrations per 1,000 persons); and

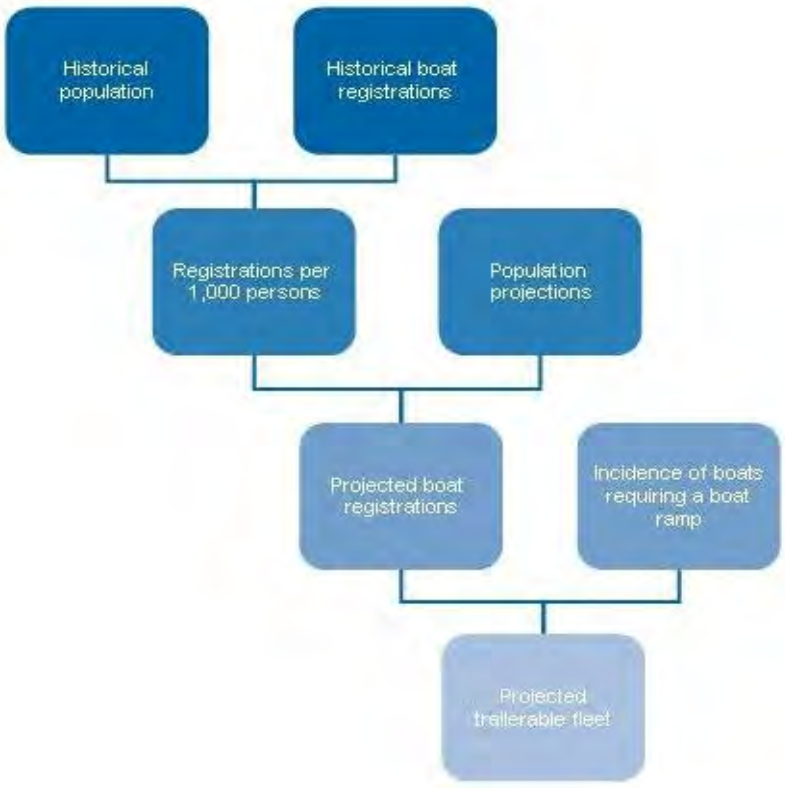
- projected incidence of boats requiring a boat ramp (informed by historical data trends).

Analysis has been undertaken for two scenarios, namely the base case (or trend scenario) and the increased incidence of boat ownership scenario:

- Base case scenario – The base case scenario assumes that the incidence of boat ownership per 1,000 persons remains at the average level recorded between 2005 and 2009. The incidence of boat ownership is also kept constant throughout the projection period. This scenario is considered to be the most likely occurrence, based on recent trends and has therefore been included as the preferred scenario within this report.
- Increasing incidence of boat ownership scenario – The increasing incidence of boat ownership scenario assumes that the incidence of boat ownership per 1,000 persons continues to increase throughout the projection period, taking into account historical trends in the incidence of boat ownership. This scenario has been presented to take into account the findings of MSQ (2004), which highlighted that over 40% of recreational boat users surveyed were 55 years or over in age. As the proportion of persons aged 55 years and over increases throughout the projection period, it is anticipated that the incidence of boat ownership would also increase, ultimately impacting boat ramp lane demand. The outcomes of this scenario are included within the report contained in Appendix A.

Figure 9 outlines the methodology for preparing trailerable fleet projections.

**Figure 9 Methodology for preparing trailerable fleet projections**



### 5.6.3 Historical population and boat registration

Analysis of each boating RBCs estimated resident population (ERP) and boat registrations between 2005 and 2009 indicates a clear relationship between the two variables. The report contained within Appendix A provides detailed tables in regards to ERP and boat registrations by type for each catchment between 2005 and 2009.

Boat ownership was significantly higher in the coastal catchments than inland catchments. The highest incidence of boat ownership in the Northern Region was in the Townsville RBC, with an average of 76.06 registrations per 1,000 persons, followed by the Cairns RBC with an average of 72.81 boat registrations per 1,000 persons (Table 14).

**Table 14 Registrations per 1,000 persons - 2005-2009**

| RBC | 2005 | 2006 | 2007 | 2008 | 2009 | Average | Average annual change 2005-09 |
|---|---|---|---|---|---|---|---|
| **Sail boats** | | | | | | | |
| **Cairns** | 2.18 | 2.17 | 2.27 | 2.39 | 2.38 | 2.28 | 2.2% |
| **Townsville** | 1.78 | 1.83 | 1.88 | 1.81 | 1.70 | 1.80 | -1.2% |
| **Cape York** | 1.39 | 1.45 | 1.24 | 1.60 | 1.69 | 1.48 | 5.0% |
| **North West QLD** | 0.24 | 0.24 | 0.27 | 0.26 | 0.29 | 0.26 | 5.1% |
| **Boats without sails** | | | | | | | |
| **Townsville** | 71.52 | 72.84 | 74.37 | 76.15 | 76.41 | 74.26 | 1.7% |
| **Cairns** | 68.89 | 69.28 | 71.48 | 71.41 | 71.62 | 70.54 | 1.0% |
| **Cape York** | 55.14 | 53.85 | 45.83 | 60.45 | 60.42 | 55.14 | 2.3% |
| **North West QLD** | 48.18 | 48.50 | 51.17 | 51.00 | 51.54 | 50.08 | 1.7% |
| **Total boats** | | | | | | | |
| **Townsville** | 73.30 | 74.67 | 76.25 | 77.96 | 78.11 | 76.06 | 1.6% |
| **Cairns** | 71.07 | 71.45 | 73.76 | 73.80 | 74.00 | 72.81 | 1.0% |
| **Cape York** | 56.54 | 55.30 | 47.07 | 62.05 | 62.12 | 56.62 | 2.4% |
| **North West QLD** | 48.42 | 48.74 | 51.44 | 51.27 | 51.84 | 50.34 | 1.7% |

Note: A negative or positive average annual change figure represents a decrease or increase in the incidence of boat ownership within the catchment
Source: ABS (2010), MSQ (various years)

### 5.6.4 Population projections

The population projects for the RBCs for the Northern Region rely on the latest edition of the PIFUs medium series population projections.

All RBCs within this region are anticipated to record positive population growth between 2010 and 2031, however the population growth in the Cape York and North West QLD RBCs are projected to be less than 1% per annum to 2031 (Table 15).

**Table 15 Population projections – 2010-2031**

| RBC | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 | Average annual growth |
|---|---|---|---|---|---|---|---|
| **Townsville** | 231,647 | 236,035 | 263,827 | 285,419 | 302,488 | 317,753 | 1.5% |
| **Cairns** | 243,111 | 244,516 | 261,689 | 277,620 | 293,929 | 311,411 | 1.2% |
| **North West QLD** | 35,525 | 37,172 | 35,787 | 35,789 | 36,551 | 37,771 | 0.3% |
| **Cape York** | 28,946 | 28,964 | 30,024 | 31,322 | 32,811 | 34,262 | 0.8% |
| **Total** | **541,239** | **548,698** | **593,343** | **632,171** | **667,805** | **703,228** | |

### 5.6.5 Projected total boat fleet

The projected fleet size in each catchment is estimated by applying the projected boat ownership ratio to the projected increase in population for the catchment area and then adding the projected growth in boat registrations to 2009 boat registrations.

Projections have not been undertaken for overseas based owners of boats registered in Queensland, as it has been assumed that these boats would be kept in marinas, hence having no impact on boat ramp demand. Furthermore, overseas boats account for only a marginal proportion of total boat registrations in Queensland[8].

For the base case scenario, it has been assumed that persons per boat registration remains constant at the average 2005 to 2009 level throughout the projection period.

Boat registrations are projected to be highest in the Townsville and Cairns RBCs, with these two comprising approximately 90% of the project boat registrations within the Region in 2031 (Table 16).

[8] Boat registrations for overseas residents account for less than 0.01% of total boat registrations in Queensland.

**Table 16 Projected boat registrations by type – base case scenario 2010-2031**

| RBC | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|
| **Estimated boats with sail** | | | | | | |
| **Cairns** | 579 | 582 | 622 | 658 | 695 | 735 |
| **Townsville** | 394 | 402 | 452 | 490 | 521 | 549 |
| **Cape York** | 49 | 49 | 51 | 53 | 55 | 57 |
| **North West QLD** | 10 | 11 | 10 | 10 | 11 | 11 |
| **Total** | **1032** | **1044** | **1135** | **1211** | **1282** | **1352** |
| **Estimated boats without sail** | | | | | | |
| **Townsville** | 17,692 | 18,018 | 20,084 | 21,689 | 22,957 | 24,092 |
| **Cairns** | 17,410 | 17,509 | 18,721 | 19,845 | 20,996 | 22,230 |
| **North West QLD** | 1,829 | 1,911 | 1,842 | 1,842 | 1,880 | 1,941 |
| **Cape York** | 1,749 | 1,750 | 1,808 | 1,880 | 1,962 | 2,042 |
| **Total** | **38,680** | **39,188** | **42,455** | **45,256** | **47,795** | **50,305** |
| **Total boats** | | | | | | |
| **Townsville** | 18,086 | 18,420 | 20,536 | 22,179 | 23,479 | 24,641 |
| **Cairns** | 17,989 | 18,091 | 19,342 | 20,503 | 21,692 | 22,965 |
| **North West QLD** | 1,839 | 1,922 | 1,852 | 1,853 | 1,891 | 1,952 |
| **Cape York** | 1,798 | 1,799 | 1,859 | 1,933 | 2,017 | 2,099 |
| **Total** | **39,712** | **40,232** | **43,589** | **46,468** | **49,079** | **51,657** |

### 5.6.6 Projected trailerable boats

To estimate the projected size of the trailerable boat fleet, the proportions as outlined in Table 17 have been applied to total fleet projections. It has been assumed that the incidence of boats requiring a boat ramp remains constant throughout the projection period. The incidence of boats requiring a boat ramp is based on the proportions presented in Table 12 and applied to the boat fleet of the RBC.

In all RBCs, a higher incidence of boats without sail require a boat ramp compared to boats with sail. The incidence of all boats requiring a boat ramp in the Northern Region RBCs (i.e. those not stored in a wet marina berth) range from 92.4% in the Cape York RBC to 96.6% in the North West QLD RBC (Table 17).

**Table 17 Incidence of boats requiring a boat ramp**

| RBC | Boats with sail | Boats without sail | All boats |
|---|---|---|---|
| North West QLD | 27.5% | 97.0% | 96.6% |
| Townsville | 26.1% | 96.1% | 94.5% |
| Cairns | 23.6% | 94.8% | 92.5% |
| Cape York | 23.6% | 94.3% | 92.4% |

For the base case scenario between 2010 and 2031, the largest increase in boats requiring a boat ramp is projected to occur in the Townsville and Cairns RBCs (Table 18).

**Table 18 Projected boats requiring a boat ramp – base case scenario 2010-2031**

| RBC | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 | Change |
|---|---|---|---|---|---|---|---|
| Townsville | 17,098 | 17,415 | 19,419 | 20,976 | 22,207 | 23,308 | 6,210 |
| Cairns | 16,640 | 16,735 | 17,899 | 18,979 | 20,084 | 21,268 | 4,629 |
| North West QLD | 1,777 | 1,857 | 1,790 | 1,790 | 1,827 | 1,887 | 109 |
| Cape York | 1,660 | 1,661 | 1,717 | 1,785 | 1,863 | 1,939 | 279 |
| **Total** | **39,185** | **39,679** | **42,841** | **45,551** | **48,007** | **50,433** | **11,227** |

Source: Economic Associates estimates

## 5.7 Infrastructure demand assessment

### 5.7.1 Literature review

**Behaviour of recreational boaters**

The boating behaviour of recreational boaters was surveyed by the National Maritime Safety Committee in 2009. In relation to identifying peak periods, some key findings include:

- 95% of boaters use their boats in December and January. Only one third of boaters use their boats in June and July.
- Weekends are the most popular times for operating a boat with 70% of boaters operating their boat on Saturdays and 83% of boaters operating their boats on Sundays.
- Almost half of respondents use their boats between 6am and 10am.
- The most popular holiday period for operating a boat is Christmas/New Year with 73% of boaters operating during the holiday period. Easter is the next most popular holiday with 48% of boaters using their boats during the holiday.

- Almost 40% of boaters use their boats 2-3 times per month. 20% of boaters use their boats once a week.
- Almost half of respondents spend 3-5 hours on the water when they use their boats.

**Levels of demand**

Due to the varying levels of boat usage, it is considered that there are also varying levels of demand for facilities. On this basis, TMR recognises three levels of demand:

- Off-peak demand – the department expects off-peak demand to be met in almost all circumstances.
- Average demand – is taken to be demand for a facility on weekends (and for certain regional locations other busy periods).
- Peak demand – is demand for a facility at peak holiday periods and for special events.

TMR's program of works is aimed at satisfying average demand, where funds from recreational vessel registration fees allow.

**Peak demand and capacity**

The Perth Recreational Boating Facilities Study (Department for Planning and Infrastructure WA, 2009) and the Redland City study (Rose et. al., 2009) have identified the use of boat ramps during the peak usage period of public-holiday long-weekends through counts undertaken at boat ramps. The Perth study identified the total peak number of car/trailer units recorded at 32 public boat launching sites in January 2005 of 1,944 (Department for Planning and Infrastructure WA, 2009). Taking a percentage of the total 38,970 registered recreational boats (under 7.5 metres) in January 2005, a usage rate of 5% of Perth's public boat launching facilities on a peak boating day is derived.

While the Redland City study did not undertake this calculation directly, the study counted a total peak number of car/trailer units of 1,220 at 16 public boat ramps in May 2009 (Rose *et. al.,* 2009). From the report, total boat registrations in May 2009 in Redlands were 10,551, giving a usage rate of 11.5%. However, boat registrations were not defined by the size of the vessel nor specific to May 2009.

A launching facility's ability to cope with peak demand can be affected by many factors including location and the number of ramp lanes available. Surveyed recreational boat users identify that they choose a particular ramp because it is either close to home (48%) or close to the destination (42%) (McNamara,1984).

Below are some key points regarding boat ramp capacity (Department of Harbours and Marine, 1980):

- Ramps are essentially used for 6.5 hours per day.
- The hourly launch or retrieval rate therefore is 15 boats per hour (based on an average launch or retrieval time of 4 minutes).
- Capacity is approximately 50 boats per lane per day.

- One boat ramp lane is required for every 250 registered trailer boats.
- Peak usage on an individual day is expected to be 20% of all registered trailer boats.

National Marine Safety Committee (2009) presented estimates of recreational boating usage in Australia during peak periods. Boat usage varied significantly, ranging between 2% of respondents during other public holidays and non-peak periods to 73% of respondents over the Christmas / New Year break (Table 19).

**Table 19 Operating time by holiday period**

| Holiday | Proportion of respondents using boat |
|---|---|
| **Christmas / New Year** | 73% |
| **Easter** | 48% |
| **School holidays** | 37% |
| **Queen's Birthday** | 30% |
| **Labour Day** | 29% |
| **Other public holidays / non-peak periods** | 2% |

### Off-peak demand

Off-peak demand has been estimated using the data presented in Table 19 above. Assumptions have been made regarding frequency of usage over holiday periods which extended over more than one weekend (i.e. Christmas / New Year, school holidays and other public holidays / non-peak periods) (Table 20).

Overall, it has been estimated that off-peak demand for recreational boating facilities on a weekend is 8%.

**Table 20 Estimated demand on a weekend**

| Holiday | Usage | Weekends included | Times used per period | Usage / weekend |
|---|---|---|---|---|
| **Christmas / New Year** | 73% | 2 | 1.5 | 55% |
| **Easter** | 48% | 1 | 1 | 48% |
| **School holidays** | 37% | 12 | 5 | 15% |
| **Queen's Birthday** | 30% | 1 | 1 | 30% |
| **Labour Day** | 29% | 1 | 1 | 29% |
| **Other public holidays / non-peak periods** | 2% | 35 | 1.5 | 0% |

MSQ does not cater for peak demand, such as holiday long weekends, Christmas and Easter periods or demand for boat ramps for special events like Brisbane's Riverfire. This is because funds, driven largely by collection of recreational boat registration fees, are stretched, making it difficult for state and local authorities to allocate sufficient funds for infrastructure for peak demand days. Land availability along the foreshore is also affects the State's ability to cater for peak demand as it is scarce and in intense demand for other uses.

### 5.7.2 Infrastructure demand

In order to determine the demand for recreational boating facilities, estimates have been made based on the literature detailed above for off-peak demand and peak demand on a single weekend throughout the year. Based on the above findings, three scenarios estimating boat ramp lane demand have been provided:

- Off-peak demand – 8% of boats demanding a boat lane on any given weekend.
- Average demand – 14% of boats demanding a boat lane on any given weekend.
- Peak demand – 20% of boats demanding a boat lane on any given weekend.

In estimating average demand on a weekend in Table 19, it was noted that on 35 of the 52 weekends, usage was estimated at 2% of the trailerable boat fleet. However, this figure is likely to be higher on certain weekends, for example when weather is particularly favourable, on other public holidays (e.g. show holiday), long weekends resulting from a pupil free day at their child's school, or consecutive 'leave' days.

The average demand scenario has been presented as a midpoint between the estimated off-peak demand on a typical two day weekend and the peak demand (Table 21).

**Table 21 Boats demanding a boat lane – off-peak, average and peak demand scenarios 2010 - 2031**

| RBC | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|
| **Off-peak demand** | | | | | | |
| **Townsville** | 1,368 | 1,393 | 1,554 | 1,678 | 1,777 | 1,865 |
| **Cairns** | 1,331 | 1,339 | 1,432 | 1,518 | 1,607 | 1,701 |
| **North West QLD** | 142 | 149 | 143 | 143 | 146 | 151 |
| **Cape York** | 133 | 133 | 137 | 143 | 149 | 155 |
| **Total** | **2,974** | **3,014** | **3,266** | **3,482** | **3,679** | **3,872** |

| RBC | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|
| **Average demand** | | | | | | |
| **Townsville** | 2,394 | 2,438 | 2,719 | 2,937 | 3,109 | 3,263 |
| **Cairns** | 2,330 | 2,343 | 2,506 | 2,657 | 2,812 | 2,978 |
| **North West QLD** | 249 | 260 | 251 | 251 | 256 | 264 |
| **Cape York** | 232 | 233 | 240 | 250 | 261 | 271 |
| **Total** | **5,205** | **5,274** | **5,716** | **6,095** | **6,438** | **6,776** |
| **Peak demand** | | | | | | |
| **Townsville** | 3,420 | 3,483 | 3,884 | 4,195 | 4,441 | 4,662 |
| **Cairns** | 3,328 | 3,347 | 3,580 | 3,796 | 4,017 | 4,254 |
| **North West QLD** | 355 | 371 | 358 | 358 | 365 | 377 |
| **Cape York** | 332 | 332 | 343 | 357 | 373 | 388 |
| **Total** | **7,435** | **7,533** | **8,165** | **8,706** | **9,196** | **9,681** |

Source: Economic Associates estimates

### 5.7.3 Boat ramp lane demand

Converting average demand estimates into boat ramp lane demand has been undertaken based on throughput rates of boat ramps. In SKM (1988) and Redland City Council (2009), a rate of 30 boats per lane per day is considered to provide unhampered overall amenity, whereas a rate of 50 boats per lane per day represents congested operations.

It has been assumed that the midpoint between unhampered overall amenity (30 boats per lane per day) and congested operations (50 boats per lane per day) would represent the ideal scenario, as it balances the needs and wants of trailerable boat owners against the costs incurred by local governments, state governments and the private sector in providing boat ramps. The results for the throughput rates of boat ramps for both scenarios are presented in the Economic Associates report (Appendix A).

Table 22 identifies the boat ramp lane demand for the off-peak, average and peak demand scenarios, between 2010 and 2031. The number of existing lanes in each RBC (both TMR and non–TMR) has been identified and the projected demand for boat ramp lanes to 2031 has been calculated based on a rate of 40 boats/lane/day for the base case scenario. The numbers identified in red indicate that the current number of boat ramp lanes does not meet demand.

**Table 22 Boat lane demand – base case scenario 2010 - 2031**

| RBC | Existing number of lanes[9] | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|
| **Off-peak demand** | | | | | | | |
| **Townsville** | 52 | 34 | 35 | 39 | 42 | 44 | 47 |
| **Cairns** | 67 | 33 | 33 | 36 | 38 | 40 | 43 |
| **Cape York** | 23 | 3 | 3 | 3 | 4 | 4 | 4 |
| **North West QLD** | 9 | 4 | 4 | 4 | 4 | 4 | 4 |
| **Total** | **151** | **74** | **75** | **82** | **88** | **92** | **98** |
| **Average demand** | | | | | | | |
| **Townsville** | 52 | 60 | 61 | 68 | 73 | 78 | 82 |
| **Cairns** | 67 | 58 | 59 | 63 | 66 | 70 | 74 |
| **Cape York** | 23 | 6 | 6 | 6 | 6 | 7 | 7 |
| **North West QLD** | 9 | 6 | 7 | 6 | 6 | 6 | 7 |
| **Total** | **151** | **130** | **133** | **143** | **151** | **161** | **170** |
| **Peak demand** | | | | | | | |
| **Townsville** | 52 | 85 | 87 | 97 | 105 | 111 | 117 |
| **Cairns** | 67 | 83 | 84 | 89 | 95 | 100 | 106 |
| **Cape York** | 23 | 8 | 8 | 9 | 9 | 9 | 10 |
| **North West QLD** | 9 | 9 | 9 | 9 | 9 | 9 | 9 |
| **Total** | **151** | **185** | **188** | **204** | **218** | **229** | **242** |

TMR expects off-peak demand to be met in almost all circumstances. When providing recreational boating facilities TMR's program of works is aimed at satisfying average demand.

On this basis, the average demand scenario has been adopted for the purposes of this study as it will provide the most representative demand for the Northern Region.

[9] Includes both TMR and non-TMR boat ramp lanes

## 5.8 Impact on boat lane demand – tides, pontoons and floating walkways

The recreational boating boat ramp demand forecasting has been prepared on the basis of each boat ramp having full capacity of 40 boats/lane/per day. To refine this demand calculation consideration needs to be given to whether a boat ramp is full or part time accessible, and if there is a pontoon or floating walkway to assist in improving the efficiency of the boat ramp.

For the purposes of this assessment a part tide boat ramp will be assigned 70% of the capacity of a full tide boat ramp, while the additional of a pontoon will increase the capacity of the facility by 50% of a boat ramp lane.

The location of the full and part tide boat ramps and the pontoons within the Northern Region are detailed in Table 23, along with the calculation of the impact of these on the total available boat ramp lanes.

**Table 23 Tide accessibility and pontoons/floating walkways**

| RBC | Full tide lanes | Part tide lanes | Reduction in lanes for part tide[10] | Pontoons / floating walkways | Additional lanes for pontoons/ floating walkways | Total lanes |
|---|---|---|---|---|---|---|
| **Cairns** | 39.5 | 29 | -9 | 8 | 4 | 63.5 |
| **Townsville** | 27 | 25 | -8 | 6 | 3 | 47 |
| **Cape York** | 17 | 7 | -2 | 2 | 1 | 23 |
| **North West QLD** | 10 | 0 | 0 | 2 | 1 | 11 |
| **Total** | **93.5** | **61** | **-19** | **18** | **9** | **144.5** |

The demand forecasting based on the revised total number of boat ramp lanes, factoring in part tide accessibility and the provision on pontoons, is detailed in Table 24. The numbers identified in red indicate that the current number of boat ramp lanes does not meet demand. This calculation of total lanes has been used in the RBC demand categorisation (Table 25).

10 Rounded to the nearest whole number

**Table 24 Demand incorporating tide accessibility and pontoons/floating walkways**

| RBC | Existing lanes | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|
| **Average demand scenario** | | | | | | | |
| **Townsville** | 47 | 60 | 61 | 68 | 73 | 78 | 82 |
| **Cairns** | 63.5 | 58 | 59 | 63 | 66 | 70 | 74 |
| **Cape York** | 23 | 6 | 6 | 6 | 6 | 7 | 7 |
| **North West QLD** | 11 | 6 | 7 | 6 | 6 | 6 | 7 |
| **Total** | **144.5** | **130** | **133** | **143** | **151** | **161** | **170** |

## 5.9 RBC demand

The recreational boating facilities demand assessment undertaken for the Northern Region has been used as the basis of identification of those RBCs across Queensland that have the highest daily demand. The categorisation criteria for determining the low, medium and high demand RBCs are:

- Low demand RBC (green) – demand of 5 lanes or less.
- Medium demand RBC (yellow) – demand of between 5 and 15 lanes.
- High demand RBC (orange) – demand of 15 lanes or greater.

The boat ramp lane demand numbers are based on the existing lanes with the underlying assumption that no new lanes will be added to these catchments within the planning timeframe. If new or expanded facilities are provided the total lane demand numbers will reduce accordingly.

The Townsville RBC is the only medium/high demand RBC within the Northern Region, with demand expected to increase significantly by 2016.

Cairns RBC has low demand, while the RBCs of Cape York and North West QLD do not have any projected demand for additional boat ramp lanes for the time fame of this study (Table 25 and Figure 10).

The Cape York RBC has a significant surplus of boat ramp lanes with this projected to continue past 2021.

**Table 25 RBC demand categorisation – 40 boats/lane/day**

| RBC | Existing lanes | 2010 | Lane demand* | 2016 | Lane demand* | 2021 | Lane demand* |
|---|---|---|---|---|---|---|---|
| **Townsville** | 47 | 60 | 13 | 68 | 21 | 73 | 26 |
| **Cairns** | 63.5 | 58 | -5 | 63 | -0 | 66 | 3 |
| **Cape York** | 23 | 6 | -17 | 6 | -17 | 6 | -17 |
| **North West QLD** | 11 | 6 | -5 | 6 | -5 | 6 | -5 |
| **Total** | **144.5** | **130** | **-14** | **143** | **-1** | **151** | **7** |

### 5.9.1 Limitations on projected demand

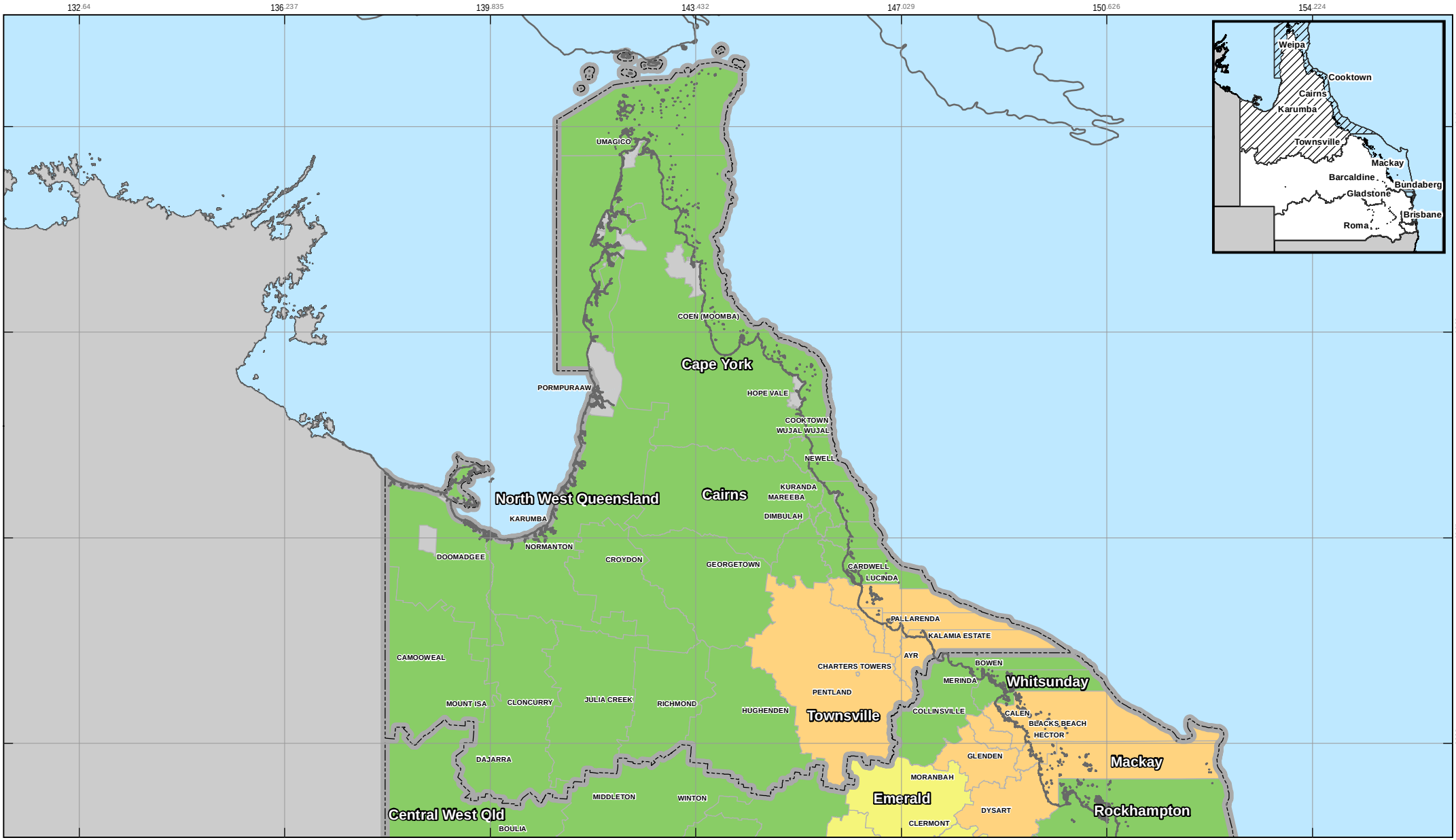
As identified in Table 25, there is a shortfall in the provision of boat ramp lanes in the Townsville RBC and by 2021 in the Cairns RBC.

It is intended that the priorities recommended in this study will assist in achieving the projected lane demand for these RBC's; however there are a number of factors influencing the ability of delivery agencies to satisfy the projected future demand. These factors include:

- the availability of sites for the development of recreational boating facilities;
- suitability of sites for recreational boating facilities;
- funding arrangements;
- approvals;
- distribution of funding (state-wide equity); and
- ability of local governments to fund and maintain associated land based infrastructure.

Furthermore, the provision of additional lanes to improve access is constrained by the ability of the waterway to provide for the additional number of boats using it. Waterway congestion is therefore also considered to be a limiting factor in the provision of additional facilities. Waterway congestion also has the potential to result in impacts on the marine environment, water quality and user safety.

* Rounded down to nearest whole number.




1:10,000,000 (at A4)

0 50 100 200 300 400

Kilometres

Geographic Coordinate System
Horizontal Datum: Geocentric Datum of Australia 1994

N

LEGEND

- Coastline
- TMR Region
- Adjacent State

Demand Region

- High
- Medium-High
- Medium
- Low-Medium
- Low

Recreational Boating Facilities Demand Forecasting Study

| | |
|---|---|
| Job Number | 41-22459 |
| Revision | B |
| Date | 26 AUG 2011 |

# Northern Region High Demand RBC's

Figure 10

G:\41\22459\GIS\Maps\MXD\Demand Maps\41_22459_05_Demand_Northern_rev_c.mxd



Data source: DTMR Region, Demand Region, DTMR, (2010) Populated Places Coastline, State, GA, (2007), Drainage, DERM, (2010). Created by: MS, EA, WW

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# 6. Identification of needs

## 6.1 Introduction

The process of prioritisation of the sites incorporates:

- the outcomes of the demand forecasting component of the project;
- the feedback gained through the consultation process; and
- the spatial analysis undertaken for each of the existing and new sites.

The process for determining priorities within for the Northern Region is depicted in Figure 11 and described in the following sections.

## 6.2 RBC demand

As detailed in section 5, the assessment of current and future boat ramp lane demand by RBC is based on the identification of high, medium and low demand catchments. For the Northern Region these have been identified in Table 25.

The focus of the provision of recreational boating facilities for the Northern Region is on the Townsville and Cairns RBCs.

## 6.3 Identification of potential sites – consultation process

To assist in the process of identification of priorities for the provision of recreational boating facilities in the Northern Region the site specific information collected through the consultation process was collated. The feedback included that obtained from the community survey, stakeholder workshops, and information provided by key and other stakeholders.

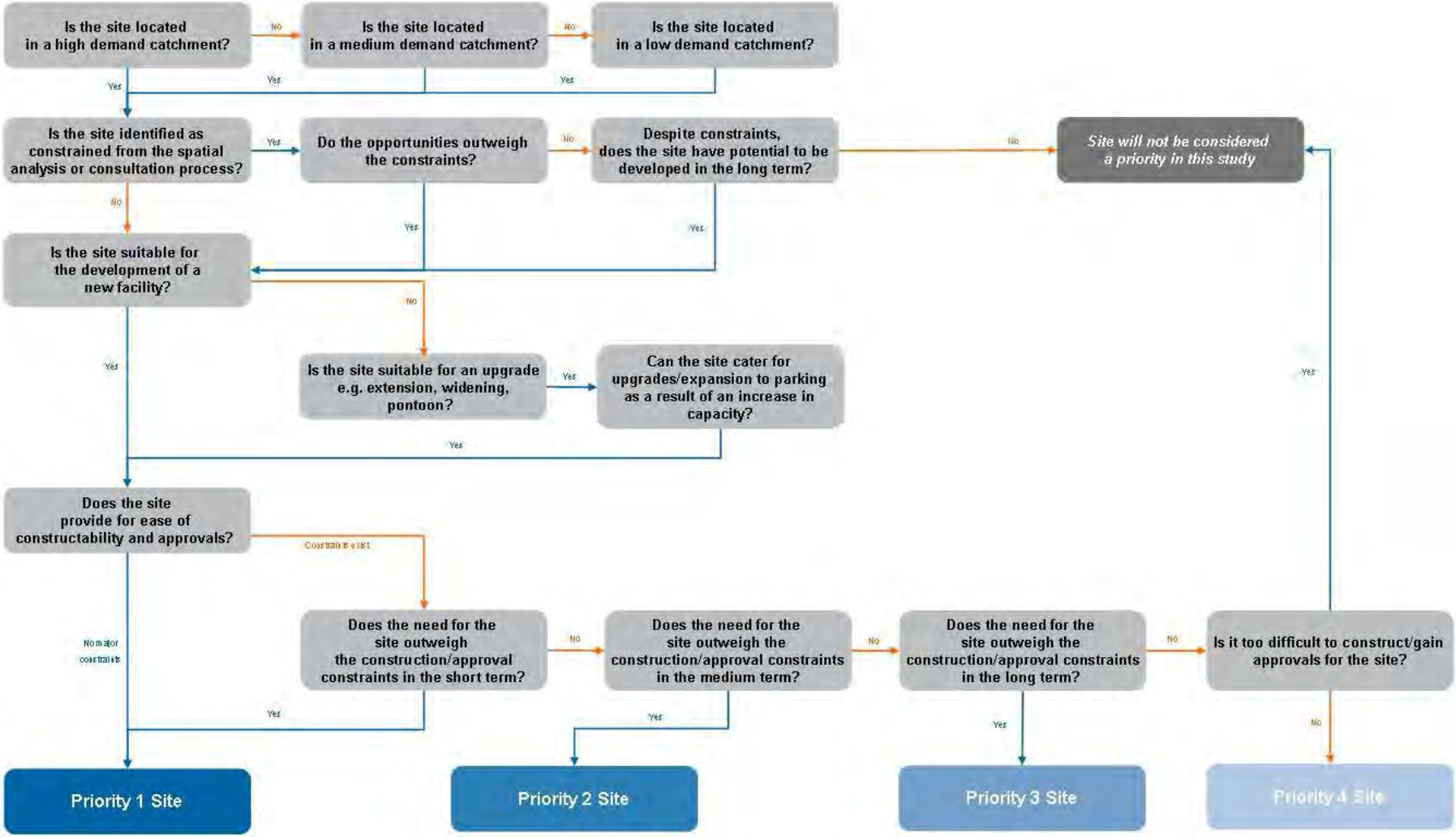
This information, along with the other information available for each of the facilities, was collated and potential new sites and priority sites identified. These sites then provided the targeted locations for the spatial analysis component of the project.

## 6.4 GIS multi criteria analysis

### 6.4.1 Introduction

GHD has applied a systematic and transparent approach to assess the suitability of the study area for the purpose of constructing boating facilities using a Multi-Criteria Analysis (MCA) methodology combined with desktop-based Geographic Information Systems (GIS) technology to undertake the analysis required by the project scope. This methodology is referred to as the Infrastructure Development Geospatial Options (INDEGO) method.

**Figure 11 Prioritisation process**



### 6.4.2 Methodology

To assess the suitability of the study area, GHD adopted the INDEGO method. This process allowed the consideration of a variety of environmental, physical, social and built environment criteria while supporting a range of inputs from project stakeholders at the same time.

The INDEGO method provides an integrative approach by combining the constraints and opportunities identified in the natural and built environment combined with social and cultural heritage criteria. The results of this process produce a suitability surface where it is possible to observe the cumulative effects of constraints and opportunities in order to identify optimum locations for boating facility development. These constraints and opportunities were combined in order to develop the site suitability surface which formed the basis for the codification and prioritisation of sites.

Each site was assigned a priority score based on the summation of the suitability surface values within a 250m radius of a proposed site location. Following the codification of the site locations the planning team assessed the sites in the context of aerial imagery and in relation to the non-spatial factors that were identified during the course of the demand study. The spatial datasets utilised for the port location suitability assessment are sourced from TMR or DERM Holdings and from those currently licensed to, or acquired by GHD**.**

### 6.4.3 Deliverables

The primary goal of utilising a GIS based multi-criteria analysis for the project was to provide tabular and visual outputs to help prioritise development efforts while minimising potential impacts related to environmental constraints.

For this project, a 540,000 sq km study area was selected based on a 100km by 150km grid system, composed of 36 tiles and constructed around the distribution of existent boating infrastructure facilities.

A number of deliverables are generated during the process of performing an INDEGO analysis. Due to the size of the study area the constraints and suitability surface mapping was developed in an interactive digital mapping environment. All of the deliverables are an integral part of understanding the model outputs, verifying the accuracy of the results and producing a quality product that provides a rigorous information resource to support decision making processes.

### 6.4.4 Performance rating

The outcome of running INDEGO over a region of interest is a constraints map, which shows the overall suitability of land against specific selection criteria. Options that are most suitable against the selection criteria can then be considered in more detail through the integration of additional spatial data relating to those sites.

The performance rating reflects the importance of each criterion in siting the infrastructure and identifies a selection of themes that define opportunities to develop the recreational boating infrastructure in relation to existing infrastructure.

This is an important part of the process as poorly rated criteria have the potential to skew the model results. All attributes of a criterion within the "area of interest" are considered during the performance rating process. While past ratings can be used to inform the analysis team, each criterion requires a review in the context of the proposed infrastructure. The agreed performance ratings are recorded in a performance rating spreadsheet.

The standard rating schema established for the INDEGO model is grouped into five categories (highly unsuitable, highly constrained, moderately constrained, highly suitable and neutral (absence of constraints).

# 7. Determination of priorities

## 7.1 Introduction

The purpose of this study is to identify priorities for the provision of new recreation boating facilities or upgrade of existing facilities to cater for current and future demand.

A priority is defined as:

> *a site that is located in a high demand (or medium demand) RBC, having sufficient land available for the development/expansion of land based facilities, suitable water access and currently has high levels of use.*

Based on the results of the consultation, demand forecasting and GIS analysis, sites (both new and existing) have been prioritised based on the criteria detailed in section 6.

## 7.2 Stakeholder priorities

As identified in section 6, the process for prioritisation of the sites combines the outcomes of the demand forecasting, the feedback gained from key stakeholders and the spatial analysis undertaken for existing and potential new sites.

The stakeholder priorities (refer to section 4.6) identified during the consultation phase of the project have been assessed as part of the prioritisation process. Table 26 provides an overview of the stakeholder priorities and the rationale behind their exclusion/inclusion as priorities for this study.

As a result of the assessment process the development or upgrading potential of some of the sites identified through the consultation are not feasible for construction due to factors such as cost, approvals, land availability, demand and inclusion on current program.

**Table 26 Stakeholder priorities**

| Site | Stakeholder comments | RBC | Rationale |
|---|---|---|---|
| **Aurukun** | ◗ New boat ramp required due to absence of existing facilities and public safety issues. | Cape York<br>*low demand RBC* | Cape York is a low demand RBC and therefore a new boat ramp at this site is not considered a regional priority. |
| **Weipa** | ◗ New boat ramp and pontoon required at Evans Landing. | Cape York<br>*low demand RBC* | Cape York is a low demand RBC and therefore a new boat ramp at this site is not considered a regional priority. |
| **Wujal Wujal** | ◗ Upgrade boat | Cape York | Cape York is a low demand |

| Site | Stakeholder comments | RBC | Rationale |
|---|---|---|---|
| | ramp and provide floating pontoon to improve user safety. | *low demand RBC* | RBC, and while a floating pontoon at this location will improve safety there is currently no demand in this RBC. |
| **Palm Cove** | ◗ New two lane boat ramp required to address demand - potential sites identified on northern side of jetty or at Taylor's Point. | Cairns<br>*low demand RBC* | Upgrade and expansion of the existing Palm Cove boat ramp has been identified as a priority for the Northern Region. |
| **Mission Beach** | ◗ More all-tide facilities required. | Cairns<br>*low demand RBC* | No sites have been able to be identified for the provision of an all-tide facility. |
| **Clump Point** | ◗ Additional parking required.<br>◗ Address conflict between recreation and commercial users.. | Cairns<br>*low demand RBC* | Upgrading of the existing Clump Point boat ramp is recommended as a priority for this region. |
| **Dungeness** | ◗ Upgrade boat ramp in response to high demand.<br>◗ Floating walkway required. | Townsville<br>*Medium-high demand RBC* | The provision of a pontoon/floating walkway is included in BICMP 2011-2014. |
| **Thursday Island** | ◗ Dinghy mooring facility required as marine vessels are effectively 'cars' being the main mode of transport between islands. | Cape York<br>*low demand RBC* | A new mooring facility has recently been constructed at Engineers Jetty.<br>Cape York is a low demand RBC and therefore this facility is not considered a regional priority. |
| **Townsville** | ◗ Additional facilities required with adequate parking. | Townsville<br>*Medium-high demand RBC* | Townsville is a high demand RBC and therefore two new facilities have been identified in the recommended priorities, and several sites have also been identified for upgrades/expansion to existing facilities. |

| Site | Stakeholder comments | RBC | Rationale |
|---|---|---|---|
| **Karumba** | ◗ upgrade Karumba boat ramp (Gilbert Street)<br>◗ upgrade Karumba Point boat ramp<br>◗ New boat ramps required at Karumba (off Riverview Dr) and Karumba Point | Cape York<br>*low demand RBC* | Upgrades to the Karumba Point boat ramp are included in the BICMP 2011-2014.<br>Cape York is a low demand catchment and therefore the provision of additional facilities is not considered a regional priority. |
| **Dayman Point** | ◗ Ramp is an ocean foreshore ramp and is subject to erosion issues/complaints.<br>◗ Needs upgrading as it is old, unsafe and cannot handle the volume of boats and vehicles that use it. | Cape York<br>*low demand RBC* | This facility is located in a low demand catchment and therefore the provision of additional facilities is not considered a regional priority.<br>However, it is recognised that there are safety issues associated with this ramp and it requires attention. |

## 7.3 Recommended priorities

Suitable sites determined through the analysis process detailed in the previous sections are prioritised into:

- Priority 1 sites;
- Priority 2 sites;
- Priority 3 sites; and
- Priority 4 sites.

The prioritisation of sites is based on the potential of a site to cater for demand in the region. For example, Priority 1 sites are those which have the most potential to cater for demand, are of high importance to stakeholders and are in most cases, the least constrained. It is important to note that the priority allocation does not denote a timeframe for development. Priority 1 sites are considered highest in terms catering for demand. However, Priority 1 sites will not necessarily be developed first. Development of the priority sites will be determined by a number of factors such as funding, constructability, and approvals.

The recommendations included within this report incorporate existing TMR facilities only and new locations where the recreational boating infrastructure is likely to funded by delivery agencies (in partnership with council and port authorities). Opportunities

for the provision of new sites or upgrading of non-TMR facilities that fall outside this framework are addressed in section 7.9.

The priorities for the Northern Region are summarised in Table 27.

**Table 27 Northern Region priorities**

| Priority | Recommendations | RBC |
|---|---|---|
| **Priority 1** | Boat ramp 5th – 7th Avenue South Townsville – new facility | Townsville |
| | Boat ramp Saunders Beach – upgrade existing facility | Townsville |
| | Boat ramp Cairns Tingira Street - upgrade existing facility | Cairns |
| | Boat ramps Ross Creek BH Townsville downstream and upstream - upgrade existing facility | Townsville |
| | Boat ramp Dungeness – upgrade existing facility | Townsville |
| **Priority 2** | Boat ramp Taylors Beach – upgrade existing facility | Townsville |
| | Boat ramp Bellenden Ker - upgrade existing facility | Cairns |
| | Boat ramp Edmonton Thompson Road downstream - upgrade existing facility | Cairns |
| | Boat ramp Bramston Beach Joyce Creek - upgrade existing facility | Cairns |
| | Boat ramp Deeral Ross Road – upgrade existing facility | Cairns |
| **Priority 3** | Boat ramp Clump Pt north of Mission Bch - upgrade existing facility | Cairns |
| | Boat ramp Redbank Creek Pine Creek Road - upgrade existing facility | Cairns |
| | Boat ramp Ross Creek East – new facility | Townsville |
| | Boat ramp Hell Hole Landing Hodder Road - upgrade existing facility | Townsville |
| | Boat ramp Kewarra Beach – new facility | Cairns |
| **Priority 4** | Boat ramp Tully Heads Mosquito Creek – upgrade existing facility | Cairns |
| | Boat ramp Barramundi Creek Morris Creek Road | Townsville |

| Priority | Recommendations | RBC |
|---|---|---|
| | – upgrade existing facility | |
| | Boat ramp Mona Road – new facility | Townsville |
| | Boat ramp Forrest Beach – upgrade existing facility | Townsville |
| | Boat ramp Hull River Heads Tully-Hull Road - upgrade existing facility | Cairns |
| | Boat ramp Boundary Street – new facility | Townsville |

## 7.4 Demand following construction of priorities

The priorities identified above have been recommended to assist in catering for the projected lane demand for the Northern Region, as detailed in section 5.9. Proposed works for each of the priorities include the construction of additional lanes, pontoons/floating walkways, and/or land based facilities. The construction of additional lanes and/or pontoon/floating walkways will increase the capacity of boat ramps and therefore contribute to a reduction in the demand for lanes across the region. Table 28 identifies the project lane demand prior to the construction of the priorities.

Table 29 identifies the projected lane demand following the construction of the priorities as follows:

- Existing lanes - the number of lanes available at that time e.g. existing lanes at 2016 includes the lanes constructed as part of the 2010-2014 BICMP program and the recommended Priority 1 sites.
- Lane requirements - the number of lanes required as forecasted in the demand analysis process.
- Lane demand – the difference between the number of existing lanes and lane requirements, being either a surplus or shortfall of boat ramp lanes.

## 7.5 Facilities for non-trailerable boat fleet

The focus of this study has been on the provision of recreational boating facilities that will provide for the majority of the recreational boating fleet, that being trailerable boats. Through the consultation process and the identification of priorities, consideration has also be given to the demands of the remainder of the fleet, in particular boats that are kept in the water and would use facilities such as landings and pontoon to access shore based facilities.

Within the Townville RBC, the demand of the trailerable boat fleet has been identified as being as being medium-high, with the focus of the priorities therefore being on the provision of facilities to cater for the current and projected future demand in the trailerable boat fleet.

**Table 28 Boat ramp lane demand prior to construction of priorities**

| RBC | Existing lanes | 2010 | Lane demand* | 2016 | Lane demand* | 2021 | Lane demand* |
|---|---|---|---|---|---|---|---|
| Townsville | 47 | 60 | 13 | 68 | 21 | 73 | 26 |
| Cairns | 63.5 | 58 | -5 | 63 | 0 | 66 | 3 |
| Cape York | 23 | 6 | -17 | 6 | -17 | 6 | -17 |
| North West QLD | 11 | 6 | -5 | 6 | -5 | 6 | -5 |
| **Total** | **144.5** | **130** | **-14** | **143** | **-1** | **151** | **7** |

**Table 29 Boat ramp lane demand after construction of priorities**

| RBC | Existing lanes at 2010 | Lane requirements 2010 (forecast) | Lane demand 2010* | Existing lanes at 2016 | Lane requirements 2016 (forecast) | Lane demand 2016* | Existing lanes at 2021 | Lane requirements 2021 (forecast) | Lane demand 2021* |
|---|---|---|---|---|---|---|---|---|---|
| Townsville | 47 | 60 | 13 | 71.5 | 68 | -3 | 79.5 | 73 | -6 |
| Cairns | 65 | 58 | -7 | 71 | 63 | -8 | 76.5 | 66 | -10 |
| Cape York | 24 | 6 | -18 | 26.5 | 6 | -20 | 26.5 | 6 | -20 |
| North West QLD | 12 | 6 | -6 | 13 | 6 | -7 | 13 | 6 | -7 |
| **Total** | **148** | **130** | **-18** | **182** | **143** | **-38** | **195.5** | **151** | **-43** |

* Rounded down to the nearest whole number.

## 7.6 Priority 1 sites

The feedback received during the consultation process highlighted a severe shortage of recreational boating facilities within the Townsville LGA. The Townsville RBC has been identified as a high demand catchment by 2016, further highlighting the shortage of facilities in the catchment as a whole. As a result, the priorities for the Northern Region are focused on the Townsville RBC, and where possible has identified priorities located within the Townsville LGA, to assist in catering for current and projected future demand.

The sites identified as Priority 1 for implementation include both upgrading of facilities at existing locations and the construction of new facilities. Table 30 to Table 34 provide details on the five Priority 1 sites including site characteristics, consultation feedback, proposed works rationale and indicative cost.

It is important to note that the works proposed are concept only and actual works undertaken will be dependent on detailed site assessments and available funding.

### 7.6.1 Indicative costs

The indicative capital costs provided for the Priority 1 sites are based on cost indices from Rawlinsons and rates from similar projects. No topographical survey, bathymetrical survey or geotechnical investigations have been carried out. The area required for car parking has been estimated from the attached drawings and lengths of ramps have been estimated assuming that they extend from Highest Astronomical Tide (HAT) to Lowest Astronomical Tide (LAT). The costs include allowances for design, construction preliminaries such as establishment on site and Client supervision. An allowance of 40% contingency has also been included.

Although the indicative costs used are deemed to be adequate for the purposes of comparison, GHD has no control over the cost of labour, materials, equipment or services furnished by others, neither has it control over contractors' methods for determining prices, competitive bidding or market conditions. The opinion of probable construction cost produced by GHD has been made on the basis of best judgement as an experienced and qualified engineering consultant familiar with the construction industry. As GHD is not a qualified Quantity Surveyor, nor does it employ quantity surveyors, GHD cannot and will not guarantee that any tenders or actual construction costs will not vary from this opinion of construction cost.

**Table 30 Priority 1 site - boat ramp 5th – 7th Avenue South Townsville**

| | |
|---|---|
| **Site name** | Boat ramp 5th – 7th Avenue South Townsville |
| **Location** | 5th – 7th Avenue, South Townsville (Ross River) |
| **RBC** | Townsville (medium-high demand RBC) |
| **Full tide or Part tide** | Full tide |
| **Site characteristics** | The site is 6.8 hectares and has been identified as a site for a multi-lane recreational boating facility. The site is located on the Ross River.<br>Site is located upstream of the Townsville Port Access Road which will potentially limit the clearance of trailer yachts at the HAT. |
| **Consultation feedback** | Stakeholders identified a shortage of facilities within the Townsville area. More facilities are required to cater for current demand. |
| **Proposed works** | ◗ provision of four boat ramps – 16 boat ramp lanes<br>◗ provision of pontoon/floating walkway on each ramp<br>◗ construction of car park<br>◗ destination landing<br>◗ provision of land based facilities including toilets, wash down facility, fish cleaning tables, and lighting.<br>A constraints plan is provided on Figure 12. |
| **Rationale** | Townsville currently and into the future has a shortage of boat ramp lanes resulting in it being a high demand catchment. This site at 5th – 7th Avenue South Townsville, provides good access to open water, and has the potential to be developed for a large, regional facility and provide Townsville with a site which will assist in catering for current and future needs.<br>It is recommended that TMR undertake discussions with TCC and the Port of Townsville to determine a strategy for joint funding and construction of this facility. |


1:4,000 (at A4)

0 20 40 80 120 160

Metres

Geographic Coordinate System
Horizontal Datum: Geocentric Datum of Australia 1994

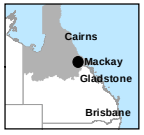
N

LEGEND

- Site Location
- Cadastre
- Site Location Buffer (250m)

Suitability Surface

1 - 2 | 4 - 6
2 - 3 | 6 - 10
3 - 4




Recreational Boating Facilities
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Revision A
Date 25 AUG 2011

# Site Constraints
# Priority 1 Site - 5th-7th Avenue, South Townsville

Figure 12

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Data source: Imagery - Google Earth Pro (Date Extracted 25/02/2010); GA: Placenames, Seas/2007; DERM: Cadastre/2010; GHD: Suitability Surface, Site Location, Site Location Buffer (250m)/2010. Created by: MS, EA

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**Table 31 Priority 1 site - boat ramp Saunders Beach**

| | | |
|---|---|---|
| **Site name** | Boat ramp Saunders Beach | |
| **Asset number** | 20057042 | |
| **Location** | Saunders Beach | |
| **RBC** | Townsville (medium-high demand RBC) | |
| **Full tide or part tide** | Part tide | |
| **Site characteristics** | The Saunders Beach boat ramp has two lanes and is located at the end of Saunders Boat Ramp Road, providing access to Althaus Creek (which leads to open water).<br>The site is tide restricted and there are no supporting land based facilities | |
| **Consultation feedback** | This site was identified through consultation as a potential location for a new facility | |
| **Proposed works** | ◗ installation of floating walkway/pontoon<br>◗ expansion of the car parking<br>◗ provision of supporting land based facilities including lighting and toilets.<br>The indicative site layout is shown on Figure 13. | |
| **Rationale** | This site is well located for expansion. The current boat ramp provides opportunities for expansion and has sufficient space to accommodate additional parking.<br>An increase in capacity at this boat ramp will help to relieve some of the medium term pressure on other boat ramps within the Cairns region. | |
| **Indicative cost (excluding GST)** | Water based infrastructure | $230,000 |
| | Land based infrastructure | $1,030,000 |


1:1,500 (at A4)

0 5 10 20 30 40

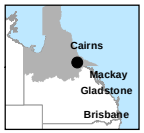
Meters

Geographic Coordinate System
Horizontal Datum: Geocentric Datum of Australia 1994

N

LEGEND

- Indicative Site Plan
- Turning Circle
- Cadastre Boundaries
- Proposed Site Footprint
- Proposed Parking (45 Lots)




Recreational Boating Facilities
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| Job Number | 41-22459 |
| Revision | A |
| Date | 25 AUG 2011 |

# Indicative Site Plan
# Priority 1 Site - Saunders Beach

Figure 13

G:\41\22459\GIS\Maps\MXD\High Priority Sites\Indicative Site Plans\Final\41_22459_01_Northern_HP_Site_09.mxd



Data source: Imagery - Google Earth Pro (Date Extracted 17/12/2010); GA: Placenames, Seas/2007; DERM: Cadastre/2010; GHD: Indicative Site Plan, Turning Circle, Proposed Site Footprint/2010. Created by: MS, EA

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**Table 32 Priority 1 site - boat ramp Tingira Street, Cairns**

| | | |
|---|---|---|
| **Site name** | Boat ramp Cairns Tingira Street | |
| **Asset number** | 20052853 | |
| **Location** | Smiths Creek | |
| **RBC** | Cairns (low demand RBC) | |
| **Full tide or part tide** | Full tide | |
| **Site characteristics** | The Tingira Street boat ramp is a 5 lane boat ramp with a pontoon, and is located on Smiths Creek in Cairns.<br>The boat ramp has a large car parking area and is a popular facility in the area as it is all tide and supported by water, lighting and toilet facilities. | |
| **Consultation feedback** | The community feedback has indicated that this site is regarded as a good facility.<br>The site is crowded on weekends and a larger pontoon is required to cater for current use, the provision of additional parking is also required. | |
| **Proposed works** | ◗ widen existing boat ramp to include an additional lane<br>◗ addition of a floating walkway<br>◗ provision of additional CTU parking.<br>The indicative site layout is shown on Figure 14. | |
| **Rationale** | The Tingira Street boat ramp is a popular facility servicing the Cairns area. There are minimal constraints associated with the site and surrounding area and was identified as a high priority by stakeholders.<br>As a result, there is considerable potential to increase the capacity of the existing boat ramp and expand the car park to cater for increased users. | |
| **Indicative cost (excluding GST)** | Water based infrastructure | $780,000 |
| | Land based infrastructure | $1,330,000 |


1:1,500 (at A4)

0 5 10 20 30 40

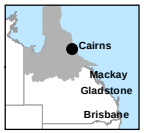
Metres

Geographic Coordinate System
Horizontal Datum: Geocentric Datum of Australia 1994

N

LEGEND

- Site Design Sketch
- Cadastre Boundaries
- Existing Site Footprint
- Existing Parking (97 Lots)
- Proposed Site Footprint
- Proposed Car Park (84 Lots)




Recreational Boating Facilities Demand Forecasting Study

| | |
|---|---|
| Job Number | 41-22459 |
| Revision | A |
| Date | 25 AUG 2011 |

# Indicative Site Plan
# Priority 1 Site - Tingira Street

Figure 14

G:\41\22459\GIS\Maps\MXD\High Priority Sites\Indicative Site Plans\Final\41_22459_01_Northern_HP_Site_03.mxd



Data source: Imagery - Google Earth Pro (Date Extracted 17/12/2010); GA: Placenames, Seas/2007; DERM: Cadastre/2010; GHD: Indicative Site Plan, Existing Site Footprint, Proposed Site Footprint/2010. Created by: MS, EA

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**Table 33 Priority 1 site - boat ramps Ross Creek, Townsville**

| | | |
|---|---|---|
| **Site name** | Boat ramps Ross Creek BH Townsville downstream and upstream | |
| **Asset numbers** | 20052729<br>20052728 | |
| **Location** | Western Breakwater - Ross Creek | |
| **RBC** | Townsville (medium-high demand RBC) | |
| **Full tide or part tide** | Full tide | |
| **Site characteristics** | The Ross Creek boat ramps each have four lanes and are located at the mouth of Ross Creek off Sir Leslie Thiess Drive, and opposite the Breakwater Marina on the north bank of Ross Creek.<br>The boat ramps are supported by land based facilities including water, lighting and toilets. | |
| **Consultation feedback** | These boat ramps are regarded by stakeholders as the only decent boat ramps in town. However more parking is required and both boat ramps need a structural upgrade. Currently partially tide affected as there is a drop off the end of the boat ramp at low tide. | |
| **Proposed works** | ◗ undertake maintenance upgrading of both boat ramps<br>◗ provision of a floating walkway on both ramps.<br>The indicative site layout is shown on Figure 15. | |
| **Rationale** | The Ross Creek boat ramps are currently very popular boat ramps in Townsville. However, stakeholders have raised concerns regarding the structural condition of the boat ramps as well as a lack of car parking. Car parking is severely constrained and it would be difficult to expand car park in this location. Therefore future expansion of the number of lanes in this locality is restricted.<br>There is potential to undertake maintenance upgrading of both boat ramps and install a pontoon to improve safety and useability of the boat ramps. | |
| **Indicative cost (excluding GST)** | Water based infrastructure | $1,500,000 |
| | Land based infrastructure | N/A |


1:1,500 (at A4)

0 5 10 20 30 40

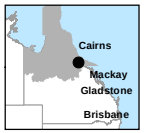
Metres

Geographic Coordinate System
Horizontal Datum: Geocentric Datum of Australia 1994

N

LEGEND

- Indicative Site Plan
- Cadastre Boundaries
- Proposed Site Footprint
- Existing Parking (93 Lots)
- Existing Site Footprint
- Existing Car Park (93 Lots)




Recreational Boating Facilities Demand Forecasting Study

| | |
|---|---|
| Job Number | 41-22459 |
| Revision | B |
| Date | 25 AUG 2011 |

# Indicative Site Plan
# Priority 1 Site - Ross Creek

Figure 15

G:\41\22459\GIS\Maps\MXD\High Priority Sites\Indicative Site Plans\Current\41_22459_01_Northern_HP_Site_04_rev_b.mxd



Data source: Imagery - Google Earth Pro (Date Extracted 17/12/2010); GA: Placenames, Seas/2007; DERM: Cadastre/2010; GHD: Indicative Site Plan, Existing Site Footprint, Proposed Site Footprint/2010. Created by: MS, EA

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**Table 34 Priority 1 site - boat ramp Dungeness**

| | | |
|---|---|---|
| **Site name** | Boat ramp Dungeness Road Lucinda | |
| **Asset numbers** | 20052706 | |
| **Location** | Herbert River entrance | |
| **RBC** | Townsville (medium-high demand RBC) | |
| **Full tide or part tide** | Full tide | |
| **Site characteristics** | The Dungeness boat ramp is a three lane boat ramp located at the mouth of the Herbert River at the end of Dungeness Road, Lucinda.<br>The boat ramp provides full tide access with a pontoon and land based facilities including water, lighting, toilets and picnic areas.<br>A floating walkway is proposed to be installed at this ramp as part of the current program (2011-2014). | |
| **Consultation feedback** | Stakeholders identified upgrades to this boat ramp as a high priority for the region. According to stakeholders, the boat ramp has ample parking and the surface is in good condition. The pontoon is deteriorating so a floating walkway would be well used at this boat ramp. Navigation aids are required to mark channel. | |
| **Proposed works** | ◗ upgrade boat ramp to include an additional lane<br>◗ expand car park to include additional CTUs<br>◗ improve signage.<br>The indicative site layout is shown on Figure 16. | |
| **Rationale** | There are minimal constraints associated with this site and surrounding area and the boat ramp was identified as a high priority by stakeholders.<br>As a result, there is considerable potential to increase the capacity of the existing boat ramp and expand the car park to cater for increased users. | |
| **Indicative cost (excluding GST)** | Water based infrastructure | $250,000 |
| | Land based infrastructure | $850,000 |


1:1,500 (at A4)

0 5 10 20 30 40

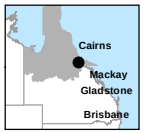
Metres

Geographic Coordinate System
Horizontal Datum: Geocentric Datum of Australia 1994

N

LEGEND

- Indicative Site Plan
- Cadastre Boundaries
- Existing Site Footprint
- Existing Parking (58 Lots)
- Proposed Site Footprint
- Existing Car Park (68 Lots)




Recreational Boating Facilities Demand Forecasting Study

| | |
|---|---|
| Job Number | 41-22459 |
| Revision | A |
| Date | 25 AUG 2011 |

# Indicative Site Plan
# Priority 1 Site - Dungeness

Figure 16

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Data source: Imagery - Google Earth Pro (Date Extracted 17/12/2010); GA: Placenames, Seas/2007; DERM: Cadastre/2010; GHD: Indicative Site Plan, Existing Site Footprint, Proposed Site Footprint/2010. Created by: MS, EA

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## 7.7 Priority 2 sites

The sites identified as Priority 2 for implementation include upgrading of facilities at existing locations. The sites are described in detail in Table 35 to Table 39 below.

**Table 35 Priority 2 site - boat ramp Edmonton downstream**

| | |
|---|---|
| **Site name** | Boat ramp Edmonton Thompson Road downstream |
| **Location** | Downstream boat ramp |
| **RBC** | Cairns (low demand RBC) |
| **Full tide or part tide** | Part Tide |
| **Site characteristics** | The Edmonton Thompson Road boat ramp is a two lane boat ramp located within the Cairns region. It is tide affected and has water and lighting available. |
| **Consultation feedback** | Stakeholder feedback indicated that this is a well-used facility with ample parking and good lighting. Issues were raised regarding the sand build up that occurs at the boat ramp, it was suggested that this boat ramp needs additional maintenance and dredging. |
| **Proposed works** | ◗ removal of sand<br>◗ construction of a floating walkway/pontoon<br>◗ expansion to the boat ramp to include an additional lane<br>◗ additional car parking to increase capacity.<br>The site constraints are shown on Figure 17. |
| **Rationale** | The Edmonton boat ramp is a popular facility in the Cairns area and has significant potential for expansion. It is anticipated that the site will become the main area for launching vessels for South Cairns. Therefore, upgrading of this facility will assist in catering for future demand. |


1:4,000 (at A4)

0 20 40 80 120 160

Meters

Geographic Coordinate System
Horizontal Datum: Geocentric Datum of Australia 1994

N

LEGEND

- Site Location
- Cadastre
- Site Location Buffer (250m)

Suitability Surface

- 1 - 2
- 2 - 3
- 3 - 4
- 4 - 6
- 6 - 10


Recreational Boating Facilities Demand Forecasting Study

| | |
|---|---|
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| Date | 25 AUG 2011 |

# Site Constraints
# Priority 2 Site - Edmonton

Figure 17

G:\41\22459\GIS\Maps\MXD\Medium Priority Sites\Final\41_22459_01_Northern_MP_Site_07.mxd



Data source: Imagery - Google Earth Pro (Date Extracted 17/12/2010); GA: Placenames, Seas/2007; DERM: Cadastre/2010; GHD: Suitability Surface, Site Location, Site Location Buffer (250m)/2010. Created by: MS, EA

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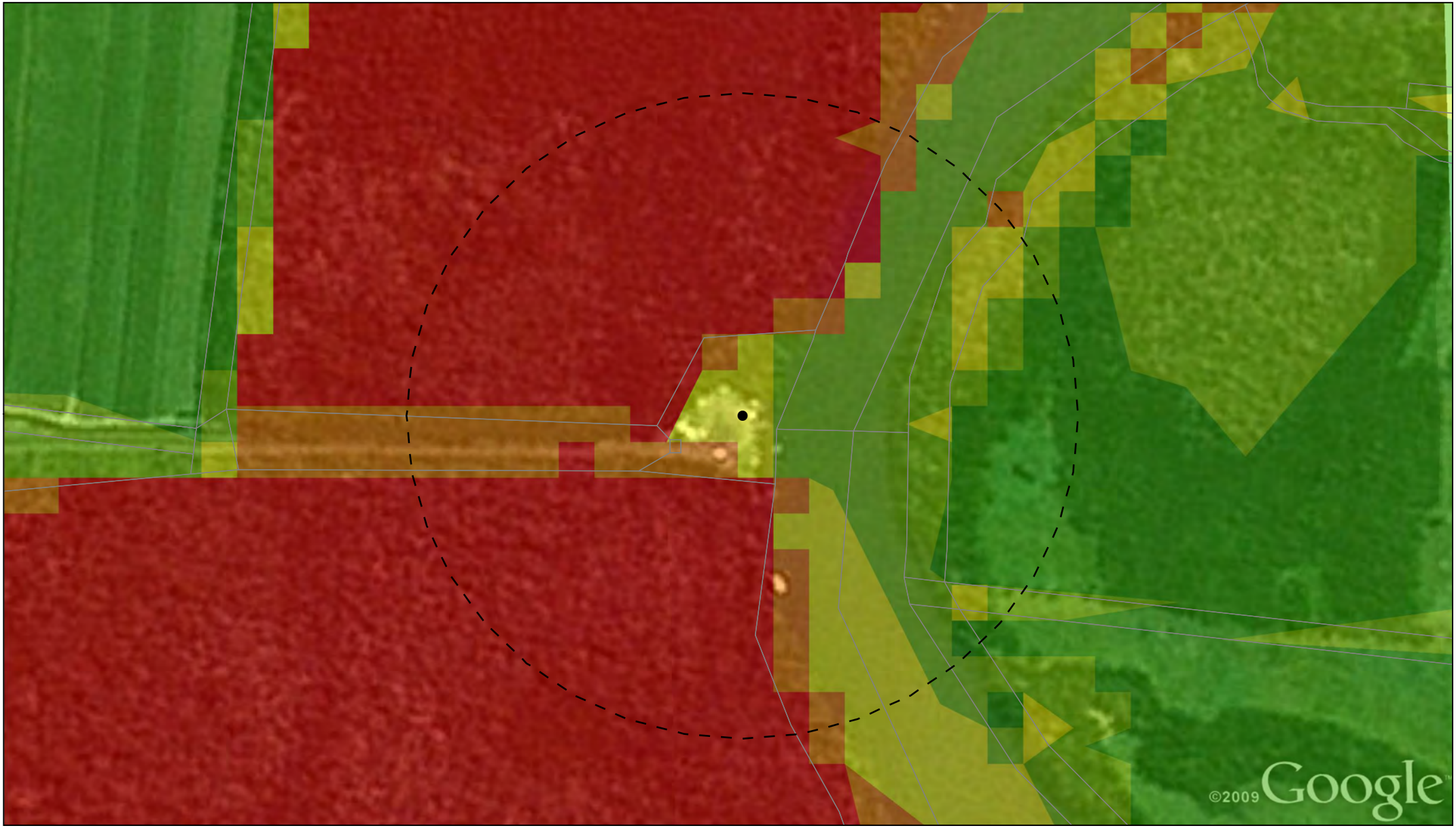
**Table 36 Priority 2 site - boat ramp Bellenden Ker Russell River Road**

| | |
|---|---|
| **Site name** | Boat ramp Bellenden Ker Russell River Road |
| **Asset number** | 20052713 |
| **Location** | North bank of Russell River |
| **RBC** | Cairns (low demand RBC) |
| **Full tide or part tide** | Part tide |
| **Site characteristics** | The Bellenden Ker boat ramp is a two lane part tide ramp located on the north bank of the Russell River.<br>The boat ramp has adequate land based facilities including water, lighting, toilets facilities and picnic areas. |
| **Consultation feedback** | Feedback suggests that this boat ramp has excellent facilities, with some work required as the boat ramp is eroding at the toe. Stakeholders have identified the need for repairs to be undertaken in the short term.<br>Parking was also raised as an issue as there is presently insufficient parking for the number of users of the site. |
| **Proposed works** | ◗ maintenance works on the boat ramp<br>◗ expansion of the car parking<br>◗ construct additional lane in the longer term.<br>The site constraints are shown on Figure 18. |
| **Rationale** | Stakeholders have identified the Bellenden Ker boat ramp as an excellent facility servicing the Cairns area. However, repairs and upgrades will improve the boat ramp.<br>There is considerable opportunity to repair and upgrade this boat ramp in the medium term with further potential to expand the car park and construct an additional lane when demand increases. |




1:4,000 (at A4)

0 20 40 80 120 160

Meters

Geographic Coordinate System
Horizontal Datum: Geocentric Datum of Australia 1994

N

LEGEND

- Site Location
- Cadastre
- Site Location Buffer (250m)

Suitability Surface

- 1 - 2
- 2 - 3
- 3 - 4
- 4 - 6
- 6 - 10


Recreational Boating Facilities Demand Forecasting Study

| | |
|---|---|
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| Revision | A |
| Date | 25 AUG 2011 |

## Site Constraints
## Priority 2 Site - Bellenden Ker

Figure 18

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Data source: Imagery - Google Earth Pro (Date Extracted 17/12/2010); GA: Placenames, Seas/2007; DERM: Cadastre/2010; GHD: Suitability Surface, Site Location, Site Location Buffer (250m)/2010. Created by: MS, EA

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**Table 37 Priority 2 site - boat ramp Taylors Beach**

| | |
|---|---|
| **Site name** | Boat ramp Taylors Beach |
| **Asset number** | 20057042 |
| **Location** | Taylors Beach via Groper Street |
| **RBC** | Townsville (medium-high demand RBC) |
| **Full tide or part tide** | Part tide |
| **Site characteristics** | The Taylors Beach boat ramp is a two lane boat ramp located off Groper Street. The boat ramp is tide restricted and is subject to wave action<br><br>The land based facilities include ample car parking with a washdown facility, toilets, water, lighting and picnic facilities. |
| **Consultation feedback** | Stakeholders have advised that this boat ramp is a good facility with a great washdown facility. A pontoon is needed at this boat ramp to improve launch and retrieval. |
| **Proposed works** | ◗ installation of a pontoon/floating walkway<br>◗ expansion of the car park to include additional CTUs<br>◗ provision of an additional lane in the long term.<br><br>The site constraints are shown on Figure 19. |
| **Rationale** | The current boat ramp provides opportunities for expansion and has sufficient space to accommodate additional parking.<br><br>To enhance the utilisation of this facility the provision of a floating walkway/pontoon will improve launching and retrieval. |


1:4,000 (at A4)

0 20 40 80 120 160

Metres

Geographic Coordinate System
Horizontal Datum: Geocentric Datum of Australia 1994

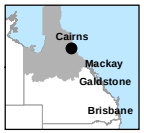
N

LEGEND

- Site Location
- Cadastre
- Site Location Buffer (250m)

Suitability Surface

- 1 - 2
- 2 - 3
- 3 - 4
- 4 - 6
- 6 - 10




Recreational Boating Facilities
Demand Forecasting Study

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|---|---|
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| Date | 25 AUG 2011 |

# Site Constraints
# Priority 2 Site - Taylors Beach

Figure 19

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Data source: Imagery - Google Earth Pro (Date Extracted 17/12/2010); GA: Placenames, Seas/2007; DERM: Cadastre/2010; GHD: Suitability Surface, Site Location, Site Location Buffer (250m)/2010. Created by: MS, EA

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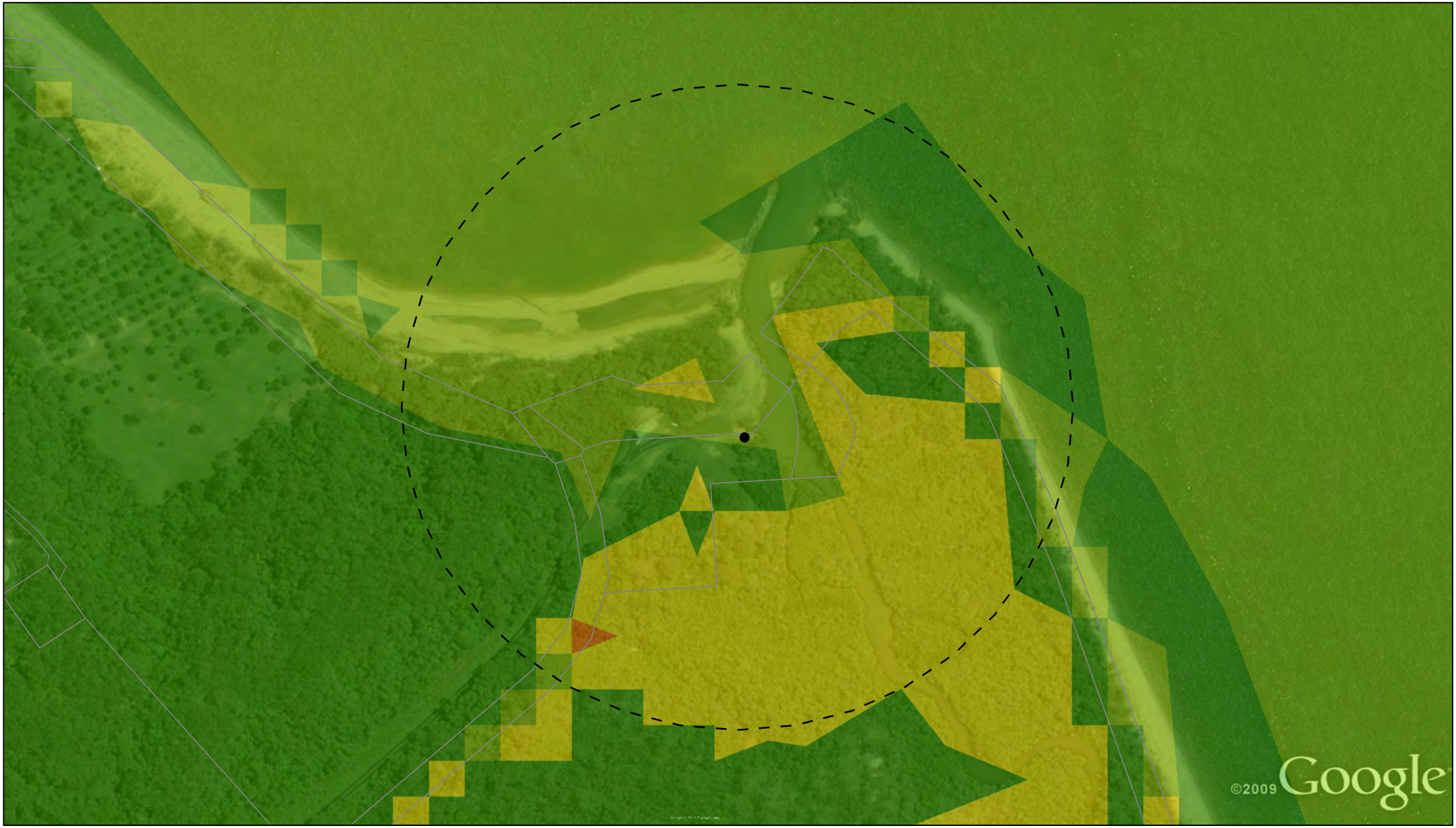
**Table 38 Priority 2 site - boat ramp Bramston Beach**

| | |
|---|---|
| **Site name** | Boat ramp Bramston Beach Joyce Creek |
| **Asset number** | 20052712 |
| **Location** | North bank of Joyce Creek - Rocky Point |
| **RBC** | Cairns (low demand RBC) |
| **Full tide or part tide** | Part tide |
| **Site characteristics** | The Bramston Beach boat ramp has one lane and is located on Joyce Creek near Bramston Beach. Joyce Creek is home to crocodiles which is a safety issue during launching and retrieval.<br>The boat ramp is tide restricted and has no land based facilities. |
| **Consultation feedback** | Safety at this facility was the main priority identified from stakeholder feedback, particularly in relation to silt on the boat ramp and crocodiles in the creek.<br>Some re-engineering of boat ramp may be required, and future expansion of the boat ramp to 2 lanes would be desirable. |
| **Proposed works** | ◗ undertaken maintenance work on existing boat ramp<br>◗ provision of a pontoon/floating walkway<br>◗ expansion of existing car park<br>◗ provision of land based facilities including toilets and lighting<br>◗ provision of an additional lane in the longer term.<br>The indicative site layout is shown on Figure 20 |
| **Rationale** | Repairs are required as the boat ramp has been identified as being unsafe. The boat ramp also needs a pontoon as crocodiles are prevalent in Joyce Creek and it is currently unsafe for users to launch and retrieve as standing in the water is required.<br>There are minimal constraints associated with the site and surrounding areas and there is land availability for expansion of the car park.<br>The boat ramp has potential to be upgraded to a two lane boat ramp when demand increases. |




1:4,000 (at A4)

0 20 40 80 120 160

Metres

Geographic Coordinate System
Horizontal Datum: Geocentric Datum of Australia 1994

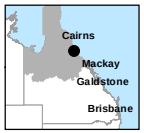
N

LEGEND

- Site Location
- Cadastre
- Site Location Buffer (250m)

Suitability Surface

- 1 - 2
- 2 - 3
- 3 - 4
- 4 - 6
- 6 - 10

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| Date | 26 AUG 2011 |

# Site Constraints
## Priority 2 Site - Bramston Beach

Figure 20

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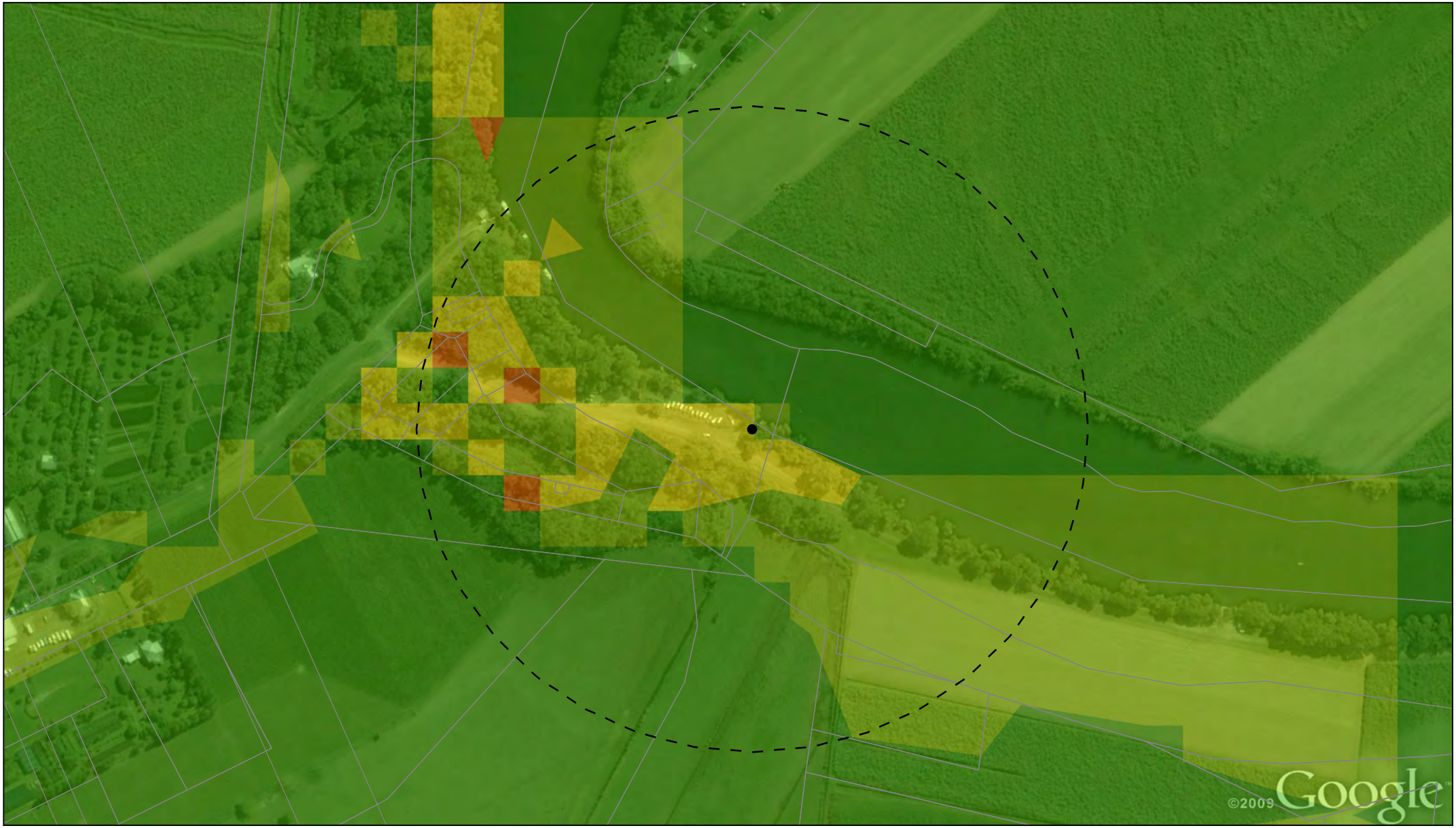
**Table 39 Priority 2 site - boat ramp Deeral Ross Road**

| | |
|---|---|
| **Site name** | Boat ramp Deeral Ross Road |
| **Asset number** | 20052685 |
| **Location** | South bank of Mulgrave River |
| **RBC** | Cairns (low demand RBC) |
| **Full tide or part tide** | Full tide |
| **Site characteristics** | Deeral Ross Road is a three lane boat ramp with a concrete pontoon. This facility has adequate facilities with access to water, lighting, and toilets.<br>The boat ramp is partially impacted at low tide but is not affected by cross currents. |
| **Consultation feedback** | Feedback received during the consultation process highlighted that users were pleased with the pontoon facilities however the site is currently over used and has insufficient parking. The boat ramp is partially affected at low tide. |
| **Proposed works** | ◗ expansion of car parking on adjoining site.<br>◗ upgrading of existing signage<br>◗ improve manoeuvring and establish rigging areas.<br>The site constraints are shown on Figure 21. |
| **Rationale** | This site is well located for expansion as vacant land in the vicinity of the boat ramp has space to accommodate new parking.<br>Improvement to the car parking at this boat ramp will help to relieve pressure on other boat ramps within the Cairns region. |




1:4,000 (at A4)

0 20 40 80 120 160

Metres

Geographic Coordinate System
Horizontal Datum: Geocentric Datum of Australia 1994

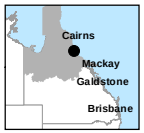
N

LEGEND

- Site Location
- Cadastre
- Site Location Buffer (250m)

Suitability Surface

- 1 - 2
- 2 - 3
- 3 - 4
- 4 - 6
- 6 - 10




Recreational Boating Facilities Demand Forecasting Study

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Revision A
Date 25 AUG 2011

# Site Constraints
# Priority 2 Site - Deeral Ross Road Figure 21

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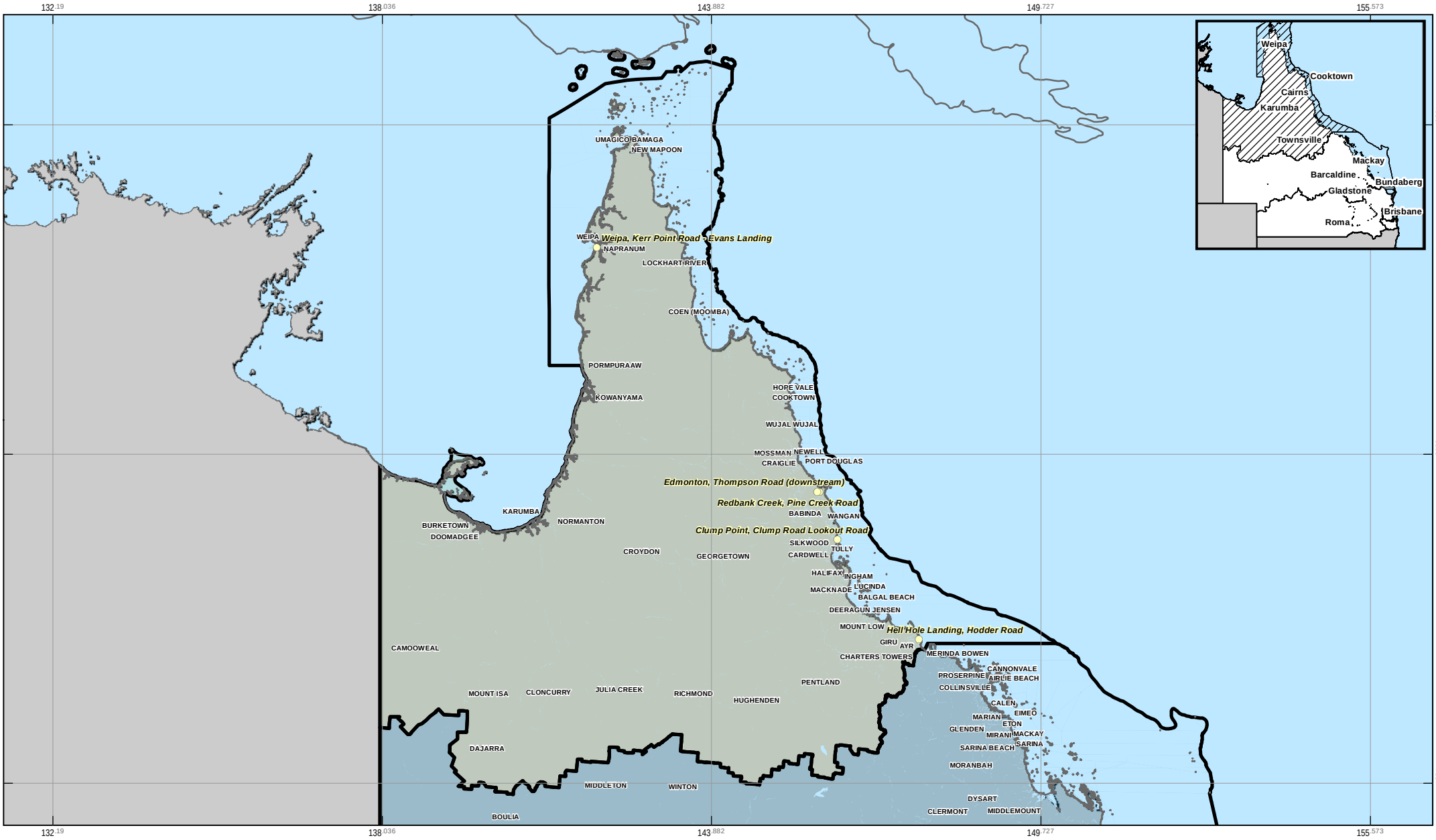
## 7.8 Priority 3 sites

The sites identified as Priority 3 for implementation include upgrading of facilities at existing locations. The Priority 3 sites for this region are detailed in Table 40 and shown on Figure 22.

**Table 40 Priority 3 sites**

| Asset number | Facility | Location | RBC | Full tide or part tide | Rationale |
|---|---|---|---|---|---|
| 20052849 | Boat ramp Clump Point north of Mission Bch | North of Mission Beach | Cairns<br>*low demand RBC* | Full tide | ◗ Clump Point boat ramp is a two lane boat ramp and floating walkway located just north of Mission Beach.<br>◗ The boat ramp is not tide restricted but has poor land based facilities, with only lighting available.<br>◗ Stakeholder feedback indicates that the facility is well liked and there is ample car parking. Commercial operators also use this facility.<br>◗ In the long term, this boat ramp is well suited for an upgrade of land based facilities and the extension of the boat ramp.<br>◗ An additional lane, more car parking and wash down facilities will enable this boat ramp to cater for demand requirements. |
| 20052714 | Boat ramp Redbank Creek Pine Creek Road | via Kamma | Cairns<br>*low demand RBC* | Full tide | ◗ The Pine Creek Road boat ramp is a single lane boat ramp with poor land based facilities. The site has water available and a boat storage facility.<br>◗ Stakeholder feedback suggests that a pontoon would be well suited to this boat ramp due to the deep water.<br>◗ This site is suited to future expansion with potential for an additional lane, car parking and the installation of a pontoon at this location. |

| Asset number | Facility | Location | RBC | Full tide or part tide | Rationale |
|---|---|---|---|---|---|
| | Boat ramp Ross Creek East | Ross Street, east bank of Ross Creek | Townsville<br>*medium-high demand RBC* | Full tide | ◗ The Ross Creek east site is a potential new site that has been identified by Townsville City Council.<br>◗ The site comprises of two parcels of land, with the parcel on the west side of Ross Street suitable for overflow car parking.<br>◗ The site is currently owned by Port of Townsville and is being used for port activities.<br>◗ The site is considered suitable for a recreational boating facility as it is located on the Ross Creek, which is provides all-tide protected-weather access for boating.<br>◗ This site would be suitable for the provision of a minimum of 6 lanes. |
| 20052691 | Boat ramp Hell Hole Landing Hodder Road | Rita Island | Townsville<br>*medium-high demand RBC* | Part tide | ◗ Hodder Road is a two lane boat ramp located on Rita Island. The boat ramp is tide affected and has no land based facilities.<br>◗ This boat ramp currently services the local community. When demand increases this site has potential be expanded and relieve pressure from other boat ramps in this region.<br>◗ The provision of an additional lane, formal car parking, water, toilets and lighting is recommended for this site. |
| N/A | Boat ramp Kewarra Beach | Taylors Point | Cairns<br>*low demand RBC* | Full tide | ◗ Potential new site located at Taylors Point identified by Cairns Regional Council.<br>◗ This site has potential to be developed for a sheltered ramp to service the Kewarra Beach area.<br>◗ The site has limited constraints. However, it is recommended that a feasibility assessment be undertaken to determine the suitability of this site for a recreational boating facility. |




1:10,000,000 (at A4)

0 50 100 200 300 400

Kilometres

Geographic Coordinate System
Horizontal Datum: Geocentric Datum of Australia 1994

N

LEGEND

- Priority 3 Sites
- TMR Region
- Drainage
- Central
- Northern
- SEQ - North
- SEQ - South
- Southern

Recreational Boating Facilities Demand Forecasting Study

| | |
|---|---|
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| Date | 26 AUG 2011 |

# Northern Region Priority 3 Sites

Figure 22

G:\41\22459\GIS\Maps\MXD\Low Priority Sites\41_22459_02_Low Priority_Northern_rev_b.mxd



Data source: Boating Infrastructure, DTMR Region, DTMR, (2010) Populated Places Coastline, State, GA, (2007), Drainage, DERM, (2010). Created by: MS, EA, WW

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## 7.9 Priority 4 sites

The sites identified as Priority 4 for implementation include both upgrading of facilities at existing locations and the construction of new facilities. The Priority 4 sites for this region are detailed in Table 41.

**Table 41 Priority 4 sites**

| Asset number | Site | Location | RBC | Rationale |
|---|---|---|---|---|
| 20053046 | Boat ramp Tully Heads Mosquito Creek | Mosquito Creek, off Tully River | Cairns<br>*low demand RBC* | ◗ Site has minimal constraints.<br>◗ Potential to include an additional lane to cater for demand. |
| 20052692 | Boat ramp Barramundi Creek Morris Creek Road | via Hodel Road | Townsville<br>*medium-high demand RBC* | ◗ Ample area for upgrade to include additional lane and car parking. |
| N/A | Boat ramp Mona Road | Mona Road, Murray River | Townsville<br>*medium-high demand RBC* | ◗ Potential for provision of formal facility with two lanes, car park and land based facilities.<br>◗ Feasibility study required. |
| 20052699 | Boat ramp Hull River Heads Tully-Hull Road | South Bank of Hull River upstream of Hull Heads | Cairns<br>*low demand RBC* | ◗ The current boat ramp is in need of an upgrade.<br>◗ The site has ample space to accommodate new parking. |
| 20052645 | Boat ramp Forrest Beach | Sheoak Street, via Allingham | Townsville<br>*medium-high demand RBC* | ◗ Forrest Beach boat ramp is tidal dependant and is affected by waves.<br>◗ The site has a good washdown facility but the boat ramp needs to be extended.<br>◗ The provision of an additional lane, extension to the |

| Asset number | Site | Location | RBC | Rationale |
|---|---|---|---|---|
| | | | | boat ramp and an expansion of car park is recommended for this site. |
| N/A | Boat ramp Boundary Street | Boundary Street, Townsville | Townsville<br>*medium-high demand RBC* | ◗ A potential new site for a recreational boating facility has been identified at Boundary Street in Townsville.<br>◗ The site is currently used for port activities and is owned by the Port of Townsville.<br>◗ This site provides good access to open water, and has the potential to provide a facility with a minimum of four lanes with supporting land based infrastructure. |

## 7.10 Further recommendations

### 7.10.1 Dams

As part of the prioritisation process, a number of boat ramps on dams were identified as having opportunity for upgrade or expansion. The boat ramps located on dams in the region are predominantly owned and/or managed by SunWater, and therefore have not been identified as priorities for this study. However, it is important to consider the potential upgrades/expansion of these boat ramps as they provide access to freshwater for fishing and recreational activities such as water skiing. These boat ramps also have the potential to capture some of the demand for the region.

Table 42 identifies the boat ramps on dams that have potential for upgrade/expansion. It is recommended that TMR coordinate with SunWater to establish the needs for the region and establish upgrading opportunities to meet future demand.

**Table 42 Upgrading opportunities – dams**

| Boat ramp | Location | RBC | Opportunities |
|---|---|---|---|
| Boat ramp Julius Dam | Mt Isa | North West Queensland<br>*low demand RBC* | The Julius Dam boat ramp is a single lane located near Mount Isa and is the main recreational boating facility servicing this area.<br>As demand increases, this site has the potential to be upgraded to include an additional lane. |
| Boat ramp Tinaroo | Bruce Road Tinaroo | Cairns<br>*low demand RBC* | The Tinaroo boat ramp is a single lane boat ramp located off Bruce Road near Tinaroo.<br>This boat ramp has been identified as a long term priority by stakeholder and has the potential to be upgraded when demand increases. |

### 7.10.2 Further studies

Building on this state-wide framework for recreational boating infrastructure across TMR's five regions, it is recommended that a detailed local area analysis be conducted for the Townsville LGA to further investigate hotspots of existing or potential future demand. This includes investigating opportunities for additional sites for all tide facilities and other infrastructure measures outside the scope this study e.g. dredging.

### 7.10.3 Funding and coordination

A major issue that has been raised throughout the duration of this study is coordination between state and local government in terms of decision making and funding for recreational boating facilities.

Feedback from local government has highlighted concerns regarding the funding land based facilities to support recreational boating facilities. Currently, the funding arrangement for recreational boating facilities relies on TMR funding for the water based infrastructure and Council funding for the land based facilities. This arrangement is affecting the quality, operation and level of use of boating facilities as in some instances there is lack of available funding from local government to enable the provision of adequate land based facilities such as car parking, toilets, lighting, access roads, washdown and fish cleaning facilities.

Following discussions with delivery agencies throughout this study, it is recommended that they consider innovation in funding for the provision of land-side facilities. Such innovation is particularly needed by smaller delivery agencies to reduce the need for relatively high levels of capital input over short periods.

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Appendix A

# Recreational Boating Facilities Demand Forecasting Study: Demand Analysis

# Recreational Boating Facilities Demand Forecasting Study: Demand Analysis

## Final Report

May 2011

ECONOMIC ASSOCIATES

# Recreational Boating Facilities Demand Forecasting Study: Demand Analysis

## Final Report

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# 1 INTRODUCTION

Recreational boating has experienced significant growth over the past twenty years with demand for boat ramps and associated facilities exceeding the capacity of existing infrastructure. In response to growing demand for recreational boating infrastructure, the Department of Transport and Main Roads commissioned GHD Pty Ltd, in association with Economic Associates Pty Ltd to undertake the Recreational Boating Demand Forecasting Project. Economic Associates Pty Ltd was engaged by GHD Pty Ltd to prepare recreational boating infrastructure demand projections, specifically for boat ramps.

This report:

- Provides a brief discussion of the recreational boating industry in Queensland;
- Defines a number of regional recreational boating catchments throughout Queensland;
- Provides a socio-economic overview of each of the identified regional recreational boating catchments;
- Provides recreational boating fleet projections relevant to the demand for boat ramps for each of the regional recreational boating catchments; and
- Provides boat ramp demand projections for each regional recreational boating catchment.

# 2 RECREATIONAL BOATING INDUSTRY OVERVIEW

Boat ownership is the most significant demand driver for marine infrastructure, namely boat ramps, marina berths (both wet and dry), moorings and pontoons. The composition of a region's boating fleet will determine the quantity and type of marine infrastructure demanded.

The recreational boating market refers to those boat owners who use their boat to take recreational day trips, cruising in relatively protected waters as opposed to the open sea.

Maritime Safety Queensland maintains detailed monthly statistics on boat registrations by local government area (LGA). Boat registrations data is collected for various vessel types and length. Available electronic records for boat registrations by length date back to 1999. Within the boat registration data sets, the various boat categories include:

- Sail boats;
- Boats without sails, including:
  - Motor boats without sails;
  - Speed boats; and
  - Jet Skis (or personal recreation vehicles).

Jetskis are not commonly found in marinas, and as such do not represent a major demand driver for marina berths, but can have significant implications for the demand for boat ramps.

Smaller boats can be easily towed on trailers. Industry consultations undertaken by Economic Associates previously reveal that the suitability for towing varies between boat types (i.e. boats with sails and boats without sails). For example, sail boats with keels become difficult to tow, especially if they do not have a retractable keel, at around five metres in length, whereas motorboats can generally be towed up to around eight metres.

Similarly, the suitability of vessels for dry storage depends on type and length of vessel. Dry storage is most suitable for vessels with shallow drafts. Therefore, dry storage is most suitable for smaller sail boats (i.e. sail boats up to eight metres) and boats without sails up to around ten metres.

Wet berthing a boat represents a much greater expense than trailing or dry berthing. Therefore, wet berths are generally used only by larger vessels, such as sail boats over five metres and boats without sails over eight metres.

## 2.1 Industry Size

The exact size and contribution of the recreational boating industry is not regularly assessed, however BIAQ (2003) estimated the overall size of the boating and related industries in Queensland as at June 2003[1]. This was undertaken through a self-completion questionnaire, with a total of 253 responses collected from BIAQ members. In 2002-03, there were an estimated 6,785 persons employed in boating and related industries in Queensland, with employment

[1] Related industries include boat charter, boat manufacturing, boat repair, chandlery, club or sailing school, finance and insurance, marine, marine brokerage, marine construction, marine electronics, marine engines, media, retail, supply of raw materials, trailer / accessories / other manufacturing and wholesale, distribution or import.

concentrated in boat manufacturing (2,365 employees), retail (845 employees) and other related manufacturing (840 employees). Employment in the industry increased by 4.5% between 2001 and 2003.

Turnover of the boating industry was estimated at $1,324 million in 2002/03, being highest for boat manufacturing ($269 million), wholesale, distribution and import ($235 million) and repair / chandlery ($167 million). Turnover in the industry was estimated to have increased by 10.5% since 2001.

The industry recorded high levels of turnover growth from overseas exports, almost doubling from $110 million in 2001 to $200 million in 2002-03.

The BIAQ survey highlights the significance of boating and related industries to the Queensland economy, and the importance of providing sufficient supporting marine infrastructure.

### Recreational Boating & Industry-Gold Coast Cluster Case Example

The Gold Coast has built a reputation as a national and international producer of pleasure craft and as a place for storing, servicing and using these vessels. The Gold Coast marine cluster comprises over 400 businesses, employing an estimated 4,200 persons and generating $550 million annually in income (Department of State Development, 2006). In 2003, the Gold Coast Marine Precinct exported goods valued at more than $120 million to more than 30 countries (Gold Coast City Council, 2006). Estimates of exports attributable to the Gold Coast marine industry prepared in 2006 valued those exports at approximately $250 million per annum. However, Blackman and Hurd (2009) estimate that as a result of the global economic downturn in 2008-09, the Gold Coast marine industry cluster was estimated to contract by approximately 30%-35%. Blackman and Hurd (2009) estimated that the annual revenue of the Gold Coast marine industry in 2008-09 was $769.0 million, down approximately 22% from the previous year's estimate of $985.5 million. As at June 2009, employment within the Gold Coast marine industry was estimated at approximately 4,550 full time equivalent employees. While this estimate was down on the previous year's estimate, employment remained well above 2006 levels.

Based on this information, the Gold Coast is the currently one of the major centres for recreational boating activity in Queensland, and is a regionally significant economic and employment centre. Once again this highlights the significance of the marine industry at the state and regional levels and the importance of providing infrastructure to support its ongoing development.

## 2.2 Industry Characteristics & Trends

International Marina Consultants Pty Ltd (2006) undertook an overview of the changing characteristics within the recreational boating industry. The major trends noted in recreational boating are as follows:

- *The average size of recreational boats is increasing* – The average length has increased from about 10 metres to 13.5 metres over the last ten years. There is little demand for eight metre berths which can be found in some older marinas, with vessels of this size typically being towed. The report suggests the minimum marina size in most new marinas should be 12 metres. However, if the marina will mainly be occupied by power boats, the minimum marina size should be larger than 12 metres.

- *Boats are being used less frequently* – The number of boats being used at any one time has not increased at the same rate as the number of boat registrations. The damage to the marine environment as a result of the rapid rise in boat registration is likely to be less than anticipated.
- *Larger boats are being placed in rack and storage buildings* – Dry storage buildings are being designed in Australia and overseas to cater for boats up to 12 metres in length. Currently, the demand for dry storage in Australia is quite low. However, the demand for dry storage is expected to increase significantly as the price of marina berths increases in line with strong demand. There are a number of advantages associated with dry storage including potentially significant cost savings (in cases where reduced boat maintenance costs outweigh the additional costs of lifting boats in and out of the water), protection from UV damage and reduced need for dredging as the boats do not require water space for berths. However, racked dry storage creates a significant visual impact due to the size of the storage and as a result is unlikely to be included in association with residential development. Dry storage could be included in boat harbours and working marinas.
- *Marina sized boats which are used infrequently are parked on hardstands* – There has been a growing trend towards storage of power boats and yachts on hard stands due to lower usage and lack of available marina berths. The rates associated with hardstand storage are also less than for boats moored in a floating marina.
- *The growth in boat registrations is occurring throughout Queensland* – There has been significant growth in boat ownership in Queensland and thus demand for marina berths. Currently, virtually all marinas throughout Queensland are fully occupied indicating a need for additional berthing throughout the state.
- *Increasing demand for boat repair facilities* – There is an increasing demand for boat repair facilities as a result of an increase in the number of recreational boats and the reduced effectiveness of anti-fouling paints. Only a limited number of boat repair facilities are being constructed, with at least one existing facility at Hope Harbour expected to be shut down. Residential type marinas are not planned to include boat repair facilities.

The trends highlighted above indicate that the demand for marine infrastructure throughout the state is anticipated to grow significantly.

Industry consultations previously undertaken by Economic Associates reveal a growing number of new boats purchased in the growth category of motor boats between five and eight metres are manufactured in, or for, the North American market. These boats are generally half cabin cruiser, and appeal to the recreational boating market. Their appeal is largely based on favourable exchange rates which have resulting in these North American market vessels being around 30% less expensive than Australian made boats.

The growing popularity of North American market half cabin cruisers has significant implications for boat storage. In Queensland, the maximum width of a trailerable boat is 2.5 metres, but cruisers designed for the North American market are frequently wider than 2.5 metres, particularly those cruisers over five metres. As a result, the most appropriate storage solution for these boats is dry storage at a major marina or boat harbour. It is anticipate that as the popularity of these boats grows, so too will demand for dry boat storage.

## 2.3 Characteristics of Recreational Boat Owners

Maritime Safety Queensland (2004) conducted a boating survey in 2003 to gain an insight into the range, location of and investment in, recreational boating activities on Queensland waters.

There were 3,500 responses used in the survey analysis. The major findings of this analysis are as follows:

- The most common types of vessels operated by respondents were dinghies (45%) and speedboats (27%);
- The majority of respondents operated vessels with motors between 7 and 15 horsepower (20%), 16-50 horsepower (36%) or 51-100 horsepower (19%);
- Almost all respondents were male (95.5%) with 40% of all respondents being 55 years and over in age;
- The predominant boating activity is fishing (82.2% daytime, 24.9% overnight), with cruising also a popular recreational boat use (28.4%);
- The majority of boat owners launched their vessel either two to three times per month (40.5%) or every two to three months (31.5%);
- Estuaries, rivers and bays were nominated as the preferred location to operate their vessel; and
- A significant share of respondents (16%) travel more than 50 kilometres from their residential address to their preferred boat ramp / mooring site.

# 3 RECREATIONAL BOATING CATCHMENTS

## 3.1 Catchment Definition

Catchments for recreational boating infrastructure are typically influenced by:

- Road transport infrastructure to the facility;
- Natural and man-made barriers;
- The location and scale of existing facilities in the area; and
- Psychological barriers, such as driving time and perceptions of distance.

Consultation with BIAQ, marina operators and yacht clubs consistently indicates that the main catchment for major pieces of marine infrastructure generally corresponds with a one hour driving time from the infrastructure. This is supported by the survey results from Maritime Safety Queensland (2004) which indicates a significant share of boat owners travel over 50 kilometres to their preferred boat ramp / mooring. This is not to say that boat owners will not travel for more than an hour to access popular locations, however these would represent exceptions to normal practice and would include major events, special trips and boating holidays.

The recreational boating catchments were defined in conjunction with the Department of Transport & Main Roads, using former local government area boundaries and taking into consideration the five Main Roads regions in Queensland[2].

For the purposes of this study, sixteen recreational boating catchments have been defined, these being:

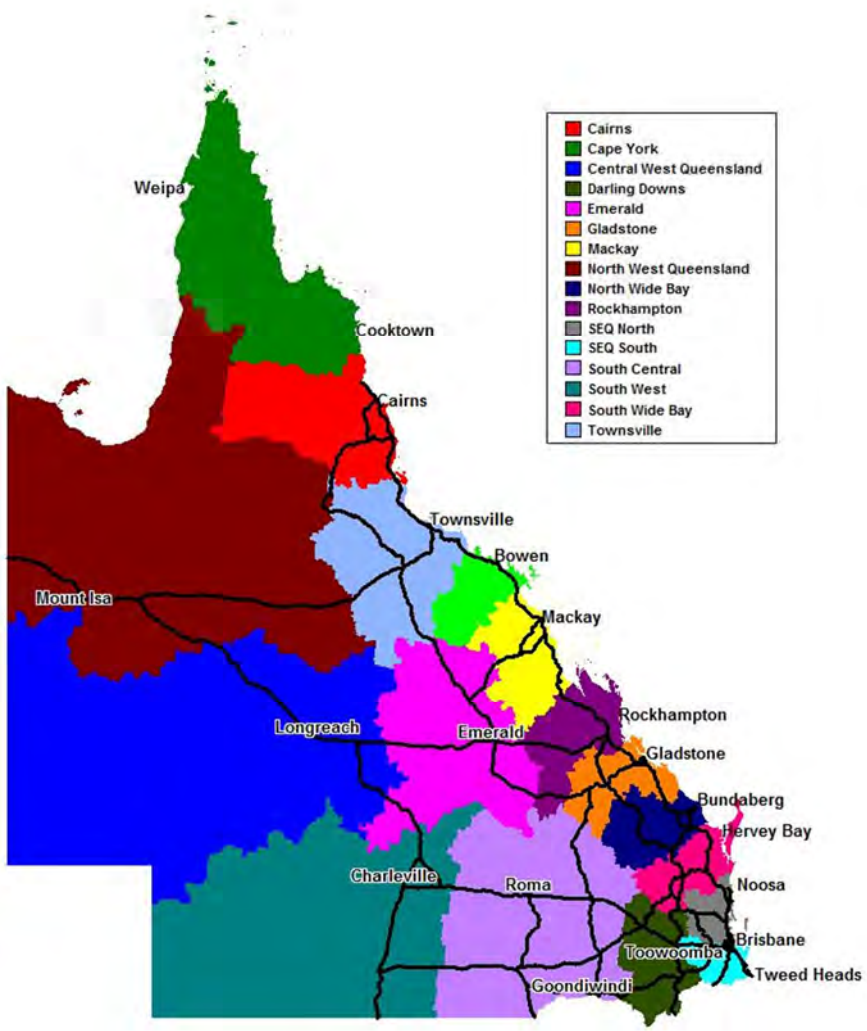
- *Cape York* – Aurukun, Cook and Torres LGAs;
- *North West QLD* – Burke, Carpentaria, Cloncurry, Croydon, McKinlay, Mount Isa, Richmond, Mornington, Etheridge and Flinders LGAs;
- *Cairns* – Atherton, Cairns, Cardwell, Douglas, Eacham, Herberton, Johnstone and Mareeba LGAs;
- *Townsville* – Burdekin, Dalrymple, Hinchinbrook, Thuringowa, Townsville and Charters Towers LGAs;
- *Central West QLD* – Aramac, Barcaldine, Barcoo, Blackall, Boulia, Diamantina, Ilfracombe, Isisford, Longreach and Winton LGAs;
- *Emerald* – Belyando, Jericho, Peak Downs, Bauhinia, Tambo and Emerald LGAs;
- *Mackay* – Broadsound, Mackay, Mirani, Nebo and Sarina LGAs;
- *Whitsunday* – Whitsunday and Bowen LGAs;
- *Gladstone* – Banana, Calliope, Miriam Vale and Gladstone LGAs;
- *Rockhampton* – Duaringa, Fitzroy, Livingstone, Mount Morgan and Rockhampton LGAs;

[2] It is recognised that boat owners may travel outside of their recreational boating catchment to access facilities, particularly in the case of residents in the SEQ North and SEQ South catchments, but discussions with the Department of Transport & Main Roads determined that the recreational boating catchments defined above were the most appropriate.

- *North Wide Bay* – Burnett, Eidsvold, Isis, Biggenden, Mundubbera, Gayndah, Kolan, Monto, Perry and Bundaberg LGAs;
- *South Wide Bay* – Cooloola, Hervey Bay, Kilkivan, Kingaroy, Maryborough, Murgon, Nanango, Tiaro, Wondai and Woocoo LGAs;
- *Darling Downs* – Cambooya, Clifton, Crow's Nest, Inglewood, Jondaryan, Millmerran, Pittsworth, Rosalie, Stanthorpe, Toowoomba, Wambo, Warwick and Dalby LGAs;
- *South Central* – Balonne, Bendemere, Booringa, Bungil, Chinchilla, Murilla, Tara, Taroom, Waggamba, Warroo, Roma and Goondiwindi LGAs;
- *SEQ North* – Brisbane, Caboolture, Caloundra, Esk, Kilcoy, Maroochy, Noosa, Pine Rivers and Redcliffe LGAs; and
- *SEQ South* – Beaudesert, Boonah, Laidley, Gatton, Gold Coast, Ipswich, Logan and Redland LGAs.

Figure 3.1 below provides a geographical representation of the recreational boating catchments in Queensland.

Figure 3.1: Recreational Boating Catchments in Queensland



## 3.2 Socio-Economic Profile of Catchments

A socio-economic profile of the recreational boating catchments as at the 1996, 2001 and 2006 Censuses of Population and Housing, benchmarked against Queensland is provided in Table 3.1 and Table 3.2. A number of key points can be drawn from this profile, these points being:

- In 2006, there were an estimated 3,973,960 persons living in Queensland including
  - 1,588,324 persons in SEQ North;
  - 1,031,517 persons in SEQ South;
  - 221,667 persons in Cairns;
  - 199,461 persons in Townsville;
  - 189,840 persons in Darling Downs;
  - 159,140 persons in South Wide Bay;
  - 113,045 persons in Mackay;
  - 110,209 persons in Rockhampton;
  - 94,488 persons in North Wide Bay;
  - 66,124 persons in Gladstone;
  - 40,325 person in South Central;
  - 35,699 persons in Emerald;
  - 35,657 persons in Whitsunday;
  - 34,910 persons in North West QLD;
  - 11,740 persons in Central West QLD;
  - 9,174 persons in Cape York; and
  - 8,611 persons in South West Central.
- Between 2001 and 2006, Cape York, North West QLD, Central West QLD and South West QLD experienced negative average annual population growth. The highest average annual population growth was recorded in Emerald, Mackay and South Wide Bay;
- At the time of the last Census Cape York, North West QLD, Emerald and Gladstone had a reasonably less mature population compared with Queensland, while Central West QLD, Whitsunday, North Wide Bay and South Wide Bay had a relatively more mature population;
- In 2006, the highest incidence of couple families with children was recorded in Emerald, Mackay and Gladstone. Single parent families were most prevalent in North Wide Bay, South Wide Bay and SEQ South;
- At the time of the last census, the incidence of fully owned households was highest in Central West QLD, North Wide Bay, South Wide Bay and South West QLD and lowest in Cape York and North West QLD;
- At the time of the 2006 Census, average weekly household incomes were highest in Emerald and North West QLD. The lowest income levels were recorded in North Wide Bay, South Wide Bay and South West QLD, with each of these catchments recording weekly household's income below $1000/week;

- In 2006, average monthly housing loan repayments and weekly rent payments were highest in SEQ North and SEQ South. Cairns and Whitsunday also recorded rents over $200/week;
- At the time of the 2006 Census, Central West QLD and Emerald recorded low unemployment rates while South Wide Bay and North Wide Bay experienced high unemployment rates;
- North Wide Bay, South Central and South West QLD recorded low proportions of residents with post-school qualifications, while SEQ North recorded a high proportion of residents with post-school qualifications. In 2006, Emerald and Gladstone recorded a high proportion of residents with a certificate;
- North West QLD, Emerald, Mackay and Gladstone, experienced a significantly low proportion of lower and upper white collar professions. North West QLD, Emerald and South West Queensland recorded a significantly high proportion of lower blue collar professions; and
- In 2006 there was a high proportion of persons (over 20%) employed in the agriculture, forestry and fishing industry in Central West SD, South Central. and South West Queensland. There was a also a high proportion of persons employed in the mining industry in North West QLD and Emerald.

Table 3.1: Socio-Economic Overview, Recreational Boating Catchments (Cape York to Whitsunday) and Queensland, 1996-2006

| | Cape York | | | North West QLD | | | Cairns | | | Townsville | | | Central West QLD | | | Emerald | | | Mackay | | | Whitsunday | | | QLD | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1996 | 2001 | 2006 | 1996 | 2001 | 2006 | 1996 | 2001 | 2006 | 1996 | 2001 | 2006 | 1996 | 2001 | 2006 | 1996 | 2001 | 2006 | 1996 | 2001 | 2006 | 1996 | 2001 | 2006 | 1996 | 2001 | 2006 |
| Population | 9,297 | 9,892 | 9,174 | 35,738 | 36,023 | 34,910 | 199,359 | 203,396 | 221,667 | 176,053 | 186,570 | 199,461 | 12,510 | 12,734 | 11,740 | 31,249 | 31,467 | 35,699 | 95,834 | 98,454 | 113,045 | 30,970 | 31,759 | 35,657 | 3,319,186 | 3,585,639 | 3,973,960 |
| Ave. Annual Population Growth (%) | - | 1.2% | -1.5% | - | 0.2% | -0.6% | - | 0.4% | 1.7% | - | 1.2% | 1.3% | - | 0.4% | -1.6% | - | 0.1% | 2.6% | - | 0.5% | 2.8% | - | 0.5% | 2.3% | - | 1.6% | 2.1% |
| Age Distribution | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0-14 years | 25.0% | 23.9% | 23.4% | 24.0% | 22.9% | 21.4% | 21.6% | 21.6% | 20.7% | 22.8% | 22.2% | 21.3% | 22.8% | 21.3% | 19.3% | 26.0% | 24.1% | 21.9% | 24.7% | 23.2% | 21.9% | 19.3% | 18.2% | 16.3% | 21.9% | 21.3% | 20.4% |
| 15-24 years | 14.7% | 13.2% | 11.6% | 15.0% | 13.1% | 13.3% | 13.5% | 12.0% | 11.5% | 16.5% | 15.4% | 15.0% | 12.6% | 12.9% | 11.5% | 13.5% | 12.8% | 13.3% | 13.6% | 13.1% | 12.8% | 13.7% | 11.9% | 12.4% | 14.8% | 13.8% | 13.6% |
| 25-34 years | 17.0% | 14.4% | 13.7% | 19.0% | 18.0% | 16.1% | 16.9% | 14.7% | 13.1% | 15.8% | 15.2% | 13.6% | 15.8% | 14.1% | 11.5% | 17.9% | 16.3% | 16.8% | 15.4% | 13.9% | 13.3% | 16.8% | 14.7% | 14.1% | 15.2% | 14.2% | 13.3% |
| 35-44 years | 15.7% | 14.5% | 13.7% | 14.7% | 15.5% | 14.8% | 16.0% | 16.0% | 15.3% | 14.8% | 14.8% | 14.2% | 14.1% | 14.6% | 13.3% | 17.3% | 16.6% | 16.3% | 16.3% | 15.9% | 15.8% | 15.6% | 15.7% | 14.9% | 15.0% | 14.9% | 14.6% |
| 45-54 years | 12.5% | 15.0% | 14.7% | 12.5% | 12.8% | 13.3% | 12.7% | 14.0% | 14.8% | 11.8% | 12.8% | 13.4% | 11.7% | 13.0% | 13.5% | 12.5% | 13.7% | 14.0% | 12.4% | 13.9% | 14.9% | 13.4% | 15.1% | 15.2% | 12.7% | 13.7% | 13.7% |
| 55-64 years | 8.2% | 10.2% | 13.2% | 8.4% | 10.1% | 12.0% | 8.7% | 10.2% | 12.4% | 7.9% | 9.0% | 10.7% | 10.1% | 11.3% | 14.3% | 7.0% | 9.2% | 10.4% | 8.1% | 9.4% | 10.7% | 9.5% | 11.8% | 14.3% | 8.4% | 9.7% | 11.4% |
| 65+ years | 7.0% | 8.9% | 9.7% | 6.3% | 7.6% | 9.0% | 10.6% | 11.5% | 12.2% | 10.3% | 10.6% | 11.8% | 12.9% | 12.8% | 16.6% | 5.9% | 7.4% | 7.4% | 9.5% | 10.5% | 10.6% | 11.7% | 12.7% | 12.8% | 12.0% | 12.4% | 13.0% |
| Average age (years) | 32.3 | 34.6 | 35.9 | 32.2 | 33.8 | 35.4 | 35.2 | 36.5 | 37.9 | 34.0 | 35.0 | 36.3 | 35.9 | 36.9 | 40.1 | 31.6 | 33.6 | 34.4 | 33.8 | 35.3 | 36.3 | 36.4 | 38.4 | 39.6 | 35.5 | 36.6 | 37.6 |
| Household Type (% of dwellings) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Couple families with children | 27.5% | 25.2% | 22.5% | 33.9% | 30.6% | 26.3% | 30.2% | 26.5% | 25.1% | 35.8% | 32.6% | 30.2% | 35.0% | 30.1% | 25.1% | 43.2% | 36.2% | 35.5% | 38.5% | 35.0% | 33.9% | 28.6% | 23.6% | 21.4% | 33.7% | 30.7% | 29.4% |
| Couple families without children | 16.3% | 15.8% | 17.0% | 20.3% | 20.1% | 20.6% | 23.6% | 23.5% | 24.4% | 24.0% | 24.9% | 25.9% | 21.3% | 22.9% | 23.2% | 21.3% | 22.8% | 23.4% | 24.6% | 24.8% | 26.4% | 24.9% | 24.0% | 24.7% | 25.0% | 25.3% | 26.0% |
| Single parent family | 9.7% | 10.1% | 10.1% | 9.4% | 9.4% | 9.0% | 9.7% | 10.5% | 10.3% | 9.8% | 10.5% | 10.6% | 6.7% | 7.0% | 7.7% | 5.2% | 5.8% | 5.5% | 9.0% | 10.0% | 8.8% | 7.2% | 7.0% | 6.6% | 9.9% | 10.8% | 10.5% |
| Lone person households | 20.5% | 17.9% | 21.1% | 19.2% | 19.8% | 19.9% | 20.1% | 21.9% | 21.4% | 19.5% | 20.7% | 20.6% | 23.0% | 22.9% | 23.9% | 17.1% | 18.6% | 17.4% | 18.6% | 20.2% | 18.0% | 20.2% | 19.7% | 18.6% | 20.6% | 21.8% | 21.0% |
| Average Household size | 3.5 | 3.3 | 3.2 | 3.0 | 3.0 | 2.9 | 2.8 | 2.6 | 2.6 | 2.9 | 2.8 | 2.7 | 2.8 | 2.7 | 2.5 | 3.0 | 2.8 | 3.0 | 2.9 | 2.7 | 2.8 | 3.0 | 2.6 | 2.7 | 2.8 | 2.6 | 2.6 |
| Household Finances | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| % of households fully owning home | 26.6% | 25.8% | 25.6% | 31.5% | 31.4% | 26.9% | 35.6% | 33.5% | 28.4% | 37.0% | 34.6% | 29.0% | 45.8% | 45.5% | 42.3% | 31.7% | 35.2% | 29.4% | 38.6% | 37.8% | 31.3% | 38.8% | 38.1% | 31.5% | 38.7% | 36.6% | 30.4% |
| % of households purchasing home | 6.5% | 7.3% | 9.9% | 18.4% | 18.9% | 21.9% | 19.9% | 21.3% | 27.2% | 23.3% | 25.8% | 31.7% | 12.5% | 12.3% | 17.4% | 17.9% | 17.5% | 23.2% | 21.0% | 24.0% | 30.6% | 16.3% | 17.1% | 22.6% | 24.8% | 25.8% | 31.4% |
| % of households renting | 47.9% | 44.6% | 45.4% | 41.2% | 38.1% | 35.9% | 37.7% | 36.2% | 32.6% | 34.9% | 33.9% | 31.8% | 33.7% | 33.2% | 31.0% | 45.7% | 39.7% | 38.7% | 36.2% | 32.5% | 28.8% | 35.3% | 33.0% | 30.7% | 31.8% | 31.6% | 30.0% |
| Average weekly household income | - | $874 | $1,027 | - | $1,085 | $1,450 | - | $854 | $1,104 | - | $927 | $1,208 | - | $904 | $1,020 | - | $1,168 | $1,672 | - | $905 | $1,356 | - | $819 | $1,110 | - | $905 | $1,202 |
| Average weekly family income | $780 | $1,175 | $1,499 | $1,152 | $1,456 | $1,740 | $921 | $1,114 | $1,407 | $957 | $1,211 | $1,537 | $797 | $1,196 | $1,346 | $1,308 | $1,516 | $1,950 | $984 | $1,164 | $1,664 | $845 | $1,050 | $1,433 | $918 | $1,175 | $1,499 |
| Average monthly housing loan repayment | $771 | $782 | $1,200 | $829 | $903 | $1,231 | $972 | $1,025 | $1,352 | $832 | $942 | $1,321 | $686 | $901 | $1,195 | $690 | $792 | $1,484 | $847 | $953 | $1,480 | $820 | $900 | $1,364 | $870 | $977 | $1,475 |
| Average weekly rent payment | $82 | $99 | $119 | $95 | $114 | $135 | $139 | $155 | $207 | $118 | $141 | $187 | $69 | $75 | $98 | $67 | $92 | $140 | $100 | $121 | $189 | $114 | $154 | $219 | $130 | $154 | $218 |
| Labour Market | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Full-time employment (% labour force) | 57.8% | 51.4% | 56.7% | 69.9% | 68.7% | 71.6% | 63.0% | 59.2% | 62.1% | 63.5% | 61.0% | 64.0% | 70.1% | 69.8% | 68.9% | 71.5% | 69.9% | 71.7% | 65.0% | 61.4% | 66.8% | 64.7% | 62.7% | 65.6% | 61.4% | 58.9% | 61.8% |
| Part-time employment (% labour force) | 23.5% | 26.7% | 24.6% | 17.6% | 17.4% | 16.4% | 22.5% | 25.1% | 26.0% | 22.6% | 24.2% | 24.7% | 17.9% | 18.3% | 18.8% | 18.1% | 19.3% | 19.0% | 21.7% | 24.0% | 23.1% | 20.1% | 21.8% | 22.9% | 24.1% | 26.3% | 27.3% |
| Total employment (% labour force) | 91.2% | 92.3% | 94.6% | 93.9% | 94.6% | 96.6% | 91.6% | 92.1% | 95.5% | 91.3% | 92.0% | 95.5% | 93.9% | 96.2% | 97.0% | 95.5% | 95.7% | 97.8% | 91.9% | 92.0% | 96.3% | 91.4% | 93.0% | 96.4% | 90.3% | 91.7% | 95.2% |
| Unemployment rate (% labour force) | 8.8% | 7.7% | 5.4% | 6.1% | 5.4% | 3.4% | 8.4% | 7.9% | 4.5% | 8.7% | 8.0% | 4.5% | 6.1% | 3.8% | 3.0% | 4.5% | 4.3% | 2.2% | 8.1% | 8.0% | 3.7% | 8.6% | 7.0% | 3.6% | 9.7% | 8.3% | 4.8% |
| Participation rate (% of population > 15 years) | 63.0% | 61.8% | 61.6% | 72.8% | 71.7% | 69.6% | 71.1% | 70.7% | 69.4% | 71.0% | 71.8% | 72.3% | 72.2% | 76.1% | 73.7% | 75.2% | 73.2% | 74.5% | 70.6% | 69.9% | 71.1% | 72.8% | 69.9% | 67.8% | 70.7% | 70.5% | 71.3% |
| Qualifications | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| % of persons with a post-school qualification | 24.6% | 27.8% | 33.0% | 27.3% | 31.3% | 33.5% | 28.8% | 32.6% | 36.7% | 26.4% | 30.9% | 35.5% | 21.7% | 25.8% | 31.8% | 27.5% | 30.5% | 36.0% | 25.7% | 29.1% | 33.5% | 28.1% | 31.1% | 34.2% | 27.6% | 32.3% | 37.5% |
| % of persons with Bachelor or higher | 6.5% | 9.0% | 9.5% | 6.7% | 7.8% | 8.8% | 7.5% | 9.3% | 11.0% | 8.0% | 9.7% | 11.2% | 5.8% | 7.5% | 8.5% | 6.2% | 7.6% | 8.7% | 5.6% | 6.9% | 8.0% | 6.5% | 7.2% | 8.1% | 8.6% | 10.8% | 13.1% |
| % of persons with Diploma | 5.0% | 4.8% | 5.5% | 4.0% | 4.1% | 4.3% | 5.7% | 5.6% | 6.4% | 4.7% | 4.7% | 0.0% | 5.1% | 4.6% | 6.1% | 4.6% | 4.1% | 0.0% | 4.3% | 4.0% | 4.6% | 5.3% | 5.2% | 5.8% | 5.4% | 5.5% | 6.6% |
| % of persons with Certificate | 13.2% | 14.0% | 17.9% | 16.5% | 19.4% | 20.3% | 15.6% | 17.8% | 19.3% | 13.7% | 16.6% | 19.0% | 10.7% | 13.8% | 17.2% | 16.7% | 18.9% | 22.7% | 15.8% | 18.2% | 20.9% | 16.2% | 18.8% | 20.3% | 13.6% | 16.0% | 17.8% |
| Occupation | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Upper White Collar | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Managers | 12.3% | 13.3% | 14.6% | 12.5% | 13.4% | 12.5% | 15.5% | 15.0% | 14.1% | 12.8% | 12.4% | 11.6% | 24.2% | 22.3% | 21.5% | 16.9% | 18.2% | 15.0% | 13.8% | 13.5% | 11.7% | 16.0% | 15.8% | 15.0% | 13.3% | 12.9% | 12.4% |
| Professionals | 15.4% | 16.0% | 17.7% | 12.2% | 12.0% | 13.0% | 13.2% | 14.4% | 15.1% | 14.2% | 14.7% | 15.2% | 11.3% | 11.5% | 11.8% | 9.2% | 10.4% | 10.8% | 11.7% | 12.3% | 12.2% | 10.6% | 11.6% | 11.3% | 15.3% | 16.4% | 17.2% |
| Subtotal | 27.7% | 29.4% | 32.3% | 24.7% | 25.4% | 25.5% | 28.7% | 29.4% | 29.2% | 27.0% | 27.1% | 26.8% | 35.5% | 33.8% | 33.3% | 26.0% | 28.6% | 25.8% | 25.6% | 25.9% | 23.9% | 26.5% | 27.5% | 26.3% | 28.6% | 29.3% | 29.6% |
| Lower White Collar | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Community & Personal Service Workers | 9.2% | 11.2% | 11.8% | 6.2% | 7.0% | 7.3% | 9.5% | 10.1% | 10.5% | 9.8% | 11.3% | 11.0% | 7.1% | 7.0% | 9.0% | 4.7% | 5.4% | 4.9% | 6.0% | 6.9% | 6.7% | 9.0% | 8.7% | 8.9% | 8.1% | 8.9% | 9.1% |
| Clerical and Admin Workers | 9.5% | 11.0% | 11.9% | 10.3% | 10.7% | 10.2% | 13.1% | 13.2% | 13.1% | 14.7% | 13.9% | 14.0% | 9.8% | 9.3% | 9.7% | 9.5% | 9.4% | 9.6% | 12.7% | 12.3% | 12.7% | 10.5% | 11.2% | 10.6% | 15.3% | 15.0% | 14.8% |
| Sales Workers | 4.4% | 4.9% | 4.5% | 5.7% | 6.0% | 5.5% | 10.1% | 10.7% | 10.4% | 9.4% | 9.9% | 9.5% | 5.1% | 4.9% | 5.3% | 5.7% | 6.5% | 6.3% | 8.9% | 9.7% | 9.0% | 8.0% | 8.3% | 9.2% | 10.2% | 10.7% | 10.3% |
| Subtotal | 23.2% | 27.1% | 28.2% | 22.2% | 23.6% | 23.0% | 32.7% | 34.0% | 34.0% | 33.9% | 35.1% | 34.6% | 22.0% | 21.1% | 24.1% | 19.9% | 21.3% | 20.8% | 27.7% | 28.9% | 28.4% | 27.5% | 28.2% | 28.7% | 33.6% | 34.7% | 34.2% |
| Upper Blue Collar | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Technicians & Trades Workers | 15.2% | 13.6% | 11.2% | 19.9% | 20.0% | 19.4% | 15.9% | 14.7% | 15.8% | 15.7% | 15.5% | 16.4% | 14.5% | 15.6% | 14.6% | 18.6% | 17.1% | 20.6% | 18.4% | 17.5% | 19.9% | 14.9% | 14.4% | 16.3% | 15.6% | 14.7% | 15.3% |
| Subtotal | 15.2% | 13.6% | 11.2% | 19.9% | 20.0% | 19.4% | 15.9% | 14.7% | 15.8% | 15.7% | 15.5% | 16.4% | 14.5% | 15.6% | 14.6% | 18.6% | 17.1% | 20.6% | 18.4% | 17.5% | 19.9% | 14.9% | 14.4% | 16.3% | 15.6% | 14.7% | 15.3% |
| Lower Blue Collar | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Machinery Operators & Drivers | 9.7% | 6.2% | 5.8% | 15.1% | 14.9% | 15.9% | 7.7% | 7.2% | 6.4% | 9.8% | 9.6% | 8.6% | 8.6% | 9.1% | 8.3% | 20.3% | 18.1% | 19.3% | 13.7% | 13.7% | 13.8% | 9.0% | 8.9% | 9.4% | 8.3% | 7.8% | 7.2% |
| Labourers | 20.4% | 20.3% | 19.0% | 15.1% | 13.9% | 13.9% | 12.4% | 12.6% | 12.8% | 11.1% | 10.8% | 11.8% | 17.1% | 18.5% | 17.5% | 12.5% | 13.2% | 11.8% | 12.0% | 11.8% | 12.3% | 19.7% | 18.8% | 17.5% | 11.4% | 11.5% | 11.9% |
| Subtotal | 30.1% | 26.5% | 24.7% | 30.3% | 28.9% | 29.8% | 20.1% | 19.8% | 19.2% | 20.9% | 20.5% | 20.4% | 25.7% | 27.5% | 25.8% | 32.9% | 31.3% | 31.2% | 25.7% | 25.5% | 26.1% | 28.7% | 27.8% | 26.9% | 19.7% | 19.3% | 19.1% |
| Employment by Industry (% of employees) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Agriculture, forestry & fishing | 7.0% | 6.6% | 9.6% | 9.9% | 10.3% | 10.1% | 8.9% | 8.7% | 5.9% | 6.4% | 6.0% | 4.3% | 27.9% | 28.3% | 23.4% | 15.6% | 18.5% | 11.6% | 9.5% | 9.0% | 5.3% | 15.2% | 15.0% | 10.8% | 5.2% | 4.9% | 3.4% |
| Mining | 4.4% | 2.1% | 1.9% | 23.7% | 17.7% | 23.0% | 0.9% | 0.5% | 0.9% | 1.8% | 1.8% | 2.6% | 1.3% | 3.7% | 5.4% | 25.4% | 18.8% | 24.8% | 6.8% | 6.5% | 10.7% | 2.1% | 2.1% | 3.2% | 1.6% | 1.2% | 1.7% |
| Manufacturing | 3.0% | 2.5% | 1.8% | 4.1% | 6.4% | 5.1% | 7.6% | 7.5% | 6.6% | 9.3% | 9.1% | 9.0% | 2.5% | 3.6% | 3.4% | 2.5% | 3.7% | 3.9% | 9.7% | 9.0% | 9.2% | 8.7% | 6.9% | 6.4% | 10.1% | 10.5% | 9.9% |
| Electricity, gas, water & waste services | 0.5% | 1.1% | 0.8% | 0.6% | 1.2% | 1.1% | 0.7% | 0.9% | 1.0% | 1.1% | 1.1% | 1.4% | 0.9% | 0.9% | 1.0% | 0.5% | 0.7% | 0.7% | 0.9% | 0.9% | 0.9% | 0.7% | 0.9% | 0.9% | 0.9% | 1.0% | 1.0% |
| Construction | 9.1% | 6.7% | 7.3% | 7.3% | 7.5% | 6.1% | 7.1% | 6.3% | 9.4% | 6.2% | 6.8% | 9.1% | 7.3% | 7.8% | 4.9% | 7.2% | 6.2% | 9.3% | 7.7% | 6.9% | 10.1% | 5.1% | 6.3% | 10.8% | 7.0% | 6.9% | 9.0% |
| Wholesale trade | 1.6% | 2.0% | 0.9% | 3.3% | 3.5% | 2.8% | 4.2% | 4.0% | 3.1% | 4.8% | 4.1% | 3.0% | 3.5% | 2.9% | 3.0% | 4.1% | 4.9% | 2.9% | 5.9% | 6.0% | 4.4% | 4.1% | 4.1% | 2.9% | 5.3% | 4.9% | 3.9% |
| Retail trade | 7.1% | 7.5% | 6.8% | 6.9% | 7.2% | 7.2% | 10.9% | 12.4% | 12.2% | 10.4% | 11.2% | 11.0% | 7.3% | 7.6% | 8.0% | 6.9% | 8.2% | 7.9% | 9.6% | 11.3% | 10.8% | 9.4% | 10.1% | 11.1% | 10.6% | 11.5% | 11.6% |

| | Cape York | | | North West QLD | | | Cairns | | | Townsville | | | Central West QLD | | | Emerald | | | Mackay | | | Whitsunday | | | QLD | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1996 | 2001 | 2006 | 1996 | 2001 | 2006 | 1996 | 2001 | 2006 | 1996 | 2001 | 2006 | 1996 | 2001 | 2006 | 1996 | 2001 | 2006 | 1996 | 2001 | 2006 | 1996 | 2001 | 2006 | 1996 | 2001 | 2006 |
| Accommodation & food services | 7.5% | 9.0% | 8.4% | 6.0% | 6.5% | 5.6% | 11.2% | 11.2% | 10.0% | 6.5% | 6.7% | 6.6% | 6.1% | 5.8% | 6.4% | 5.7% | 5.6% | 5.8% | 6.9% | 6.7% | 6.6% | 16.9% | 15.2% | 14.6% | 7.2% | 7.4% | 7.0% |
| Transport, postal & warehousing | 6.5% | 5.0% | 4.5% | 5.1% | 5.4% | 4.7% | 5.9% | 6.1% | 6.2% | 4.8% | 5.2% | 4.8% | 5.2% | 4.6% | 4.1% | 4.4% | 4.8% | 3.9% | 7.4% | 6.5% | 6.0% | 7.0% | 7.7% | 6.7% | 5.1% | 5.2% | 5.1% |
| Information media & telecommunications | 1.0% | 0.9% | 1.3% | 1.1% | 0.6% | 0.7% | 1.4% | 1.3% | 1.0% | 1.8% | 1.7% | 1.4% | 1.1% | 0.9% | 0.8% | 0.7% | 0.6% | 0.5% | 1.6% | 1.1% | 0.8% | 1.0% | 0.9% | 0.7% | 2.1% | 1.9% | 1.4% |
| Financial & insurance services | 0.8% | 0.6% | 0.3% | 1.3% | 1.0% | 0.8% | 2.2% | 2.0% | 2.0% | 2.0% | 1.8% | 1.8% | 1.7% | 1.0% | 0.9% | 1.3% | 1.3% | 1.2% | 2.3% | 1.9% | 1.7% | 1.9% | 1.8% | 1.7% | 3.0% | 2.8% | 2.9% |
| Rental, hiring & real estate services | 0.8% | 0.8% | 0.9% | 0.9% | 1.3% | 1.2% | 2.1% | 1.9% | 2.1% | 1.4% | 1.4% | 1.6% | 0.5% | 0.8% | 0.4% | 1.1% | 1.1% | 1.3% | 1.5% | 1.5% | 1.7% | 1.8% | 1.9% | 2.2% | 2.0% | 2.0% | 2.1% |
| Professional, scientific & technical services | 2.1% | 2.2% | 1.4% | 2.2% | 2.2% | 1.6% | 4.3% | 4.1% | 4.2% | 4.2% | 3.8% | 4.1% | 2.5% | 2.0% | 2.4% | 2.7% | 2.8% | 2.8% | 3.7% | 4.0% | 4.3% | 2.8% | 3.0% | 3.7% | 5.5% | 5.4% | 5.6% |
| Administrative & support services | 2.1% | 2.4% | 1.8% | 1.6% | 2.8% | 2.2% | 3.5% | 3.8% | 3.6% | 2.2% | 2.8% | 2.6% | 1.4% | 2.0% | 1.4% | 1.3% | 2.0% | 1.9% | 1.8% | 2.6% | 2.3% | 2.3% | 2.9% | 3.2% | 2.7% | 3.2% | 3.0% |
| Public administration & safety | 11.3% | 22.6% | 22.5% | 7.2% | 7.0% | 8.0% | 5.6% | 5.8% | 7.1% | 10.3% | 11.2% | 10.9% | 9.7% | 7.9% | 12.1% | 4.0% | 3.5% | 4.4% | 3.1% | 3.4% | 3.9% | 3.3% | 3.3% | 3.5% | 6.3% | 6.2% | 6.7% |
| Education & training | 8.7% | 9.6% | 7.6% | 5.9% | 6.3% | 6.5% | 6.3% | 7.2% | 7.1% | 8.4% | 8.6% | 8.1% | 7.8% | 7.1% | 7.2% | 5.9% | 6.5% | 5.8% | 6.5% | 7.1% | 6.2% | 4.9% | 5.4% | 4.7% | 7.5% | 8.0% | 7.6% |
| Health care & social assistance | 19.6% | 9.4% | 14.0% | 6.3% | 6.4% | 7.3% | 7.7% | 8.5% | 9.5% | 9.1% | 9.7% | 10.7% | 6.5% | 6.9% | 8.8% | 4.0% | 4.5% | 4.5% | 7.0% | 7.7% | 7.5% | 5.4% | 6.2% | 6.2% | 9.2% | 9.5% | 10.2% |
| Arts & recreation services | 0.9% | 1.2% | 1.3% | 0.9% | 1.0% | 0.5% | 1.7% | 1.7% | 1.6% | 2.1% | 1.3% | 1.1% | 1.1% | 1.2% | 1.0% | 0.5% | 0.5% | 0.3% | 0.7% | 0.8% | 0.5% | 1.0% | 1.0% | 0.9% | 1.5% | 1.5% | 1.4% |
| Other services | 2.4% | 2.9% | 1.6% | 2.8% | 3.5% | 2.5% | 4.1% | 3.6% | 3.7% | 3.9% | 3.7% | 3.5% | 2.4% | 2.6% | 2.5% | 2.7% | 3.5% | 4.0% | 4.2% | 4.7% | 4.4% | 3.2% | 3.2% | 3.0% | 4.3% | 4.0% | 3.7% |

Source: Australian Bureau of Statistics (2007)

## Table 3.2: Socio-Economic Overview, Recreational Boating Catchments (Gladstone to SEQ South) and Queensland, 1996-2006

| | Gladstone | | | Rockhampton | | | North Wide Bay | | | South Wide Bay | | | Darling Downs | | | South Central | | | South West QLD | | | SEQ North | | | SEQ South | | | QLD | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1996 | 2001 | 2006 | 1996 | 2001 | 2006 | 1996 | 2001 | 2006 | 1996 | 2001 | 2006 | 1996 | 2001 | 2006 | 1996 | 2001 | 2006 | 1996 | 2001 | 2006 | 1996 | 2001 | 2006 | 1996 | 2001 | 2006 | 1996 | 2001 | 2006 |
| Population | 57,980 | 59,798 | 66,124 | 104,105 | 103,545 | 110,209 | 84,845 | 87,670 | 94,488 | 134,688 | 139,814 | 159,140 | 171,228 | 179,935 | 189,840 | 38,655 | 40,186 | 40,325 | 9,498 | 9,188 | 8,611 | 1,284,239 | 1,416,896 | 1,588,324 | 820,925 | 915,531 | 1,031,517 | 3,319,186 | 3,585,639 | 3,973,960 |
| Ave. Annual Population Growth (%) | - | 0.6% | 2.0% | - | -0.1% | 1.3% | - | 0.7% | 1.5% | - | 0.7% | 2.6% | - | 1.0% | 1.1% | - | 0.8% | 0.1% | - | -0.7% | -1.3% | - | 2.0% | 2.3% | - | 2.2% | 2.4% | - | 1.6% | 2.1% |
| Age Distribution | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0-14 years | 25.3% | 24.4% | 23.2% | 23.3% | 22.3% | 21.5% | 23.1% | 21.7% | 20.4% | 22.7% | 21.3% | 20.1% | 23.8% | 22.9% | 22.3% | 24.9% | 23.7% | 22.6% | 22.7% | 21.8% | 20.3% | 20.0% | 19.7% | 19.2% | 22.7% | 22.1% | 21.0% | 21.9% | 21.3% | 20.4% |
| 15-24 years | 13.3% | 12.7% | 12.6% | 15.5% | 14.5% | 14.0% | 12.0% | 11.4% | 11.1% | 11.4% | 10.7% | 10.3% | 15.4% | 14.5% | 13.9% | 11.5% | 11.1% | 11.0% | 12.5% | 11.7% | 10.6% | 15.5% | 14.4% | 14.3% | 14.7% | 13.8% | 13.8% | 14.8% | 13.8% | 13.6% |
| 25-34 years | 15.7% | 13.7% | 13.4% | 14.3% | 12.8% | 11.9% | 12.9% | 11.1% | 9.5% | 12.0% | 10.5% | 9.5% | 13.6% | 12.9% | 11.5% | 15.7% | 14.6% | 12.7% | 17.1% | 14.8% | 12.3% | 15.3% | 14.9% | 14.1% | 15.0% | 13.9% | 13.1% | 15.2% | 14.2% | 13.3% |
| 35-44 years | 16.7% | 16.7% | 15.7% | 14.7% | 14.4% | 13.9% | 14.3% | 14.0% | 13.2% | 14.3% | 13.7% | 12.7% | 14.0% | 14.1% | 13.3% | 15.0% | 15.4% | 14.8% | 15.0% | 15.4% | 15.1% | 14.8% | 14.9% | 14.8% | 15.2% | 15.0% | 14.6% | 15.0% | 14.9% | 14.6% |
| 45-54 years | 13.0% | 14.0% | 14.6% | 11.7% | 13.3% | 14.0% | 13.0% | 13.7% | 13.9% | 13.1% | 14.0% | 14.0% | 12.0% | 13.0% | 13.4% | 12.8% | 13.2% | 13.8% | 11.9% | 12.9% | 15.1% | 12.8% | 13.7% | 13.5% | 12.9% | 13.9% | 13.7% | 12.7% | 13.7% | 13.7% |
| 55-64 years | 8.1% | 9.6% | 10.8% | 8.6% | 9.7% | 11.1% | 10.4% | 12.2% | 14.0% | 11.0% | 12.8% | 14.9% | 8.4% | 9.5% | 11.3% | 9.7% | 10.5% | 12.0% | 9.5% | 11.2% | 12.6% | 8.3% | 9.4% | 11.0% | 7.9% | 9.5% | 11.4% | 8.4% | 9.7% | 11.4% |
| 65+ years | 7.8% | 8.9% | 9.6% | 11.8% | 13.0% | 13.7% | 14.2% | 15.9% | 18.0% | 15.6% | 16.9% | 18.4% | 12.7% | 13.1% | 14.3% | 10.4% | 11.5% | 13.1% | 11.3% | 12.2% | 14.0% | 13.1% | 12.9% | 13.1% | 11.5% | 11.8% | 12.5% | 12.0% | 12.4% | 13.0% |
| Average age (years) | 33.0 | 34.5 | 35.5 | 34.9 | 36.4 | 37.5 | 37.1 | 39.0 | 40.8 | 38.0 | 39.8 | 41.3 | 35.2 | 36.2 | 37.6 | 34.8 | 36.0 | 37.5 | 35.3 | 36.8 | 38.9 | 36.4 | 37.1 | 37.7 | 34.9 | 36.1 | 37.2 | 35.5 | 36.6 | 37.6 |
| Household Type (% of dwellings) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Couple families with children | 39.0% | 35.7% | 33.8% | 34.3% | 30.6% | 28.9% | 34.3% | 29.7% | 26.9% | 32.7% | 28.0% | 26.9% | 35.1% | 32.8% | 30.4% | 37.5% | 33.6% | 30.3% | 32.6% | 29.2% | 25.9% | 32.1% | 30.1% | 29.3% | 35.4% | 32.0% | 30.8% | 33.7% | 30.7% | 29.4% |
| Couple families without children | 24.7% | 26.0% | 26.8% | 24.4% | 25.0% | 26.1% | 29.9% | 30.4% | 31.9% | 30.5% | 31.5% | 32.9% | 26.0% | 26.7% | 28.3% | 26.0% | 26.5% | 27.9% | 22.5% | 22.7% | 24.1% | 24.7% | 25.4% | 25.7% | 25.2% | 24.9% | 25.5% | 25.0% | 25.3% | 26.0% |
| Single parent family | 8.2% | 9.2% | 8.8% | 10.3% | 11.3% | 11.0% | 10.7% | 11.9% | 12.2% | 10.9% | 12.1% | 12.2% | 9.2% | 9.8% | 10.1% | 7.6% | 7.5% | 7.8% | 9.4% | 8.7% | 7.7% | 10.0% | 10.6% | 10.2% | 10.8% | 12.1% | 11.7% | 9.9% | 10.8% | 10.5% |
| Lone person households | 17.5% | 19.2% | 18.8% | 20.8% | 22.8% | 21.9% | 21.7% | 24.0% | 23.4% | 22.0% | 23.8% | 23.6% | 22.3% | 23.4% | 23.2% | 21.2% | 22.3% | 22.8% | 22.1% | 24.6% | 26.7% | 22.5% | 23.3% | 22.0% | 18.3% | 19.8% | 19.2% | 20.6% | 21.8% | 21.0% |
| Average Household size | 2.8 | 2.7 | 2.7 | 2.8 | 2.7 | 2.7 | 2.7 | 2.6 | 2.5 | 2.7 | 2.5 | 2.5 | 2.8 | 2.7 | 2.6 | 2.7 | 2.7 | 2.6 | 2.9 | 2.7 | 2.6 | 2.7 | 2.6 | 2.6 | 2.8 | 2.7 | 2.7 | 2.8 | 2.6 | 2.6 |
| Household Finances | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| % of households fully owning home | 36.4% | 36.7% | 29.7% | 40.6% | 39.4% | 33.3% | 47.6% | 44.7% | 40.0% | 47.7% | 45.8% | 41.1% | 44.4% | 41.6% | 35.8% | 47.0% | 44.8% | 37.2% | 46.6% | 45.4% | 40.3% | 39.6% | 37.2% | 30.1% | 34.9% | 33.3% | 27.5% | 38.7% | 36.6% | 30.4% |
| % of households purchasing home | 29.4% | 27.3% | 34.6% | 22.1% | 24.2% | 29.3% | 21.0% | 22.3% | 26.4% | 21.8% | 22.0% | 27.5% | 22.8% | 24.9% | 30.5% | 16.7% | 16.8% | 24.1% | 14.5% | 13.9% | 19.8% | 25.3% | 26.7% | 32.0% | 29.3% | 28.7% | 34.5% | 24.8% | 25.8% | 31.4% |
| % of households renting | 33.0% | 30.7% | 28.4% | 33.1% | 30.9% | 29.4% | 26.7% | 27.6% | 25.9% | 25.4% | 26.0% | 24.5% | 28.9% | 28.7% | 27.7% | 31.3% | 31.6% | 30.3% | 33.4% | 33.3% | 30.6% | 30.8% | 31.0% | 30.3% | 30.9% | 31.6% | 29.2% | 31.8% | 31.6% | 30.0% |
| Average weekly household income | - | $922 | $1,326 | - | $847 | $1,129 | - | $699 | $898 | - | $679 | $881 | - | $815 | $1,035 | - | $823 | $1,049 | - | $792 | $922 | - | $963 | $1,288 | - | $889 | $1,177 | - | $905 | $1,202 |
| Average weekly family income | $960 | $1,234 | $1,667 | $867 | $1,112 | $1,441 | $709 | $881 | $1,132 | $665 | $852 | $1,102 | $803 | $1,055 | $1,322 | $715 | $1,044 | $1,334 | $700 | $1,058 | $1,250 | $991 | $1,271 | $1,601 | $878 | $1,135 | $1,464 | $918 | $1,175 | $1,499 |
| Average monthly housing loan repayment | $801 | $892 | $1,325 | $762 | $815 | $1,196 | $683 | $665 | $1,066 | $687 | $738 | $1,095 | $737 | $839 | $1,188 | $701 | $811 | $1,085 | $544 | $661 | $791 | $914 | $1,053 | $1,599 | $890 | $974 | $1,522 | $870 | $977 | $1,475 |
| Average weekly rent payment | $103 | $120 | $170 | $103 | $120 | $160 | $102 | $114 | $159 | $106 | $120 | $171 | $105 | $123 | $164 | $77 | $86 | $116 | $65 | $78 | $82 | $140 | $169 | $239 | $147 | $170 | $245 | $130 | $154 | $218 |
| Labour Market | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Full-time employment (% labour force) | 65.8% | 61.6% | 66.1% | 61.0% | 58.4% | 62.7% | 57.5% | 55.5% | 57.1% | 55.3% | 53.8% | 56.0% | 63.9% | 60.3% | 62.2% | 69.4% | 67.4% | 67.4% | 70.1% | 70.3% | 69.5% | 61.1% | 58.8% | 61.6% | 59.7% | 57.6% | 60.9% | 61.4% | 58.9% | 61.8% |
| Part-time employment (% labour force) | 20.0% | 23.6% | 22.7% | 23.8% | 26.0% | 25.9% | 24.0% | 27.2% | 29.2% | 24.1% | 27.4% | 29.7% | 23.8% | 26.7% | 27.6% | 19.3% | 21.0% | 23.1% | 17.3% | 17.4% | 19.5% | 25.1% | 27.1% | 28.3% | 24.7% | 27.0% | 27.9% | 24.1% | 26.3% | 27.3% |
| Total employment (% labour force) | 90.7% | 91.5% | 95.3% | 89.7% | 91.2% | 94.8% | 86.0% | 88.6% | 92.5% | 84.5% | 88.0% | 92.1% | 92.2% | 93.0% | 95.3% | 93.3% | 94.7% | 96.6% | 92.7% | 94.8% | 96.5% | 90.7% | 92.0% | 95.5% | 89.0% | 90.9% | 94.8% | 90.3% | 91.7% | 95.2% |
| Unemployment rate (% labour force) | 9.3% | 8.5% | 4.7% | 10.3% | 8.8% | 5.2% | 14.0% | 11.4% | 7.5% | 15.5% | 12.0% | 7.9% | 7.8% | 7.0% | 4.7% | 6.7% | 5.3% | 3.4% | 7.3% | 5.2% | 3.5% | 9.3% | 8.0% | 4.5% | 11.0% | 9.1% | 5.2% | 9.7% | 8.3% | 4.8% |
| Participation rate (% of population > 15 years) | 71.4% | 71.5% | 72.9% | 67.5% | 68.3% | 69.1% | 66.5% | 64.3% | 65.1% | 63.1% | 61.4% | 62.3% | 68.7% | 70.5% | 71.9% | 72.7% | 74.4% | 75.5% | 73.2% | 77.1% | 75.0% | 71.7% | 71.9% | 73.0% | 70.8% | 70.0% | 70.9% | 70.7% | 70.5% | 71.3% |
| Qualifications | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| % of persons with a post-school | 26.9% | 30.5% | 35.0% | 24.4% | 27.3% | 31.9% | 21.7% | 25.1% | 29.8% | 22.5% | 26.1% | 31.6% | 23.3% | 28.1% | 33.8% | 19.8% | 24.1% | 28.9% | 20.8% | 25.6% | 30.0% | 31.0% | 36.6% | 42.2% | 26.0% | 30.4% | 35.4% | 27.6% | 32.3% | 37.5% |

| | Gladstone | | | Rockhampton | | | North Wide Bay | | | South Wide Bay | | | Darling Downs | | | South Central | | | South West QLD | | | SEQ North | | | SEQ South | | | QLD | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1996 | 2001 | 2006 | 1996 | 2001 | 2006 | 1996 | 2001 | 2006 | 1996 | 2001 | 2006 | 1996 | 2001 | 2006 | 1996 | 2001 | 2006 | 1996 | 2001 | 2006 | 1996 | 2001 | 2006 | 1996 | 2001 | 2006 | 1996 | 2001 | 2006 |
| qualification | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| % of persons with Bachelor or higher | 6.1% | 7.4% | 8.4% | 6.9% | 8.2% | 9.6% | 4.5% | 5.9% | 7.2% | 4.6% | 5.9% | 6.9% | 7.1% | 9.0% | 10.8% | 5.3% | 6.9% | 7.8% | 5.5% | 7.0% | 8.0% | 12.1% | 15.2% | 18.4% | 6.0% | 7.7% | 9.7% | 8.6% | 10.8% | 13.1% |
| % of persons with Diploma | 4.2% | 4.1% | 0.0% | 4.5% | 4.1% | 0.0% | 3.8% | 3.8% | 4.4% | 4.4% | 4.2% | 5.2% | 5.2% | 4.8% | 5.9% | 4.6% | 4.2% | 4.9% | 4.7% | 4.2% | 5.1% | 6.2% | 6.5% | 7.7% | 5.1% | 5.4% | 6.6% | 5.4% | 5.5% | 6.6% |
| % of persons with Certificate | 16.6% | 18.9% | 22.0% | 13.0% | 15.0% | 17.6% | 13.3% | 15.5% | 18.2% | 13.4% | 16.0% | 19.5% | 11.0% | 14.3% | 17.2% | 9.9% | 13.0% | 16.3% | 10.6% | 14.3% | 16.9% | 12.7% | 14.9% | 16.1% | 14.9% | 17.3% | 19.1% | 13.6% | 16.0% | 17.8% |
| Occupation | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Upper White Collar | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Managers | 14.2% | 13.9% | 12.0% | 12.1% | 11.3% | 10.7% | 17.2% | 16.4% | 14.7% | 16.6% | 15.6% | 13.4% | 17.7% | 16.5% | 14.8% | 31.4% | 30.0% | 26.3% | 23.6% | 22.9% | 22.3% | 12.1% | 11.8% | 12.1% | 11.9% | 11.3% | 11.3% | 13.3% | 12.9% | 12.4% |
| Professionals | 11.1% | 11.7% | 11.9% | 14.2% | 14.6% | 14.8% | 11.4% | 12.1% | 12.6% | 12.4% | 12.6% | 12.8% | 14.2% | 14.6% | 15.0% | 9.4% | 9.5% | 10.0% | 11.0% | 10.9% | 11.7% | 19.6% | 21.2% | 22.3% | 12.0% | 12.8% | 13.5% | 15.3% | 16.4% | 17.2% |
| Subtotal | 25.3% | 25.6% | 23.9% | 26.3% | 26.0% | 25.4% | 28.6% | 28.5% | 27.3% | 28.9% | 28.3% | 26.2% | 31.8% | 31.1% | 29.8% | 40.9% | 39.5% | 36.4% | 34.6% | 33.8% | 34.0% | 31.7% | 33.0% | 34.4% | 23.9% | 24.2% | 24.8% | 28.6% | 29.3% | 29.6% |
| Lower White Collar | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Community & Personal Service Workers | 5.8% | 6.8% | 6.7% | 8.9% | 9.4% | 9.2% | 6.7% | 8.1% | 8.7% | 8.1% | 9.6% | 10.2% | 7.4% | 8.3% | 8.7% | 6.2% | 7.2% | 7.2% | 7.2% | 7.7% | 7.7% | 8.0% | 8.7% | 8.9% | 8.5% | 9.2% | 9.4% | 8.1% | 8.9% | 9.1% |
| Clerical and Admin Workers | 11.1% | 11.4% | 11.0% | 14.1% | 13.9% | 13.7% | 11.5% | 11.8% | 11.8% | 12.3% | 11.9% | 12.5% | 12.6% | 12.7% | 13.1% | 9.7% | 9.7% | 9.7% | 9.0% | 8.6% | 9.4% | 17.5% | 16.9% | 16.2% | 15.8% | 15.7% | 15.4% | 15.3% | 15.0% | 14.8% |
| Sales Workers | 7.4% | 8.1% | 7.8% | 9.8% | 10.0% | 9.6% | 9.4% | 10.0% | 10.2% | 9.9% | 10.5% | 10.3% | 9.2% | 9.7% | 9.6% | 6.0% | 6.2% | 6.9% | 5.1% | 5.3% | 5.5% | 10.6% | 11.1% | 10.4% | 11.7% | 12.2% | 11.6% | 10.2% | 10.7% | 10.3% |
| Subtotal | 24.3% | 26.3% | 25.5% | 32.8% | 33.3% | 32.6% | 27.6% | 30.0% | 30.7% | 30.3% | 32.1% | 33.0% | 29.1% | 30.7% | 31.4% | 21.9% | 23.1% | 23.7% | 21.3% | 21.6% | 22.6% | 36.0% | 36.7% | 35.5% | 36.0% | 37.2% | 36.3% | 33.6% | 34.7% | 34.2% |
| Upper Blue Collar | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Technicians & Trades Workers | 21.3% | 19.5% | 20.8% | 16.6% | 15.7% | 17.3% | 14.5% | 12.9% | 14.0% | 15.6% | 14.4% | 15.8% | 14.6% | 14.4% | 14.9% | 11.0% | 11.0% | 12.7% | 14.9% | 14.4% | 13.3% | 14.1% | 13.3% | 13.5% | 17.4% | 16.4% | 16.9% | 15.6% | 14.7% | 15.3% |
| Subtotal | 21.3% | 19.5% | 20.8% | 16.6% | 15.7% | 17.3% | 14.5% | 12.9% | 14.0% | 15.6% | 14.4% | 15.8% | 14.6% | 14.4% | 14.9% | 11.0% | 11.0% | 12.7% | 14.9% | 14.4% | 13.3% | 14.1% | 13.3% | 13.5% | 17.4% | 16.4% | 16.9% | 15.6% | 14.7% | 15.3% |
| Lower Blue Collar | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Machinery Operators & Drivers | 12.9% | 13.2% | 13.6% | 9.5% | 9.0% | 9.5% | 9.3% | 8.5% | 8.0% | 8.8% | 8.1% | 7.8% | 7.8% | 7.5% | 7.3% | 9.1% | 9.7% | 9.3% | 9.3% | 8.6% | 8.9% | 6.7% | 6.2% | 5.4% | 8.7% | 8.2% | 7.5% | 8.3% | 7.8% | 7.2% |
| Labourers | 13.5% | 13.5% | 14.2% | 12.6% | 14.0% | 13.4% | 17.2% | 18.0% | 18.2% | 13.6% | 14.8% | 15.4% | 14.1% | 14.6% | 15.2% | 14.2% | 14.5% | 16.2% | 17.5% | 19.5% | 19.4% | 9.2% | 9.0% | 9.5% | 11.4% | 11.9% | 12.5% | 11.4% | 11.5% | 11.9% |
| Subtotal | 26.4% | 26.7% | 27.8% | 22.0% | 23.0% | 23.0% | 26.5% | 26.5% | 26.2% | 22.4% | 23.0% | 23.2% | 21.9% | 22.1% | 22.4% | 23.3% | 24.1% | 25.5% | 26.8% | 28.1% | 28.3% | 15.9% | 15.2% | 14.9% | 20.1% | 20.1% | 20.1% | 19.7% | 19.3% | 19.1% |
| Employment by Industry (% of employees) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Agriculture, forestry & fishing | 8.5% | 8.2% | 5.5% | 4.6% | 4.7% | 3.5% | 18.8% | 19.0% | 14.7% | 11.1% | 10.8% | 7.5% | 12.9% | 12.2% | 9.7% | 33.6% | 32.8% | 27.7% | 26.5% | 28.5% | 22.2% | 1.7% | 1.6% | 1.1% | 2.1% | 2.0% | 1.4% | 5.2% | 4.9% | 3.4% |
| Mining | 4.5% | 3.2% | 5.3% | 4.3% | 3.5% | 4.9% | 0.3% | 0.4% | 0.7% | 1.2% | 0.9% | 1.2% | 0.4% | 0.3% | 0.8% | 0.9% | 1.2% | 2.0% | 3.8% | 2.9% | 4.8% | 0.4% | 0.4% | 0.6% | 0.5% | 0.4% | 0.4% | 1.6% | 1.2% | 1.7% |
| Manufacturing | 15.5% | 16.4% | 16.9% | 8.1% | 8.5% | 8.2% | 9.9% | 10.1% | 8.9% | 10.8% | 11.1% | 10.5% | 11.5% | 11.1% | 11.4% | 3.6% | 4.8% | 4.8% | 2.7% | 4.1% | 6.5% | 9.9% | 10.2% | 9.2% | 12.5% | 13.1% | 12.4% | 10.1% | 10.5% | 9.9% |
| Electricity, gas, water & waste services | 3.6% | 2.9% | 2.7% | 1.7% | 2.1% | 2.3% | 0.8% | 0.9% | 0.9% | 1.6% | 1.5% | 1.8% | 0.7% | 0.9% | 1.0% | 0.7% | 0.8% | 1.0% | 1.0% | 0.8% | 1.0% | 0.7% | 0.9% | 1.0% | 0.7% | 0.8% | 0.8% | 0.9% | 1.0% | 1.0% |
| Construction | 10.3% | 8.1% | 11.6% | 5.9% | 6.3% | 8.8% | 5.8% | 5.3% | 7.6% | 6.7% | 6.5% | 9.5% | 5.7% | 6.1% | 7.3% | 4.8% | 6.8% | 8.2% | 5.0% | 6.7% | 5.8% | 6.5% | 6.4% | 8.1% | 8.6% | 8.4% | 10.8% | 7.0% | 6.9% | 9.0% |
| Wholesale trade | 3.7% | 4.9% | 2.6% | 4.3% | 5.0% | 3.4% | 4.7% | 4.9% | 3.6% | 4.1% | 4.1% | 2.7% | 4.7% | 5.2% | 3.8% | 4.8% | 4.4% | 2.8% | 3.1% | 4.3% | 2.6% | 5.6% | 4.9% | 4.1% | 5.9% | 5.4% | 4.6% | 5.3% | 4.9% | 3.9% |
| Retail trade | 9.0% | 10.3% | 9.7% | 11.3% | 11.2% | 11.2% | 10.4% | 12.0% | 12.7% | 11.4% | 12.7% | 12.7% | 10.7% | 11.5% | 11.9% | 8.7% | 8.8% | 10.0% | 9.0% | 7.9% | 8.4% | 10.4% | 11.2% | 11.4% | 11.8% | 12.7% | 12.7% | 10.6% | 11.5% | 11.6% |
| Accommodation & food services | 5.5% | 6.3% | 6.3% | 7.7% | 8.1% | 7.3% | 5.9% | 5.8% | 6.3% | 7.1% | 7.3% | 7.4% | 5.4% | 5.6% | 5.5% | 4.4% | 4.9% | 5.1% | 5.1% | 4.5% | 4.9% | 6.9% | 7.0% | 6.6% | 7.3% | 7.9% | 7.2% | 7.2% | 7.4% | 7.0% |
| Transport, postal & warehousing | 7.2% | 6.4% | 6.3% | 6.0% | 6.5% | 6.0% | 3.8% | 4.1% | 3.6% | 4.2% | 4.4% | 4.4% | 4.5% | 4.9% | 4.6% | 4.8% | 4.5% | 4.5% | 6.5% | 5.3% | 5.2% | 4.8% | 5.0% | 4.9% | 5.0% | 5.2% | 5.2% | 5.1% | 5.2% | 5.1% |
| Information media & telecommunications | 0.8% | 0.7% | 0.6% | 2.0% | 1.4% | 1.0% | 1.2% | 1.0% | 0.9% | 1.7% | 1.2% | 1.0% | 1.5% | 1.9% | 1.0% | 1.5% | 0.8% | 0.6% | 0.8% | 0.8% | 0.5% | 2.7% | 2.3% | 1.8% | 2.0% | 1.9% | 1.5% | 2.1% | 1.9% | 1.4% |
| Financial & insurance services | 1.5% | 1.4% | 1.3% | 2.4% | 2.0% | 1.9% | 2.2% | 1.8% | 1.8% | 1.9% | 1.6% | 1.5% | 2.2% | 2.0% | 2.7% | 1.6% | 1.3% | 1.2% | 0.9% | 1.0% | 1.0% | 4.0% | 3.8% | 3.8% | 2.8% | 2.8% | 2.7% | 3.0% | 2.8% | 2.9% |
| Rental, hiring & real estate services | 1.5% | 1.4% | 1.6% | 1.6% | 1.4% | 1.7% | 1.4% | 1.3% | 1.6% | 1.8% | 1.4% | 1.8% | 1.1% | 1.1% | 1.3% | 0.7% | 0.7% | 0.9% | 1.3% | 0.7% | 0.6% | 2.1% | 2.2% | 2.2% | 2.5% | 2.4% | 2.4% | 2.0% | 2.0% | 2.1% |
| Professional, scientific & technical services | 3.9% | 4.0% | 4.4% | 3.7% | 3.3% | 3.3% | 4.4% | 2.7% | 2.9% | 2.7% | 2.6% | 3.0% | 3.4% | 3.4% | 3.6% | 1.9% | 2.5% | 2.3% | 2.9% | 2.2% | 2.5% | 7.6% | 7.6% | 7.8% | 4.8% | 4.6% | 4.8% | 5.5% | 5.4% | 5.6% |
| Administrative & support services | 2.2% | 2.9% | 2.6% | 2.1% | 2.5% | 2.3% | 1.6% | 2.1% | 2.7% | 1.8% | 2.5% | 2.6% | 1.6% | 2.0% | 1.9% | 1.1% | 1.2% | 1.1% | 1.2% | 1.8% | 1.2% | 2.9% | 3.4% | 3.3% | 3.0% | 3.6% | 3.4% | 2.7% | 3.2% | 3.0% |
| Public administration & safety | 3.6% | 3.7% | 3.9% | 6.2% | 5.5% | 6.4% | 4.6% | 4.2% | 5.2% | 5.0% | 4.9% | 5.8% | 5.8% | 5.6% | 6.5% | 5.6% | 4.7% | 6.3% | 8.6% | 7.9% | 10.3% | 6.5% | 6.4% | 7.0% | 5.4% | 4.9% | 5.1% | 6.3% | 6.2% | 6.7% |
| Education & training | 6.0% | 7.1% | 6.6% | 9.8% | 10.2% | 9.7% | 7.4% | 8.1% | 7.8% | 8.3% | 8.5% | 8.0% | 9.6% | 9.4% | 9.2% | 7.2% | 7.0% | 6.8% | 6.8% | 6.8% | 7.0% | 8.1% | 8.7% | 8.3% | 6.2% | 6.6% | 6.4% | 7.5% | 8.0% | 7.6% |
| Health care & social assistance | 5.1% | 5.9% | 6.2% | 10.4% | 10.2% | 10.8% | 8.9% | 9.8% | 11.2% | 9.5% | 10.5% | 11.2% | 10.4% | 10.2% | 11.2% | 7.0% | 6.9% | 7.8% | 8.1% | 8.4% | 9.7% | 10.2% | 10.5% | 11.2% | 8.3% | 8.7% | 9.4% | 9.2% | 9.5% | 10.2% |
| Arts & recreation services | 0.8% | 0.7% | 0.6% | 0.8% | 1.0% | 0.8% | 0.7% | 0.8% | 0.7% | 0.8% | 0.9% | 0.7% | 0.9% | 0.9% | 0.8% | 0.4% | 0.4% | 0.4% | 1.0% | 0.8% | 0.4% | 1.5% | 1.5% | 1.4% | 2.1% | 1.9% | 1.8% | 1.5% | 1.5% | 1.4% |
| Other services | 2.9% | 3.1% | 2.8% | 4.3% | 4.4% | 4.1% | 3.5% | 3.3% | 3.4% | 4.1% | 3.9% | 3.7% | 3.9% | 3.8% | 3.8% | 3.1% | 2.9% | 3.4% | 3.0% | 2.3% | 2.0% | 4.4% | 4.0% | 3.7% | 4.9% | 4.5% | 4.0% | 4.3% | 4.0% | 3.7% |

Source: Australian Bureau of Statistics (2007)

## 3.3 Historical Fleet Size

Boat ownership is the principal demand driver for recreational boating infrastructure. The composition of a region's boating fleet will determine the quantity and type of recreational boating infrastructure demanded.

Queensland Transport maintains detailed monthly statistics on boat registrations by pre-reformed local government area (LGA). Boat registrations data is collected for various vessel types and length. Available electronic records for boat registrations date back to 1999. Within the boat registration data sets, the various boat categories include:

- Sail boats;
- Boats without sails, including:
  - Motor boats without sails;
  - Speed boats; and
  - Jet Skis (or personal recreation vehicles).

The scope for towing boats is an important defining factor in terms of the nature of recreational boating infrastructure required. Industry consultations revealed that the suitability for towing varies between boat types (i.e. boats with sails and boats without sails). For example, sail boats with keels become difficult to tow, especially if they do not have a retractable keel, at around five metres in length, whereas motorboats can generally be towed up to around eight metres. The Perth Recreational Boating Facilities Study (2008) identifies that at about 7.5 metres in length there is a transition from storage of boats on trailers to water-based pens or moorings.

Similarly, the suitability of vessels for dry storage depends on type and length of vessel. Dry storage is most suitable for vessels with shallow drafts. Therefore, dry storage is most suitable for smaller sail boats (i.e. sail boats up to eight metres) and boats without sails up to around ten metres.

Wet berthing a boat represents a much greater expense than trailing or dry berthing. Therefore, wet berths are generally used only by larger vessels, i.e. as sail boats over five metres and boats without sails over eight metres.

For the purposes of this study, a five year time series by boat length and type for each of the recreational boating catchments has been analysed. This section of the report provides an overview of the growth in the total recreational boat fleet and the estimated size of the recreational boat fleet between 2005 and 2009.

More detailed estimates, including the distribution of the size of registered boats by type in each recreational boating catchment, have been provided in Appendix A.

### 3.3.1 Boundary Changes

For the purposes of this study, a five year time series by boat length and type for each of the recreational boating catchments has been analysed. This section of the report provides an overview of the growth in the total recreational boat fleet and the estimated size of the recreational boat fleet between 2005 and 2009.

Boat registrations for 2008 and 2009 were provided at the regional council level, resulting in some regional councils being contained in multiple recreational boating catchments. As a result, estimations for the split of boat registrations by type and length were undertaken based on

historical data at the LGA level. The recreational boating catchments affected by Council boundary changes were:

- Central West QLD;
- Emerald;
- Mackay;
- Rockhampton;
- Gladstone;
- South Central; and
- Darling Downs.

Table 3.3 below summaries the regional council areas contained within multiple recreational boating catchments.

Table 3.3: Regional Councils contained within Multiple Recreational Boating Catchments

| Regional Council within Multiple Recreational Boating Catchments | Recreational Boating Catchments Affected by Change |
|---|---|
| Barcaldine Regional Council | • Central West QLD<br>• Emerald |
| Issac Regional Council | • Emerald<br>• Mackay |
| Central Highlands Regional Council | • Emerald<br>• Rockhampton |
| Blackall Regional Council | • Central West QLD<br>• Emerald |
| Banana Shire Council | • Gladstone<br>• South Central |
| Western Downs Regional Council | • Darling Downs<br>• South Central |
| Goondiwindi Regional Council | • Darling Downs<br>• South Central |

Source: Report of the Local Government Reform Commission (2007), Economic Associates estimates

### 3.3.2 Boat Registrations by Catchment

In the 2005-2009 period, all regions recorded an increase in the number of sail boats and motor boats registered, with the exception of sail boats in the South Central catchment.

Boat registrations in the SEQ North and SEQ South catchments account for approximately half of all boat registrations, with Cairns and Townsville also recording significant boat registrations.

The rate of growth in total boat registrations was highest in the South West QLD and Gladstone catchments. There was also significant growth in the number of boats registered in Queensland by overseas owners in the 2005 to 2009 period.

Table 3.4 below summarises the number of boat registrations by type and catchment.

Table 3.4: Number of Boat Registrations by Type and Recreational Boating Catchment, 2005-2009

| | 2005 | 2006 | 2007 | 2008 | 2009 | Growth |
|---|---|---|---|---|---|---|
| Boats with Sail | | | | | | |
| Cape York | 38 | 40 | 35 | 46 | 49 | 28.9% |
| North West QLD | 8 | 8 | 9 | 9 | 10 | 25.0% |
| Cairns | 469 | 478 | 516 | 561 | 576 | 22.8% |
| Townsville | 365 | 385 | 405 | 400 | 386 | 5.8% |
| Central West QLD | 2 | 3 | 1 | 2 | 4 | 100.0% |
| Emerald | 18 | 21 | 21 | 20 | 18 | 0.0% |
| Mackay | 256 | 282 | 290 | 294 | 277 | 8.2% |
| Whitsunday | 369 | 376 | 377 | 388 | 398 | 7.9% |
| Gladstone | 173 | 169 | 185 | 192 | 195 | 12.7% |
| Rockhampton | 200 | 218 | 220 | 209 | 216 | 8.0% |
| North Wide Bay | 149 | 170 | 209 | 225 | 228 | 53.0% |
| South Wide Bay | 411 | 435 | 448 | 494 | 494 | 20.2% |
| Darling Downs | 40 | 54 | 51 | 54 | 65 | 62.5% |
| South Central | 10 | 9 | 9 | 7 | 9 | -10.0% |
| South West QLD | 0 | 0 | 0 | 0 | 1 | - |
| SEQ North | 2,361 | 2,494 | 2,517 | 2,590 | 2,592 | 9.8% |
| SEQ South | 1,418 | 1,474 | 1,544 | 1,623 | 1,607 | 13.3% |
| Interstate | 74 | 72 | 95 | 100 | 101 | 36.5% |
| Overseas | - | - | - | - | - | - |
| Queensland | 6,361 | 6,688 | 6,932 | 7,214 | 7,226 | 13.6% |
| Boats without Sail | | | | | | |
| Cape York | 1,503 | 1,482 | 1,294 | 1,741 | 1,748 | 16.3% |
| North West QLD | 1,597 | 1,611 | 1,710 | 1,743 | 1,750 | 9.6% |
| Cairns | 14,802 | 15,289 | 16,231 | 16,788 | 17,311 | 17.0% |
| Townsville | 14,648 | 15,289 | 16,017 | 16,859 | 17,372 | 18.6% |
| Central West QLD | 352 | 384 | 417 | 429 | 431 | 22.4% |
| Emerald | 2,055 | 2,190 | 2,289 | 2,354 | 2,515 | 22.4% |
| Mackay | 10,504 | 11,249 | 11,969 | 12,413 | 12,817 | 22.0% |
| Whitsunday | 3,864 | 4,075 | 4,354 | 4,604 | 4,765 | 23.3% |
| Gladstone | 6,136 | 6,574 | 7,198 | 7,510 | 7,804 | 27.2% |
| Rockhampton | 6,809 | 7,218 | 7,661 | 8,057 | 8,354 | 22.7% |
| North Wide Bay | 7,335 | 7,713 | 8,198 | 8,567 | 8,898 | 21.3% |
| South Wide Bay | 11,606 | 12,166 | 12,881 | 13,524 | 13,940 | 20.1% |
| Darling Downs | 5,866 | 6,030 | 6,204 | 6,498 | 6,859 | 16.9% |
| South Central | 1,682 | 1,818 | 1,886 | 1,980 | 2,064 | 22.7% |
| South West QLD | 139 | 159 | 169 | 219 | 239 | 71.9% |
| SEQ North | 52,959 | 54,967 | 57,068 | 59,275 | 60,616 | 14.5% |
| SEQ South | 45,261 | 47,523 | 49,518 | 51,983 | 53,542 | 18.3% |
| Interstate | 478 | 528 | 548 | 618 | 613 | 28.2% |
| Overseas | 7 | 5 | 1 | 5 | 5 | -28.6% |
| Queensland | 187,596 | 196,265 | 205,612 | 215,162 | 221,638 | 18.1% |
| Total Boats | | | | | | |
| Cape York | 1,541 | 1,522 | 1,329 | 1,787 | 1,797 | 16.6% |
| North West QLD | 1,605 | 1,619 | 1,719 | 1,752 | 1,760 | 9.7% |
| Cairns | 15,271 | 15,767 | 16,747 | 17,349 | 17,887 | 17.1% |
| Townsville | 15,013 | 15,674 | 16,422 | 17,259 | 17,758 | 18.3% |
| Central West QLD | 354 | 387 | 418 | 431 | 435 | 22.9% |
| Emerald | 2,073 | 2,211 | 2,310 | 2,374 | 2,533 | 22.2% |
| Mackay | 10,760 | 11,531 | 12,259 | 12,707 | 13,094 | 21.7% |
| Whitsunday | 4,233 | 4,451 | 4,731 | 4,992 | 5,163 | 22.0% |
| Gladstone | 6,309 | 6,743 | 7,383 | 7,702 | 7,999 | 26.8% |
| Rockhampton | 7,009 | 7,436 | 7,881 | 8,266 | 8,570 | 22.3% |
| North Wide Bay | 7,484 | 7,883 | 8,407 | 8,792 | 9,126 | 21.9% |
| South Wide Bay | 12,017 | 12,601 | 13,329 | 14,018 | 14,434 | 20.1% |
| Darling Downs | 5,906 | 6,084 | 6,255 | 6,552 | 6,924 | 17.2% |
| South Central | 1,692 | 1,827 | 1,895 | 1,987 | 2,073 | 22.5% |

| | 2005 | 2006 | 2007 | 2008 | 2009 | Growth |
|---|---|---|---|---|---|---|
| South West QLD | 139 | 159 | 169 | 219 | 240 | 72.7% |
| SEQ North | 55,320 | 57,461 | 59,585 | 61,865 | 63,208 | 14.3% |
| SEQ South | 46,679 | 48,997 | 51,062 | 53,606 | 55,149 | 18.1% |
| Interstate | 552 | 600 | 643 | 718 | 714 | 29.3% |
| Overseas | 7 | 5 | 1 | 5 | 5 | -28.6% |
| Queensland | 193,957 | 202,953 | 212,544 | 222,376 | 228,864 | 18.0% |

Source: ABS (2010), Maritime Safety Queensland (various years)

In all recreational boating catchments, the majority of sail boat registrations were between five and fifteen metres in length, whereas the majority of motor boats were three to five metres in length.

## Trailerable Boat Fleet

To estimate the size of the trailerable boat fleet, assumptions have been made in regards to the proportion of boats trailered by type and length, as summarised in Table 3.5 below. It has been assumed that no boat over ten metres in length is trailerable and the incidence of trailerable boats declines significantly for boats over five metres in length.

For boats registered in Queensland but with international ownership, it has been assumed that all of these boats are kept in marinas, and are hence not part of the trailerable boat fleet.

Table 3.5: Estimated Proportion of Trailerable Boats, 2005-09

| | Sail Boats | Boats without Sail |
|---|---|---|
| <3 metres | 100.0% | 100.0% |
| 3-5 metres | 90.0% | 100.0% |
| 5-8 metres | 50.0% | 85.0% |
| 8-10 metres | 25.0% | 50.0% |
| 10-12 metres | 0.0% | 0.0% |
| 12-15 metres | 0.0% | 0.0% |
| 15-25 metres | 0.0% | 0.0% |
| >25 metres | 0.0% | 0.0% |

Source: Economic Associates estimates

It is estimated that the trailerable boat fleet accounts for between approximately 86% and 99% of all boats within the recreational boat catchments. However, the proportion of boats that were trailerable declined between 2005 and 2009 (from 92.7% of total boats in 2005 to 92.2% of total boats in 2009).

The rate of growth in the size of the trailerable boat fleet was estimated to be highest in South West Queensland and Gladstone. All catchments recorded a decrease in the incidence of trailerable boats between 2005 and 2009.

Table 3.6: Estimated Size of the Trailerable Boat Fleet, 2005-2009

| | 2005 | 2006 | 2007 | 2008 | 2009 | Growth |
|---|---|---|---|---|---|---|
| Trailerable Boat Fleet | | | | | | |
| Cape York | 1,433 | 1,406 | 1,232 | 1,651 | 1,660 | 15.8% |
| North West QLD | 1,555 | 1,569 | 1,662 | 1,693 | 1,701 | 9.4% |
| Cairns | 14,273 | 14,717 | 15,594 | 16,088 | 16,545 | 15.9% |
| Townsville | 14,279 | 14,873 | 15,541 | 16,319 | 16,788 | 17.6% |
| Central West QLD | 346 | 377 | 409 | 421 | 421 | 21.6% |
| Emerald | 1,992 | 2,118 | 2,203 | 2,270 | 2,414 | 21.2% |
| Mackay | 10,200 | 10,883 | 11,531 | 11,931 | 12,296 | 20.5% |
| Whitsunday | 3,670 | 3,845 | 4,085 | 4,305 | 4,456 | 21.4% |
| Gladstone | 5,948 | 6,360 | 6,947 | 7,239 | 7,507 | 26.2% |
| Rockhampton | 6,554 | 6,940 | 7,333 | 7,682 | 7,951 | 21.3% |
| North Wide Bay | 7,202 | 7,576 | 8,052 | 8,407 | 8,724 | 21.1% |
| South Wide Bay | 11,296 | 11,817 | 12,471 | 13,071 | 13,460 | 19.2% |
| Darling Downs | 5,730 | 5,876 | 6,041 | 6,313 | 6,662 | 16.3% |
| South Central | 1,645 | 1,774 | 1,842 | 1,930 | 2,008 | 22.1% |
| South West QLD | 136 | 156 | 165 | 213 | 232 | 70.1% |
| SEQ North | 50,780 | 52,555 | 54,398 | 56,431 | 57,644 | 13.5% |
| SEQ South | 41,920 | 43,902 | 45,761 | 47,984 | 49,467 | 18.0% |
| Interstate | 407 | 437 | 448 | 506 | 512 | 25.7% |
| Overseas | - | - | - | - | - | - |
| Queensland | 179,366 | 187,180 | 195,715 | 204,451 | 210,445 | 17.3% |
| | | | | | | |
| Proportion of Total Boats | | | | | | |
| Cape York | 93.0% | 92.4% | 92.7% | 92.4% | 92.4% | - |
| North West QLD | 96.9% | 96.9% | 96.7% | 96.6% | 96.6% | - |
| Cairns | 93.5% | 93.3% | 93.1% | 92.7% | 92.5% | - |
| Townsville | 95.1% | 94.9% | 94.6% | 94.6% | 94.5% | - |
| Central West QLD | 97.8% | 97.5% | 97.8% | 97.6% | 96.8% | - |
| Emerald | 96.1% | 95.8% | 95.4% | 95.6% | 95.3% | - |
| Mackay | 94.8% | 94.4% | 94.1% | 93.9% | 93.9% | - |
| Whitsunday | 86.7% | 86.4% | 86.3% | 86.2% | 86.3% | - |
| Gladstone | 94.3% | 94.3% | 94.1% | 94.0% | 93.8% | - |
| Rockhampton | 93.5% | 93.3% | 93.0% | 92.9% | 92.8% | - |
| North Wide Bay | 96.2% | 96.1% | 95.8% | 95.6% | 95.6% | - |
| South Wide Bay | 94.0% | 93.8% | 93.6% | 93.2% | 93.3% | - |
| Darling Downs | 97.0% | 96.6% | 96.6% | 96.4% | 96.2% | - |
| South Central | 97.2% | 97.1% | 97.2% | 97.1% | 96.9% | - |
| South West QLD | 98.1% | 98.0% | 97.3% | 97.4% | 96.6% | - |
| SEQ North | 91.8% | 91.5% | 91.3% | 91.2% | 91.2% | - |
| Interstate | 89.8% | 89.6% | 89.6% | 89.5% | 89.7% | - |
| SEQ South | 73.8% | 72.8% | 69.7% | 70.4% | 71.7% | |
| Overseas | - | - | - | - | - | - |
| Queensland | 92.7% | 92.5% | 92.4% | 92.2% | 92.2% | - |

Source: Economic Associates estimates

# 4 TRAILERABLE FLEET PROJECTIONS

Trailerable boat ownership is the most significant demand driver for boat ramps. The composition of a region's boating fleet will determine the quantity of boat ramps demanded. Therefore, to estimate demand for boat ramp lanes within each catchment in Queensland, it is necessary to estimate the size and composition of the boat fleet within each catchment area. Boat registrations represent the best source of data for estimating the size of the boat fleet. While it is recognised that unregistered craft may also make use of boat ramps, there are no data sets available to assess this impact on boat ramp lane demand, but it is unlikely to be significant.

Boats are frequently used in local government areas outside of where they are registered, however the catchments have been defined to minimise the incidence of trailerable boats being utilised outside the catchment in which they are registered[3].

## 4.1 Methodology for Preparing Trailerable Fleet Projections

In order to prepare trailerable fleet projections, assumptions are made regarding the following factors:

- Projected population by catchment (PIFU medium series projections used);
- Projected incidence of boat ownership (boat registrations per 1,000 persons); and
- Projected incidence of boats requiring a boat ramp (informed by historical data trends).

Analysis has been undertaken for two scenarios, namely the base case (or trend scenario) and the increased incidence of boat ownership scenario:

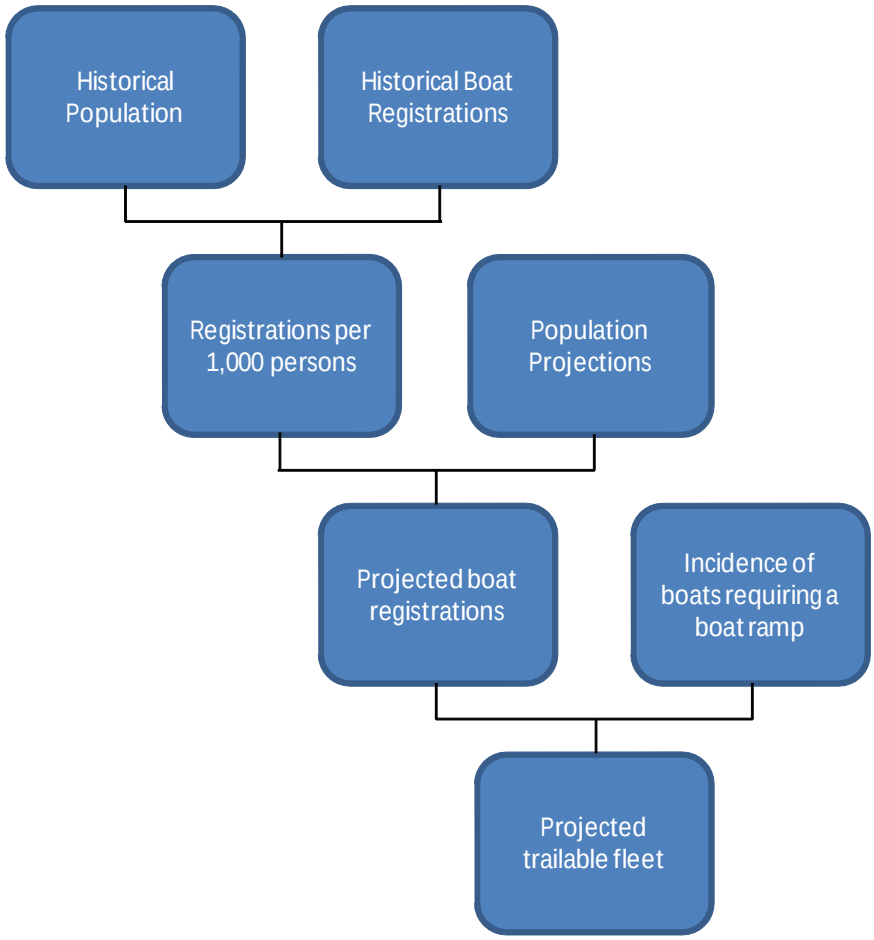
- *Base case scenario* – The base case scenario assumes that the incidence of boat ownership per 1,000 persons remains at the average level recorded between 2005 and 2009. The incidence of boat ownership is also kept constant throughout the projection period; and
- *Increasing incidence of boat ownership scenario* – The increasing incidence of boat ownership scenario assumes that the incidence of boat ownership per 1,000 persons continues to increase throughout the projection period, taking into account historical trends in the incidence of boat ownership.

The increasing incidence of boat ownership scenario has been presented to take into account the findings of Maritime Safety Queensland (2004), which highlighted that over 40% of recreational boat users surveyed were 55 years or over in age. As the proportion of persons aged 55 years and over increases throughout the projection period, it is anticipated that the incidence of boat ownership would also increase, ultimately impacting boat lane demand.

Figure 4.1 below outlines the methodology for preparing trailerable fleet projections.

[3] It is recognised that the incidence of trailerable boats in the SEQ North catchment utilising facilities in the SEQ South catchment is likely to be higher than for other catchments.

Figure 4.1: Methodology for Preparing Trailerable Fleet Projections




## 4.2 Historical Population & Boat Registrations

Analysis of the catchment area's estimated resident population (ERP) and boat registrations between 2005 and 2009 indicates a clear relationship between the two variables. Appendix A provides detailed tables in regards to ERP and boat registrations by type for each catchment between 2005 and 2009.

Boat ownership was significantly higher in the coastal catchments than inland catchments. On average, the highest incidence of boat ownership was in the following catchments:

- Whitsunday (145.80 boat registrations per 1,000 persons);
- Gladstone (103.55 boat registrations per 1,000 persons);
- Mackay (100.44 boat registrations per 1,000 persons);
- North Wide Bay (81.45 boat registrations per 1,000 persons); and
- South Wide Bay (78.35 boat registrations per 1,000 persons).

Overall, the incidence of boat ownership per 1,000 persons has increased in Queensland, with growth highest in South West Queensland (incidence of boat ownership increased at an average annual rate of 15.6% per annum).

Boat ownership was particularly low in the South West QLD catchment, averaging 22.39 boat registrations per 1,000 persons between 2005 and 2009. The incidence of motor boat ownership was significantly higher than sail boat ownership in all catchments.

Table 4.1 below summarises the number of boat registrations per 1,000 persons in the recreational boating catchments between 2005 and 2009.

Table 4.1: Registrations per 1,000 Persons, Recreational Boating Catchments, 2005-2009

| | 2005 | 2006 | 2007 | 2008 | 2009 | Average | Ave. Ann. Change 2005-09 |
|---|---|---|---|---|---|---|---|
| Sail Boats | | | | | | | |
| Cape York | 1.39 | 1.45 | 1.24 | 1.60 | 1.69 | 1.48 | 5.0% |
| North West QLD | 0.24 | 0.24 | 0.27 | 0.26 | 0.29 | 0.26 | 5.1% |
| Cairns | 2.18 | 2.17 | 2.27 | 2.39 | 2.38 | 2.28 | 2.2% |
| Townsville | 1.78 | 1.83 | 1.88 | 1.81 | 1.70 | 1.80 | -1.2% |
| Central West QLD | 0.18 | 0.27 | 0.09 | 0.19 | 0.37 | 0.22 | 20.1% |
| Emerald | 0.59 | 0.67 | 0.66 | 0.62 | 0.54 | 0.61 | -2.3% |
| Mackay | 2.27 | 2.40 | 2.41 | 2.38 | 2.19 | 2.33 | -1.0% |
| Whitsunday | 12.08 | 11.99 | 11.73 | 11.67 | 11.64 | 11.82 | -0.9% |
| Gladstone | 2.62 | 2.49 | 2.66 | 2.68 | 2.65 | 2.62 | 0.2% |
| Rockhampton | 1.75 | 1.86 | 1.83 | 1.71 | 1.74 | 1.78 | -0.2% |
| North Wide Bay | 1.53 | 1.70 | 2.05 | 2.15 | 2.13 | 1.91 | 8.6% |
| South Wide Bay | 2.59 | 2.65 | 2.65 | 2.83 | 2.74 | 2.69 | 1.4% |
| Darling Downs | 0.20 | 0.27 | 0.25 | 0.26 | 0.30 | 0.25 | 11.0% |
| South Central | 0.24 | 0.22 | 0.21 | 0.17 | 0.21 | 0.21 | -3.4% |
| South West QLD | 0.00 | 0.00 | 0.00 | 0.00 | 0.12 | 0.02 | n.a. |
| SEQ North | 1.47 | 1.52 | 1.50 | 1.50 | 1.47 | 1.49 | -0.1% |
| SEQ South | 1.37 | 1.38 | 1.40 | 1.43 | 1.37 | 1.39 | 0.2% |
| Interstate | 0.00 | 0.00 | 0.01 | 0.01 | 0.01 | 0.01 | 6.3% |
| Total | 1.59 | 1.63 | 1.65 | 1.67 | 1.63 | 1.64 | 0.6% |
| Boats without Sail | | | | | | | |
| Cape York | 55.14 | 53.85 | 45.83 | 60.45 | 60.42 | 55.14 | 2.3% |
| North West QLD | 48.18 | 48.50 | 51.17 | 51.00 | 51.54 | 50.08 | 1.7% |
| Cairns | 68.89 | 69.28 | 71.48 | 71.41 | 71.62 | 70.54 | 1.0% |
| Townsville | 71.52 | 72.84 | 74.37 | 76.15 | 76.41 | 74.26 | 1.7% |
| Central West QLD | 31.57 | 35.05 | 38.46 | 39.89 | 40.15 | 37.03 | 6.2% |
| Emerald | 67.40 | 69.88 | 71.79 | 72.45 | 75.30 | 71.36 | 2.8% |
| Mackay | 93.22 | 95.91 | 99.65 | 100.62 | 101.16 | 98.11 | 2.1% |
| Whitsunday | 126.51 | 129.96 | 135.52 | 138.52 | 139.35 | 133.97 | 2.4% |
| Gladstone | 93.09 | 96.91 | 103.66 | 104.90 | 106.09 | 100.93 | 3.3% |
| Rockhampton | 59.44 | 61.60 | 63.87 | 66.08 | 67.11 | 63.62 | 3.1% |
| North Wide Bay | 75.25 | 77.22 | 80.23 | 81.94 | 83.05 | 79.54 | 2.5% |
| South Wide Bay | 73.17 | 74.09 | 76.16 | 77.57 | 77.32 | 75.66 | 1.4% |
| Darling Downs | 29.35 | 29.60 | 30.04 | 30.99 | 32.03 | 30.40 | 2.2% |
| South Central | 40.59 | 43.50 | 44.95 | 46.69 | 48.22 | 44.79 | 4.4% |
| South West QLD | 16.37 | 19.00 | 20.61 | 26.71 | 29.12 | 22.36 | 15.5% |
| SEQ North | 33.00 | 33.54 | 33.98 | 34.39 | 34.27 | 33.84 | 0.9% |
| SEQ South | 43.57 | 44.55 | 45.02 | 45.89 | 45.81 | 44.97 | 1.3% |
| Interstate | 0.03 | 0.03 | 0.03 | 0.04 | 0.03 | 0.03 | 4.7% |
| Total | 46.96 | 47.98 | 49.00 | 49.94 | 50.09 | 48.79 | 1.6% |
| All Boats | | | | | | | |
| Cape York | 56.54 | 55.30 | 47.07 | 62.05 | 62.12 | 56.62 | 2.4% |
| North West QLD | 48.42 | 48.74 | 51.44 | 51.27 | 51.84 | 50.34 | 1.7% |
| Cairns | 71.07 | 71.45 | 73.76 | 73.80 | 74.00 | 72.81 | 1.0% |
| Townsville | 73.30 | 74.67 | 76.25 | 77.96 | 78.11 | 76.06 | 1.6% |
| Central West QLD | 31.75 | 35.32 | 38.56 | 40.08 | 40.52 | 37.25 | 6.3% |
| Emerald | 67.99 | 70.55 | 72.45 | 73.06 | 75.84 | 71.98 | 2.8% |
| Mackay | 95.49 | 98.31 | 102.06 | 103.01 | 103.35 | 100.44 | 2.0% |

| | 2005 | 2006 | 2007 | 2008 | 2009 | Average | Ave. Ann. Change 2005-09 |
|---|---|---|---|---|---|---|---|
| Whitsunday | 138.59 | 141.96 | 147.25 | 150.19 | 150.99 | 145.80 | 2.2% |
| Gladstone | 95.72 | 99.40 | 106.32 | 107.58 | 108.74 | 103.55 | 3.2% |
| Rockhampton | 61.18 | 63.46 | 65.71 | 67.80 | 68.84 | 65.40 | 3.0% |
| North Wide Bay | 76.78 | 78.93 | 82.28 | 84.10 | 85.18 | 81.45 | 2.6% |
| South Wide Bay | 75.76 | 76.74 | 78.81 | 80.40 | 80.06 | 78.35 | 1.4% |
| Darling Downs | 29.55 | 29.87 | 30.28 | 31.25 | 32.33 | 30.66 | 2.3% |
| South Central | 40.83 | 43.72 | 45.16 | 46.85 | 48.43 | 45.00 | 4.4% |
| South West QLD | 16.37 | 19.00 | 20.61 | 26.71 | 29.24 | 22.39 | 15.6% |
| SEQ North | 34.47 | 35.06 | 35.48 | 35.89 | 35.74 | 35.33 | 0.9% |
| SEQ South | 44.94 | 45.93 | 46.42 | 47.32 | 47.18 | 46.36 | 1.2% |
| Interstate | 0.03 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 4.9% |
| Total | 48.55 | 49.61 | 50.65 | 51.61 | 51.72 | 50.43 | 1.6% |

Note: A positive (negative) average annual change figure represents an increase (decrease) in the incidence of boat ownership within the catchment.
Source: ABS (2010), Maritime Safety Queensland (various years)

## 4.3 Projected Size of Trailerable Boat Fleet

### 4.3.1 Population Projections

Both the base case scenario and the increasing incidence of boat ownership scenario rely on the latest edition of the Planning Information and Forecasting Unit's medium series population projections.

All recreational boating catchments are anticipated to record positive population growth between 2010 and 2031, with the rate of population growth anticipated to be highest in:

- SEQ South (2.4% per annum);
- Gladstone (2.0% per annum);
- Emerald (1.9% per annum);
- Mackay (1.7% per annum).

Table 4.2 below summarises the projected population growth by recreational boating catchment between 2010 and 2031.

Table 4.2: Population Projections by Recreational Boating Catchment, 2010-2031

| | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 | Ave. Ann. Growth 2010-2031 |
|---|---|---|---|---|---|---|---|
| Cape York | 28,946 | 28,964 | 30,024 | 31,322 | 32,811 | 34,262 | 0.8% |
| North West QLD | 35,525 | 37,172 | 35,787 | 35,789 | 36,551 | 37,771 | 0.3% |
| Cairns | 243,111 | 244,516 | 261,689 | 277,620 | 293,929 | 311,411 | 1.2% |
| Townsville | 231,647 | 236,035 | 263,827 | 285,419 | 302,488 | 317,753 | 1.5% |
| Central West QLD | 10,721 | 10,708 | 10,982 | 11,214 | 11,537 | 11,968 | 0.5% |
| Emerald | 34,494 | 35,627 | 39,633 | 43,452 | 47,087 | 50,744 | 1.9% |
| Mackay | 131,770 | 137,049 | 157,401 | 172,813 | 182,252 | 189,300 | 1.7% |
| Whitsunday | 34,745 | 35,303 | 39,389 | 42,840 | 45,551 | 48,041 | 1.6% |
| Gladstone | 75,380 | 77,244 | 85,191 | 93,540 | 102,982 | 113,104 | 2.0% |
| Rockhampton | 127,449 | 130,476 | 139,989 | 149,482 | 159,391 | 169,268 | 1.4% |
| North Wide Bay | 107,752 | 108,374 | 116,158 | 124,089 | 133,294 | 143,632 | 1.4% |
| South Wide Bay | 183,399 | 186,561 | 204,573 | 220,404 | 236,065 | 251,526 | 1.5% |
| Darling Downs | 217,879 | 221,666 | 239,394 | 258,455 | 276,637 | 294,999 | 1.5% |
| South Central | 42,903 | 43,002 | 44,408 | 45,995 | 47,181 | 48,083 | 0.5% |

| | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 | Ave. Ann. Growth 2010-2031 |
|---|---|---|---|---|---|---|---|
| South West QLD | 8,155 | 8,103 | 8,101 | 8,138 | 8,163 | 8,183 | 0.0% |
| SEQ North | 1,788,569 | 1,808,711 | 1,969,757 | 2,098,534 | 2,197,490 | 2,277,537 | 1.2% |
| SEQ South | 1,193,271 | 1,218,202 | 1,394,019 | 1,579,602 | 1,771,029 | 1,966,300 | 2.4% |
| Queensland | 4,495,717 | 4,567,713 | 5,040,323 | 5,478,708 | 5,884,440 | 6,273,882 | 1.6% |
| Interstate | 17,797,209 | 18,065,385 | 19,416,815 | 20,773,900 | 22,111,609 | 23,399,444 | 1.3% |

Source: PIFU (2009)

### 4.3.2 Projected Recreational Boat Fleet

The projected fleet size in each catchment is estimated by applying the projected boat ownership ratio to the projected increase in population for the catchment area and then adding the projected growth in boat registrations to 2009 boat registrations.

Projections have not been undertaken for overseas based owners of boats registered in Queensland, as it has been assumed that these boats would be kept in marinas, hence having no impact on boat ramp demand. Furthermore, overseas boats account for only a marginal proportion of total boat registrations in Queensland[4] (less than 0.01% of total registrations in Queensland).

#### Base Case Scenario

In the base case scenario, it has been assumed that persons per boat registration remains constant at the average 2005 to 2009 level throughout the projection period.

The SEQ North and SEQ South catchments are anticipated to have the highest number of boat registrations in Queensland, with Cairns and Townsville also recording significant registrations. The rate of growth in boat registrations is projected to be highest in the SEQ South, Gladstone, Emerald and Mackay catchments.

Table 4.3 below summarises the projected boat registrations within each recreational boating catchment between 2010 and 2031.

Table 4.3: Projected Boat Registrations by Type – Base Case Scenario, 2010-2031

| | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|
| Estimated Boats with Sail | | | | | | |
| Cape York | 49 | 49 | 51 | 53 | 55 | 57 |
| North West QLD | 10 | 11 | 10 | 10 | 11 | 11 |
| Cairns | 579 | 582 | 622 | 658 | 695 | 735 |
| Townsville | 394 | 402 | 452 | 490 | 521 | 549 |
| Central West QLD | 4 | 4 | 4 | 4 | 4 | 4 |
| Emerald | 19 | 19 | 22 | 24 | 26 | 29 |
| Mackay | 289 | 301 | 349 | 385 | 407 | 423 |
| Whitsunday | 404 | 411 | 459 | 500 | 532 | 562 |
| Gladstone | 200 | 205 | 226 | 247 | 272 | 299 |
| Rockhampton | 221 | 227 | 244 | 260 | 278 | 296 |
| North Wide Bay | 229 | 230 | 245 | 261 | 278 | 298 |
| South Wide Bay | 502 | 511 | 559 | 602 | 644 | 686 |
| Darling Downs | 66 | 67 | 71 | 76 | 81 | 86 |
| South Central | 9 | 9 | 9 | 10 | 10 | 10 |
| South West QLD | 1 | 1 | 1 | 1 | 1 | 1 |

[4] Boat registrations for overseas residents account for less than 0.01% of total boat registrations in Queensland.

| | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|
| SEQ North | 2,622 | 2,652 | 2,892 | 3,084 | 3,232 | 3,351 |
| SEQ South | 1,641 | 1,676 | 1,920 | 2,179 | 2,445 | 2,717 |
| Interstate | 102 | 104 | 111 | 118 | 125 | 132 |
| Queensland | 7,342 | 7,460 | 8,247 | 8,963 | 9,618 | 10,244 |
| | | | | | | |
| Estimated Boats without Sail | | | | | | |
| Cape York | 1,749 | 1,750 | 1,808 | 1,880 | 1,962 | 2,042 |
| North West QLD | 1,829 | 1,911 | 1,842 | 1,842 | 1,880 | 1,941 |
| Cairns | 17,410 | 17,509 | 18,721 | 19,845 | 20,996 | 22,230 |
| Townsville | 17,692 | 18,018 | 20,084 | 21,689 | 22,957 | 24,092 |
| Central West QLD | 431 | 430 | 440 | 449 | 461 | 477 |
| Emerald | 2,593 | 2,674 | 2,960 | 3,233 | 3,493 | 3,754 |
| Mackay | 13,316 | 13,834 | 15,833 | 17,347 | 18,274 | 18,967 |
| Whitsunday | 4,839 | 4,914 | 5,462 | 5,925 | 6,289 | 6,623 |
| Gladstone | 7,988 | 8,176 | 8,980 | 9,824 | 10,779 | 11,802 |
| Rockhampton | 8,542 | 8,735 | 9,341 | 9,946 | 10,577 | 11,206 |
| North Wide Bay | 8,947 | 8,997 | 9,617 | 10,248 | 10,981 | 11,805 |
| South Wide Bay | 14,175 | 14,415 | 15,779 | 16,978 | 18,164 | 19,335 |
| Darling Downs | 6,972 | 7,087 | 7,627 | 8,207 | 8,760 | 9,319 |
| South Central | 2,068 | 2,073 | 2,136 | 2,207 | 2,260 | 2,301 |
| South West QLD | 238 | 237 | 237 | 237 | 238 | 238 |
| SEQ North | 61,290 | 61,972 | 67,424 | 71,783 | 75,133 | 77,843 |
| SEQ South | 54,641 | 55,763 | 63,675 | 72,026 | 80,640 | 89,427 |
| Interstate | 622 | 631 | 675 | 720 | 764 | 806 |
| Queensland | 225,342 | 229,126 | 252,641 | 274,387 | 294,610 | 314,208 |
| | | | | | | |
| Total Boats | | | | | | |
| Cape York | 1,798 | 1,799 | 1,859 | 1,933 | 2,017 | 2,099 |
| North West QLD | 1,839 | 1,922 | 1,852 | 1,853 | 1,891 | 1,952 |
| Cairns | 17,989 | 18,091 | 19,342 | 20,503 | 21,692 | 22,965 |
| Townsville | 18,086 | 18,420 | 20,536 | 22,179 | 23,479 | 24,641 |
| Central West QLD | 435 | 434 | 444 | 453 | 465 | 481 |
| Emerald | 2,612 | 2,694 | 2,982 | 3,257 | 3,519 | 3,783 |
| Mackay | 13,604 | 14,135 | 16,182 | 17,732 | 18,681 | 19,390 |
| Whitsunday | 5,243 | 5,325 | 5,921 | 6,425 | 6,821 | 7,184 |
| Gladstone | 8,188 | 8,381 | 9,206 | 10,072 | 11,051 | 12,101 |
| Rockhampton | 8,764 | 8,962 | 9,585 | 10,206 | 10,855 | 11,502 |
| North Wide Bay | 9,176 | 9,227 | 9,862 | 10,509 | 11,259 | 12,103 |
| South Wide Bay | 14,678 | 14,926 | 16,338 | 17,580 | 18,808 | 20,021 |
| Darling Downs | 7,038 | 7,154 | 7,698 | 8,283 | 8,841 | 9,404 |
| South Central | 2,077 | 2,082 | 2,145 | 2,217 | 2,270 | 2,311 |
| South West QLD | 239 | 238 | 238 | 238 | 239 | 239 |
| SEQ North | 63,912 | 64,624 | 70,316 | 74,867 | 78,365 | 81,194 |
| SEQ South | 56,282 | 57,438 | 65,595 | 74,205 | 83,085 | 92,144 |
| Interstate | 724 | 734 | 786 | 838 | 889 | 938 |
| Queensland | 232,684 | 236,586 | 260,888 | 283,349 | 304,227 | 324,453 |

Note: Projected boat registrations do not include overseas owned boats.
Source: PIFU (2009), Maritime Safety Queensland (various years), Economic Associates estimates

## Increased Incidence of Boat Ownership Scenario

In the increased incidence of boat ownership scenario, it has been assumed that the growth in boat registrations per 1,000 persons continues to increase, but at a lower rate than recorded in the 2005-2009 period.

For the purposes of this assessment, the average annual increase in the incidence of boat registrations per 1,000 persons is assumed to be:

- 75% of the 2005-09 average annual growth rate between 2009 and 2021; and

- 50% of the 2005-09 average annual growth rate between 2021 and 2031.

By 2031, under the increased incidence of boat ownership scenario, the total number of boats in Queensland is projected to be 28.4% higher than under the base case scenario.

Table 4.4: Projected Boat Registrations by Type – Increased Incidence of Boat Ownership Scenario, 2010-2031

| | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|
| Estimated Boats with Sail | | | | | | |
| Cape York | 51 | 53 | 66 | 82 | 97 | 114 |
| North West QLD | 11 | 12 | 14 | 16 | 19 | 22 |
| Cairns | 589 | 602 | 699 | 806 | 901 | 1,008 |
| Townsville | 390 | 394 | 420 | 435 | 447 | 455 |
| Central West QLD | 4 | 4 | 4 | 4 | 5 | 5 |
| Emerald | 18 | 19 | 19 | 19 | 20 | 20 |
| Mackay | 286 | 295 | 327 | 347 | 357 | 362 |
| Whitsunday | 402 | 405 | 437 | 458 | 476 | 491 |
| Gladstone | 200 | 206 | 229 | 254 | 281 | 310 |
| Rockhampton | 221 | 226 | 241 | 256 | 272 | 287 |
| North Wide Bay | 244 | 261 | 380 | 552 | 726 | 958 |
| South Wide Bay | 508 | 522 | 603 | 685 | 759 | 838 |
| Darling Downs | 71 | 78 | 125 | 198 | 273 | 375 |
| South Central | 9 | 9 | 8 | 7 | 7 | 6 |
| South West QLD | 1 | 1 | 1 | 1 | 1 | 1 |
| SEQ North | 2,619 | 2,647 | 2,872 | 3,049 | 3,185 | 3,293 |
| SEQ South | 1,951 | 1,995 | 2,298 | 2,621 | 2,952 | 3,292 |
| Interstate | 107 | 114 | 154 | 207 | 256 | 314 |
| Queensland | 7,682 | 7,841 | 8,896 | 9,995 | 11,030 | 12,150 |
| Estimated Boats without Sail | | | | | | |
| Cape York | 1,779 | 1,811 | 2,045 | 2,324 | 2,576 | 2,848 |
| North West QLD | 1,854 | 1,965 | 2,015 | 2,147 | 2,287 | 2,465 |
| Cairns | 17,538 | 17,768 | 19,720 | 21,695 | 23,532 | 25,543 |
| Townsville | 17,922 | 18,489 | 21,988 | 25,309 | 27,952 | 30,598 |
| Central West QLD | 436 | 440 | 480 | 520 | 557 | 602 |
| Emerald | 2,652 | 2,796 | 3,450 | 4,196 | 4,871 | 5,623 |
| Mackay | 13,536 | 14,295 | 17,724 | 21,007 | 23,311 | 25,477 |
| Whitsunday | 4,930 | 5,100 | 6,229 | 7,415 | 8,372 | 9,376 |
| Gladstone | 8,195 | 8,605 | 10,722 | 13,300 | 15,878 | 18,911 |
| Rockhampton | 8,749 | 9,162 | 11,010 | 13,167 | 15,138 | 17,333 |
| North Wide Bay | 9,116 | 9,339 | 10,977 | 12,860 | 14,687 | 16,827 |
| South Wide Bay | 14,327 | 14,726 | 17,002 | 19,288 | 21,380 | 23,576 |
| Darling Downs | 7,093 | 7,335 | 8,597 | 10,071 | 11,382 | 12,815 |
| South Central | 2,136 | 2,211 | 2,681 | 3,260 | 3,720 | 4,217 |
| South West QLD | 240 | 242 | 257 | 274 | 286 | 298 |
| SEQ North | 61,734 | 62,873 | 70,940 | 78,302 | 83,950 | 89,084 |
| SEQ South | 60,330 | 62,170 | 74,552 | 88,525 | 102,394 | 117,281 |
| Interstate | 644 | 676 | 861 | 1,092 | 1,300 | 1,540 |
| Queensland | 233,212 | 240,005 | 281,249 | 324,751 | 363,574 | 404,413 |
| Total Boats | | | | | | |
| Cape York | 1,830 | 1,864 | 2,110 | 2,406 | 2,673 | 2,962 |
| North West QLD | 1,865 | 1,977 | 2,029 | 2,163 | 2,306 | 2,487 |
| Cairns | 18,127 | 18,370 | 20,420 | 22,500 | 24,433 | 26,550 |
| Townsville | 18,312 | 18,883 | 22,408 | 25,743 | 28,398 | 31,054 |
| Central West QLD | 440 | 444 | 484 | 525 | 562 | 607 |
| Emerald | 2,670 | 2,815 | 3,469 | 4,215 | 4,890 | 5,643 |
| Mackay | 13,822 | 14,591 | 18,051 | 21,354 | 23,668 | 25,839 |
| Whitsunday | 5,331 | 5,506 | 6,665 | 7,873 | 8,848 | 9,867 |
| Gladstone | 8,395 | 8,810 | 10,950 | 13,554 | 16,159 | 19,221 |
| Rockhampton | 8,969 | 9,388 | 11,250 | 13,423 | 15,409 | 17,620 |

| | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|
| North Wide Bay | 9,360 | 9,600 | 11,357 | 13,412 | 15,413 | 17,785 |
| South Wide Bay | 14,835 | 15,248 | 17,605 | 19,973 | 22,139 | 24,414 |
| Darling Downs | 7,165 | 7,414 | 8,721 | 10,269 | 11,654 | 13,189 |
| South Central | 2,145 | 2,220 | 2,689 | 3,268 | 3,727 | 4,224 |
| South West QLD | 241 | 243 | 258 | 275 | 287 | 299 |
| SEQ North | 64,354 | 65,520 | 73,812 | 81,350 | 87,135 | 92,377 |
| SEQ South | 62,281 | 64,165 | 76,849 | 91,146 | 105,345 | 120,573 |
| Interstate | 751 | 790 | 1,015 | 1,298 | 1,556 | 1,854 |
| Queensland | 240,894 | 247,846 | 290,144 | 334,746 | 374,604 | 416,563 |

Note: Projected boat registrations do not include overseas owned boats.
Source: PIFU (2009), Maritime Safety Queensland (various years), Economic Associates estimates

### 4.3.3 Projected Trailerable Fleet

To estimate the projected size of the trailerable boat fleet, the proportions as outlined in Table 4.5 below have been applied to total fleet projections. Under both scenarios, it has been assumed that the incidence of boats requiring a boat ramp remains constant throughout the projection period.

The incidence of boats requiring a boat ramp is based on the proportions presented in Table 3.5, applied to the boat fleet of each individual catchment.

It has been assumed that 92.0% of boats registered in Queensland require a boat ramp, comprising 25.8% of boats with sail and 94.1% of boats without sail.

The incidence of boats requiring a boat ramp (i.e. those not stored in a wet marina berth) was highest in Central West Queensland, South Central and North West Queensland and lowest in Whitsunday and for interstate boats.

In all recreational boating catchments, a higher incidence of boats without sail would require a boat ramp than sail boats.

Table 4.5: Incidence of Boats Requiring a Boat Ramp, Recreational Boating Catchments

| | Boats with Sail | Boats within Sail | All Boats |
|---|---|---|---|
| Cape York | 23.6% | 94.3% | 92.4% |
| North West QLD | 27.5% | 97.0% | 96.6% |
| Cairns | 23.6% | 94.8% | 92.5% |
| Townsville | 26.1% | 96.1% | 94.5% |
| Central West QLD | 45.0% | 97.3% | 96.8% |
| Emerald | 29.5% | 95.8% | 95.3% |
| Mackay | 24.8% | 95.4% | 93.9% |
| Whitsunday | 16.4% | 92.1% | 86.3% |
| Gladstone | 22.9% | 95.6% | 93.9% |
| Rockhampton | 26.9% | 96.6% | 92.8% |
| North Wide Bay | 23.2% | 97.4% | 95.6% |
| South Wide Bay | 26.9% | 95.6% | 93.2% |
| Darling Downs | 26.9% | 96.8% | 96.2% |
| South Central | 26.9% | 97.0% | 96.7% |
| South West QLD | 26.9% | 96.6% | 96.3% |
| SEQ North | 26.9% | 94.0% | 91.2% |
| SEQ South | 28.4% | 91.5% | 89.7% |
| Interstate | 12.7% | 81.4% | 71.7% |
| Queensland | 25.8% | 94.1% | 92.0% |

Source: Economic Associates estimates

## Base Case Scenario

Between 2010 and 2031, the largest increases in boats requiring a boat ramp are projected to occur in:

- SEQ South (additional 32,148 boats);
- SEQ North (additional 15,798 boats);
- Townsville (additional 6,209 boats); and
- Mackay (additional 5,449 boats).

The Central West Queensland and South West QLD catchments are not anticipated to record significant demand growth between 2010 and 2031.

Table 4.6: Projected Boats Requiring a Boat Ramp – Base Case Scenario, 2010-2031

| | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 | Change |
|---|---|---|---|---|---|---|---|
| Cape York | 1,660 | 1,661 | 1,717 | 1,785 | 1,863 | 1,939 | 279 |
| North West QLD | 1,777 | 1,857 | 1,790 | 1,790 | 1,827 | 1,887 | 109 |
| Cairns | 16,640 | 16,735 | 17,899 | 18,979 | 20,084 | 21,268 | 4,629 |
| Townsville | 17,098 | 17,415 | 19,419 | 20,976 | 22,207 | 23,308 | 6,209 |
| Central West QLD | 421 | 420 | 430 | 439 | 450 | 466 | 45 |
| Emerald | 2,490 | 2,568 | 2,844 | 3,107 | 3,357 | 3,609 | 1,120 |
| Mackay | 12,777 | 13,276 | 15,204 | 16,664 | 17,558 | 18,225 | 5,449 |
| Whitsunday | 4,525 | 4,595 | 5,111 | 5,546 | 5,888 | 6,202 | 1,677 |
| Gladstone | 7,685 | 7,867 | 8,642 | 9,457 | 10,379 | 11,367 | 3,682 |
| Rockhampton | 8,131 | 8,315 | 8,895 | 9,474 | 10,078 | 10,680 | 2,549 |
| North Wide Bay | 8,772 | 8,821 | 9,429 | 10,049 | 10,769 | 11,577 | 2,805 |
| South Wide Bay | 13,684 | 13,916 | 15,223 | 16,397 | 17,534 | 18,679 | 4,995 |
| Darling Downs | 6,767 | 6,879 | 7,403 | 7,968 | 8,505 | 9,049 | 2,282 |
| South Central | 2,009 | 2,013 | 2,075 | 2,144 | 2,196 | 2,235 | 226 |
| South West QLD | 230 | 229 | 229 | 230 | 230 | 231 | 1 |
| SEQ North | 58,316 | 58,967 | 64,105 | 68,331 | 71,488 | 74,114 | 15,798 |
| SEQ South | 50,482 | 51,519 | 58,831 | 66,549 | 74,510 | 82,631 | 32,148 |
| Interstate | 519 | 526 | 563 | 600 | 637 | 672 | 153 |
| Queensland | 213,983 | 217,581 | 239,809 | 260,483 | 279,559 | 298,139 | 84,156 |

Source: Economic Associates estimates

## Increased Incidence of Boat Ownership Scenario

Between 2010 and 2031, the largest increases in boats requiring a boat ramp are projected to occur in:

- SEQ South (additional 52,512 boats);
- SEQ North (additional 25,956 boats);
- Townsville (additional 12,234 boats); and
- Mackay (additional 11,461 boats).

The Central West QLD and South West QLD catchments are anticipated to record limited growth in boats requiring a boat ramp between 2010 and 2031.

Table 4.7: Projected Boats Requiring a Boat Ramp – Increased Incidence of Boat Ownership Scenario, 2010-2031

| | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 | Change |
|---|---|---|---|---|---|---|---|
| Cape York | 1,689 | 1,720 | 1,943 | 2,210 | 2,452 | 2,712 | 1,023 |
| North West QLD | 1,802 | 1,910 | 1,959 | 2,088 | 2,224 | 2,398 | 596 |
| Cairns | 16,765 | 16,987 | 18,870 | 20,777 | 22,550 | 24,491 | 7,726 |
| Townsville | 17,319 | 17,866 | 21,245 | 24,450 | 27,000 | 29,553 | 12,234 |
| Central West QLD | 426 | 431 | 469 | 509 | 545 | 589 | 163 |
| Emerald | 2,546 | 2,685 | 3,314 | 4,031 | 4,680 | 5,403 | 2,858 |
| Mackay | 12,987 | 13,717 | 17,010 | 20,161 | 22,371 | 24,448 | 11,461 |
| Whitsunday | 4,609 | 4,767 | 5,816 | 6,916 | 7,804 | 8,735 | 4,126 |
| Gladstone | 7,883 | 8,278 | 10,314 | 12,793 | 15,272 | 18,188 | 10,305 |
| Rockhampton | 8,327 | 8,720 | 10,479 | 12,532 | 14,407 | 16,496 | 8,169 |
| North Wide Bay | 8,940 | 9,162 | 10,790 | 12,669 | 14,495 | 16,639 | 7,699 |
| South Wide Bay | 13,828 | 14,213 | 16,396 | 18,629 | 20,635 | 22,780 | 8,952 |
| Darling Downs | 6,886 | 7,122 | 8,346 | 9,808 | 11,080 | 12,517 | 5,631 |
| South Central | 2,075 | 2,148 | 2,605 | 3,168 | 3,615 | 4,098 | 2,024 |
| South West QLD | 233 | 234 | 248 | 265 | 277 | 289 | 57 |
| SEQ North | 58,717 | 59,798 | 67,401 | 74,446 | 79,770 | 84,674 | 25,956 |
| SEQ South | 55,779 | 57,475 | 68,895 | 81,777 | 94,566 | 108,290 | 52,512 |
| Interstate | 538 | 565 | 719 | 913 | 1,088 | 1,289 | 752 |
| Queensland | 220,976 | 227,039 | 264,321 | 303,608 | 338,443 | 375,130 | 154,154 |

Source: Economic Associates estimates

# 5 INFRASTRUCTURE DEMAND ASSESSMENT

The demand for boating infrastructure will be determined by both the size of the trailerable fleet within the catchment and the likelihood of this population using their boats during peak periods.

## 5.1 Literature Findings

### 5.1.1 Behaviour of Recreational Boaters

The boating behaviour of recreational boaters was surveyed by the National Maritime Safety Committee in 2009. In relation to identifying peak periods, some key findings include:

- 95% of boaters use their boats in December and January. Only one third of boaters use their boats in June and July.
- Weekends are the most popular times for operating a boat with 70% of boaters operating their boat on Saturdays and 83% of boaters operating their boats on Sundays.
- Almost half of respondents use their boats between 6am and 10am.
- The most popular holiday period for operating a boat is Christmas/New Year with 73% of boaters operating during the holiday period. Easter is the next most popular holiday with 48% of boaters using their boats during this holiday period.
- Almost 40% of boaters use their boats 2-3 times per month. An additional 20% of boaters use their boats once a week.
- Almost half of respondents spend 3-5 hours on the water when they use their boats.

### 5.1.2 Peak Demand & Capacity

A Perth study and a Redland City study have been identified as endeavouring to count the use of boat ramps during the peak usage period of public-holiday long-weekends. The Perth study identified the total peak number of car/trailer units recorded at 32 public boat launching sites in January 2005 of 1,944 (Department for Planning and Infrastructure WA, 2009). Taking a percentage of the total 38,970 registered recreational boats (under 7.5 metres) in January 2005, a usage rate of 5% of Perth's public boat launching facilities on a peak boating day is derived. While the Redland City study did not undertake this calculation directly, the study counted a total peak number of car/trailer units of 1,220 at 16 public boat ramps in May 2009 (Rose *et. al.*, 2009). From the report, total boat registrations in May 2009 in Redlands were 10,551, giving a usage rate of 11.5%. However, boat registrations were not defined by the size of the vessel nor specific to May of 2009.

A launching facility's ability to cope with peak demand can be affected by many factors including location and the number of ramp lanes available. Surveyed recreational boat users identify that they choose a particular ramp because it is either close to home (48%) or close to the destination (42%) (Cameron McNamara, 1984).

Below are some key points regarding boat ramp capacity (Department of Harbours and Marine, 1980):

- Ramps are essentially used for 6.5 hours per day;

- The hourly launch or retrieval rate therefore is 15 boats per hour (based on an average launch or retrieval time of 4 minutes);
- Capacity is approximately 50 boats per lane per day; and
- One boat ramp lane is required for every 250 registered trailer boats; and
- Peak usage on an individual day is expected to be 20% of all registered trailer boats.

National Marine Safety Committee (2009) presented estimates of recreational boating usage in Australia during peak periods. Boat usage varied significantly, ranging between 2% of respondents during other public holidays and non peak periods to 73% of respondents over the Christmas / New Year break.

Table 5.1: Operating Time by Holiday Period, Australia

| Holiday | Proportion of Respondents Using Boat |
|---|---|
| Xmas / New Year | 73% |
| Easter | 48% |
| School Holidays | 37% |
| Queen's Birthday | 30% |
| Labour Day | 29% |
| Other Public Holidays / Non Peak Periods | 2% |

Source: National Marine Safety Committee (2009)

### 5.1.3 Average Demand

In order to determine the demand for boat ramps, estimates have been made regarding the average demand on a given weekend, consistent with Maritime Safety Queensland policy:

*When providing boating facilities the Queensland Government caters for average demand, which is taken to be demand for a facility on ordinary two-day weekends. Where funding and circumstances permit, the government caters for a degree of high demand, which is taken to be demand for a facility on three-day long weekends.*

Average demand has been estimated using the data presented in Table 5.1 above. Assumptions have been made regarding frequency of usage over holiday periods which extended over more than one weekend (i.e. Xmas / New Year, school holidays and other public holidays / non peak periods).

Overall, it has been estimated that average demand for recreational boating facilities on a weekend is 8% (refer to Table 5.2).

Table 5.2: Estimated Average Demand on a Weekend

| Holiday | Usage | Weekends Included | Times used per period | Usage / Weekend |
|---|---|---|---|---|
| Xmas / New Year | 73% | 2 | 1.5 | 55% |
| Easter | 48% | 1 | 1 | 48% |
| School Holidays | 37% | 12 | 5 | 15% |
| Queen's Birthday | 30% | 1 | 1 | 30% |
| Labour Day | 29% | 1 | 1 | 29% |
| Other Public Holidays / Non Peak Periods | 2% | 35 | 1.5 | 0% |
| Total | | 52 | | 8% |

Source: National Marine Safety Committee (2009), Economic Associates estimates

Maritime Safety Queensland does not cater for peak demand, such as holiday long weekends, Christmas and Easter periods or demand for boat ramps for special events like Brisbane's Riverfire. This is because funds (driven largely by collection of recreational boat registration fees) are stretched meeting demand for basic boating infrastructure such as dredging, landings, breakwaters and boat ramps around the state and local managing authorities cannot allocate sufficient resources (land and funds) for peak demand days. Scarce foreshore land is in intense demand for other purposes, as is funding.

## 5.2 Infrastructure Demand

The literature findings above have outlined average demand and peak demand on a single weekend throughout the year. Based on the above findings, three scenarios estimating boat ramp lane demand have been provided:

- Average demand – 8% of boats demanding a boat lane on any given weekend;
- High demand – 14% of boats demanding a boat lane on any given weekend; and
- Peak demand – 20% of boats demanding a boat lane on any given weekend.

In estimating average demand on a weekend in Table 5.2, it was noted that on 35 of the 52 weekends, usage was estimated at 2% of the trailerable boat fleet. However, this figure is likely to be higher on certain weekends, for example when weather is particularly favourable, on other public holidays (e.g. Exhibition holidays), or long weekends resulting from a pupil free day at their child's school.

The high demand scenario has been presented as a midpoint between the estimated average demand on a typical two day weekend against peak demand.

### 5.2.1 Average Demand Scenario

#### Boats Demanding a Boat Lane

Based on the assumption of 8% of boats demanding a boat lane on any given weekend, demand is projected to be highest in:

- SEQ North (5,929 to 6,774 boats by 2031);
- SEQ South (6,610 to 8,663 boats by 2031);
- Townsville (1,865 to 2,364 boats by 2031); and
- Cairns (1,701 to 1,959 boats by 2031).

Table 5.3 below summarises the estimated demand in each of the recreational boating catchments in Queensland under average demand scenario.

Table 5.3: Boats Demanding a Boat Lane – Average Demand Scenario, Recreational Boating Catchments, 2010 to 2031

| | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|
| Base Case Scenario | | | | | | |
| Cape York | 133 | 133 | 137 | 143 | 149 | 155 |
| North West QLD | 142 | 149 | 143 | 143 | 146 | 151 |
| Cairns | 1,331 | 1,339 | 1,432 | 1,518 | 1,607 | 1,701 |
| Townsville | 1,368 | 1,393 | 1,554 | 1,678 | 1,777 | 1,865 |
| Central West QLD | 34 | 34 | 34 | 35 | 36 | 37 |
| Emerald | 199 | 205 | 227 | 249 | 269 | 289 |
| Mackay | 1,022 | 1,062 | 1,216 | 1,333 | 1,405 | 1,458 |
| Whitsunday | 362 | 368 | 409 | 444 | 471 | 496 |
| Gladstone | 615 | 629 | 691 | 757 | 830 | 909 |
| Rockhampton | 650 | 665 | 712 | 758 | 806 | 854 |
| North Wide Bay | 702 | 706 | 754 | 804 | 861 | 926 |
| South Wide Bay | 1,095 | 1,113 | 1,218 | 1,312 | 1,403 | 1,494 |
| Darling Downs | 541 | 550 | 592 | 637 | 680 | 724 |
| South Central | 161 | 161 | 166 | 172 | 176 | 179 |
| South West QLD | 18 | 18 | 18 | 18 | 18 | 18 |
| SEQ North | 4,665 | 4,717 | 5,128 | 5,466 | 5,719 | 5,929 |
| SEQ South | 4,039 | 4,122 | 4,706 | 5,324 | 5,961 | 6,610 |
| Interstate | 42 | 42 | 45 | 48 | 51 | 54 |
| Queensland | 17,119 | 17,406 | 19,185 | 20,839 | 22,365 | 23,851 |
| | | | | | | |
| Increasing Incidence of Boats Scenario | | | | | | |
| Cape York | 135 | 138 | 155 | 177 | 196 | 217 |
| North West QLD | 144 | 153 | 157 | 167 | 178 | 192 |
| Cairns | 1,341 | 1,359 | 1,510 | 1,662 | 1,804 | 1,959 |
| Townsville | 1,385 | 1,429 | 1,700 | 1,956 | 2,160 | 2,364 |
| Central West QLD | 34 | 34 | 38 | 41 | 44 | 47 |
| Emerald | 204 | 215 | 265 | 322 | 374 | 432 |
| Mackay | 1,039 | 1,097 | 1,361 | 1,613 | 1,790 | 1,956 |
| Whitsunday | 369 | 381 | 465 | 553 | 624 | 699 |
| Gladstone | 631 | 662 | 825 | 1,023 | 1,222 | 1,455 |
| Rockhampton | 666 | 698 | 838 | 1,003 | 1,153 | 1,320 |
| North Wide Bay | 715 | 733 | 863 | 1,014 | 1,160 | 1,331 |
| South Wide Bay | 1,106 | 1,137 | 1,312 | 1,490 | 1,651 | 1,822 |
| Darling Downs | 551 | 570 | 668 | 785 | 886 | 1,001 |
| South Central | 166 | 172 | 208 | 253 | 289 | 328 |
| South West QLD | 19 | 19 | 20 | 21 | 22 | 23 |
| SEQ North | 4,697 | 4,784 | 5,392 | 5,956 | 6,382 | 6,774 |
| SEQ South | 4,462 | 4,598 | 5,512 | 6,542 | 7,565 | 8,663 |
| Interstate | 43 | 45 | 58 | 73 | 87 | 103 |
| Queensland | 17,708 | 18,224 | 21,346 | 24,651 | 27,587 | 30,687 |

Source: Economic Associates estimates

## Boat Ramp Lane Demand

Converting peak demand estimates into boat ramp lane demand has been undertaken based on throughput rates of ramps. In SKM (1988) and Rose et. al. (2009), a rate of 30 boats per lane per day is considered to provide unhampered overall amenity, whereas a rate of 50 boats per lane per day represents congested operations.

It has been assumed that the midpoint between unhampered overall amenity (30 boats per lane per day) and congested operations (50 boats per lane per day) would represent the ideal scenario,

as it balances the needs and wants of trailerable boat owners against the costs incurred by local governments, state governments and the private sector in providing boat ramps.

The results for the throughput rates of ramps under the unhampered overall amenity and congested operations scenarios have been presented in Appendix C.

By 2031, it is estimated that boat ramp lane demand will increase to between 596 lanes and 767 lanes, with SEQ North and SEQ South the key drivers of boat ramp lane demand.

Table 5.4 below provides a summary of boat ramp lane demand by recreational boating catchment under the average demand scenario between 2010 and 2031.

Table 5.4: Boat Ramp Lane Demand by Recreational Boating Catchment –Average Demand Scenario, 2010-2031

| | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|
| Base Case Scenario | | | | | | |
| Cape York | 3 | 3 | 3 | 4 | 4 | 4 |
| North West QLD | 4 | 4 | 4 | 4 | 4 | 4 |
| Cairns | 33 | 33 | 36 | 38 | 40 | 43 |
| Townsville | 34 | 35 | 39 | 42 | 44 | 47 |
| Central West QLD | 1 | 1 | 1 | 1 | 1 | 1 |
| Emerald | 5 | 5 | 6 | 6 | 7 | 7 |
| Mackay | 26 | 27 | 30 | 33 | 35 | 36 |
| Whitsunday | 9 | 9 | 10 | 11 | 12 | 12 |
| Gladstone | 15 | 16 | 17 | 19 | 21 | 23 |
| Rockhampton | 16 | 17 | 18 | 19 | 20 | 21 |
| North Wide Bay | 18 | 18 | 19 | 20 | 22 | 23 |
| South Wide Bay | 27 | 28 | 30 | 33 | 35 | 37 |
| Darling Downs | 14 | 14 | 15 | 16 | 17 | 18 |
| South Central | 4 | 4 | 4 | 4 | 4 | 4 |
| South West QLD | 0 | 0 | 0 | 0 | 0 | 0 |
| SEQ North | 117 | 118 | 128 | 137 | 143 | 148 |
| SEQ South | 101 | 103 | 118 | 133 | 149 | 165 |
| Interstate | 1 | 1 | 1 | 1 | 1 | 1 |
| Queensland | 428 | 435 | 480 | 521 | 559 | 596 |
| Increasing Incidence of Boat Ownership Scenario | | | | | | |
| Cape York | 3 | 3 | 4 | 4 | 5 | 5 |
| North West QLD | 4 | 4 | 4 | 4 | 4 | 5 |
| Cairns | 34 | 34 | 38 | 42 | 45 | 49 |
| Townsville | 35 | 36 | 42 | 49 | 54 | 59 |
| Central West QLD | 1 | 1 | 1 | 1 | 1 | 1 |
| Emerald | 5 | 5 | 7 | 8 | 9 | 11 |
| Mackay | 26 | 27 | 34 | 40 | 45 | 49 |
| Whitsunday | 9 | 10 | 12 | 14 | 16 | 17 |
| Gladstone | 16 | 17 | 21 | 26 | 31 | 36 |
| Rockhampton | 17 | 17 | 21 | 25 | 29 | 33 |
| North Wide Bay | 18 | 18 | 22 | 25 | 29 | 33 |
| South Wide Bay | 28 | 28 | 33 | 37 | 41 | 46 |
| Darling Downs | 14 | 14 | 17 | 20 | 22 | 25 |
| South Central | 4 | 4 | 5 | 6 | 7 | 8 |
| South West QLD | 0 | 0 | 0 | 1 | 1 | 1 |
| SEQ North | 117 | 120 | 135 | 149 | 160 | 169 |
| SEQ South | 112 | 115 | 138 | 164 | 189 | 217 |
| Interstate | 1 | 1 | 1 | 2 | 2 | 3 |
| Queensland | 443 | 456 | 534 | 616 | 690 | 767 |

Source: Economic Associates estimates

### 5.2.2 High Demand Scenario

#### Boats Demanding a Boat Lane

Based on the assumption of 14% of boats demanding a boat lane on any given weekend, demand is projected to be highest in (see Table 5.5):

- SEQ North (10,376 to 11,854 boats by 2031);
- SEQ South (11,568 to 15,161 boats by 2031);
- Townsville (3,263 to 4,137 boats by 2031); and
- Cairns (2,978 to 3,429 boats by 2031).

Table 5.5 below summarises the estimated demand in each of the recreational boating catchments in Queensland under the high demand scenario.

Table 5.5: Boats Demanding a Boat Lane – High Demand Scenario, Recreational Boating Catchments, 2010 to 2031

| | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|
| Base Case Scenario | | | | | | |
| Cape York | 232 | 233 | 240 | 250 | 261 | 271 |
| North West QLD | 249 | 260 | 251 | 251 | 256 | 264 |
| Cairns | 2,330 | 2,343 | 2,506 | 2,657 | 2,812 | 2,978 |
| Townsville | 2,394 | 2,438 | 2,719 | 2,937 | 3,109 | 3,263 |
| Central West QLD | 59 | 59 | 60 | 61 | 63 | 65 |
| Emerald | 349 | 359 | 398 | 435 | 470 | 505 |
| Mackay | 1,789 | 1,859 | 2,129 | 2,333 | 2,458 | 2,552 |
| Whitsunday | 634 | 643 | 715 | 776 | 824 | 868 |
| Gladstone | 1,076 | 1,101 | 1,210 | 1,324 | 1,453 | 1,591 |
| Rockhampton | 1,138 | 1,164 | 1,245 | 1,326 | 1,411 | 1,495 |
| North Wide Bay | 1,228 | 1,235 | 1,320 | 1,407 | 1,508 | 1,621 |
| South Wide Bay | 1,916 | 1,948 | 2,131 | 2,296 | 2,455 | 2,615 |
| Darling Downs | 947 | 963 | 1,036 | 1,116 | 1,191 | 1,267 |
| South Central | 281 | 282 | 290 | 300 | 307 | 313 |
| South West QLD | 32 | 32 | 32 | 32 | 32 | 32 |
| SEQ North | 8,164 | 8,255 | 8,975 | 9,566 | 10,008 | 10,376 |
| SEQ South | 7,068 | 7,213 | 8,236 | 9,317 | 10,431 | 11,568 |
| Interstate | 73 | 74 | 79 | 84 | 89 | 94 |
| Queensland | 29,958 | 30,461 | 33,573 | 36,468 | 39,138 | 41,739 |
| | | | | | | |
| Increasing Incidence of Boats Scenario | | | | | | |
| Cape York | 237 | 241 | 272 | 309 | 343 | 380 |
| North West QLD | 252 | 267 | 274 | 292 | 311 | 336 |
| Cairns | 2,347 | 2,378 | 2,642 | 2,909 | 3,157 | 3,429 |
| Townsville | 2,425 | 2,501 | 2,974 | 3,423 | 3,780 | 4,137 |
| Central West QLD | 60 | 60 | 66 | 71 | 76 | 82 |
| Emerald | 356 | 376 | 464 | 564 | 655 | 756 |
| Mackay | 1,818 | 1,920 | 2,381 | 2,823 | 3,132 | 3,423 |
| Whitsunday | 645 | 667 | 814 | 968 | 1,093 | 1,223 |
| Gladstone | 1,104 | 1,159 | 1,444 | 1,791 | 2,138 | 2,546 |
| Rockhampton | 1,166 | 1,221 | 1,467 | 1,754 | 2,017 | 2,309 |
| North Wide Bay | 1,252 | 1,283 | 1,511 | 1,774 | 2,029 | 2,329 |
| South Wide Bay | 1,936 | 1,990 | 2,295 | 2,608 | 2,889 | 3,189 |
| Darling Downs | 964 | 997 | 1,168 | 1,373 | 1,551 | 1,752 |
| South Central | 290 | 301 | 365 | 444 | 506 | 574 |
| South West QLD | 33 | 33 | 35 | 37 | 39 | 40 |
| SEQ North | 8,220 | 8,372 | 9,436 | 10,422 | 11,168 | 11,854 |
| SEQ South | 7,809 | 8,047 | 9,645 | 11,449 | 13,239 | 15,161 |
| Interstate | 75 | 79 | 101 | 128 | 152 | 181 |

| | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|
| Queensland | 30,988 | 31,892 | 37,355 | 43,140 | 48,276 | 53,702 |

Source: Economic Associates estimates

## Boat Ramp Lane Demand

Converting peak demand estimates into boat ramp lane demand has been undertaken based on throughput rates of ramps. In SKM (1988) and Rose et. al. (2009), a rate of 30 boats per lane per day is considered to provide unhampered overall amenity, whereas a rate of 50 boats per lane per day represents congested operations.

It has been assumed that the midpoint between unhampered overall amenity (30 boats per lane per day) and congested operations (50 boats per lane per day) would represent the ideal scenario, as it balances the needs and wants of trailerable boat owners against the costs incurred by local governments, state governments and the private sector in providing boat ramps.

The results for the throughput rates of ramps under the unhampered overall amenity and congested operations scenarios have been presented in Appendix C.

By 2031, it is estimated that boat ramp lane demand will increase to between 1,043 lanes and 1,343 lanes, with SEQ North and SEQ South the key drivers of boat ramp lane demand.

Table 5.6 below provides a summary of boat ramp lane demand by recreational boating catchment under the high demand scenario between 2010 and 2031.

Table 5.6: Boat Ramp Lane Demand by Recreational Boating Catchment – Medium Infrastructure Demand Scenario, 2010-2031

| | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|
| Base Case Scenario | | | | | | |
| Cape York | 6 | 6 | 6 | 6 | 7 | 7 |
| North West QLD | 6 | 7 | 6 | 6 | 6 | 7 |
| Cairns | 58 | 59 | 63 | 66 | 70 | 74 |
| Townsville | 60 | 61 | 68 | 73 | 78 | 82 |
| Central West QLD | 1 | 1 | 2 | 2 | 2 | 2 |
| Emerald | 9 | 9 | 10 | 11 | 12 | 13 |
| Mackay | 45 | 46 | 53 | 58 | 61 | 64 |
| Whitsunday | 16 | 16 | 18 | 19 | 21 | 22 |
| Gladstone | 27 | 28 | 30 | 33 | 36 | 40 |
| Rockhampton | 28 | 29 | 31 | 33 | 35 | 37 |
| North Wide Bay | 31 | 31 | 33 | 35 | 38 | 41 |
| South Wide Bay | 48 | 49 | 53 | 57 | 61 | 65 |
| Darling Downs | 24 | 24 | 26 | 28 | 30 | 32 |
| South Central | 7 | 7 | 7 | 8 | 8 | 8 |
| South West QLD | 1 | 1 | 1 | 1 | 1 | 1 |
| SEQ North | 204 | 206 | 224 | 239 | 250 | 259 |
| SEQ South | 177 | 180 | 206 | 233 | 261 | 289 |
| Interstate | 2 | 2 | 2 | 2 | 2 | 2 |
| Queensland | 749 | 762 | 839 | 912 | 978 | 1,043 |
| | | | | | | |
| Increasing Incidence of Boat Ownership Scenario | | | | | | |
| Cape York | 6 | 6 | 7 | 8 | 9 | 9 |
| North West QLD | 6 | 7 | 7 | 7 | 8 | 8 |
| Cairns | 59 | 59 | 66 | 73 | 79 | 86 |
| Townsville | 61 | 63 | 74 | 86 | 94 | 103 |
| Central West QLD | 1 | 2 | 2 | 2 | 2 | 2 |
| Emerald | 9 | 9 | 12 | 14 | 16 | 19 |
| Mackay | 45 | 48 | 60 | 71 | 78 | 86 |

| | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|
| Whitsunday | 16 | 17 | 20 | 24 | 27 | 31 |
| Gladstone | 28 | 29 | 36 | 45 | 53 | 64 |
| Rockhampton | 29 | 31 | 37 | 44 | 50 | 58 |
| North Wide Bay | 31 | 32 | 38 | 44 | 51 | 58 |
| South Wide Bay | 48 | 50 | 57 | 65 | 72 | 80 |
| Darling Downs | 24 | 25 | 29 | 34 | 39 | 44 |
| South Central | 7 | 8 | 9 | 11 | 13 | 14 |
| South West QLD | 1 | 1 | 1 | 1 | 1 | 1 |
| SEQ North | 206 | 209 | 236 | 261 | 279 | 296 |
| SEQ South | 195 | 201 | 241 | 286 | 331 | 379 |
| Interstate | 2 | 2 | 3 | 3 | 4 | 5 |
| Queensland | 775 | 797 | 934 | 1,078 | 1,207 | 1,343 |

Source: Economic Associates estimates

### 5.2.3 Peak Demand Scenario

#### Boats Demanding a Boat Lane

Based on the assumption of 20% of boats demanding a boat lane on any given weekend, demand is projected to be highest in:

- SEQ North (14,823 to 16,935 boats by 2031);
- SEQ South (16,526 to 21,658 boats by 2031);
- Townsville (4,662 to 5,911 boats by 2031); and
- Cairns (4,254 to 4,898 boats by 2031).

Table 5.7 below summarises the estimated demand in each of the recreational boating catchments in Queensland under the peak demand scenario.

Table 5.7: Boats Demanding a Boat Lane – Peak Demand Scenario, Recreational Boating Catchments, 2010 to 2031

| | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|
| Base Case Scenario | | | | | | |
| Cape York | 332 | 332 | 343 | 357 | 373 | 388 |
| North West QLD | 355 | 371 | 358 | 358 | 365 | 377 |
| Cairns | 3,328 | 3,347 | 3,580 | 3,796 | 4,017 | 4,254 |
| Townsville | 3,420 | 3,483 | 3,884 | 4,195 | 4,441 | 4,662 |
| Central West QLD | 84 | 84 | 86 | 88 | 90 | 93 |
| Emerald | 498 | 514 | 569 | 621 | 671 | 722 |
| Mackay | 2,555 | 2,655 | 3,041 | 3,333 | 3,512 | 3,645 |
| Whitsunday | 905 | 919 | 1,022 | 1,109 | 1,178 | 1,240 |
| Gladstone | 1,537 | 1,573 | 1,728 | 1,891 | 2,076 | 2,273 |
| Rockhampton | 1,626 | 1,663 | 1,779 | 1,895 | 2,016 | 2,136 |
| North Wide Bay | 1,754 | 1,764 | 1,886 | 2,010 | 2,154 | 2,315 |
| South Wide Bay | 2,737 | 2,783 | 3,045 | 3,279 | 3,507 | 3,736 |
| Darling Downs | 1,353 | 1,376 | 1,481 | 1,594 | 1,701 | 1,810 |
| South Central | 402 | 403 | 415 | 429 | 439 | 447 |
| South West QLD | 46 | 46 | 46 | 46 | 46 | 46 |
| SEQ North | 11,663 | 11,793 | 12,821 | 13,666 | 14,298 | 14,823 |
| SEQ South | 10,096 | 10,304 | 11,766 | 13,310 | 14,902 | 16,526 |
| Interstate | 104 | 105 | 113 | 120 | 127 | 134 |
| Queensland | 42,797 | 43,516 | 47,962 | 52,097 | 55,912 | 59,628 |

| | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|
| Increasing Incidence of Boats Scenario | | | | | | |
| Cape York | 338 | 344 | 389 | 442 | 490 | 542 |
| North West QLD | 360 | 382 | 392 | 418 | 445 | 480 |
| Cairns | 3,353 | 3,397 | 3,774 | 4,155 | 4,510 | 4,898 |
| Townsville | 3,464 | 3,573 | 4,249 | 4,890 | 5,400 | 5,911 |
| Central West QLD | 85 | 86 | 94 | 102 | 109 | 118 |
| Emerald | 509 | 537 | 663 | 806 | 936 | 1,081 |
| Mackay | 2,597 | 2,743 | 3,402 | 4,032 | 4,474 | 4,890 |
| Whitsunday | 922 | 953 | 1,163 | 1,383 | 1,561 | 1,747 |
| Gladstone | 1,577 | 1,656 | 2,063 | 2,559 | 3,054 | 3,638 |
| Rockhampton | 1,665 | 1,744 | 2,096 | 2,506 | 2,881 | 3,299 |
| North Wide Bay | 1,788 | 1,832 | 2,158 | 2,534 | 2,899 | 3,328 |
| South Wide Bay | 2,766 | 2,843 | 3,279 | 3,726 | 4,127 | 4,556 |
| Darling Downs | 1,377 | 1,424 | 1,669 | 1,962 | 2,216 | 2,503 |
| South Central | 415 | 430 | 521 | 634 | 723 | 820 |
| South West QLD | 47 | 47 | 50 | 53 | 55 | 58 |
| SEQ North | 11,743 | 11,960 | 13,480 | 14,889 | 15,954 | 16,935 |
| SEQ South | 11,156 | 11,495 | 13,779 | 16,355 | 18,913 | 21,658 |
| Interstate | 108 | 113 | 144 | 183 | 218 | 258 |
| Queensland | 44,269 | 45,559 | 53,364 | 61,628 | 68,966 | 76,718 |

Source: Economic Associates estimates

## Boat Ramp Lane Demand

Converting peak demand estimates into boat ramp lane demand has been undertaken based on throughput rates of ramps. In SKM (1988) and Rose et. al. (2009), a rate of 30 boats per lane per day is considered to provide unhampered overall amenity, whereas a rate of 50 boats per lane per day represents congested operations.

It has been assumed that the midpoint between unhampered overall amenity (30 boats per lane per day) and congested operations (50 boats per lane per day) would represent the ideal scenario, as it balances the needs and wants of trailerable boat owners against the costs incurred by local governments, state governments and the private sector in providing boat ramps.

The results for the throughput rates of ramps under the unhampered overall amenity and congested operations scenarios have been presented in Appendix C.

By 2031, it is estimated that boat ramp lane demand will increase to between 1,491 lanes and 1,918 lanes, with SEQ North and SEQ South the key drivers of boat ramp lane demand.

Table 5.8 below provides a summary of boat ramp lane demand by recreational boating catchment under the peak demand scenario between 2010 and 2031.

Table 5.8: Boat Ramp Lane Demand by Recreational Boating Catchment – Peak Demand Scenario, 2010-2031

| | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|
| Base Case Scenario | | | | | | |
| Cape York | 8 | 8 | 9 | 9 | 9 | 10 |
| North West QLD | 9 | 9 | 9 | 9 | 9 | 9 |
| Cairns | 83 | 84 | 89 | 95 | 100 | 106 |
| Townsville | 85 | 87 | 97 | 105 | 111 | 117 |
| Central West QLD | 2 | 2 | 2 | 2 | 2 | 2 |
| Emerald | 12 | 13 | 14 | 16 | 17 | 18 |
| Mackay | 64 | 66 | 76 | 83 | 88 | 91 |
| Whitsunday | 23 | 23 | 26 | 28 | 29 | 31 |
| Gladstone | 38 | 39 | 43 | 47 | 52 | 57 |

| | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|
| Rockhampton | 41 | 42 | 44 | 47 | 50 | 53 |
| North Wide Bay | 44 | 44 | 47 | 50 | 54 | 58 |
| South Wide Bay | 68 | 70 | 76 | 82 | 88 | 93 |
| Darling Downs | 34 | 34 | 37 | 40 | 43 | 45 |
| South Central | 10 | 10 | 10 | 11 | 11 | 11 |
| South West QLD | 1 | 1 | 1 | 1 | 1 | 1 |
| SEQ North | 292 | 295 | 321 | 342 | 357 | 371 |
| SEQ South | 252 | 258 | 294 | 333 | 373 | 413 |
| Interstate | 3 | 3 | 3 | 3 | 3 | 3 |
| Queensland | 1,070 | 1,088 | 1,199 | 1,302 | 1,398 | 1,491 |
| | | | | | | |
| Increasing Incidence of Boat Ownership Scenario | | | | | | |
| Cape York | 8 | 9 | 10 | 11 | 12 | 14 |
| North West QLD | 9 | 10 | 10 | 10 | 11 | 12 |
| Cairns | 84 | 85 | 94 | 104 | 113 | 122 |
| Townsville | 87 | 89 | 106 | 122 | 135 | 148 |
| Central West QLD | 2 | 2 | 2 | 3 | 3 | 3 |
| Emerald | 13 | 13 | 17 | 20 | 23 | 27 |
| Mackay | 65 | 69 | 85 | 101 | 112 | 122 |
| Whitsunday | 23 | 24 | 29 | 35 | 39 | 44 |
| Gladstone | 39 | 41 | 52 | 64 | 76 | 91 |
| Rockhampton | 42 | 44 | 52 | 63 | 72 | 82 |
| North Wide Bay | 45 | 46 | 54 | 63 | 72 | 83 |
| South Wide Bay | 69 | 71 | 82 | 93 | 103 | 114 |
| Darling Downs | 34 | 36 | 42 | 49 | 55 | 63 |
| South Central | 10 | 11 | 13 | 16 | 18 | 20 |
| South West QLD | 1 | 1 | 1 | 1 | 1 | 1 |
| SEQ North | 294 | 299 | 337 | 372 | 399 | 423 |
| SEQ South | 279 | 287 | 344 | 409 | 473 | 541 |
| Interstate | 3 | 3 | 4 | 5 | 5 | 6 |
| Queensland | 1,107 | 1,139 | 1,334 | 1,541 | 1,724 | 1,918 |

Source: Economic Associates estimates

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# APPENDIX A

# HISTORICAL BOAT REGISTRAIONS BY LENGTH

Table A.1: Historical Boat Registrations by Type, Length and Catchment, 2005-2009

| | 2005 | | | 2006 | | | 2007 | | | 2008 | | | 2009 | | | Weighted Average | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Sail | W/O Sail | Total | Sail | W/O Sail | Total | Sail | W/O Sail | Total | Sail | W/O Sail | Total | Sail | W/O Sail | Total | Sail | W/O Sail | Total |
| CAPE YORK | | | | | | | | | | | | | | | | | | |
| < 3m | 0 | 17 | 17 | 0 | 18 | 18 | 0 | 19 | 19 | 0 | 23 | 23 | 0 | 18 | 18 | 0.0% | 1.2% | 1.2% |
| 3-5m | 0 | 1,099 | 1,099 | 0 | 1,046 | 1,046 | 0 | 930 | 930 | 1 | 1,223 | 1,224 | 2 | 1,228 | 1,230 | 1.4% | 71.1% | 69.3% |
| 5-8m | 11 | 353 | 364 | 11 | 379 | 390 | 10 | 318 | 328 | 12 | 451 | 463 | 13 | 460 | 473 | 27.4% | 25.2% | 25.3% |
| 8-10m | 12 | 17 | 29 | 12 | 23 | 35 | 8 | 12 | 20 | 9 | 24 | 33 | 13 | 22 | 35 | 26.0% | 1.3% | 1.9% |
| 10-12m | 8 | 7 | 15 | 9 | 8 | 17 | 10 | 9 | 19 | 14 | 11 | 25 | 13 | 9 | 22 | 26.0% | 0.6% | 1.2% |
| 12-15m | 5 | 10 | 15 | 5 | 8 | 13 | 4 | 6 | 10 | 9 | 8 | 17 | 6 | 9 | 15 | 13.9% | 0.5% | 0.9% |
| 15-25m | 2 | 0 | 2 | 3 | 0 | 3 | 3 | 0 | 3 | 1 | 1 | 2 | 2 | 2 | 4 | 5.3% | 0.0% | 0.2% |
| >25m | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.0% | 0.0% |
| Total | 38 | 1,503 | 1,541 | 40 | 1,482 | 1,522 | 35 | 1,294 | 1,329 | 46 | 1,741 | 1,787 | 49 | 1,748 | 1,797 | 100.0% | 100.0% | 100.0% |
| NORTH WEST QLD | | | | | | | | | | | | | | | | | | |
| < 3m | 0 | 60 | 60 | 0 | 61 | 61 | 0 | 59 | 59 | 0 | 57 | 57 | 0 | 49 | 49 | 0.0% | 3.4% | 3.4% |
| 3-5m | 1 | 1,281 | 1,282 | 0 | 1,274 | 1,274 | 0 | 1,348 | 1,348 | 1 | 1,361 | 1,362 | 0 | 1,368 | 1,368 | 4.5% | 78.8% | 78.5% |
| 5-8m | 2 | 247 | 249 | 4 | 270 | 274 | 5 | 294 | 299 | 3 | 317 | 320 | 5 | 328 | 333 | 43.2% | 17.3% | 17.4% |
| 8-10m | 1 | 4 | 5 | 0 | 4 | 4 | 1 | 4 | 5 | 1 | 6 | 7 | 1 | 4 | 5 | 9.1% | 0.3% | 0.3% |
| 10-12m | 2 | 2 | 4 | 2 | 1 | 3 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 11.4% | 0.1% | 0.1% |
| 12-15m | 1 | 1 | 2 | 1 | 0 | 1 | 2 | 2 | 4 | 2 | 0 | 2 | 2 | 0 | 2 | 18.2% | 0.0% | 0.1% |
| 15-25m | 1 | 2 | 3 | 1 | 1 | 2 | 1 | 1 | 2 | 2 | 1 | 3 | 1 | 1 | 2 | 13.6% | 0.1% | 0.1% |
| >25m | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0.0% | 0.0% | 0.0% |
| Total | 8 | 1,597 | 1,605 | 8 | 1,611 | 1,619 | 9 | 1,710 | 1,719 | 9 | 1,743 | 1,752 | 10 | 1,750 | 1,760 | 100.0% | 100.0% | 100.0% |
| CAIRNS | | | | | | | | | | | | | | | | | | |
| < 3m | 3 | 524 | 527 | 2 | 496 | 498 | 1 | 485 | 486 | 1 | 483 | 484 | 2 | 463 | 465 | 0.3% | 3.0% | 3.0% |
| 3-5m | 25 | 11,082 | 11,107 | 26 | 11,389 | 11,415 | 28 | 11,936 | 11,964 | 32 | 12,172 | 12,204 | 37 | 12,432 | 12,469 | 5.7% | 73.4% | 71.3% |
| 5-8m | 144 | 2,905 | 3,049 | 144 | 3,096 | 3,240 | 154 | 3,478 | 3,632 | 152 | 3,778 | 3,930 | 138 | 4,034 | 4,172 | 28.2% | 21.5% | 21.7% |
| 8-10m | 114 | 143 | 257 | 114 | 149 | 263 | 116 | 168 | 284 | 129 | 167 | 296 | 126 | 171 | 297 | 23.0% | 1.0% | 1.7% |
| 10-12m | 109 | 69 | 178 | 112 | 66 | 178 | 117 | 63 | 180 | 139 | 74 | 213 | 145 | 83 | 228 | 23.9% | 0.4% | 1.2% |
| 12-15m | 59 | 54 | 113 | 60 | 62 | 122 | 75 | 62 | 137 | 83 | 72 | 155 | 107 | 84 | 191 | 14.8% | 0.4% | 0.9% |
| 15-25m | 15 | 23 | 38 | 20 | 30 | 50 | 25 | 37 | 62 | 25 | 42 | 67 | 21 | 44 | 65 | 4.1% | 0.2% | 0.3% |
| >25m | 0 | 2 | 2 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.0% | 0.0% |
| Total | 469 | 14,802 | 15,271 | 478 | 15,289 | 15,767 | 516 | 16,231 | 16,747 | 561 | 16,788 | 17,349 | 576 | 17,311 | 17,887 | 100.0% | 100.0% | 100.0% |
| TOWNSVILLE | | | | | | | | | | | | | | | | | | |
| < 3m | 2 | 397 | 399 | 3 | 384 | 387 | 3 | 364 | 367 | 3 | 363 | 366 | 3 | 361 | 364 | 0.7% | 2.3% | 2.3% |
| 3-5m | 27 | 11,920 | 11,947 | 28 | 12,339 | 12,367 | 28 | 12,801 | 12,829 | 25 | 13,311 | 13,336 | 27 | 13,615 | 13,642 | 7.0% | 79.8% | 78.1% |
| 5-8m | 111 | 2,142 | 2,253 | 109 | 2,356 | 2,465 | 117 | 2,613 | 2,730 | 111 | 2,933 | 3,044 | 105 | 3,130 | 3,235 | 28.5% | 16.4% | 16.7% |
| 8-10m | 81 | 78 | 159 | 86 | 86 | 172 | 87 | 92 | 179 | 95 | 94 | 189 | 83 | 101 | 184 | 22.3% | 0.6% | 1.1% |
| 10-12m | 92 | 59 | 151 | 101 | 66 | 167 | 111 | 72 | 183 | 101 | 77 | 178 | 105 | 76 | 181 | 26.3% | 0.4% | 1.0% |
| 12-15m | 45 | 39 | 84 | 51 | 47 | 98 | 51 | 57 | 108 | 59 | 59 | 118 | 56 | 63 | 119 | 13.5% | 0.3% | 0.6% |
| 15-25m | 7 | 12 | 19 | 7 | 11 | 18 | 8 | 17 | 25 | 6 | 19 | 25 | 7 | 23 | 30 | 1.8% | 0.1% | 0.1% |
| >25m | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 3 | 0 | 3 | 3 | 0.0% | 0.0% | 0.0% |

| | 2005 | | | 2006 | | | 2007 | | | 2008 | | | 2009 | | | Weighted Average | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Sail | W/O Sail | Total | Sail | W/O Sail | Total | Sail | W/O Sail | Total | Sail | W/O Sail | Total | Sail | W/O Sail | Total | Sail | W/O Sail | Total |
| Total | 365 | 14,648 | 15,013 | 385 | 15,289 | 15,674 | 405 | 16,017 | 16,422 | 400 | 16,859 | 17,259 | 386 | 17,372 | 17,758 | 100.0% | 100.0% | 100.0% |
| CENTRAL WEST QLD | | | | | | | | | | | | | | | | | | |
| < 3m | 0 | 34 | 34 | 0 | 34 | 34 | 0 | 33 | 33 | 0 | 33 | 33 | 0 | 32 | 32 | 0.0% | 8.2% | 8.2% |
| 3-5m | 1 | 274 | 275 | 1 | 300 | 301 | 1 | 329 | 330 | 1 | 334 | 335 | 2 | 330 | 332 | 50.0% | 77.8% | 77.7% |
| 5-8m | 0 | 44 | 44 | 0 | 50 | 50 | 0 | 54 | 54 | 0 | 62 | 62 | 0 | 67 | 67 | 0.0% | 13.8% | 13.7% |
| 8-10m | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0.0% | 0.0% | 0.0% |
| 10-12m | 1 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 33.3% | 0.0% | 0.2% |
| 12-15m | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 2 | 16.7% | 0.1% | 0.2% |
| 15-25m | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.0% | 0.0% |
| >25m | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.0% | 0.0% |
| Total | 2 | 352 | 354 | 3 | 384 | 387 | 1 | 417 | 418 | 2 | 429 | 431 | 4 | 431 | 435 | 100.0% | 100.0% | 100.0% |
| EMERALD | | | | | | | | | | | | | | | | | | |
| < 3m | 0 | 95 | 95 | 0 | 96 | 96 | 0 | 98 | 98 | 0 | 91 | 91 | 0 | 89 | 89 | 0.0% | 4.1% | 4.1% |
| 3-5m | 2 | 1,543 | 1,545 | 3 | 1,618 | 1,621 | 2 | 1,658 | 1,660 | 4 | 1,693 | 1,697 | 2 | 1,784 | 1,786 | 13.3% | 72.8% | 72.2% |
| 5-8m | 5 | 404 | 409 | 7 | 460 | 467 | 6 | 511 | 517 | 7 | 558 | 565 | 6 | 625 | 631 | 31.6% | 22.4% | 22.5% |
| 8-10m | 5 | 11 | 16 | 4 | 12 | 16 | 5 | 13 | 18 | 2 | 8 | 10 | 2 | 9 | 11 | 18.4% | 0.5% | 0.6% |
| 10-12m | 5 | 0 | 5 | 5 | 1 | 6 | 6 | 5 | 11 | 5 | 1 | 6 | 5 | 1 | 6 | 26.5% | 0.1% | 0.3% |
| 12-15m | 1 | 1 | 2 | 2 | 2 | 4 | 2 | 3 | 5 | 2 | 2 | 4 | 3 | 3 | 6 | 10.2% | 0.1% | 0.2% |
| 15-25m | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 4 | 4 | 0.0% | 0.1% | 0.1% |
| >25m | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.0% | 0.0% |
| Total | 18 | 2,055 | 2,073 | 21 | 2,190 | 2,211 | 21 | 2,289 | 2,310 | 20 | 2,354 | 2,374 | 18 | 2,515 | 2,533 | 100.0% | 100.0% | 100.0% |
| MACKAY | | | | | | | | | | | | | | | | | | |
| < 3m | 0 | 399 | 399 | 0 | 397 | 397 | 0 | 409 | 409 | 0 | 392 | 392 | 0 | 378 | 378 | 0.0% | 3.4% | 3.3% |
| 3-5m | 13 | 8,390 | 8,403 | 14 | 8,879 | 8,893 | 16 | 9,237 | 9,253 | 13 | 9,488 | 9,501 | 15 | 9,739 | 9,754 | 5.1% | 77.6% | 75.9% |
| 5-8m | 88 | 1,528 | 1,616 | 88 | 1,746 | 1,834 | 91 | 2,063 | 2,154 | 88 | 2,259 | 2,347 | 85 | 2,403 | 2,488 | 31.5% | 17.0% | 17.3% |
| 8-10m | 56 | 85 | 141 | 58 | 103 | 161 | 60 | 114 | 174 | 56 | 122 | 178 | 51 | 135 | 186 | 20.1% | 0.9% | 1.4% |
| 10-12m | 62 | 52 | 114 | 80 | 59 | 139 | 76 | 77 | 153 | 85 | 71 | 156 | 75 | 75 | 150 | 27.0% | 0.6% | 1.2% |
| 12-15m | 32 | 39 | 71 | 35 | 50 | 85 | 40 | 50 | 90 | 46 | 60 | 106 | 48 | 64 | 112 | 14.4% | 0.4% | 0.8% |
| 15-25m | 5 | 9 | 14 | 7 | 14 | 21 | 7 | 17 | 24 | 6 | 20 | 26 | 3 | 22 | 25 | 2.0% | 0.1% | 0.2% |
| >25m | 0 | 2 | 2 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0.0% | 0.0% | 0.0% |
| Total | 256 | 10,504 | 10,760 | 282 | 11,249 | 11,531 | 290 | 11,969 | 12,259 | 294 | 12,413 | 12,707 | 277 | 12,817 | 13,094 | 100.0% | 100.0% | 100.0% |
| WHITSUNDAY | | | | | | | | | | | | | | | | | | |
| < 3m | 0 | 114 | 114 | 0 | 104 | 104 | 0 | 113 | 113 | 0 | 108 | 108 | 0 | 108 | 108 | 0.0% | 2.5% | 2.3% |
| 3-5m | 7 | 2,821 | 2,828 | 6 | 2,940 | 2,946 | 6 | 3,091 | 3,097 | 5 | 3,221 | 3,226 | 4 | 3,322 | 3,326 | 1.5% | 71.1% | 65.4% |
| 5-8m | 74 | 746 | 820 | 68 | 816 | 884 | 73 | 909 | 982 | 82 | 1,011 | 1,093 | 79 | 1,071 | 1,150 | 19.7% | 21.0% | 20.9% |
| 8-10m | 105 | 63 | 168 | 105 | 83 | 188 | 94 | 86 | 180 | 83 | 100 | 183 | 89 | 100 | 189 | 24.9% | 2.0% | 3.9% |
| 10-12m | 107 | 50 | 157 | 111 | 56 | 167 | 107 | 65 | 172 | 118 | 68 | 186 | 118 | 62 | 180 | 29.4% | 1.4% | 3.7% |
| 12-15m | 57 | 45 | 102 | 65 | 51 | 116 | 73 | 58 | 131 | 72 | 59 | 131 | 83 | 57 | 140 | 18.3% | 1.2% | 2.6% |
| 15-25m | 18 | 24 | 42 | 20 | 24 | 44 | 23 | 31 | 54 | 27 | 36 | 63 | 24 | 43 | 67 | 5.9% | 0.7% | 1.1% |
| >25m | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | 0.3% | 0.0% | 0.0% |
| Total | 369 | 3,864 | 4,233 | 376 | 4,075 | 4,451 | 377 | 4,354 | 4,731 | 388 | 4,604 | 4,992 | 398 | 4,765 | 5,163 | 100.0% | 100.0% | 100.0% |

| | 2005 | | | 2006 | | | 2007 | | | 2008 | | | 2009 | | | Weighted Average | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Sail | W/O Sail | Total | Sail | W/O Sail | Total | Sail | W/O Sail | Total | Sail | W/O Sail | Total | Sail | W/O Sail | Total | Sail | W/O Sail | Total |
| ROCKHAMPTON | | | | | | | | | | | | | | | | | | |
| < 3m | 0 | 268 | 268 | 0 | 276 | 276 | 0 | 263 | 263 | 0 | 254 | 254 | 1 | 246 | 247 | 0.1% | 3.4% | 3.3% |
| 3-5m | 12 | 5,204 | 5,216 | 13 | 5,462 | 5,475 | 10 | 5,744 | 5,754 | 9 | 5,958 | 5,967 | 11 | 6,140 | 6,151 | 5.2% | 74.8% | 72.9% |
| 5-8m | 60 | 1,157 | 1,217 | 62 | 1,290 | 1,352 | 59 | 1,434 | 1,493 | 59 | 1,596 | 1,655 | 58 | 1,704 | 1,762 | 28.0% | 18.8% | 19.1% |
| 8-10m | 51 | 89 | 140 | 62 | 94 | 156 | 68 | 103 | 171 | 68 | 117 | 185 | 67 | 119 | 186 | 29.7% | 1.4% | 2.1% |
| 10-12m | 45 | 59 | 104 | 52 | 60 | 112 | 52 | 72 | 124 | 44 | 83 | 127 | 48 | 86 | 134 | 22.7% | 0.9% | 1.5% |
| 12-15m | 30 | 30 | 60 | 27 | 33 | 60 | 30 | 39 | 69 | 28 | 44 | 72 | 29 | 52 | 81 | 13.5% | 0.5% | 0.9% |
| 15-25m | 2 | 2 | 4 | 2 | 3 | 5 | 1 | 6 | 7 | 1 | 5 | 6 | 2 | 7 | 9 | 0.8% | 0.1% | 0.1% |
| >25m | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.0% | 0.0% |
| Total | 200 | 6,809 | 7,009 | 218 | 7,218 | 7,436 | 220 | 7,661 | 7,881 | 209 | 8,057 | 8,266 | 216 | 8,354 | 8,570 | 100.0% | 100.0% | 100.0% |
| GLADSTONE | | | | | | | | | | | | | | | | | | |
| < 3m | 1 | 249 | 250 | 1 | 252 | 253 | 1 | 272 | 273 | 2 | 279 | 281 | 0 | 288 | 288 | 0.5% | 3.8% | 3.7% |
| 3-5m | 7 | 4,746 | 4,753 | 7 | 5,086 | 5,093 | 9 | 5,488 | 5,497 | 11 | 5,691 | 5,702 | 13 | 5,852 | 5,865 | 5.1% | 76.3% | 74.5% |
| 5-8m | 51 | 1,042 | 1,093 | 46 | 1,119 | 1,165 | 48 | 1,302 | 1,350 | 46 | 1,397 | 1,443 | 44 | 1,511 | 1,555 | 25.7% | 18.1% | 18.3% |
| 8-10m | 39 | 49 | 88 | 42 | 61 | 103 | 42 | 73 | 115 | 42 | 72 | 114 | 44 | 76 | 120 | 22.9% | 0.9% | 1.5% |
| 10-12m | 40 | 22 | 62 | 40 | 25 | 65 | 43 | 28 | 71 | 46 | 26 | 72 | 53 | 32 | 85 | 24.3% | 0.4% | 1.0% |
| 12-15m | 29 | 23 | 52 | 29 | 25 | 54 | 38 | 29 | 67 | 40 | 37 | 77 | 36 | 37 | 73 | 18.8% | 0.4% | 0.9% |
| 15-25m | 6 | 5 | 11 | 4 | 6 | 10 | 4 | 6 | 10 | 5 | 8 | 13 | 5 | 8 | 13 | 2.6% | 0.1% | 0.2% |
| >25m | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.0% | 0.0% |
| Total | 173 | 6,136 | 6,309 | 169 | 6,574 | 6,743 | 185 | 7,198 | 7,383 | 192 | 7,510 | 7,702 | 195 | 7,804 | 7,999 | 100.0% | 100.0% | 100.0% |
| NORTH WIDE BAY | | | | | | | | | | | | | | | | | | |
| < 3m | 0 | 275 | 275 | 0 | 290 | 290 | 0 | 298 | 298 | 0 | 273 | 273 | 0 | 281 | 281 | 0.0% | 3.5% | 3.4% |
| 3-5m | 10 | 6,283 | 6,293 | 15 | 6,600 | 6,615 | 17 | 6,993 | 7,010 | 18 | 7,294 | 7,312 | 18 | 7,545 | 7,563 | 8.0% | 85.3% | 83.5% |
| 5-8m | 49 | 693 | 742 | 48 | 735 | 783 | 55 | 814 | 869 | 52 | 905 | 957 | 50 | 972 | 1,022 | 25.9% | 10.1% | 10.5% |
| 8-10m | 25 | 31 | 56 | 28 | 34 | 62 | 34 | 36 | 70 | 43 | 36 | 79 | 47 | 37 | 84 | 18.0% | 0.4% | 0.8% |
| 10-12m | 37 | 23 | 60 | 44 | 24 | 68 | 59 | 25 | 84 | 65 | 24 | 89 | 64 | 26 | 90 | 27.4% | 0.3% | 0.9% |
| 12-15m | 22 | 21 | 43 | 27 | 22 | 49 | 36 | 22 | 58 | 38 | 26 | 64 | 39 | 28 | 67 | 16.5% | 0.3% | 0.7% |
| 15-25m | 5 | 8 | 13 | 7 | 6 | 13 | 7 | 7 | 14 | 8 | 6 | 14 | 9 | 8 | 17 | 3.7% | 0.1% | 0.2% |
| >25m | 1 | 1 | 2 | 1 | 2 | 3 | 1 | 3 | 4 | 1 | 3 | 4 | 1 | 1 | 2 | 0.5% | 0.0% | 0.0% |
| Total | 149 | 7,335 | 7,484 | 170 | 7,713 | 7,883 | 209 | 8,198 | 8,407 | 225 | 8,567 | 8,792 | 228 | 8,898 | 9,126 | 100.0% | 100.0% | 100.0% |
| SOUTH WIDE BAY | | | | | | | | | | | | | | | | | | |
| < 3m | 1 | 402 | 403 | 2 | 387 | 389 | 1 | 407 | 408 | 1 | 418 | 419 | 1 | 412 | 413 | 0.3% | 3.2% | 3.1% |
| 3-5m | 33 | 9,225 | 9,258 | 32 | 9,614 | 9,646 | 34 | 10,088 | 10,122 | 35 | 10,521 | 10,556 | 34 | 10,844 | 10,878 | 7.4% | 78.4% | 76.0% |
| 5-8m | 137 | 1,741 | 1,878 | 145 | 1,908 | 2,053 | 137 | 2,085 | 2,222 | 151 | 2,249 | 2,400 | 151 | 2,335 | 2,486 | 31.6% | 16.1% | 16.6% |
| 8-10m | 100 | 130 | 230 | 103 | 131 | 234 | 110 | 153 | 263 | 120 | 165 | 285 | 118 | 165 | 283 | 24.1% | 1.2% | 2.0% |
| 10-12m | 88 | 59 | 147 | 99 | 72 | 171 | 100 | 77 | 177 | 113 | 84 | 197 | 111 | 88 | 199 | 22.4% | 0.6% | 1.3% |
| 12-15m | 48 | 33 | 81 | 47 | 37 | 84 | 56 | 51 | 107 | 63 | 66 | 129 | 69 | 73 | 142 | 12.4% | 0.4% | 0.8% |
| 15-25m | 4 | 16 | 20 | 7 | 16 | 23 | 10 | 19 | 29 | 11 | 20 | 31 | 10 | 22 | 32 | 1.8% | 0.1% | 0.2% |
| >25m | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0.0% | 0.0% | 0.0% |
| Total | 411 | 11,606 | 12,017 | 435 | 12,166 | 12,601 | 448 | 12,881 | 13,329 | 494 | 13,524 | 14,018 | 494 | 13,940 | 14,434 | 100.0% | 100.0% | 100.0% |
| DARLING DOWNS | | | | | | | | | | | | | | | | | | |
| < 3m | 0 | 375 | 375 | 0 | 365 | 365 | 0 | 348 | 348 | 0 | 340 | 340 | 0 | 335 | 335 | 0.0% | 5.6% | 5.6% |

| | 2005 | | | 2006 | | | 2007 | | | 2008 | | | 2009 | | | Weighted Average | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Sail | W/O Sail | Total | Sail | W/O Sail | Total | Sail | W/O Sail | Total | Sail | W/O Sail | Total | Sail | W/O Sail | Total | Sail | W/O Sail | Total |
| 3-5m | 6 | 4,657 | 4,663 | 7 | 4,781 | 4,788 | 6 | 4,932 | 4,938 | 8 | 5,123 | 5,131 | 6 | 5,394 | 5,400 | 12.5% | 79.1% | 78.6% |
| 5-8m | 20 | 792 | 812 | 24 | 822 | 846 | 22 | 863 | 885 | 21 | 966 | 987 | 28 | 1,059 | 1,087 | 43.6% | 14.3% | 14.6% |
| 8-10m | 7 | 15 | 22 | 9 | 21 | 30 | 9 | 18 | 27 | 10 | 18 | 28 | 11 | 21 | 32 | 17.4% | 0.3% | 0.4% |
| 10-12m | 6 | 14 | 20 | 9 | 20 | 29 | 10 | 21 | 31 | 10 | 27 | 37 | 11 | 23 | 34 | 17.4% | 0.3% | 0.5% |
| 12-15m | 1 | 9 | 10 | 5 | 17 | 22 | 4 | 17 | 21 | 5 | 15 | 20 | 9 | 16 | 25 | 9.1% | 0.2% | 0.3% |
| 15-25m | 0 | 4 | 4 | 0 | 4 | 4 | 0 | 5 | 5 | 0 | 9 | 9 | 0 | 11 | 11 | 0.0% | 0.1% | 0.1% |
| >25m | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.0% | 0.0% |
| Total | 40 | 5,866 | 5,906 | 54 | 6,030 | 6,084 | 51 | 6,204 | 6,255 | 54 | 6,498 | 6,552 | 65 | 6,859 | 6,924 | 100.0% | 100.0% | 100.0% |
| | | | | | | | | | | | | | | | | | | |
| SOUTH CENTRAL | | | | | | | | | | | | | | | | | | |
| < 3m | 1 | 129 | 130 | 1 | 129 | 130 | 1 | 118 | 119 | 2 | 122 | 124 | 2 | 122 | 124 | 15.9% | 6.6% | 6.6% |
| 3-5m | 2 | 1,307 | 1,309 | 2 | 1,396 | 1,398 | 1 | 1,464 | 1,465 | 1 | 1,527 | 1,528 | 1 | 1,567 | 1,568 | 15.9% | 77.0% | 76.7% |
| 5-8m | 4 | 235 | 239 | 3 | 284 | 287 | 5 | 297 | 302 | 3 | 321 | 324 | 5 | 365 | 370 | 45.5% | 15.9% | 16.1% |
| 8-10m | 2 | 7 | 9 | 2 | 5 | 7 | 2 | 5 | 7 | 1 | 6 | 7 | 1 | 6 | 7 | 18.2% | 0.3% | 0.4% |
| 10-12m | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 1 | 1 | 0.0% | 0.1% | 0.1% |
| 12-15m | 1 | 2 | 3 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 2 | 4.5% | 0.1% | 0.1% |
| 15-25m | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0.0% | 0.1% | 0.1% |
| >25m | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.0% | 0.0% |
| Total | 10 | 1,682 | 1,692 | 9 | 1,818 | 1,827 | 9 | 1,886 | 1,895 | 7 | 1,980 | 1,987 | 9 | 2,064 | 2,073 | 100.0% | 100.0% | 100.0% |
| | | | | | | | | | | | | | | | | | | |
| SOUTH WEST QLD | | | | | | | | | | | | | | | | | | |
| < 3m | 0 | 18 | 18 | 0 | 17 | 17 | 0 | 20 | 20 | 0 | 22 | 22 | 0 | 23 | 23 | 0.0% | 10.8% | 10.8% |
| 3-5m | 0 | 103 | 103 | 0 | 121 | 121 | 0 | 127 | 127 | 0 | 167 | 167 | 1 | 176 | 177 | 100.0% | 75.0% | 75.1% |
| 5-8m | 0 | 18 | 18 | 0 | 21 | 21 | 0 | 20 | 20 | 0 | 28 | 28 | 0 | 37 | 37 | 0.0% | 13.4% | 13.4% |
| 8-10m | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0.0% | 0.3% | 0.3% |
| 10-12m | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0.0% | 0.3% | 0.3% |
| 12-15m | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0.0% | 0.1% | 0.1% |
| 15-25m | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.0% | 0.0% |
| >25m | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% | 0.0% | 0.0% |
| Total | 0 | 139 | 139 | 0 | 159 | 159 | 0 | 169 | 169 | 0 | 219 | 219 | 1 | 239 | 240 | 100.0% | 100.0% | 100.0% |
| | | | | | | | | | | | | | | | | | | |
| SEQ NORTH | | | | | | | | | | | | | | | | | | |
| < 3m | 8 | 3,359 | 3,367 | 9 | 3,287 | 3,296 | 10 | 3,156 | 3,166 | 9 | 3,057 | 3,066 | 7 | 2,991 | 2,998 | 0.3% | 5.6% | 5.3% |
| 3-5m | 129 | 38,312 | 38,441 | 137 | 39,415 | 39,552 | 131 | 40,722 | 40,853 | 144 | 42,088 | 42,232 | 148 | 42,902 | 43,050 | 5.5% | 71.4% | 68.6% |
| 5-8m | 760 | 9,564 | 10,324 | 795 | 10,375 | 11,170 | 787 | 11,155 | 11,942 | 824 | 11,985 | 12,809 | 792 | 12,543 | 13,335 | 31.5% | 19.5% | 20.0% |
| 8-10m | 497 | 703 | 1,200 | 508 | 755 | 1,263 | 505 | 782 | 1,287 | 515 | 838 | 1,353 | 526 | 843 | 1,369 | 20.3% | 1.4% | 2.2% |
| 10-12m | 555 | 530 | 1,085 | 585 | 580 | 1,165 | 619 | 628 | 1,247 | 598 | 627 | 1,225 | 610 | 638 | 1,248 | 23.6% | 1.1% | 2.0% |
| 12-15m | 339 | 370 | 709 | 384 | 411 | 795 | 383 | 457 | 840 | 416 | 485 | 901 | 431 | 483 | 914 | 15.6% | 0.8% | 1.4% |
| 15-25m | 70 | 110 | 180 | 73 | 133 | 206 | 79 | 155 | 234 | 80 | 182 | 262 | 76 | 204 | 280 | 3.0% | 0.3% | 0.4% |
| >25m | 3 | 11 | 14 | 3 | 11 | 14 | 3 | 13 | 16 | 4 | 13 | 17 | 2 | 12 | 14 | 0.1% | 0.0% | 0.0% |
| Total | 2,361 | 52,959 | 55,320 | 2,494 | 54,967 | 57,461 | 2,517 | 57,068 | 59,585 | 2,590 | 59,275 | 61,865 | 2,592 | 60,616 | 63,208 | 100.0% | 100.0% | 100.0% |
| | | | | | | | | | | | | | | | | | | |
| SEQ SOUTH | | | | | | | | | | | | | | | | | | |
| < 3m | 8 | 3,833 | 3,841 | 10 | 3,695 | 3,705 | 13 | 3,630 | 3,643 | 13 | 3,561 | 3,574 | 10 | 3,477 | 3,487 | 0.7% | 7.3% | 7.1% |
| 3-5m | 78 | 28,448 | 28,526 | 90 | 29,783 | 29,873 | 103 | 31,127 | 31,230 | 127 | 32,732 | 32,859 | 122 | 34,151 | 34,273 | 6.8% | 63.0% | 61.4% |
| 5-8m | 474 | 10,241 | 10,715 | 502 | 11,084 | 11,586 | 527 | 11,714 | 12,241 | 535 | 12,477 | 13,012 | 502 | 12,661 | 13,163 | 33.1% | 23.5% | 23.8% |

| | 2005 | | | 2006 | | | 2007 | | | 2008 | | | 2009 | | | Weighted Average | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Sail | W/O Sail | Total | Sail | W/O Sail | Total | Sail | W/O Sail | Total | Sail | W/O Sail | Total | Sail | W/O Sail | Total | Sail | W/O Sail | Total |
| 8-10m | 297 | 1,089 | 1,386 | 297 | 1,172 | 1,469 | 311 | 1,200 | 1,511 | 327 | 1,217 | 1,544 | 345 | 1,240 | 1,585 | 20.6% | 2.4% | 2.9% |
| 10-12m | 296 | 814 | 1,110 | 308 | 857 | 1,165 | 315 | 868 | 1,183 | 340 | 944 | 1,284 | 345 | 930 | 1,275 | 20.9% | 1.8% | 2.4% |
| 12-15m | 202 | 609 | 811 | 208 | 643 | 851 | 216 | 655 | 871 | 224 | 690 | 914 | 229 | 710 | 939 | 14.1% | 1.3% | 1.7% |
| 15-25m | 61 | 199 | 260 | 58 | 255 | 313 | 59 | 291 | 350 | 57 | 325 | 382 | 54 | 340 | 394 | 3.8% | 0.6% | 0.7% |
| >25m | 2 | 28 | 30 | 1 | 34 | 35 | 0 | 33 | 33 | 0 | 37 | 37 | 0 | 33 | 33 | 0.0% | 0.1% | 0.1% |
| Total | 1,418 | 45,261 | 46,679 | 1,474 | 47,523 | 48,997 | 1,544 | 49,518 | 51,062 | 1,623 | 51,983 | 53,606 | 1,607 | 53,542 | 55,149 | 100.0% | 100.0% | 100.0% |
| | | | | | | | | | | | | | | | | | | |
| INTERSTATE | | | | | | | | | | | | | | | | | | |
| < 3m | 0 | 30 | 30 | 0 | 27 | 27 | 0 | 27 | 27 | 0 | 33 | 33 | 0 | 35 | 35 | 0.0% | 5.5% | 4.7% |
| 3-5m | 0 | 263 | 263 | 1 | 291 | 292 | 2 | 303 | 305 | 1 | 337 | 338 | 2 | 349 | 351 | 1.4% | 55.4% | 48.0% |
| 5-8m | 9 | 114 | 123 | 10 | 119 | 129 | 14 | 109 | 123 | 15 | 130 | 145 | 15 | 123 | 138 | 14.3% | 21.4% | 20.4% |
| 8-10m | 17 | 17 | 34 | 13 | 17 | 30 | 18 | 25 | 43 | 19 | 24 | 43 | 14 | 21 | 35 | 18.3% | 3.7% | 5.7% |
| 10-12m | 22 | 24 | 46 | 24 | 27 | 51 | 30 | 23 | 53 | 29 | 22 | 51 | 35 | 24 | 59 | 31.7% | 4.3% | 8.1% |
| 12-15m | 23 | 18 | 41 | 23 | 25 | 48 | 29 | 34 | 63 | 31 | 35 | 66 | 29 | 29 | 58 | 30.5% | 5.1% | 8.6% |
| 15-25m | 3 | 9 | 12 | 1 | 20 | 21 | 2 | 25 | 27 | 5 | 35 | 40 | 6 | 31 | 37 | 3.8% | 4.3% | 4.2% |
| >25m | 0 | 3 | 3 | 0 | 2 | 2 | 0 | 2 | 2 | 0 | 2 | 2 | 0 | 1 | 1 | 0.0% | 0.4% | 0.3% |
| Total | 74 | 478 | 552 | 72 | 528 | 600 | 95 | 548 | 643 | 100 | 618 | 718 | 101 | 613 | 714 | 100.0% | 100.0% | 100.0% |
| | | | | | | | | | | | | | | | | | | |
| OVERSEAS | | | | | | | | | | | | | | | | | | |
| < 3m | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 1 | 1 | | 1 | 1 | | 8.7% | 8.7% |
| 3-5m | | 7 | 7 | | 3 | 3 | | 1 | 1 | | 2 | 2 | | 2 | 2 | | 65.2% | 65.2% |
| 5-8m | | 0 | 0 | | 1 | 1 | | 0 | 0 | | 2 | 2 | | 1 | 1 | | 17.4% | 17.4% |
| 8-10m | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0.0% | 0.0% |
| 10-12m | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 1 | 1 | | 4.3% | 4.3% |
| 12-15m | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0.0% | 0.0% |
| 15-25m | | 0 | 0 | | 1 | 1 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 4.3% | 4.3% |
| >25m | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0.0% | 0.0% |
| Total | | 7 | 7 | | 5 | 5 | | 1 | 1 | | 5 | 5 | | 5 | 5 | 100.0% | 100.0% | 100.0% |
| | | | | | | | | | | | | | | | | | | |
| QUEENSLAND | | | | | | | | | | | | | | | | | | |
| < 3m | 24 | 10,578 | 10,602 | 28 | 10,315 | 10,343 | 30 | 10,119 | 10,149 | 31 | 9,910 | 9,941 | 26 | 9,709 | 9,735 | 0.4% | 4.9% | 4.8% |
| 3-5m | 353 | 136,965 | 137,318 | 382 | 142,337 | 142,719 | 394 | 148,319 | 148,713 | 436 | 154,243 | 154,679 | 445 | 158,740 | 159,185 | 5.8% | 72.2% | 70.0% |
| 5-8m | 1,999 | 33,966 | 35,965 | 2,066 | 36,931 | 38,997 | 2,110 | 40,033 | 42,143 | 2,161 | 43,425 | 45,586 | 2,076 | 45,429 | 47,505 | 30.2% | 19.5% | 19.8% |
| 8-10m | 1,409 | 2,531 | 3,940 | 1,443 | 2,750 | 4,193 | 1,470 | 2,885 | 4,355 | 1,520 | 3,015 | 4,535 | 1,538 | 3,072 | 4,610 | 21.4% | 1.4% | 2.0% |
| 10-12m | 1,475 | 1,785 | 3,260 | 1,583 | 1,924 | 3,507 | 1,655 | 2,037 | 3,692 | 1,707 | 2,142 | 3,849 | 1,740 | 2,156 | 3,896 | 23.7% | 1.0% | 1.7% |
| 12-15m | 895 | 1,304 | 2,199 | 970 | 1,434 | 2,404 | 1,039 | 1,543 | 2,582 | 1,119 | 1,659 | 2,778 | 1,177 | 1,712 | 2,889 | 15.1% | 0.7% | 1.2% |
| 15-25m | 199 | 425 | 624 | 210 | 526 | 736 | 229 | 619 | 848 | 234 | 711 | 945 | 220 | 771 | 991 | 3.2% | 0.3% | 0.4% |
| >25m | 7 | 49 | 56 | 6 | 53 | 59 | 5 | 58 | 63 | 6 | 62 | 68 | 4 | 54 | 58 | 0.1% | 0.0% | 0.0% |
| Total | 6,361 | 187,603 | 193,964 | 6,688 | 196,270 | 202,958 | 6,932 | 205,613 | 212,545 | 7,214 | 215,167 | 222,381 | 7,226 | 221,643 | 228,869 | 100.0% | 100.0% | 100.0% |

Source: Maritime Safety Queensland

Table A.2: Estimated Size of the Trailerable Boat Fleet, 2005-2009

| | Proportion Trailerable | | 2005 | | | 2006 | | | 2007 | | | 2008 | | | 2009 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Sail | W/O Sail | Total | Sail | W/O Sail | Sail | W/O Sail | Total | Sail | W/O Sail | Sail | W/O Sail | Total | Sail | W/O Sail | W/O Sail | Total |
| CAPE YORK | | | | | | | | | | | | | | | | | |
| < 3m | 100% | 100% | 0 | 17 | 17 | 0 | 18 | 18 | 0 | 19 | 19 | 0 | 23 | 23 | 0 | 18 | 18 |
| 3-5m | 90% | 85% | 0 | 934 | 934 | 0 | 889 | 889 | 0 | 791 | 791 | 1 | 1,040 | 1,040 | 2 | 1,044 | 1,046 |
| 5-8m | 50% | 50% | 6 | 177 | 182 | 6 | 190 | 195 | 5 | 159 | 164 | 6 | 226 | 232 | 7 | 230 | 237 |
| 8-10m | 25% | 0% | 3 | 0 | 3 | 3 | 0 | 3 | 2 | 0 | 2 | 2 | 0 | 2 | 3 | 0 | 3 |
| 10-12m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| >25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | 9 | 1,128 | 1,136 | 9 | 1,097 | 1,105 | 7 | 969 | 976 | 9 | 1,288 | 1,297 | 12 | 1,292 | 1,303 |
| NORTH WEST QLD | | | | | | | | | | | | | | | | | |
| < 3m | 100% | 100% | 0 | 60 | 60 | 0 | 61 | 61 | 0 | 59 | 59 | 0 | 57 | 57 | 0 | 49 | 49 |
| 3-5m | 90% | 85% | 1 | 1,089 | 1,090 | 0 | 1,083 | 1,083 | 0 | 1,146 | 1,146 | 1 | 1,157 | 1,158 | 0 | 1,163 | 1,163 |
| 5-8m | 50% | 50% | 1 | 124 | 125 | 2 | 135 | 137 | 3 | 147 | 150 | 2 | 159 | 160 | 3 | 164 | 167 |
| 8-10m | 25% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10-12m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| >25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | 2 | 1,272 | 1,275 | 2 | 1,279 | 1,281 | 3 | 1,352 | 1,355 | 3 | 1,372 | 1,375 | 3 | 1,376 | 1,379 |
| CAIRNS | | | | | | | | | | | | | | | | | |
| < 3m | 100% | 100% | 3 | 524 | 527 | 2 | 496 | 498 | 1 | 485 | 486 | 1 | 483 | 484 | 2 | 463 | 465 |
| 3-5m | 90% | 85% | 23 | 9,420 | 9,442 | 23 | 9,681 | 9,704 | 25 | 10,146 | 10,171 | 29 | 10,346 | 10,375 | 33 | 10,567 | 10,601 |
| 5-8m | 50% | 50% | 72 | 1,453 | 1,525 | 72 | 1,548 | 1,620 | 77 | 1,739 | 1,816 | 76 | 1,889 | 1,965 | 69 | 2,017 | 2,086 |
| 8-10m | 25% | 0% | 29 | 0 | 29 | 29 | 0 | 29 | 29 | 0 | 29 | 32 | 0 | 32 | 32 | 0 | 32 |
| 10-12m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| >25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | 126 | 11,396 | 11,522 | 126 | 11,725 | 11,851 | 132 | 12,370 | 12,502 | 138 | 12,718 | 12,856 | 136 | 13,047 | 13,183 |
| TOWNSVILLE | | | | | | | | | | | | | | | | | |
| < 3m | 100% | 100% | 2 | 397 | 399 | 3 | 384 | 387 | 3 | 364 | 367 | 3 | 363 | 366 | 3 | 361 | 364 |
| 3-5m | 90% | 85% | 24 | 10,132 | 10,156 | 25 | 10,488 | 10,513 | 25 | 10,881 | 10,906 | 23 | 11,314 | 11,337 | 24 | 11,573 | 11,597 |
| 5-8m | 50% | 50% | 56 | 1,071 | 1,127 | 55 | 1,178 | 1,233 | 59 | 1,307 | 1,365 | 56 | 1,467 | 1,522 | 53 | 1,565 | 1,618 |
| 8-10m | 25% | 0% | 20 | 0 | 20 | 22 | 0 | 22 | 22 | 0 | 22 | 24 | 0 | 24 | 21 | 0 | 21 |
| 10-12m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | Proportion Trailerable | | 2005 | | | 2006 | | | 2007 | | | 2008 | | | 2009 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Sail | W/O Sail | Total | Sail | W/O Sail | Sail | W/O Sail | Total | Sail | W/O Sail | Sail | W/O Sail | Total | Sail | W/O Sail | W/O Sail | Total |
| >25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | 102 | 11,600 | 11,702 | 104 | 12,050 | 12,154 | 108 | 12,551 | 12,660 | 105 | 13,144 | 13,249 | 101 | 13,499 | 13,599 |
| CENTRAL WEST QLD | | | | | | | | | | | | | | | | | |
| < 3m | 100% | 100% | 0 | 34 | 34 | 0 | 34 | 34 | 0 | 33 | 33 | 0 | 33 | 33 | 0 | 32 | 32 |
| 3-5m | 90% | 85% | 1 | 233 | 234 | 1 | 255 | 256 | 1 | 280 | 281 | 1 | 284 | 285 | 2 | 281 | 282 |
| 5-8m | 50% | 50% | 0 | 22 | 22 | 0 | 25 | 25 | 0 | 27 | 27 | 0 | 31 | 31 | 0 | 34 | 34 |
| 8-10m | 25% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10-12m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| >25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | 1 | 289 | 290 | 1 | 314 | 315 | 1 | 340 | 341 | 1 | 348 | 349 | 2 | 346 | 348 |
| EMERALD | | | | | | | | | | | | | | | | | |
| < 3m | 100% | 100% | 0 | 95 | 95 | 0 | 96 | 96 | 0 | 98 | 98 | 0 | 91 | 91 | 0 | 89 | 89 |
| 3-5m | 90% | 85% | 2 | 1,312 | 1,313 | 3 | 1,375 | 1,378 | 2 | 1,409 | 1,411 | 4 | 1,439 | 1,443 | 2 | 1,516 | 1,518 |
| 5-8m | 50% | 50% | 3 | 202 | 205 | 4 | 230 | 234 | 3 | 256 | 259 | 4 | 279 | 283 | 3 | 313 | 316 |
| 8-10m | 25% | 0% | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| 10-12m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| >25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | 6 | 1,609 | 1,614 | 7 | 1,701 | 1,709 | 6 | 1,763 | 1,769 | 8 | 1,809 | 1,817 | 5 | 1,918 | 1,923 |
| MACKAY | | | | | | | | | | | | | | | | | |
| < 3m | 100% | 100% | 0 | 399 | 399 | 0 | 397 | 397 | 0 | 409 | 409 | 0 | 392 | 392 | 0 | 378 | 378 |
| 3-5m | 90% | 85% | 12 | 7,132 | 7,143 | 13 | 7,547 | 7,560 | 14 | 7,851 | 7,866 | 12 | 8,065 | 8,077 | 14 | 8,278 | 8,292 |
| 5-8m | 50% | 50% | 44 | 764 | 808 | 44 | 873 | 917 | 46 | 1,032 | 1,077 | 44 | 1,130 | 1,174 | 43 | 1,202 | 1,244 |
| 8-10m | 25% | 0% | 14 | 0 | 14 | 15 | 0 | 15 | 15 | 0 | 15 | 14 | 0 | 14 | 13 | 0 | 13 |
| 10-12m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| >25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | 70 | 8,295 | 8,364 | 71 | 8,817 | 8,888 | 75 | 9,292 | 9,367 | 70 | 9,586 | 9,656 | 69 | 9,858 | 9,926 |
| WHITSUNDAY | | | | | | | | | | | | | | | | | |
| < 3m | 100% | 100% | 0 | 114 | 114 | 0 | 104 | 104 | 0 | 113 | 113 | 0 | 108 | 108 | 0 | 108 | 108 |
| 3-5m | 90% | 85% | 6 | 2,398 | 2,404 | 5 | 2,499 | 2,504 | 5 | 2,627 | 2,633 | 5 | 2,738 | 2,742 | 4 | 2,824 | 2,827 |
| 5-8m | 50% | 50% | 37 | 373 | 410 | 34 | 408 | 442 | 37 | 455 | 491 | 41 | 506 | 547 | 40 | 536 | 575 |
| 8-10m | 25% | 0% | 26 | 0 | 26 | 26 | 0 | 26 | 24 | 0 | 24 | 21 | 0 | 21 | 22 | 0 | 22 |
| 10-12m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| >25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | Proportion Trailerable | | 2005 | | | 2006 | | | 2007 | | | 2008 | | | 2009 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Sail | W/O Sail | Total | Sail | W/O Sail | Sail | W/O Sail | Total | Sail | W/O Sail | Sail | W/O Sail | Total | Sail | W/O Sail | W/O Sail | Total |
| Total | | | 70 | 2,885 | 2,954 | 66 | 3,011 | 3,077 | 65 | 3,195 | 3,260 | 66 | 3,351 | 3,418 | 65 | 3,467 | 3,533 |
| ROCKHAMPTON | | | | | | | | | | | | | | | | | |
| < 3m | 100% | 100% | 0 | 268 | 268 | 0 | 276 | 276 | 0 | 263 | 263 | 0 | 254 | 254 | 1 | 246 | 247 |
| 3-5m | 90% | 85% | 11 | 4,423 | 4,434 | 12 | 4,643 | 4,654 | 9 | 4,882 | 4,891 | 8 | 5,064 | 5,072 | 10 | 5,219 | 5,229 |
| 5-8m | 50% | 50% | 30 | 579 | 609 | 31 | 645 | 676 | 30 | 717 | 747 | 30 | 798 | 828 | 29 | 852 | 881 |
| 8-10m | 25% | 0% | 13 | 0 | 13 | 16 | 0 | 16 | 17 | 0 | 17 | 17 | 0 | 17 | 17 | 0 | 17 |
| 10-12m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| >25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | 54 | 5,270 | 5,323 | 58 | 5,564 | 5,622 | 56 | 5,862 | 5,918 | 55 | 6,116 | 6,171 | 57 | 6,317 | 6,374 |
| GLADSTONE | | | | | | | | | | | | | | | | | |
| < 3m | 100% | 100% | 1 | 249 | 250 | 1 | 252 | 253 | 1 | 272 | 273 | 2 | 279 | 281 | 0 | 288 | 288 |
| 3-5m | 90% | 85% | 6 | 4,034 | 4,040 | 6 | 4,323 | 4,329 | 8 | 4,665 | 4,673 | 10 | 4,837 | 4,847 | 12 | 4,974 | 4,986 |
| 5-8m | 50% | 50% | 26 | 521 | 547 | 23 | 560 | 583 | 24 | 651 | 675 | 23 | 699 | 722 | 22 | 756 | 778 |
| 8-10m | 25% | 0% | 10 | 0 | 10 | 11 | 0 | 11 | 11 | 0 | 11 | 11 | 0 | 11 | 11 | 0 | 11 |
| 10-12m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| >25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | 43 | 4,804 | 4,847 | 41 | 5,135 | 5,175 | 44 | 5,588 | 5,631 | 45 | 5,815 | 5,860 | 45 | 6,018 | 6,062 |
| NORTH WIDE BAY | | | | | | | | | | | | | | | | | |
| < 3m | 100% | 100% | 0 | 275 | 275 | 0 | 290 | 290 | 0 | 298 | 298 | 0 | 273 | 273 | 0 | 281 | 281 |
| 3-5m | 90% | 85% | 9 | 5,341 | 5,350 | 14 | 5,610 | 5,624 | 15 | 5,944 | 5,959 | 16 | 6,200 | 6,216 | 16 | 6,413 | 6,429 |
| 5-8m | 50% | 50% | 25 | 347 | 371 | 24 | 368 | 392 | 28 | 407 | 435 | 26 | 453 | 479 | 25 | 486 | 511 |
| 8-10m | 25% | 0% | 6 | 0 | 6 | 7 | 0 | 7 | 9 | 0 | 9 | 11 | 0 | 11 | 12 | 0 | 12 |
| 10-12m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| >25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | 40 | 5,962 | 6,002 | 45 | 6,268 | 6,312 | 51 | 6,649 | 6,700 | 53 | 6,925 | 6,978 | 53 | 7,180 | 7,233 |
| SOUTH WIDE BAY | | | | | | | | | | | | | | | | | |
| < 3m | 100% | 100% | 1 | 402 | 403 | 2 | 387 | 389 | 1 | 407 | 408 | 1 | 418 | 419 | 1 | 412 | 413 |
| 3-5m | 90% | 85% | 30 | 7,841 | 7,871 | 29 | 8,172 | 8,201 | 31 | 8,575 | 8,605 | 32 | 8,943 | 8,974 | 31 | 9,217 | 9,248 |
| 5-8m | 50% | 50% | 69 | 871 | 939 | 73 | 954 | 1,027 | 69 | 1,043 | 1,111 | 76 | 1,125 | 1,200 | 76 | 1,168 | 1,243 |
| 8-10m | 25% | 0% | 25 | 0 | 25 | 26 | 0 | 26 | 28 | 0 | 28 | 30 | 0 | 30 | 30 | 0 | 30 |
| 10-12m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| >25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | 124 | 9,114 | 9,238 | 129 | 9,513 | 9,642 | 128 | 10,024 | 10,152 | 138 | 10,485 | 10,623 | 137 | 10,797 | 10,934 |

| | Proportion Trailerable | | 2005 | | | 2006 | | | 2007 | | | 2008 | | | 2009 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Sail | W/O Sail | Total | Sail | W/O Sail | Sail | W/O Sail | Total | Sail | W/O Sail | Sail | W/O Sail | Total | Sail | W/O Sail | W/O Sail | Total |
| DARLING DOWNS | | | | | | | | | | | | | | | | | |
| < 3m | 100% | 100% | 0 | 375 | 375 | 0 | 365 | 365 | 0 | 348 | 348 | 0 | 340 | 340 | 0 | 335 | 335 |
| 3-5m | 90% | 85% | 5 | 3,958 | 3,964 | 6 | 4,064 | 4,070 | 5 | 4,192 | 4,198 | 7 | 4,355 | 4,362 | 5 | 4,585 | 4,590 |
| 5-8m | 50% | 50% | 10 | 396 | 406 | 12 | 411 | 423 | 11 | 432 | 443 | 11 | 483 | 494 | 14 | 530 | 544 |
| 8-10m | 25% | 0% | 2 | 0 | 2 | 2 | 0 | 2 | 2 | 0 | 2 | 3 | 0 | 3 | 3 | 0 | 3 |
| 10-12m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| >25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | 17 | 4,729 | 4,747 | 21 | 4,840 | 4,860 | 19 | 4,972 | 4,990 | 20 | 5,178 | 5,198 | 22 | 5,449 | 5,472 |
| SOUTH CENTRAL | | | | | | | | | | | | | | | | | |
| < 3m | 100% | 100% | 1 | 129 | 130 | 1 | 129 | 130 | 1 | 118 | 119 | 2 | 122 | 124 | 2 | 122 | 124 |
| 3-5m | 90% | 85% | 2 | 1,111 | 1,113 | 2 | 1,187 | 1,188 | 1 | 1,244 | 1,245 | 1 | 1,298 | 1,299 | 1 | 1,332 | 1,333 |
| 5-8m | 50% | 50% | 2 | 118 | 120 | 2 | 142 | 144 | 3 | 149 | 151 | 2 | 161 | 162 | 3 | 183 | 185 |
| 8-10m | 25% | 0% | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10-12m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| >25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | 5 | 1,357 | 1,363 | 5 | 1,458 | 1,462 | 5 | 1,511 | 1,516 | 5 | 1,580 | 1,585 | 6 | 1,636 | 1,642 |
| SOUTH WEST QLD | | | | | | | | | | | | | | | | | |
| < 3m | 100% | 100% | 0 | 18 | 18 | 0 | 17 | 17 | 0 | 20 | 20 | 0 | 22 | 22 | 0 | 23 | 23 |
| 3-5m | 90% | 85% | 0 | 88 | 88 | 0 | 103 | 103 | 0 | 108 | 108 | 0 | 142 | 142 | 1 | 150 | 151 |
| 5-8m | 50% | 50% | 0 | 9 | 9 | 0 | 11 | 11 | 0 | 10 | 10 | 0 | 14 | 14 | 0 | 19 | 19 |
| 8-10m | 25% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10-12m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| >25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | 0 | 115 | 115 | 0 | 130 | 130 | 0 | 138 | 138 | 0 | 178 | 178 | 1 | 191 | 192 |
| SEQ NORTH | | | | | | | | | | | | | | | | | |
| < 3m | 100% | 100% | 8 | 3,359 | 3,367 | 9 | 3,287 | 3,296 | 10 | 3,156 | 3,166 | 9 | 3,057 | 3,066 | 7 | 2,991 | 2,998 |
| 3-5m | 90% | 85% | 116 | 32,565 | 32,681 | 123 | 33,503 | 33,626 | 118 | 34,614 | 34,732 | 130 | 35,775 | 35,904 | 133 | 36,467 | 36,600 |
| 5-8m | 50% | 50% | 380 | 4,782 | 5,162 | 398 | 5,188 | 5,585 | 394 | 5,578 | 5,971 | 412 | 5,993 | 6,405 | 396 | 6,272 | 6,668 |
| 8-10m | 25% | 0% | 124 | 0 | 124 | 127 | 0 | 127 | 126 | 0 | 126 | 129 | 0 | 129 | 132 | 0 | 132 |
| 10-12m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| >25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | 628 | 40,706 | 41,335 | 657 | 41,977 | 42,634 | 648 | 43,347 | 43,995 | 679 | 44,824 | 45,504 | 668 | 45,729 | 46,397 |

| | Proportion Trailerable | | 2005 | | | 2006 | | | 2007 | | | 2008 | | | 2009 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Sail | W/O Sail | Total | Sail | W/O Sail | Sail | W/O Sail | Total | Sail | W/O Sail | Sail | W/O Sail | Total | Sail | W/O Sail | W/O Sail | Total |
| SEQ SOUTH | | | | | | | | | | | | | | | | | |
| < 3m | 100% | 100% | 8 | 3,833 | 3,841 | 10 | 3,695 | 3,705 | 13 | 3,630 | 3,643 | 13 | 3,561 | 3,574 | 10 | 3,477 | 3,487 |
| 3-5m | 90% | 85% | 70 | 24,181 | 24,251 | 81 | 25,316 | 25,397 | 93 | 26,458 | 26,551 | 114 | 27,822 | 27,937 | 110 | 29,028 | 29,138 |
| 5-8m | 50% | 50% | 237 | 5,121 | 5,358 | 251 | 5,542 | 5,793 | 264 | 5,857 | 6,121 | 268 | 6,239 | 6,506 | 251 | 6,331 | 6,582 |
| 8-10m | 25% | 0% | 74 | 0 | 74 | 74 | 0 | 74 | 78 | 0 | 78 | 82 | 0 | 82 | 86 | 0 | 86 |
| 10-12m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| >25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | 389 | 33,134 | 33,524 | 416 | 34,553 | 34,969 | 447 | 35,945 | 36,392 | 477 | 37,622 | 38,098 | 457 | 38,836 | 39,293 |
| INTERSTATE | | | | | | | | | | | | | | | | | |
| < 3m | 100% | 100% | 0 | 30 | 30 | 0 | 27 | 27 | 0 | 27 | 27 | 0 | 33 | 33 | 0 | 35 | 35 |
| 3-5m | 90% | 85% | 0 | 224 | 224 | 1 | 247 | 248 | 2 | 258 | 259 | 1 | 286 | 287 | 2 | 297 | 298 |
| 5-8m | 50% | 50% | 5 | 57 | 62 | 5 | 60 | 65 | 7 | 55 | 62 | 8 | 65 | 73 | 8 | 62 | 69 |
| 8-10m | 25% | 0% | 4 | 0 | 4 | 3 | 0 | 3 | 5 | 0 | 5 | 5 | 0 | 5 | 4 | 0 | 4 |
| 10-12m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| >25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | 9 | 311 | 319 | 9 | 334 | 343 | 13 | 339 | 352 | 13 | 384 | 398 | 13 | 393 | 406 |
| OVERSEAS | | | | | | | | | | | | | | | | | |
| < 3m | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 |
| 3-5m | 90% | 85% | 0 | 6 | 6 | 0 | 3 | 3 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 2 | 2 |
| 5-8m | 50% | 50% | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 |
| 8-10m | 25% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10-12m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| >25m | 0% | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | 0 | 6 | 6 | 0 | 3 | 3 | 0 | 1 | 1 | 0 | 4 | 4 | 0 | 3 | 3 |
| QUEENSLAND | | | | | | | | | | | | | | | | | |
| < 3m | | | 24 | 10,578 | 10,602 | 28 | 10,315 | 10,343 | 30 | 10,119 | 10,149 | 31 | 9,910 | 9,941 | 26 | 9,709 | 9,735 |
| 3-5m | | | 318 | 116,420 | 116,738 | 344 | 120,986 | 121,330 | 355 | 126,071 | 126,426 | 392 | 131,107 | 131,499 | 401 | 134,929 | 135,330 |
| 5-8m | | | 1,000 | 16,983 | 17,983 | 1,033 | 18,466 | 19,499 | 1,055 | 20,017 | 21,072 | 1,081 | 21,713 | 22,793 | 1,038 | 22,715 | 23,753 |
| 8-10m | | | 352 | 0 | 352 | 361 | 0 | 361 | 368 | 0 | 368 | 380 | 0 | 380 | 385 | 0 | 385 |
| 10-12m | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15m | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25m | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| >25m | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | 1,693 | 143,981 | 145,675 | 1,766 | 149,767 | 151,533 | 1,807 | 156,207 | 158,014 | 1,884 | 162,729 | 164,613 | 1,849 | 167,353 | 169,202 |

# APPENDIX B

# PROJECTED BOAT REGISTRATIONS BY LENGTH

Table B.1: Projected Boat Registrations by Type, Length and Catchment, Base Case Scenario, 2010-2031

| | 2009 Regos | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|---|
| CAPE YORK | | | | | | | | |
| *Sail Boat* | | | | | | | | |
| <3 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 2 | 1.4% | 2 | 2 | 2 | 2 | 2 | 2 |
| 5-8 metres | 13 | 27.4% | 13 | 13 | 13 | 14 | 15 | 15 |
| 8-10 metres | 13 | 26.0% | 13 | 13 | 13 | 14 | 14 | 15 |
| 10-12 metres | 13 | 26.0% | 13 | 13 | 13 | 14 | 14 | 15 |
| 12-15 metres | 6 | 13.9% | 6 | 6 | 6 | 6 | 7 | 7 |
| 15-25 metres | 2 | 5.3% | 2 | 2 | 2 | 2 | 2 | 2 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 49 | 100.0% | 49 | 49 | 51 | 53 | 55 | 57 |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 18 | 1.2% | 18 | 18 | 19 | 20 | 21 | 22 |
| 3-5 metres | 1,228 | 71.1% | 1,229 | 1,229 | 1,271 | 1,322 | 1,380 | 1,437 |
| 5-8 metres | 460 | 25.2% | 460 | 460 | 475 | 493 | 514 | 534 |
| 8-10 metres | 22 | 1.3% | 22 | 22 | 23 | 24 | 25 | 26 |
| 10-12 metres | 9 | 0.6% | 9 | 9 | 9 | 10 | 10 | 11 |
| 12-15 metres | 9 | 0.5% | 9 | 9 | 9 | 10 | 10 | 11 |
| 15-25 metres | 2 | 0.0% | 2 | 2 | 2 | 2 | 2 | 2 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1,748 | 100.0% | 1,749 | 1,750 | 1,808 | 1,880 | 1,962 | 2,042 |
| *Total Boats* | | | | | | | | |
| <3 metres | 18 | 1.2% | 18 | 18 | 19 | 20 | 21 | 22 |
| 3-5 metres | 1,230 | 69.3% | 1,231 | 1,231 | 1,273 | 1,324 | 1,383 | 1,440 |
| 5-8 metres | 473 | 25.3% | 473 | 474 | 489 | 507 | 529 | 549 |
| 8-10 metres | 35 | 1.9% | 35 | 35 | 36 | 38 | 39 | 41 |
| 10-12 metres | 22 | 1.2% | 22 | 22 | 23 | 24 | 25 | 26 |
| 12-15 metres | 15 | 0.9% | 15 | 15 | 16 | 16 | 17 | 18 |
| 15-25 metres | 4 | 0.2% | 4 | 4 | 4 | 4 | 4 | 5 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1,797 | 100.0% | 1,798 | 1,799 | 1,859 | 1,933 | 2,017 | 2,099 |
| NORTH WEST QLD | | | | | | | | |
| *Sail Boat* | | | | | | | | |
| <3 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 0 | 4.5% | 0 | 0 | 0 | 0 | 0 | 0 |
| 5-8 metres | 5 | 43.2% | 5 | 5 | 5 | 5 | 5 | 5 |
| 8-10 metres | 1 | 9.1% | 1 | 1 | 1 | 1 | 1 | 1 |
| 10-12 metres | 1 | 11.4% | 1 | 1 | 1 | 1 | 1 | 1 |
| 12-15 metres | 2 | 18.2% | 2 | 2 | 2 | 2 | 2 | 2 |
| 15-25 metres | 1 | 13.6% | 1 | 1 | 1 | 1 | 1 | 1 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 10 | 100.0% | 10 | 11 | 10 | 10 | 11 | 11 |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 49 | 3.4% | 52 | 54 | 52 | 52 | 53 | 56 |
| 3-5 metres | 1,368 | 78.8% | 1430 | 1495 | 1441 | 1441 | 1471 | 1519 |
| 5-8 metres | 328 | 17.3% | 342 | 356 | 344 | 344 | 351 | 361 |
| 8-10 metres | 4 | 0.3% | 4 | 4 | 4 | 4 | 4 | 5 |
| 10-12 metres | 0 | 0.1% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 1 | 0.1% | 1 | 1 | 1 | 1 | 1 | 1 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1,750 | 100.0% | 1,829 | 1,911 | 1,842 | 1,842 | 1,880 | 1,941 |
| *Total Boats* | | | | | | | | |
| <3 metres | 49 | 3.4% | 52 | 54 | 52 | 52 | 53 | 56 |

| | 2009 Regos | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|---|
| 3-5 metres | 1,368 | 78.5% | 1,430 | 1,495 | 1,441 | 1,441 | 1,471 | 1,519 |
| 5-8 metres | 333 | 17.4% | 347 | 361 | 349 | 349 | 356 | 367 |
| 8-10 metres | 5 | 0.3% | 5 | 5 | 5 | 5 | 5 | 6 |
| 10-12 metres | 1 | 0.1% | 1 | 1 | 1 | 1 | 1 | 1 |
| 12-15 metres | 2 | 0.1% | 2 | 2 | 2 | 2 | 2 | 2 |
| 15-25 metres | 2 | 0.1% | 2 | 2 | 2 | 2 | 2 | 2 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1,760 | 100.0% | 1,839 | 1,922 | 1,852 | 1,853 | 1,891 | 1,952 |
| | | | | | | | | |
| CAIRNS | | | | | | | | |
| *Sail Boat* | | | | | | | | |
| <3 metres | 2 | 0.3% | 2 | 2 | 2 | 2 | 2 | 3 |
| 3-5 metres | 37 | 5.7% | 37 | 37 | 40 | 42 | 44 | 46 |
| 5-8 metres | 138 | 28.2% | 139 | 140 | 151 | 161 | 172 | 183 |
| 8-10 metres | 126 | 23.0% | 127 | 127 | 137 | 145 | 153 | 163 |
| 10-12 metres | 145 | 23.9% | 146 | 147 | 156 | 165 | 174 | 183 |
| 12-15 metres | 107 | 14.8% | 107 | 108 | 114 | 119 | 125 | 130 |
| 15-25 metres | 21 | 4.1% | 21 | 21 | 23 | 24 | 26 | 27 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 576 | 100.0% | 579 | 582 | 622 | 658 | 695 | 735 |
| | | | | | | | | |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 463 | 3.0% | 466 | 469 | 506 | 540 | 575 | 613 |
| 3-5 metres | 12,432 | 73.4% | 12,504 | 12,577 | 13,467 | 14,292 | 15,136 | 16,042 |
| 5-8 metres | 4,034 | 21.5% | 4,055 | 4,077 | 4,337 | 4,579 | 4,826 | 5,092 |
| 8-10 metres | 171 | 1.0% | 172 | 173 | 185 | 196 | 208 | 220 |
| 10-12 metres | 83 | 0.4% | 83 | 84 | 89 | 94 | 99 | 105 |
| 12-15 metres | 84 | 0.4% | 84 | 85 | 90 | 95 | 99 | 104 |
| 15-25 metres | 44 | 0.2% | 44 | 44 | 47 | 50 | 52 | 55 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 17,311 | 100.0% | 17,410 | 17,509 | 18,721 | 19,845 | 20,996 | 22,230 |
| | | | | | | | | |
| *Total Boats* | | | | | | | | |
| <3 metres | 465 | 3.0% | 468 | 471 | 508 | 543 | 578 | 615 |
| 3-5 metres | 12,469 | 71.3% | 12,542 | 12,614 | 13,506 | 14,333 | 15,180 | 16,088 |
| 5-8 metres | 4,172 | 21.7% | 4,194 | 4,216 | 4,488 | 4,740 | 4,998 | 5,274 |
| 8-10 metres | 297 | 1.7% | 299 | 300 | 321 | 341 | 361 | 382 |
| 10-12 metres | 228 | 1.2% | 229 | 230 | 245 | 259 | 273 | 288 |
| 12-15 metres | 191 | 0.9% | 192 | 193 | 204 | 214 | 224 | 235 |
| 15-25 metres | 65 | 0.3% | 65 | 66 | 70 | 74 | 78 | 82 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 17,887 | 100.0% | 17,989 | 18,091 | 19,342 | 20,503 | 21,692 | 22,965 |
| | | | | | | | | |
| TOWNSVILLE | | | | | | | | |
| *Sail Boat* | | | | | | | | |
| <3 metres | 3 | 0.7% | 3 | 3 | 3 | 4 | 4 | 4 |
| 3-5 metres | 27 | 7.0% | 28 | 28 | 32 | 34 | 36 | 38 |
| 5-8 metres | 105 | 28.5% | 107 | 109 | 124 | 135 | 144 | 151 |
| 8-10 metres | 83 | 22.3% | 85 | 86 | 98 | 106 | 113 | 119 |
| 10-12 metres | 105 | 26.3% | 107 | 109 | 122 | 132 | 141 | 148 |
| 12-15 metres | 56 | 13.5% | 57 | 58 | 65 | 70 | 74 | 78 |
| 15-25 metres | 7 | 1.8% | 7 | 7 | 8 | 9 | 9 | 10 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 386 | 100.0% | 394 | 402 | 452 | 490 | 521 | 549 |
| | | | | | | | | |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 361 | 2.3% | 368 | 376 | 424 | 462 | 491 | 518 |
| 3-5 metres | 13,615 | 79.8% | 13,870 | 14,131 | 15,779 | 17,060 | 18,072 | 18,977 |
| 5-8 metres | 3,130 | 16.4% | 3,183 | 3,236 | 3,576 | 3,839 | 4,048 | 4,234 |
| 8-10 metres | 101 | 0.6% | 103 | 105 | 116 | 125 | 132 | 139 |
| 10-12 metres | 76 | 0.4% | 77 | 79 | 88 | 95 | 100 | 105 |
| 12-15 metres | 63 | 0.3% | 64 | 65 | 72 | 77 | 81 | 85 |
| 15-25 metres | 23 | 0.1% | 23 | 24 | 26 | 27 | 29 | 30 |

| | 2009 Regos | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|---|
| >25 metres | 3 | 0.0% | 3 | 3 | 3 | 3 | 4 | 4 |
| Total | 17,372 | 100.0% | 17,692 | 18,018 | 20,084 | 21,689 | 22,957 | 24,092 |
| | | | | | | | | |
| *Total Boats* | | | | | | | | |
| <3 metres | 364 | 2.3% | 372 | 379 | 428 | 465 | 495 | 522 |
| 3-5 metres | 13,642 | 78.1% | 13,898 | 14,159 | 15,811 | 17,094 | 18,108 | 19,016 |
| 5-8 metres | 3,235 | 16.7% | 3,290 | 3,346 | 3,699 | 3,974 | 4,191 | 4,385 |
| 8-10 metres | 184 | 1.1% | 188 | 191 | 214 | 232 | 246 | 258 |
| 10-12 metres | 181 | 1.0% | 184 | 188 | 210 | 227 | 241 | 253 |
| 12-15 metres | 119 | 0.6% | 121 | 123 | 137 | 147 | 156 | 163 |
| 15-25 metres | 30 | 0.1% | 30 | 31 | 34 | 36 | 38 | 40 |
| >25 metres | 3 | 0.0% | 3 | 3 | 3 | 3 | 4 | 4 |
| Total | 17,758 | 100.0% | 18,086 | 18,420 | 20,536 | 22,179 | 23,479 | 24,641 |
| | | | | | | | | |
| CENTRAL WEST | | | | | | | | |
| *Sail Boat* | | | | | | | | |
| <3 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 2 | 50.0% | 2 | 2 | 2 | 2 | 2 | 2 |
| 5-8 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 8-10 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 10-12 metres | 1 | 33.3% | 1 | 1 | 1 | 1 | 1 | 1 |
| 12-15 metres | 1 | 16.7% | 1 | 1 | 1 | 1 | 1 | 1 |
| 15-25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 4 | 100.0% | 4 | 4 | 4 | 4 | 4 | 4 |
| | | | | | | | | |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 32 | 8.2% | 32 | 32 | 33 | 33 | 34 | 36 |
| 3-5 metres | 330 | 77.8% | 330 | 329 | 337 | 344 | 353 | 366 |
| 5-8 metres | 67 | 13.8% | 67 | 67 | 68 | 69 | 71 | 73 |
| 8-10 metres | 1 | 0.0% | 1 | 1 | 1 | 1 | 1 | 1 |
| 10-12 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 1 | 0.1% | 1 | 1 | 1 | 1 | 1 | 1 |
| 15-25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 431 | 100.0% | 431 | 430 | 440 | 449 | 461 | 477 |
| | | | | | | | | |
| *Total Boats* | | | | | | | | |
| <3 metres | 32 | 8.2% | 32 | 32 | 33 | 33 | 34 | 36 |
| 3-5 metres | 332 | 77.7% | 332 | 331 | 339 | 346 | 355 | 368 |
| 5-8 metres | 67 | 13.7% | 67 | 67 | 68 | 69 | 71 | 73 |
| 8-10 metres | 1 | 0.0% | 1 | 1 | 1 | 1 | 1 | 1 |
| 10-12 metres | 1 | 0.2% | 1 | 1 | 1 | 1 | 1 | 1 |
| 12-15 metres | 2 | 0.2% | 2 | 2 | 2 | 2 | 2 | 2 |
| 15-25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 435 | 100.0% | 435 | 434 | 444 | 453 | 465 | 481 |
| | | | | | | | | |
| EMERALD | | | | | | | | |
| *Sail Boat* | | | | | | | | |
| <3 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 2 | 13.3% | 2 | 2 | 3 | 3 | 3 | 3 |
| 5-8 metres | 6 | 31.6% | 6 | 6 | 7 | 8 | 9 | 9 |
| 8-10 metres | 2 | 18.4% | 2 | 2 | 3 | 3 | 4 | 4 |
| 10-12 metres | 5 | 26.5% | 5 | 5 | 6 | 7 | 7 | 8 |
| 12-15 metres | 3 | 10.2% | 3 | 3 | 3 | 4 | 4 | 4 |
| 15-25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 18 | 100.0% | 19 | 19 | 22 | 24 | 26 | 29 |
| | | | | | | | | |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 89 | 4.1% | 92 | 96 | 107 | 119 | 129 | 140 |
| 3-5 metres | 1,784 | 72.8% | 1,841 | 1,900 | 2,108 | 2,307 | 2,496 | 2,686 |

| | 2009 Regos | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|---|
| 5-8 metres | 625 | 22.4% | 643 | 661 | 725 | 786 | 844 | 903 |
| 8-10 metres | 9 | 0.5% | 9 | 10 | 11 | 12 | 14 | 15 |
| 10-12 metres | 1 | 0.1% | 1 | 1 | 1 | 2 | 2 | 2 |
| 12-15 metres | 3 | 0.1% | 3 | 3 | 3 | 4 | 4 | 4 |
| 15-25 metres | 4 | 0.1% | 4 | 4 | 4 | 5 | 5 | 5 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 2,515 | 100.0% | 2,593 | 2,674 | 2,960 | 3,233 | 3,493 | 3,754 |
| | | | | | | | | |
| *Total Boats* | | | | | | | | |
| <3 metres | 89 | 4.1% | 92 | 96 | 107 | 119 | 129 | 140 |
| 3-5 metres | 1,786 | 72.2% | 1,843 | 1,902 | 2,111 | 2,309 | 2,499 | 2,689 |
| 5-8 metres | 631 | 22.5% | 649 | 667 | 732 | 794 | 853 | 912 |
| 8-10 metres | 11 | 0.6% | 11 | 12 | 14 | 15 | 17 | 19 |
| 10-12 metres | 6 | 0.3% | 6 | 6 | 7 | 8 | 9 | 10 |
| 12-15 metres | 6 | 0.2% | 6 | 6 | 7 | 7 | 8 | 8 |
| 15-25 metres | 4 | 0.1% | 4 | 4 | 4 | 5 | 5 | 5 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 2,533 | 100.0% | 2,612 | 2,694 | 2,982 | 3,257 | 3,519 | 3,783 |
| | | | | | | | | |
| MACKAY | | | | | | | | |
| *Sail Boat* | | | | | | | | |
| <3 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 15 | 5.1% | 16 | 16 | 19 | 20 | 22 | 22 |
| 5-8 metres | 85 | 31.5% | 89 | 93 | 108 | 119 | 126 | 131 |
| 8-10 metres | 51 | 20.1% | 53 | 56 | 65 | 73 | 77 | 80 |
| 10-12 metres | 75 | 27.0% | 78 | 82 | 94 | 104 | 110 | 114 |
| 12-15 metres | 48 | 14.4% | 50 | 51 | 58 | 63 | 67 | 69 |
| 15-25 metres | 3 | 2.0% | 3 | 3 | 4 | 5 | 6 | 6 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 277 | 100.0% | 289 | 301 | 349 | 385 | 407 | 423 |
| | | | | | | | | |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 378 | 3.4% | 395 | 412 | 479 | 530 | 561 | 584 |
| 3-5 metres | 9,739 | 77.6% | 10,126 | 10,528 | 12,079 | 13,253 | 13,973 | 14,510 |
| 5-8 metres | 2,403 | 17.0% | 2,488 | 2,576 | 2,915 | 3,171 | 3,329 | 3,446 |
| 8-10 metres | 135 | 0.9% | 140 | 145 | 164 | 178 | 187 | 193 |
| 10-12 metres | 75 | 0.6% | 78 | 81 | 92 | 101 | 106 | 110 |
| 12-15 metres | 64 | 0.4% | 66 | 69 | 77 | 84 | 88 | 91 |
| 15-25 metres | 22 | 0.1% | 23 | 23 | 26 | 28 | 30 | 31 |
| >25 metres | 1 | 0.0% | 1 | 1 | 1 | 2 | 2 | 2 |
| Total | 12,817 | 100.0% | 13,316 | 13,834 | 15,833 | 17,347 | 18,274 | 18,967 |
| | | | | | | | | |
| *Total Boats* | | | | | | | | |
| <3 metres | 378 | 3.3% | 395 | 412 | 479 | 530 | 561 | 584 |
| 3-5 metres | 9,754 | 75.9% | 10,141 | 10,544 | 12,098 | 13,274 | 13,994 | 14,532 |
| 5-8 metres | 2,488 | 17.3% | 2,576 | 2,668 | 3,022 | 3,290 | 3,454 | 3,577 |
| 8-10 metres | 186 | 1.4% | 193 | 200 | 229 | 251 | 264 | 274 |
| 10-12 metres | 150 | 1.2% | 156 | 162 | 186 | 205 | 216 | 224 |
| 12-15 metres | 112 | 0.8% | 116 | 120 | 136 | 148 | 155 | 160 |
| 15-25 metres | 25 | 0.2% | 26 | 27 | 31 | 33 | 35 | 36 |
| >25 metres | 1 | 0.0% | 1 | 1 | 1 | 2 | 2 | 2 |
| Total | 13,094 | 100.0% | 13,604 | 14,135 | 16,182 | 17,732 | 18,681 | 19,390 |
| | | | | | | | | |
| WHITSUNDAY | | | | | | | | |
| *Sail Boat* | | | | | | | | |
| <3 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 4 | 1.5% | 4 | 4 | 5 | 5 | 6 | 6 |
| 5-8 metres | 79 | 19.7% | 80 | 82 | 91 | 99 | 105 | 111 |
| 8-10 metres | 89 | 24.9% | 91 | 92 | 104 | 114 | 122 | 130 |
| 10-12 metres | 118 | 29.4% | 120 | 122 | 136 | 148 | 157 | 166 |
| 12-15 metres | 83 | 18.3% | 84 | 85 | 94 | 102 | 108 | 113 |
| 15-25 metres | 24 | 5.9% | 24 | 25 | 28 | 30 | 32 | 34 |
| >25 metres | 1 | 0.3% | 1 | 1 | 1 | 1 | 1 | 1 |

| | 2009 Regos | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|---|
| Total | 398 | 100.0% | 404 | 411 | 459 | 500 | 532 | 562 |
| | | | | | | | | |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 108 | 2.5% | 110 | 112 | 126 | 137 | 146 | 155 |
| 3-5 metres | 3,322 | 71.1% | 3,374 | 3,428 | 3,817 | 4,146 | 4,405 | 4,642 |
| 5-8 metres | 1,071 | 21.0% | 1,086 | 1,102 | 1,217 | 1,315 | 1,391 | 1,461 |
| 8-10 metres | 100 | 2.0% | 101 | 103 | 114 | 123 | 130 | 137 |
| 10-12 metres | 62 | 1.4% | 63 | 64 | 72 | 78 | 83 | 88 |
| 12-15 metres | 57 | 1.2% | 58 | 59 | 66 | 71 | 76 | 80 |
| 15-25 metres | 43 | 0.7% | 44 | 44 | 48 | 51 | 54 | 57 |
| >25 metres | 2 | 0.0% | 2 | 2 | 2 | 2 | 2 | 3 |
| Total | 4,765 | 100.0% | 4,839 | 4,914 | 5,462 | 5,925 | 6,289 | 6,623 |
| | | | | | | | | |
| *Total Boats* | | | | | | | | |
| <3 metres | 108 | 2.3% | 110 | 112 | 126 | 137 | 146 | 155 |
| 3-5 metres | 3,326 | 65.4% | 3,378 | 3,432 | 3,822 | 4,152 | 4,411 | 4,649 |
| 5-8 metres | 1,150 | 20.9% | 1,167 | 1,184 | 1,309 | 1,414 | 1,497 | 1,573 |
| 8-10 metres | 189 | 3.9% | 192 | 195 | 218 | 238 | 253 | 267 |
| 10-12 metres | 180 | 3.7% | 183 | 186 | 208 | 226 | 241 | 254 |
| 12-15 metres | 140 | 2.6% | 142 | 144 | 160 | 173 | 184 | 193 |
| 15-25 metres | 67 | 1.1% | 68 | 69 | 76 | 81 | 86 | 90 |
| >25 metres | 3 | 0.0% | 3 | 3 | 3 | 4 | 4 | 4 |
| Total | 5,163 | 100.0% | 5,243 | 5,325 | 5,921 | 6,425 | 6,821 | 7,184 |
| | | | | | | | | |
| GLADSTONE | | | | | | | | |
| *Sail Boat* | | | | | | | | |
| <3 metres | 0 | 0.5% | 0 | 0 | 0 | 0 | 0 | 1 |
| 3-5 metres | 13 | 5.1% | 13 | 13 | 15 | 16 | 17 | 18 |
| 5-8 metres | 44 | 25.7% | 45 | 46 | 52 | 57 | 64 | 71 |
| 8-10 metres | 44 | 22.9% | 45 | 46 | 51 | 56 | 62 | 68 |
| 10-12 metres | 53 | 24.3% | 54 | 55 | 60 | 66 | 72 | 78 |
| 12-15 metres | 36 | 18.8% | 37 | 38 | 42 | 46 | 51 | 56 |
| 15-25 metres | 5 | 2.6% | 5 | 5 | 6 | 6 | 7 | 8 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 195 | 100.0% | 200 | 205 | 226 | 247 | 272 | 299 |
| | | | | | | | | |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 288 | 3.8% | 295 | 302 | 333 | 365 | 401 | 440 |
| 3-5 metres | 5,852 | 76.3% | 5992 | 6136 | 6749 | 7393 | 8121 | 8901 |
| 5-8 metres | 1,511 | 18.1% | 1544 | 1578 | 1724 | 1876 | 2049 | 2234 |
| 8-10 metres | 76 | 0.9% | 78 | 80 | 87 | 95 | 104 | 114 |
| 10-12 metres | 32 | 0.4% | 33 | 33 | 36 | 40 | 43 | 47 |
| 12-15 metres | 37 | 0.4% | 38 | 39 | 42 | 46 | 50 | 54 |
| 15-25 metres | 8 | 0.1% | 8 | 8 | 9 | 10 | 11 | 12 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 7,804 | 100.0% | 7,988 | 8,176 | 8,980 | 9,824 | 10,779 | 11,802 |
| | | | | | | | | |
| *Total Boats* | | | | | | | | |
| <3 metres | 288 | 3.7% | 295 | 302 | 333 | 365 | 402 | 441 |
| 3-5 metres | 5,865 | 74.5% | 6,006 | 6,150 | 6,764 | 7,408 | 8,138 | 8,920 |
| 5-8 metres | 1,555 | 18.3% | 1,590 | 1,625 | 1,776 | 1,934 | 2,113 | 2,305 |
| 8-10 metres | 120 | 1.5% | 123 | 126 | 138 | 151 | 166 | 181 |
| 10-12 metres | 85 | 1.0% | 87 | 89 | 97 | 105 | 115 | 125 |
| 12-15 metres | 73 | 0.9% | 75 | 76 | 84 | 92 | 100 | 110 |
| 15-25 metres | 13 | 0.2% | 13 | 14 | 15 | 16 | 18 | 19 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 7,999 | 100.0% | 8,188 | 8,381 | 9,206 | 10,072 | 11,051 | 12,101 |
| | | | | | | | | |
| ROCKHAMPTON | | | | | | | | |
| *Sail Boat* | | | | | | | | |
| <3 metres | 1 | 0.1% | 1 | 1 | 1 | 1 | 1 | 1 |
| 3-5 metres | 11 | 5.2% | 11 | 12 | 12 | 13 | 14 | 15 |
| 5-8 metres | 58 | 28.0% | 59 | 61 | 66 | 70 | 75 | 80 |

| | 2009 Regos | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|---|
| 8-10 metres | 67 | 29.7% | 69 | 70 | 75 | 80 | 85 | 91 |
| 10-12 metres | 48 | 22.7% | 49 | 50 | 54 | 58 | 62 | 66 |
| 12-15 metres | 29 | 13.5% | 30 | 30 | 33 | 35 | 37 | 40 |
| 15-25 metres | 2 | 0.8% | 2 | 2 | 2 | 2 | 2 | 3 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 216 | 100.0% | 221 | 227 | 244 | 260 | 278 | 296 |
| | | | | | | | | |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 246 | 3.4% | 252 | 259 | 280 | 301 | 322 | 344 |
| 3-5 metres | 6,140 | 74.8% | 6,281 | 6,425 | 6,879 | 7,331 | 7,804 | 8,274 |
| 5-8 metres | 1,704 | 18.8% | 1,740 | 1,776 | 1,890 | 2,004 | 2,123 | 2,242 |
| 8-10 metres | 119 | 1.4% | 122 | 124 | 133 | 141 | 149 | 158 |
| 10-12 metres | 86 | 0.9% | 88 | 90 | 95 | 101 | 107 | 113 |
| 12-15 metres | 52 | 0.5% | 53 | 54 | 57 | 60 | 64 | 67 |
| 15-25 metres | 7 | 0.1% | 7 | 7 | 8 | 8 | 8 | 9 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 8,354 | 100.0% | 8,542 | 8,735 | 9,341 | 9,946 | 10,577 | 11,206 |
| | | | | | | | | |
| *Total Boats* | | | | | | | | |
| <3 metres | 247 | 3.3% | 253 | 260 | 281 | 302 | 323 | 345 |
| 3-5 metres | 6,151 | 72.9% | 6,292 | 6,437 | 6,891 | 7,344 | 7,818 | 8,289 |
| 5-8 metres | 1,762 | 19.1% | 1,799 | 1,837 | 1,956 | 2,075 | 2,198 | 2,322 |
| 8-10 metres | 186 | 2.1% | 190 | 194 | 208 | 221 | 235 | 249 |
| 10-12 metres | 134 | 1.5% | 137 | 140 | 150 | 159 | 169 | 179 |
| 12-15 metres | 81 | 0.9% | 83 | 84 | 90 | 95 | 101 | 107 |
| 15-25 metres | 9 | 0.1% | 9 | 9 | 10 | 10 | 11 | 11 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 8,570 | 100.0% | 8,764 | 8,962 | 9,585 | 10,206 | 10,855 | 11,502 |
| | | | | | | | | |
| NORTH WIDE BAY | | | | | | | | |
| *Sail Boat* | | | | | | | | |
| <3 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 18 | 8.0% | 18 | 18 | 19 | 21 | 22 | 24 |
| 5-8 metres | 50 | 25.9% | 50 | 51 | 54 | 58 | 63 | 68 |
| 8-10 metres | 47 | 18.0% | 47 | 47 | 50 | 53 | 56 | 60 |
| 10-12 metres | 64 | 27.4% | 64 | 65 | 69 | 73 | 78 | 83 |
| 12-15 metres | 39 | 16.5% | 39 | 39 | 42 | 44 | 47 | 51 |
| 15-25 metres | 9 | 3.7% | 9 | 9 | 10 | 10 | 11 | 12 |
| >25 metres | 1 | 0.5% | 1 | 1 | 1 | 1 | 1 | 1 |
| Total | 228 | 100.0% | 229 | 230 | 245 | 261 | 278 | 298 |
| | | | | | | | | |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 281 | 3.5% | 283 | 284 | 306 | 328 | 354 | 382 |
| 3-5 metres | 7,545 | 85.3% | 7,587 | 7,629 | 8,158 | 8,696 | 9,321 | 10,023 |
| 5-8 metres | 972 | 10.1% | 977 | 982 | 1,045 | 1,109 | 1,183 | 1,266 |
| 8-10 metres | 37 | 0.4% | 37 | 37 | 40 | 43 | 46 | 49 |
| 10-12 metres | 26 | 0.3% | 26 | 26 | 28 | 30 | 32 | 35 |
| 12-15 metres | 28 | 0.3% | 28 | 28 | 30 | 32 | 34 | 36 |
| 15-25 metres | 8 | 0.1% | 8 | 8 | 9 | 9 | 10 | 10 |
| >25 metres | 1 | 0.0% | 1 | 1 | 1 | 1 | 2 | 2 |
| Total | 8,898 | 100.0% | 8,947 | 8,997 | 9,617 | 10,248 | 10,981 | 11,805 |
| | | | | | | | | |
| *Total Boats* | | | | | | | | |
| <3 metres | 281 | 3.4% | 283 | 284 | 306 | 328 | 354 | 382 |
| 3-5 metres | 7,563 | 83.5% | 7,605 | 7,647 | 8,177 | 8,717 | 9,343 | 10,047 |
| 5-8 metres | 1,022 | 10.5% | 1,027 | 1,033 | 1,099 | 1,167 | 1,246 | 1,334 |
| 8-10 metres | 84 | 0.8% | 84 | 85 | 90 | 96 | 102 | 109 |
| 10-12 metres | 90 | 0.9% | 90 | 91 | 97 | 103 | 110 | 118 |
| 12-15 metres | 67 | 0.7% | 67 | 68 | 72 | 76 | 81 | 87 |
| 15-25 metres | 17 | 0.2% | 17 | 17 | 18 | 19 | 21 | 22 |
| >25 metres | 2 | 0.0% | 2 | 2 | 2 | 2 | 3 | 3 |
| Total | 9,126 | 100.0% | 9,176 | 9,227 | 9,862 | 10,509 | 11,259 | 12,103 |

| | 2009 Regos | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|---|
| SOUTH WIDE BAY | | | | | | | | |
| *Sail Boat* | | | | | | | | |
| <3 metres | 1 | 0.3% | 1 | 1 | 1 | 1 | 1 | 2 |
| 3-5 metres | 34 | 7.4% | 35 | 35 | 39 | 42 | 45 | 48 |
| 5-8 metres | 151 | 31.6% | 154 | 156 | 172 | 185 | 198 | 212 |
| 8-10 metres | 118 | 24.1% | 120 | 122 | 134 | 144 | 154 | 164 |
| 10-12 metres | 111 | 22.4% | 113 | 115 | 126 | 135 | 145 | 154 |
| 12-15 metres | 69 | 12.4% | 70 | 71 | 77 | 82 | 88 | 93 |
| 15-25 metres | 10 | 1.8% | 10 | 10 | 11 | 12 | 13 | 14 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 494 | 100.0% | 502 | 511 | 559 | 602 | 644 | 686 |
| | | | | | | | | |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 412 | 3.2% | 419 | 427 | 470 | 508 | 545 | 582 |
| 3-5 metres | 10,844 | 78.4% | 11,029 | 11,216 | 12,286 | 13,227 | 14,157 | 15,076 |
| 5-8 metres | 2,335 | 16.1% | 2,373 | 2,411 | 2,631 | 2,824 | 3,015 | 3,203 |
| 8-10 metres | 165 | 1.2% | 168 | 171 | 186 | 200 | 214 | 228 |
| 10-12 metres | 88 | 0.6% | 89 | 91 | 99 | 106 | 113 | 120 |
| 12-15 metres | 73 | 0.4% | 74 | 75 | 80 | 85 | 90 | 95 |
| 15-25 metres | 22 | 0.1% | 22 | 23 | 25 | 26 | 28 | 30 |
| >25 metres | 1 | 0.0% | 1 | 1 | 1 | 1 | 1 | 1 |
| Total | 13,940 | 100.0% | 14,175 | 14,415 | 15,779 | 16,978 | 18,164 | 19,335 |
| | | | | | | | | |
| *Total Boats* | | | | | | | | |
| <3 metres | 413 | 3.1% | 420 | 428 | 471 | 509 | 547 | 584 |
| 3-5 metres | 10,878 | 76.0% | 11,063 | 11,252 | 12,325 | 13,269 | 14,202 | 15,124 |
| 5-8 metres | 2,486 | 16.6% | 2,527 | 2,568 | 2,803 | 3,009 | 3,213 | 3,415 |
| 8-10 metres | 283 | 2.0% | 288 | 293 | 320 | 344 | 368 | 392 |
| 10-12 metres | 199 | 1.3% | 202 | 206 | 225 | 241 | 258 | 274 |
| 12-15 metres | 142 | 0.8% | 144 | 146 | 158 | 168 | 178 | 188 |
| 15-25 metres | 32 | 0.2% | 32 | 33 | 36 | 38 | 41 | 43 |
| >25 metres | 1 | 0.0% | 1 | 1 | 1 | 1 | 1 | 1 |
| Total | 14,434 | 100.0% | 14,678 | 14,926 | 16,338 | 17,580 | 18,808 | 20,021 |
| | | | | | | | | |
| DARLING DOWNS | | | | | | | | |
| *Sail Boat* | | | | | | | | |
| <3 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 6 | 12.5% | 6 | 6 | 7 | 7 | 8 | 9 |
| 5-8 metres | 28 | 43.6% | 28 | 29 | 31 | 33 | 35 | 37 |
| 8-10 metres | 11 | 17.4% | 11 | 11 | 12 | 13 | 14 | 15 |
| 10-12 metres | 11 | 17.4% | 11 | 11 | 12 | 13 | 14 | 15 |
| 12-15 metres | 9 | 9.1% | 9 | 9 | 10 | 10 | 10 | 11 |
| 15-25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 65 | 100.0% | 66 | 67 | 71 | 76 | 81 | 86 |
| | | | | | | | | |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 335 | 5.6% | 341 | 348 | 378 | 411 | 442 | 473 |
| 3-5 metres | 5,394 | 79.1% | 5484 | 5575 | 6001 | 6460 | 6898 | 7340 |
| 5-8 metres | 1,059 | 14.3% | 1075 | 1092 | 1169 | 1252 | 1331 | 1411 |
| 8-10 metres | 21 | 0.3% | 21 | 22 | 23 | 25 | 27 | 28 |
| 10-12 metres | 23 | 0.3% | 23 | 24 | 26 | 27 | 29 | 31 |
| 12-15 metres | 16 | 0.2% | 16 | 17 | 18 | 19 | 20 | 22 |
| 15-25 metres | 11 | 0.1% | 11 | 11 | 12 | 12 | 13 | 14 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 6,859 | 100.0% | 6,972 | 7,087 | 7,627 | 8,207 | 8,760 | 9,319 |
| | | | | | | | | |
| *Total Boats* | | | | | | | | |
| <3 metres | 335 | 5.6% | 341 | 348 | 378 | 411 | 442 | 473 |
| 3-5 metres | 5,400 | 78.6% | 5,490 | 5,581 | 6,008 | 6,468 | 6,906 | 7,348 |
| 5-8 metres | 1,087 | 14.6% | 1,104 | 1,121 | 1,200 | 1,285 | 1,366 | 1,448 |
| 8-10 metres | 32 | 0.4% | 33 | 33 | 35 | 38 | 40 | 43 |
| 10-12 metres | 34 | 0.5% | 35 | 35 | 38 | 40 | 43 | 46 |

| | 2009 Regos | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|---|
| 12-15 metres | 25 | 0.3% | 25 | 26 | 27 | 29 | 31 | 33 |
| 15-25 metres | 11 | 0.1% | 11 | 11 | 12 | 12 | 13 | 14 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 6,924 | 100.0% | 7,038 | 7,154 | 7,698 | 8,283 | 8,841 | 9,404 |
| | | | | | | | | |
| SOUTH CENTRAL | | | | | | | | |
| *Sail Boat* | | | | | | | | |
| <3 metres | 2 | 15.9% | 2 | 2 | 2 | 2 | 2 | 2 |
| 3-5 metres | 1 | 15.9% | 1 | 1 | 1 | 1 | 1 | 1 |
| 5-8 metres | 5 | 45.5% | 5 | 5 | 5 | 5 | 5 | 6 |
| 8-10 metres | 1 | 18.2% | 1 | 1 | 1 | 1 | 1 | 1 |
| 10-12 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0 | 4.5% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 9 | 100.0% | 9 | 9 | 9 | 10 | 10 | 10 |
| | | | | | | | | |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 122 | 6.6% | 122 | 123 | 127 | 131 | 135 | 138 |
| 3-5 metres | 1,567 | 77.0% | 1,570 | 1,574 | 1,622 | 1,677 | 1,718 | 1,749 |
| 5-8 metres | 365 | 15.9% | 366 | 366 | 376 | 388 | 396 | 403 |
| 8-10 metres | 6 | 0.3% | 6 | 6 | 6 | 6 | 7 | 7 |
| 10-12 metres | 1 | 0.1% | 1 | 1 | 1 | 1 | 1 | 1 |
| 12-15 metres | 2 | 0.1% | 2 | 2 | 2 | 2 | 2 | 2 |
| 15-25 metres | 1 | 0.1% | 1 | 1 | 1 | 1 | 1 | 1 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 2,064 | 100.0% | 2,068 | 2,073 | 2,136 | 2,207 | 2,260 | 2,301 |
| | | | | | | | | |
| *Total Boats* | | | | | | | | |
| <3 metres | 124 | 6.6% | 124 | 125 | 129 | 134 | 137 | 140 |
| 3-5 metres | 1,568 | 76.7% | 1,571 | 1,575 | 1,623 | 1,678 | 1,719 | 1,750 |
| 5-8 metres | 370 | 16.1% | 371 | 371 | 382 | 393 | 402 | 408 |
| 8-10 metres | 7 | 0.4% | 7 | 7 | 7 | 8 | 8 | 8 |
| 10-12 metres | 1 | 0.1% | 1 | 1 | 1 | 1 | 1 | 1 |
| 12-15 metres | 2 | 0.1% | 2 | 2 | 2 | 2 | 2 | 2 |
| 15-25 metres | 1 | 0.1% | 1 | 1 | 1 | 1 | 1 | 1 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 2,073 | 100.0% | 2,077 | 2,082 | 2,145 | 2,217 | 2,270 | 2,311 |
| | | | | | | | | |
| SOUTH WEST QLD | | | | | | | | |
| *Sail Boat* | | | | | | | | |
| <3 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 1 | 100.0% | 1 | 1 | 1 | 1 | 1 | 1 |
| 5-8 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 8-10 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 10-12 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1 | 100.0% | 1 | 1 | 1 | 1 | 1 | 1 |
| | | | | | | | | |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 23 | 10.8% | 23 | 23 | 23 | 23 | 23 | 23 |
| 3-5 metres | 176 | 75.0% | 175 | 174 | 174 | 175 | 175 | 176 |
| 5-8 metres | 37 | 13.4% | 37 | 37 | 37 | 37 | 37 | 37 |
| 8-10 metres | 1 | 0.3% | 1 | 1 | 1 | 1 | 1 | 1 |
| 10-12 metres | 1 | 0.3% | 1 | 1 | 1 | 1 | 1 | 1 |
| 12-15 metres | 1 | 0.1% | 1 | 1 | 1 | 1 | 1 | 1 |
| 15-25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 239 | 100.0% | 238 | 237 | 237 | 237 | 238 | 238 |
| | | | | | | | | |
| *Total Boats* | | | | | | | | |

| | 2009 Regos | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|---|
| <3 metres | 23 | 10.8% | 23 | 23 | 23 | 23 | 23 | 23 |
| 3-5 metres | 177 | 75.1% | 176 | 175 | 175 | 176 | 176 | 177 |
| 5-8 metres | 37 | 13.4% | 37 | 37 | 37 | 37 | 37 | 37 |
| 8-10 metres | 1 | 0.3% | 1 | 1 | 1 | 1 | 1 | 1 |
| 10-12 metres | 1 | 0.3% | 1 | 1 | 1 | 1 | 1 | 1 |
| 12-15 metres | 1 | 0.1% | 1 | 1 | 1 | 1 | 1 | 1 |
| 15-25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 240 | 100.0% | 239 | 238 | 238 | 238 | 239 | 239 |
| | | | | | | | | |
| SEQ NORTH | | | | | | | | |
| *Sail Boat* | | | | | | | | |
| <3 metres | 7 | 0.3% | 7 | 7 | 8 | 9 | 9 | 10 |
| 3-5 metres | 148 | 5.5% | 150 | 151 | 164 | 175 | 183 | 190 |
| 5-8 metres | 792 | 31.5% | 801 | 811 | 887 | 947 | 994 | 1031 |
| 8-10 metres | 526 | 20.3% | 532 | 538 | 587 | 626 | 656 | 680 |
| 10-12 metres | 610 | 23.6% | 617 | 624 | 681 | 726 | 761 | 789 |
| 12-15 metres | 431 | 15.6% | 436 | 440 | 478 | 508 | 531 | 549 |
| 15-25 metres | 76 | 3.0% | 77 | 78 | 85 | 91 | 95 | 99 |
| >25 metres | 2 | 0.1% | 2 | 2 | 2 | 3 | 3 | 3 |
| Total | 2,592 | 100.0% | 2,622 | 2,652 | 2,892 | 3,084 | 3,232 | 3,351 |
| | | | | | | | | |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 2,991 | 5.6% | 3,029 | 3,066 | 3,370 | 3,612 | 3,799 | 3,949 |
| 3-5 metres | 42,902 | 71.4% | 43,383 | 43,870 | 47,764 | 50,877 | 53,269 | 55,204 |
| 5-8 metres | 12,543 | 19.5% | 12,675 | 12,808 | 13,872 | 14,723 | 15,377 | 15,906 |
| 8-10 metres | 843 | 1.4% | 852 | 862 | 937 | 997 | 1,043 | 1,080 |
| 10-12 metres | 638 | 1.1% | 645 | 652 | 710 | 756 | 791 | 820 |
| 12-15 metres | 483 | 0.8% | 488 | 494 | 536 | 569 | 595 | 616 |
| 15-25 metres | 204 | 0.3% | 206 | 208 | 223 | 235 | 244 | 251 |
| >25 metres | 12 | 0.0% | 12 | 12 | 13 | 14 | 15 | 16 |
| Total | 60,616 | 100.0% | 61,290 | 61,972 | 67,424 | 71,783 | 75,133 | 77,843 |
| | | | | | | | | |
| *Total Boats* | | | | | | | | |
| <3 metres | 2,998 | 5.3% | 3,036 | 3,074 | 3,378 | 3,621 | 3,808 | 3,959 |
| 3-5 metres | 43,050 | 68.6% | 43,533 | 44,022 | 47,928 | 51,052 | 53,452 | 55,394 |
| 5-8 metres | 13,335 | 20.0% | 13,476 | 13,619 | 14,759 | 15,670 | 16,371 | 16,938 |
| 8-10 metres | 1,369 | 2.2% | 1,384 | 1,400 | 1,524 | 1,623 | 1,699 | 1,760 |
| 10-12 metres | 1,248 | 2.0% | 1,262 | 1,276 | 1,391 | 1,482 | 1,552 | 1,609 |
| 12-15 metres | 914 | 1.4% | 924 | 934 | 1,013 | 1,077 | 1,126 | 1,165 |
| 15-25 metres | 280 | 0.4% | 283 | 286 | 308 | 326 | 339 | 350 |
| >25 metres | 14 | 0.0% | 14 | 14 | 16 | 17 | 18 | 19 |
| Total | 63,208 | 100.0% | 63,912 | 64,624 | 70,316 | 74,867 | 78,365 | 81,194 |
| | | | | | | | | |
| SEQ SOUTH | | | | | | | | |
| *Sail Boat* | | | | | | | | |
| <3 metres | 10 | 0.7% | 10 | 10 | 12 | 14 | 16 | 18 |
| 3-5 metres | 122 | 6.8% | 124 | 127 | 143 | 161 | 179 | 197 |
| 5-8 metres | 502 | 33.1% | 513 | 525 | 606 | 691 | 780 | 870 |
| 8-10 metres | 345 | 20.6% | 352 | 359 | 409 | 463 | 517 | 573 |
| 10-12 metres | 345 | 20.9% | 352 | 359 | 411 | 465 | 520 | 577 |
| 12-15 metres | 229 | 14.1% | 234 | 239 | 273 | 309 | 347 | 385 |
| 15-25 metres | 54 | 3.8% | 55 | 57 | 66 | 76 | 86 | 96 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1,607 | 100.0% | 1,641 | 1,676 | 1,920 | 2,179 | 2,445 | 2,717 |
| | | | | | | | | |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 3,477 | 7.3% | 3,558 | 3,640 | 4,221 | 4,834 | 5,467 | 6,112 |
| 3-5 metres | 34,151 | 63.0% | 34,844 | 35,551 | 40,539 | 45,804 | 51,235 | 56,775 |
| 5-8 metres | 12,661 | 23.5% | 12,919 | 13,182 | 15,040 | 17,000 | 19,022 | 21,085 |
| 8-10 metres | 1,240 | 2.4% | 1,266 | 1,293 | 1,482 | 1,681 | 1,887 | 2,097 |
| 10-12 metres | 930 | 1.8% | 950 | 970 | 1,110 | 1,259 | 1,413 | 1,569 |
| 12-15 metres | 710 | 1.3% | 725 | 740 | 845 | 957 | 1,072 | 1,189 |

| | 2009 Regos | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|---|
| 15-25 metres | 340 | 0.6% | 346 | 353 | 398 | 445 | 494 | 544 |
| >25 metres | 33 | 0.1% | 34 | 34 | 40 | 45 | 51 | 57 |
| Total | 53,542 | 100.0% | 54,641 | 55,763 | 63,675 | 72,026 | 80,640 | 89,427 |
| | | | | | | | | |
| *Total Boats* | | | | | | | | |
| <3 metres | 3,487 | 7.1% | 3,568 | 3,651 | 4,233 | 4,848 | 5,483 | 6,130 |
| 3-5 metres | 34,273 | 61.4% | 34,968 | 35,678 | 40,682 | 45,965 | 51,414 | 56,972 |
| 5-8 metres | 13,163 | 23.8% | 13,432 | 13,707 | 15,645 | 17,691 | 19,802 | 21,955 |
| 8-10 metres | 1,585 | 2.9% | 1,618 | 1,652 | 1,891 | 2,144 | 2,405 | 2,670 |
| 10-12 metres | 1,275 | 2.4% | 1,302 | 1,329 | 1,521 | 1,724 | 1,933 | 2,146 |
| 12-15 metres | 939 | 1.7% | 958 | 978 | 1,118 | 1,266 | 1,419 | 1,574 |
| 15-25 metres | 394 | 0.7% | 402 | 409 | 463 | 521 | 580 | 640 |
| >25 metres | 33 | 0.1% | 34 | 35 | 40 | 46 | 51 | 57 |
| Total | 55,149 | 100.0% | 56,282 | 57,438 | 65,595 | 74,205 | 83,085 | 92,144 |
| | | | | | | | | |
| INTERSTATE | | | | | | | | |
| *Sail Boat* | | | | | | | | |
| <3 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 2 | 1.4% | 2 | 2 | 2 | 2 | 2 | 2 |
| 5-8 metres | 15 | 14.3% | 15 | 15 | 16 | 17 | 18 | 19 |
| 8-10 metres | 14 | 18.3% | 14 | 15 | 16 | 17 | 18 | 20 |
| 10-12 metres | 35 | 31.7% | 35 | 36 | 38 | 40 | 43 | 45 |
| 12-15 metres | 29 | 30.5% | 29 | 30 | 32 | 34 | 36 | 38 |
| 15-25 metres | 6 | 3.8% | 6 | 6 | 6 | 7 | 7 | 7 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 101 | 100.0% | 102 | 104 | 111 | 118 | 125 | 132 |
| | | | | | | | | |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 35 | 5.5% | 35 | 36 | 38 | 41 | 43 | 46 |
| 3-5 metres | 349 | 55.4% | 354 | 359 | 383 | 408 | 433 | 456 |
| 5-8 metres | 123 | 21.4% | 125 | 127 | 136 | 146 | 155 | 164 |
| 8-10 metres | 21 | 3.7% | 21 | 22 | 23 | 25 | 27 | 28 |
| 10-12 metres | 24 | 4.3% | 24 | 25 | 27 | 29 | 30 | 32 |
| 12-15 metres | 29 | 5.1% | 29 | 30 | 32 | 34 | 37 | 39 |
| 15-25 metres | 31 | 4.3% | 31 | 32 | 34 | 36 | 37 | 39 |
| >25 metres | 1 | 0.4% | 1 | 1 | 1 | 1 | 2 | 2 |
| Total | 613 | 100.0% | 622 | 631 | 675 | 720 | 764 | 806 |
| | | | | | | | | |
| *Total Boats* | | | | | | | | |
| <3 metres | 35 | 4.7% | 35 | 36 | 38 | 41 | 43 | 46 |
| 3-5 metres | 351 | 48.0% | 356 | 361 | 386 | 410 | 435 | 458 |
| 5-8 metres | 138 | 20.4% | 140 | 142 | 153 | 163 | 174 | 184 |
| 8-10 metres | 35 | 5.7% | 36 | 36 | 39 | 42 | 45 | 48 |
| 10-12 metres | 59 | 8.1% | 60 | 61 | 65 | 69 | 73 | 77 |
| 12-15 metres | 58 | 8.6% | 59 | 60 | 64 | 69 | 73 | 77 |
| 15-25 metres | 37 | 4.2% | 37 | 38 | 40 | 42 | 44 | 47 |
| >25 metres | 1 | 0.3% | 1 | 1 | 1 | 1 | 2 | 2 |
| Total | 714 | 100.0% | 724 | 734 | 786 | 838 | 889 | 938 |
| | | | | | | | | |
| QUEENSLAND | | | | | | | | |
| *Sail Boat* | | | | | | | | |
| <3 metres | 26 | 0.4% | 26 | 27 | 30 | 33 | 37 | 39 |
| 3-5 metres | 445 | 6.2% | 452 | 459 | 505 | 548 | 588 | 626 |
| 5-8 metres | 2,076 | 28.7% | 2,111 | 2,148 | 2,388 | 2,607 | 2,808 | 3,000 |
| 8-10 metres | 1,538 | 21.3% | 1,563 | 1,588 | 1,756 | 1,909 | 2,049 | 2,183 |
| 10-12 metres | 1,740 | 24.1% | 1,767 | 1,795 | 1,981 | 2,148 | 2,300 | 2,444 |
| 12-15 metres | 1,177 | 16.3% | 1,194 | 1,212 | 1,330 | 1,437 | 1,534 | 1,627 |
| 15-25 metres | 220 | 3.0% | 224 | 227 | 252 | 276 | 297 | 318 |
| >25 metres | 4 | 0.1% | 4 | 4 | 5 | 5 | 6 | 6 |
| Total | 7,226 | 100.0% | 7,342 | 7,460 | 8,247 | 8,963 | 9,618 | 10,244 |
| | | | | | | | | |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 9,708 | 4.4% | 9,891 | 10,077 | 11,291 | 12,446 | 13,542 | 14,611 |

| | 2009 Regos | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|---|
| 3-5 metres | 158,738 | 71.6% | 161,404 | 164,127 | 180,854 | 196,212 | 210,416 | 224,153 |
| 5-8 metres | 45,428 | 20.5% | 46,153 | 46,894 | 51,577 | 55,956 | 60,063 | 64,056 |
| 8-10 metres | 3,072 | 1.4% | 3,125 | 3,179 | 3,536 | 3,878 | 4,205 | 4,525 |
| 10-12 metres | 2,155 | 1.0% | 2,192 | 2,230 | 2,485 | 2,729 | 2,962 | 3,189 |
| 12-15 metres | 1,712 | 0.8% | 1,740 | 1,769 | 1,962 | 2,148 | 2,325 | 2,498 |
| 15-25 metres | 771 | 0.3% | 782 | 794 | 871 | 947 | 1,019 | 1,090 |
| >25 metres | 54 | 0.0% | 55 | 56 | 64 | 71 | 78 | 86 |
| Total | 221,638 | 100.0% | 225,342 | 229,126 | 252,641 | 274,387 | 294,610 | 314,208 |
| | | | | | | | | |
| *Total Boats* | | | | | | | | |
| <3 metres | 9,734 | 4.3% | 9,917 | 10,104 | 11,321 | 12,480 | 13,578 | 14,651 |
| 3-5 metres | 159,183 | 69.6% | 161,855 | 164,586 | 181,360 | 196,760 | 211,004 | 224,779 |
| 5-8 metres | 47,504 | 20.8% | 48,265 | 49,041 | 53,964 | 58,562 | 62,870 | 67,056 |
| 8-10 metres | 4,610 | 2.0% | 4,688 | 4,768 | 5,293 | 5,787 | 6,254 | 6,708 |
| 10-12 metres | 3,895 | 1.7% | 3,960 | 4,026 | 4,466 | 4,877 | 5,261 | 5,633 |
| 12-15 metres | 2,889 | 1.3% | 2,935 | 2,981 | 3,292 | 3,584 | 3,859 | 4,126 |
| 15-25 metres | 991 | 0.4% | 1,006 | 1,021 | 1,124 | 1,222 | 1,316 | 1,408 |
| >25 metres | 58 | 0.0% | 59 | 60 | 68 | 76 | 84 | 92 |
| Total | 228,864 | 100.0% | 232,684 | 236,586 | 260,888 | 283,349 | 304,227 | 324,453 |

Source: Economic Associates estimates

Table B.2: Projected Boat Registrations by Type, Length and Catchment, Increasing Incidence of Boat Ownership Scenario, 2010-2031

| | 2009 Regos | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|---|
| CAPE YORK | | | | | | | | |
| *Sail Boat* | | | | | | | | |
| <3 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 2 | 1.4% | 2 | 2 | 2 | 2 | 3 | 3 |
| 5-8 metres | 13 | 27.4% | 14 | 14 | 18 | 22 | 26 | 31 |
| 8-10 metres | 13 | 26.0% | 13 | 14 | 17 | 22 | 25 | 30 |
| 10-12 metres | 13 | 26.0% | 13 | 14 | 17 | 22 | 25 | 30 |
| 12-15 metres | 6 | 13.9% | 6 | 7 | 8 | 11 | 13 | 15 |
| 15-25 metres | 2 | 5.3% | 2 | 2 | 3 | 4 | 5 | 5 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 49 | 100.0% | 51 | 53 | 66 | 82 | 97 | 114 |
| | | | | | | | | |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 18 | 1.2% | 18 | 19 | 22 | 25 | 28 | 31 |
| 3-5 metres | 1,228 | 71.1% | 1,250 | 1,273 | 1,439 | 1,637 | 1,817 | 2,010 |
| 5-8 metres | 460 | 25.2% | 468 | 476 | 535 | 605 | 669 | 738 |
| 8-10 metres | 22 | 1.3% | 22 | 23 | 26 | 29 | 32 | 36 |
| 10-12 metres | 9 | 0.6% | 9 | 9 | 11 | 12 | 14 | 15 |
| 12-15 metres | 9 | 0.5% | 9 | 9 | 11 | 12 | 13 | 15 |
| 15-25 metres | 2 | 0.0% | 2 | 2 | 2 | 2 | 2 | 2 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1,748 | 100.0% | 1,779 | 1,811 | 2,045 | 2,324 | 2,576 | 2,848 |
| | | | | | | | | |
| *Total Boats* | | | | | | | | |
| <3 metres | 18 | 1.2% | 18 | 19 | 22 | 25 | 28 | 31 |
| 3-5 metres | 1,230 | 69.3% | 1,252 | 1,275 | 1,441 | 1,640 | 1,820 | 2,013 |
| 5-8 metres | 473 | 25.3% | 481 | 490 | 552 | 627 | 695 | 768 |
| 8-10 metres | 35 | 1.9% | 36 | 37 | 43 | 51 | 58 | 66 |
| 10-12 metres | 22 | 1.2% | 23 | 23 | 28 | 34 | 39 | 45 |
| 12-15 metres | 15 | 0.9% | 15 | 16 | 19 | 23 | 26 | 30 |
| 15-25 metres | 4 | 0.2% | 4 | 4 | 5 | 6 | 7 | 8 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1,797 | 100.0% | 1,830 | 1,864 | 2,110 | 2,406 | 2,673 | 2,962 |
| | | | | | | | | |
| NORTH WEST QLD | | | | | | | | |

| | 2009 Regos | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|---|
| *Sail Boat* | | | | | | | | |
| <3 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 0 | 4.5% | 0 | 0 | 0 | 0 | 0 | 1 |
| 5-8 metres | 5 | 43.2% | 5 | 6 | 7 | 8 | 9 | 10 |
| 8-10 metres | 1 | 9.1% | 1 | 1 | 1 | 2 | 2 | 2 |
| 10-12 metres | 1 | 11.4% | 1 | 1 | 1 | 2 | 2 | 2 |
| 12-15 metres | 2 | 18.2% | 2 | 2 | 3 | 3 | 4 | 4 |
| 15-25 metres | 1 | 13.6% | 1 | 1 | 2 | 2 | 2 | 3 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 10 | 100.0% | 11 | 12 | 14 | 16 | 19 | 22 |
| | | | | | | | | |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 49 | 3.4% | 53 | 56 | 58 | 62 | 67 | 73 |
| 3-5 metres | 1,368 | 78.8% | 1450 | 1538 | 1577 | 1681 | 1791 | 1931 |
| 5-8 metres | 328 | 17.3% | 346 | 365 | 374 | 397 | 421 | 452 |
| 8-10 metres | 4 | 0.3% | 4 | 5 | 5 | 5 | 5 | 6 |
| 10-12 metres | 0 | 0.1% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 1 | 0.1% | 1 | 1 | 1 | 1 | 1 | 2 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1,750 | 100.0% | 1,854 | 1,965 | 2,015 | 2,147 | 2,287 | 2,465 |
| | | | | | | | | |
| *Total Boats* | | | | | | | | |
| <3 metres | 49 | 3.4% | 53 | 56 | 58 | 62 | 67 | 73 |
| 3-5 metres | 1,368 | 78.5% | 1,450 | 1,538 | 1,577 | 1,681 | 1,792 | 1,932 |
| 5-8 metres | 333 | 17.4% | 351 | 371 | 381 | 404 | 430 | 462 |
| 8-10 metres | 5 | 0.3% | 5 | 6 | 6 | 7 | 7 | 8 |
| 10-12 metres | 1 | 0.1% | 1 | 1 | 2 | 2 | 2 | 3 |
| 12-15 metres | 2 | 0.1% | 2 | 2 | 3 | 3 | 4 | 4 |
| 15-25 metres | 2 | 0.1% | 2 | 2 | 3 | 3 | 4 | 4 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1,760 | 100.0% | 1,865 | 1,977 | 2,029 | 2,163 | 2,306 | 2,487 |
| | | | | | | | | |
| CAIRNS | | | | | | | | |
| *Sail Boat* | | | | | | | | |
| <3 metres | 2 | 0.3% | 2 | 2 | 2 | 3 | 3 | 3 |
| 3-5 metres | 37 | 5.7% | 38 | 38 | 44 | 50 | 55 | 62 |
| 5-8 metres | 138 | 28.2% | 142 | 145 | 173 | 203 | 229 | 260 |
| 8-10 metres | 126 | 23.0% | 129 | 132 | 154 | 179 | 201 | 225 |
| 10-12 metres | 145 | 23.9% | 148 | 151 | 175 | 200 | 223 | 248 |
| 12-15 metres | 107 | 14.8% | 109 | 111 | 125 | 141 | 155 | 171 |
| 15-25 metres | 21 | 4.1% | 22 | 22 | 26 | 30 | 34 | 39 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 576 | 100.0% | 589 | 602 | 699 | 806 | 901 | 1,008 |
| | | | | | | | | |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 463 | 3.0% | 470 | 477 | 536 | 597 | 653 | 714 |
| 3-5 metres | 12,432 | 73.4% | 12,599 | 12,767 | 14,200 | 15,649 | 16,997 | 18,472 |
| 5-8 metres | 4,034 | 21.5% | 4,083 | 4,132 | 4,552 | 4,977 | 5,372 | 5,804 |
| 8-10 metres | 171 | 1.0% | 173 | 176 | 195 | 215 | 233 | 253 |
| 10-12 metres | 83 | 0.4% | 84 | 85 | 94 | 102 | 110 | 119 |
| 12-15 metres | 84 | 0.4% | 85 | 86 | 94 | 102 | 110 | 118 |
| 15-25 metres | 44 | 0.2% | 44 | 45 | 49 | 54 | 58 | 62 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 17,311 | 100.0% | 17,538 | 17,768 | 19,720 | 21,695 | 23,532 | 25,543 |
| | | | | | | | | |
| *Total Boats* | | | | | | | | |
| <3 metres | 465 | 3.0% | 472 | 479 | 540 | 602 | 659 | 722 |
| 3-5 metres | 12,469 | 71.3% | 12,640 | 12,813 | 14,274 | 15,756 | 17,133 | 18,642 |
| 5-8 metres | 4,172 | 21.7% | 4,224 | 4,277 | 4,722 | 5,174 | 5,593 | 6,053 |
| 8-10 metres | 297 | 1.7% | 301 | 305 | 340 | 375 | 407 | 443 |
| 10-12 metres | 228 | 1.2% | 231 | 234 | 258 | 282 | 305 | 330 |
| 12-15 metres | 191 | 0.9% | 193 | 195 | 213 | 231 | 248 | 266 |

| | 2009 Regos | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|---|
| 15-25 metres | 65 | 0.3% | 66 | 67 | 74 | 81 | 87 | 94 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 17,887 | 100.0% | 18,127 | 18,370 | 20,420 | 22,500 | 24,433 | 26,550 |
| | | | | | | | | |
| TOWNSVILLE | | | | | | | | |
| *Sail Boat* | | | | | | | | |
| <3 metres | 3 | 0.7% | 3 | 3 | 3 | 3 | 3 | 4 |
| 3-5 metres | 27 | 7.0% | 27 | 28 | 29 | 30 | 31 | 32 |
| 5-8 metres | 105 | 28.5% | 106 | 107 | 115 | 119 | 122 | 125 |
| 8-10 metres | 83 | 22.3% | 84 | 85 | 91 | 94 | 97 | 98 |
| 10-12 metres | 105 | 26.3% | 106 | 107 | 114 | 118 | 121 | 123 |
| 12-15 metres | 56 | 13.5% | 57 | 57 | 61 | 63 | 64 | 65 |
| 15-25 metres | 7 | 1.8% | 7 | 7 | 8 | 8 | 8 | 8 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 386 | 100.0% | 390 | 394 | 420 | 435 | 447 | 455 |
| | | | | | | | | |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 361 | 2.3% | 374 | 387 | 469 | 546 | 608 | 669 |
| 3-5 metres | 13,615 | 79.8% | 14,054 | 14,507 | 17,298 | 19,948 | 22,057 | 24,169 |
| 5-8 metres | 3,130 | 16.4% | 3,220 | 3,314 | 3,888 | 4,434 | 4,868 | 5,303 |
| 8-10 metres | 101 | 0.6% | 104 | 107 | 127 | 146 | 161 | 175 |
| 10-12 metres | 76 | 0.4% | 78 | 81 | 96 | 111 | 122 | 134 |
| 12-15 metres | 63 | 0.3% | 65 | 67 | 78 | 89 | 98 | 107 |
| 15-25 metres | 23 | 0.1% | 24 | 24 | 28 | 31 | 34 | 37 |
| >25 metres | 3 | 0.0% | 3 | 3 | 3 | 4 | 4 | 4 |
| Total | 17,372 | 100.0% | 17,922 | 18,489 | 21,988 | 25,309 | 27,952 | 30,598 |
| | | | | | | | | |
| *Total Boats* | | | | | | | | |
| <3 metres | 364 | 2.3% | 377 | 390 | 472 | 549 | 611 | 673 |
| 3-5 metres | 13,642 | 78.1% | 14,081 | 14,534 | 17,328 | 19,979 | 22,088 | 24,201 |
| 5-8 metres | 3,235 | 16.7% | 3,326 | 3,421 | 4,003 | 4,553 | 4,990 | 5,428 |
| 8-10 metres | 184 | 1.1% | 188 | 192 | 218 | 239 | 257 | 274 |
| 10-12 metres | 181 | 1.0% | 184 | 188 | 210 | 228 | 243 | 257 |
| 12-15 metres | 119 | 0.6% | 121 | 124 | 139 | 152 | 162 | 172 |
| 15-25 metres | 30 | 0.1% | 31 | 31 | 35 | 39 | 42 | 45 |
| >25 metres | 3 | 0.0% | 3 | 3 | 3 | 4 | 4 | 4 |
| Total | 17,758 | 100.0% | 18,312 | 18,883 | 22,408 | 25,743 | 28,398 | 31,054 |
| | | | | | | | | |
| CENTRAL WEST | | | | | | | | |
| *Sail Boat* | | | | | | | | |
| <3 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 2 | 50.0% | 2 | 2 | 2 | 2 | 2 | 2 |
| 5-8 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 8-10 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 10-12 metres | 1 | 33.3% | 1 | 1 | 1 | 1 | 1 | 1 |
| 12-15 metres | 1 | 16.7% | 1 | 1 | 1 | 1 | 1 | 1 |
| 15-25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 4 | 100.0% | 4 | 4 | 4 | 4 | 5 | 5 |
| | | | | | | | | |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 32 | 8.2% | 32 | 33 | 36 | 39 | 42 | 46 |
| 3-5 metres | 330 | 77.8% | 334 | 337 | 368 | 400 | 428 | 463 |
| 5-8 metres | 67 | 13.8% | 68 | 68 | 74 | 79 | 84 | 90 |
| 8-10 metres | 1 | 0.0% | 1 | 1 | 1 | 1 | 1 | 1 |
| 10-12 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 1 | 0.1% | 1 | 1 | 1 | 1 | 1 | 1 |
| 15-25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 431 | 100.0% | 436 | 440 | 480 | 520 | 557 | 602 |
| | | | | | | | | |
| *Total Boats* | | | | | | | | |
| <3 metres | 32 | 8.2% | 32 | 33 | 36 | 39 | 42 | 46 |

| | 2009 Regos | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|---|
| 3-5 metres | 332 | 77.7% | 336 | 339 | 370 | 402 | 431 | 465 |
| 5-8 metres | 67 | 13.7% | 68 | 68 | 74 | 79 | 84 | 90 |
| 8-10 metres | 1 | 0.0% | 1 | 1 | 1 | 1 | 1 | 1 |
| 10-12 metres | 1 | 0.2% | 1 | 1 | 1 | 1 | 1 | 1 |
| 12-15 metres | 2 | 0.2% | 2 | 2 | 2 | 2 | 2 | 2 |
| 15-25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 435 | 100.0% | 440 | 444 | 484 | 525 | 562 | 607 |
| | | | | | | | | |
| EMERALD | | | | | | | | |
| *Sail Boat* | | | | | | | | |
| <3 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 2 | 13.3% | 2 | 2 | 2 | 2 | 2 | 2 |
| 5-8 metres | 6 | 31.6% | 6 | 6 | 6 | 6 | 6 | 7 |
| 8-10 metres | 2 | 18.4% | 2 | 2 | 2 | 2 | 2 | 2 |
| 10-12 metres | 5 | 26.5% | 5 | 5 | 5 | 5 | 5 | 5 |
| 12-15 metres | 3 | 10.2% | 3 | 3 | 3 | 3 | 3 | 3 |
| 15-25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 18 | 100.0% | 18 | 19 | 19 | 19 | 20 | 20 |
| | | | | | | | | |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 89 | 4.1% | 95 | 101 | 127 | 158 | 186 | 217 |
| 3-5 metres | 1,784 | 72.8% | 1,884 | 1,989 | 2,464 | 3,007 | 3,498 | 4,045 |
| 5-8 metres | 625 | 22.4% | 656 | 688 | 835 | 1,002 | 1,153 | 1,322 |
| 8-10 metres | 9 | 0.5% | 10 | 10 | 13 | 17 | 20 | 23 |
| 10-12 metres | 1 | 0.1% | 1 | 1 | 2 | 2 | 3 | 3 |
| 12-15 metres | 3 | 0.1% | 3 | 3 | 4 | 5 | 5 | 6 |
| 15-25 metres | 4 | 0.1% | 4 | 4 | 5 | 5 | 6 | 6 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 2,515 | 100.0% | 2,652 | 2,796 | 3,450 | 4,196 | 4,871 | 5,623 |
| | | | | | | | | |
| *Total Boats* | | | | | | | | |
| <3 metres | 89 | 4.1% | 95 | 101 | 127 | 158 | 186 | 217 |
| 3-5 metres | 1,786 | 72.2% | 1,886 | 1,991 | 2,467 | 3,009 | 3,500 | 4,047 |
| 5-8 metres | 631 | 22.5% | 662 | 694 | 841 | 1,008 | 1,160 | 1,329 |
| 8-10 metres | 11 | 0.6% | 12 | 12 | 16 | 19 | 22 | 26 |
| 10-12 metres | 6 | 0.3% | 6 | 6 | 7 | 7 | 8 | 9 |
| 12-15 metres | 6 | 0.2% | 6 | 6 | 7 | 8 | 8 | 9 |
| 15-25 metres | 4 | 0.1% | 4 | 4 | 5 | 5 | 6 | 6 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 2,533 | 100.0% | 2,670 | 2,815 | 3,469 | 4,215 | 4,890 | 5,643 |
| | | | | | | | | |
| MACKAY | | | | | | | | |
| *Sail Boat* | | | | | | | | |
| <3 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 15 | 5.1% | 15 | 16 | 18 | 19 | 19 | 19 |
| 5-8 metres | 85 | 31.5% | 88 | 91 | 101 | 107 | 110 | 112 |
| 8-10 metres | 51 | 20.1% | 53 | 55 | 61 | 65 | 67 | 68 |
| 10-12 metres | 75 | 27.0% | 77 | 80 | 89 | 94 | 97 | 98 |
| 12-15 metres | 48 | 14.4% | 49 | 51 | 55 | 58 | 59 | 60 |
| 15-25 metres | 3 | 2.0% | 3 | 3 | 4 | 4 | 5 | 5 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 277 | 100.0% | 286 | 295 | 327 | 347 | 357 | 362 |
| | | | | | | | | |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 378 | 3.4% | 402 | 428 | 542 | 652 | 730 | 802 |
| 3-5 metres | 9,739 | 77.6% | 10,297 | 10,886 | 13,546 | 16,093 | 17,880 | 19,560 |
| 5-8 metres | 2,403 | 17.0% | 2,525 | 2,654 | 3,235 | 3,792 | 4,183 | 4,550 |
| 8-10 metres | 135 | 0.9% | 142 | 149 | 182 | 213 | 235 | 255 |
| 10-12 metres | 75 | 0.6% | 79 | 83 | 103 | 121 | 134 | 147 |
| 12-15 metres | 64 | 0.4% | 67 | 71 | 86 | 101 | 111 | 120 |
| 15-25 metres | 22 | 0.1% | 23 | 24 | 29 | 33 | 37 | 40 |

| | 2009 Regos | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|---|
| >25 metres | 1 | 0.0% | 1 | 1 | 2 | 2 | 2 | 3 |
| Total | 12,817 | 100.0% | 13,536 | 14,295 | 17,724 | 21,007 | 23,311 | 25,477 |
| | | | | | | | | |
| *Total Boats* | | | | | | | | |
| <3 metres | 378 | 3.3% | 402 | 428 | 542 | 652 | 730 | 802 |
| 3-5 metres | 9,754 | 75.9% | 10,312 | 10,902 | 13,563 | 16,111 | 17,899 | 19,579 |
| 5-8 metres | 2,488 | 17.3% | 2,613 | 2,745 | 3,336 | 3,899 | 4,293 | 4,662 |
| 8-10 metres | 186 | 1.4% | 195 | 204 | 243 | 278 | 302 | 323 |
| 10-12 metres | 150 | 1.2% | 157 | 163 | 191 | 215 | 231 | 245 |
| 12-15 metres | 112 | 0.8% | 117 | 121 | 141 | 159 | 170 | 181 |
| 15-25 metres | 25 | 0.2% | 26 | 27 | 33 | 38 | 41 | 44 |
| >25 metres | 1 | 0.0% | 1 | 1 | 2 | 2 | 2 | 3 |
| Total | 13,094 | 100.0% | 13,822 | 14,591 | 18,051 | 21,354 | 23,668 | 25,839 |
| | | | | | | | | |
| WHITSUNDAY | | | | | | | | |
| *Sail Boat* | | | | | | | | |
| <3 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 4 | 1.5% | 4 | 4 | 5 | 5 | 5 | 5 |
| 5-8 metres | 79 | 19.7% | 80 | 80 | 87 | 91 | 94 | 97 |
| 8-10 metres | 89 | 24.9% | 90 | 91 | 99 | 104 | 109 | 112 |
| 10-12 metres | 118 | 29.4% | 119 | 120 | 129 | 136 | 141 | 145 |
| 12-15 metres | 83 | 18.3% | 84 | 84 | 90 | 94 | 97 | 100 |
| 15-25 metres | 24 | 5.9% | 24 | 24 | 26 | 28 | 29 | 29 |
| >25 metres | 1 | 0.3% | 1 | 1 | 1 | 1 | 1 | 1 |
| Total | 398 | 100.0% | 402 | 405 | 437 | 458 | 476 | 491 |
| | | | | | | | | |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 108 | 2.5% | 112 | 116 | 145 | 175 | 199 | 224 |
| 3-5 metres | 3,322 | 71.1% | 3,439 | 3,560 | 4,362 | 5,205 | 5,885 | 6,599 |
| 5-8 metres | 1,071 | 21.0% | 1,106 | 1,141 | 1,379 | 1,628 | 1,829 | 2,040 |
| 8-10 metres | 100 | 2.0% | 103 | 107 | 129 | 153 | 172 | 192 |
| 10-12 metres | 62 | 1.4% | 64 | 67 | 82 | 99 | 112 | 126 |
| 12-15 metres | 57 | 1.2% | 59 | 61 | 75 | 90 | 102 | 114 |
| 15-25 metres | 43 | 0.7% | 44 | 45 | 54 | 62 | 69 | 77 |
| >25 metres | 2 | 0.0% | 2 | 2 | 2 | 3 | 3 | 3 |
| Total | 4,765 | 100.0% | 4,930 | 5,100 | 6,229 | 7,415 | 8,372 | 9,376 |
| | | | | | | | | |
| *Total Boats* | | | | | | | | |
| <3 metres | 108 | 2.3% | 112 | 116 | 145 | 175 | 199 | 224 |
| 3-5 metres | 3,326 | 65.4% | 3,443 | 3,564 | 4,367 | 5,210 | 5,891 | 6,604 |
| 5-8 metres | 1,150 | 20.9% | 1,185 | 1,222 | 1,465 | 1,719 | 1,924 | 2,137 |
| 8-10 metres | 189 | 3.9% | 193 | 197 | 228 | 257 | 280 | 304 |
| 10-12 metres | 180 | 3.7% | 183 | 187 | 212 | 235 | 253 | 271 |
| 12-15 metres | 140 | 2.6% | 143 | 145 | 165 | 184 | 199 | 214 |
| 15-25 metres | 67 | 1.1% | 68 | 70 | 80 | 90 | 98 | 106 |
| >25 metres | 3 | 0.0% | 3 | 3 | 4 | 4 | 4 | 5 |
| Total | 5,163 | 100.0% | 5,331 | 5,506 | 6,665 | 7,873 | 8,848 | 9,867 |
| | | | | | | | | |
| GLADSTONE | | | | | | | | |
| *Sail Boat* | | | | | | | | |
| <3 metres | 0 | 0.5% | 0 | 0 | 0 | 0 | 0 | 1 |
| 3-5 metres | 13 | 5.1% | 13 | 14 | 15 | 16 | 17 | 19 |
| 5-8 metres | 44 | 25.7% | 45 | 47 | 53 | 59 | 66 | 74 |
| 8-10 metres | 44 | 22.9% | 45 | 46 | 52 | 57 | 64 | 70 |
| 10-12 metres | 53 | 24.3% | 54 | 56 | 61 | 67 | 74 | 81 |
| 12-15 metres | 36 | 18.8% | 37 | 38 | 42 | 47 | 52 | 58 |
| 15-25 metres | 5 | 2.6% | 5 | 5 | 6 | 7 | 7 | 8 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 195 | 100.0% | 200 | 206 | 229 | 254 | 281 | 310 |
| | | | | | | | | |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 288 | 3.8% | 303 | 318 | 399 | 497 | 595 | 711 |
| 3-5 metres | 5,852 | 76.3% | 6,150 | 6,463 | 8,077 | 10,044 | 12,010 | 14,323 |

| | 2009 Regos | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|---|
| 5-8 metres | 1,511 | 18.1% | 1,582 | 1,656 | 2,039 | 2,505 | 2,972 | 3,520 |
| 8-10 metres | 76 | 0.9% | 80 | 84 | 103 | 128 | 152 | 180 |
| 10-12 metres | 32 | 0.4% | 33 | 35 | 43 | 53 | 62 | 74 |
| 12-15 metres | 37 | 0.4% | 39 | 40 | 50 | 61 | 72 | 85 |
| 15-25 metres | 8 | 0.1% | 8 | 9 | 11 | 13 | 16 | 18 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 7,804 | 100.0% | 8,195 | 8,605 | 10,722 | 13,300 | 15,878 | 18,911 |
| | | | | | | | | |
| *Total Boats* | | | | | | | | |
| <3 metres | 288 | 3.7% | 303 | 319 | 399 | 497 | 596 | 711 |
| 3-5 metres | 5,865 | 74.5% | 6,163 | 6,476 | 8,092 | 10,060 | 12,028 | 14,342 |
| 5-8 metres | 1,555 | 18.3% | 1,627 | 1,703 | 2,091 | 2,564 | 3,038 | 3,594 |
| 8-10 metres | 120 | 1.5% | 125 | 130 | 155 | 185 | 216 | 251 |
| 10-12 metres | 85 | 1.0% | 88 | 91 | 104 | 120 | 136 | 155 |
| 12-15 metres | 73 | 0.9% | 76 | 78 | 92 | 108 | 124 | 142 |
| 15-25 metres | 13 | 0.2% | 14 | 14 | 17 | 20 | 23 | 26 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 7,999 | 100.0% | 8,395 | 8,810 | 10,950 | 13,554 | 16,159 | 19,221 |
| | | | | | | | | |
| ROCKHAMPTON | | | | | | | | |
| *Sail Boat* | | | | | | | | |
| <3 metres | 1 | 0.1% | 1 | 1 | 1 | 1 | 1 | 1 |
| 3-5 metres | 11 | 5.2% | 11 | 12 | 12 | 13 | 14 | 15 |
| 5-8 metres | 58 | 28.0% | 59 | 61 | 65 | 69 | 74 | 78 |
| 8-10 metres | 67 | 29.7% | 68 | 70 | 74 | 79 | 84 | 88 |
| 10-12 metres | 48 | 22.7% | 49 | 50 | 54 | 57 | 61 | 64 |
| 12-15 metres | 29 | 13.5% | 30 | 30 | 32 | 34 | 37 | 39 |
| 15-25 metres | 2 | 0.8% | 2 | 2 | 2 | 2 | 2 | 3 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 216 | 100.0% | 221 | 226 | 241 | 256 | 272 | 287 |
| | | | | | | | | |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 246 | 3.4% | 260 | 274 | 337 | 411 | 479 | 554 |
| 3-5 metres | 6,140 | 74.8% | 6,435 | 6,744 | 8,127 | 9,741 | 11,216 | 12,858 |
| 5-8 metres | 1,704 | 18.8% | 1,778 | 1,856 | 2,205 | 2,611 | 2,983 | 3,396 |
| 8-10 metres | 119 | 1.4% | 124 | 130 | 155 | 185 | 212 | 242 |
| 10-12 metres | 86 | 0.9% | 90 | 94 | 111 | 131 | 150 | 171 |
| 12-15 metres | 52 | 0.5% | 54 | 56 | 66 | 77 | 87 | 99 |
| 15-25 metres | 7 | 0.1% | 7 | 7 | 9 | 10 | 11 | 12 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 8,354 | 100.0% | 8,749 | 9,162 | 11,010 | 13,167 | 15,138 | 17,333 |
| | | | | | | | | |
| *Total Boats* | | | | | | | | |
| <3 metres | 247 | 3.3% | 261 | 275 | 338 | 412 | 480 | 555 |
| 3-5 metres | 6,151 | 72.9% | 6,446 | 6,756 | 8,139 | 9,755 | 11,230 | 12,873 |
| 5-8 metres | 1,762 | 19.1% | 1,838 | 1,917 | 2,270 | 2,680 | 3,056 | 3,474 |
| 8-10 metres | 186 | 2.1% | 193 | 200 | 230 | 264 | 296 | 330 |
| 10-12 metres | 134 | 1.5% | 139 | 144 | 165 | 189 | 211 | 235 |
| 12-15 metres | 81 | 0.9% | 84 | 87 | 98 | 111 | 124 | 137 |
| 15-25 metres | 9 | 0.1% | 9 | 10 | 11 | 12 | 14 | 15 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 8,570 | 100.0% | 8,969 | 9,388 | 11,250 | 13,423 | 15,409 | 17,620 |
| | | | | | | | | |
| NORTH WIDE BAY | | | | | | | | |
| *Sail Boat* | | | | | | | | |
| <3 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 18 | 8.0% | 19 | 21 | 30 | 44 | 58 | 76 |
| 5-8 metres | 50 | 25.9% | 54 | 58 | 89 | 134 | 179 | 239 |
| 8-10 metres | 47 | 18.0% | 50 | 53 | 74 | 105 | 137 | 179 |
| 10-12 metres | 64 | 27.4% | 68 | 73 | 106 | 153 | 200 | 264 |
| 12-15 metres | 39 | 16.5% | 42 | 44 | 64 | 92 | 121 | 159 |
| 15-25 metres | 9 | 3.7% | 10 | 10 | 15 | 21 | 27 | 36 |
| >25 metres | 1 | 0.5% | 1 | 1 | 2 | 3 | 4 | 5 |

| | 2009 Regos | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|---|
| Total | 228 | 100.0% | 244 | 261 | 380 | 552 | 726 | 958 |
| | | | | | | | | |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 281 | 3.5% | 289 | 296 | 353 | 419 | 483 | 557 |
| 3-5 metres | 7,545 | 85.3% | 7,731 | 7,921 | 9,318 | 10,923 | 12,482 | 14,306 |
| 5-8 metres | 972 | 10.1% | 994 | 1,017 | 1,182 | 1,373 | 1,558 | 1,774 |
| 8-10 metres | 37 | 0.4% | 38 | 39 | 46 | 54 | 62 | 71 |
| 10-12 metres | 26 | 0.3% | 27 | 27 | 32 | 38 | 43 | 50 |
| 12-15 metres | 28 | 0.3% | 29 | 29 | 34 | 40 | 45 | 51 |
| 15-25 metres | 8 | 0.1% | 8 | 8 | 10 | 11 | 13 | 15 |
| >25 metres | 1 | 0.0% | 1 | 1 | 2 | 2 | 2 | 3 |
| Total | 8,898 | 100.0% | 9,116 | 9,339 | 10,977 | 12,860 | 14,687 | 16,827 |
| | | | | | | | | |
| *Total Boats* | | | | | | | | |
| <3 metres | 281 | 3.4% | 289 | 296 | 353 | 419 | 483 | 557 |
| 3-5 metres | 7,563 | 83.5% | 7,750 | 7,942 | 9,348 | 10,967 | 12,539 | 14,382 |
| 5-8 metres | 1,022 | 10.5% | 1,048 | 1,075 | 1,272 | 1,507 | 1,737 | 2,013 |
| 8-10 metres | 84 | 0.8% | 88 | 92 | 120 | 159 | 199 | 250 |
| 10-12 metres | 90 | 0.9% | 95 | 100 | 138 | 191 | 244 | 314 |
| 12-15 metres | 67 | 0.7% | 70 | 74 | 98 | 132 | 166 | 211 |
| 15-25 metres | 17 | 0.2% | 18 | 19 | 24 | 32 | 40 | 51 |
| >25 metres | 2 | 0.0% | 2 | 2 | 3 | 5 | 6 | 8 |
| Total | 9,126 | 100.0% | 9,360 | 9,600 | 11,357 | 13,412 | 15,413 | 17,785 |
| | | | | | | | | |
| SOUTH WIDE BAY | | | | | | | | |
| *Sail Boat* | | | | | | | | |
| <3 metres | 1 | 0.3% | 1 | 1 | 1 | 2 | 2 | 2 |
| 3-5 metres | 34 | 7.4% | 35 | 36 | 42 | 48 | 54 | 59 |
| 5-8 metres | 151 | 31.6% | 155 | 160 | 185 | 211 | 235 | 260 |
| 8-10 metres | 118 | 24.1% | 121 | 125 | 144 | 164 | 182 | 201 |
| 10-12 metres | 111 | 22.4% | 114 | 117 | 135 | 154 | 170 | 188 |
| 12-15 metres | 69 | 12.4% | 71 | 72 | 83 | 93 | 102 | 112 |
| 15-25 metres | 10 | 1.8% | 10 | 11 | 12 | 14 | 15 | 16 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 494 | 100.0% | 508 | 522 | 603 | 685 | 759 | 838 |
| | | | | | | | | |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 412 | 3.2% | 424 | 437 | 509 | 581 | 647 | 716 |
| 3-5 metres | 10,844 | 78.4% | 11,148 | 11,460 | 13,246 | 15,039 | 16,680 | 18,402 |
| 5-8 metres | 2,335 | 16.1% | 2,397 | 2,461 | 2,828 | 3,196 | 3,532 | 3,886 |
| 8-10 metres | 165 | 1.2% | 169 | 174 | 201 | 227 | 251 | 277 |
| 10-12 metres | 88 | 0.6% | 90 | 93 | 106 | 120 | 132 | 145 |
| 12-15 metres | 73 | 0.4% | 75 | 76 | 85 | 95 | 103 | 112 |
| 15-25 metres | 22 | 0.1% | 23 | 23 | 26 | 30 | 33 | 36 |
| >25 metres | 1 | 0.0% | 1 | 1 | 1 | 1 | 1 | 2 |
| Total | 13,940 | 100.0% | 14,327 | 14,726 | 17,002 | 19,288 | 21,380 | 23,576 |
| | | | | | | | | |
| *Total Boats* | | | | | | | | |
| <3 metres | 413 | 3.1% | 425 | 438 | 510 | 582 | 649 | 718 |
| 3-5 metres | 10,878 | 76.0% | 11,183 | 11,496 | 13,288 | 15,087 | 16,733 | 18,462 |
| 5-8 metres | 2,486 | 16.6% | 2,553 | 2,621 | 3,013 | 3,407 | 3,767 | 4,145 |
| 8-10 metres | 283 | 2.0% | 291 | 299 | 345 | 391 | 433 | 478 |
| 10-12 metres | 199 | 1.3% | 204 | 210 | 242 | 273 | 302 | 333 |
| 12-15 metres | 142 | 0.8% | 145 | 149 | 168 | 187 | 205 | 224 |
| 15-25 metres | 32 | 0.2% | 33 | 34 | 38 | 43 | 48 | 52 |
| >25 metres | 1 | 0.0% | 1 | 1 | 1 | 1 | 1 | 2 |
| Total | 14,434 | 100.0% | 14,835 | 15,248 | 17,605 | 19,973 | 22,139 | 24,414 |
| | | | | | | | | |
| DARLING DOWNS | | | | | | | | |
| *Sail Boat* | | | | | | | | |
| <3 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 6 | 12.5% | 7 | 8 | 13 | 23 | 32 | 45 |
| 5-8 metres | 28 | 43.6% | 31 | 34 | 54 | 86 | 119 | 163 |

| | 2009 Regos | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|---|
| 8-10 metres | 11 | 17.4% | 12 | 13 | 21 | 34 | 47 | 65 |
| 10-12 metres | 11 | 17.4% | 12 | 13 | 21 | 34 | 47 | 65 |
| 12-15 metres | 9 | 9.1% | 10 | 10 | 14 | 21 | 28 | 37 |
| 15-25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 65 | 100.0% | 71 | 78 | 125 | 198 | 273 | 375 |
| | | | | | | | | |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 335 | 5.6% | 348 | 362 | 432 | 515 | 588 | 669 |
| 3-5 metres | 5,394 | 79.1% | 5579 | 5771 | 6769 | 7935 | 8972 | 10106 |
| 5-8 metres | 1,059 | 14.3% | 1093 | 1127 | 1308 | 1519 | 1706 | 1911 |
| 8-10 metres | 21 | 0.3% | 22 | 22 | 26 | 30 | 34 | 39 |
| 10-12 metres | 23 | 0.3% | 24 | 25 | 29 | 34 | 38 | 43 |
| 12-15 metres | 16 | 0.2% | 17 | 17 | 20 | 24 | 27 | 30 |
| 15-25 metres | 11 | 0.1% | 11 | 11 | 13 | 14 | 16 | 17 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 6,859 | 100.0% | 7,093 | 7,335 | 8,597 | 10,071 | 11,382 | 12,815 |
| | | | | | | | | |
| *Total Boats* | | | | | | | | |
| <3 metres | 335 | 5.6% | 348 | 362 | 432 | 515 | 588 | 669 |
| 3-5 metres | 5,400 | 78.6% | 5,586 | 5,779 | 6,782 | 7,958 | 9,004 | 10,150 |
| 5-8 metres | 1,087 | 14.6% | 1,123 | 1,161 | 1,362 | 1,605 | 1,825 | 2,074 |
| 8-10 metres | 32 | 0.4% | 34 | 36 | 48 | 65 | 82 | 104 |
| 10-12 metres | 34 | 0.5% | 36 | 38 | 50 | 68 | 85 | 108 |
| 12-15 metres | 25 | 0.3% | 26 | 27 | 35 | 45 | 55 | 67 |
| 15-25 metres | 11 | 0.1% | 11 | 11 | 13 | 14 | 16 | 17 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 6,924 | 100.0% | 7,165 | 7,414 | 8,721 | 10,269 | 11,654 | 13,189 |
| | | | | | | | | |
| SOUTH CENTRAL | | | | | | | | |
| *Sail Boat* | | | | | | | | |
| <3 metres | 2 | 15.9% | 2 | 2 | 2 | 2 | 2 | 2 |
| 3-5 metres | 1 | 15.9% | 1 | 1 | 1 | 1 | 1 | 1 |
| 5-8 metres | 5 | 45.5% | 5 | 5 | 4 | 4 | 4 | 4 |
| 8-10 metres | 1 | 18.2% | 1 | 1 | 1 | 1 | 1 | 0 |
| 10-12 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0 | 4.5% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 9 | 100.0% | 9 | 9 | 8 | 7 | 7 | 6 |
| | | | | | | | | |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 122 | 6.6% | 127 | 132 | 163 | 201 | 231 | 264 |
| 3-5 metres | 1,567 | 77.0% | 1,623 | 1,680 | 2,042 | 2,488 | 2,842 | 3,225 |
| 5-8 metres | 365 | 15.9% | 377 | 388 | 463 | 556 | 629 | 708 |
| 8-10 metres | 6 | 0.3% | 6 | 6 | 8 | 10 | 11 | 13 |
| 10-12 metres | 1 | 0.1% | 1 | 1 | 1 | 2 | 2 | 3 |
| 12-15 metres | 2 | 0.1% | 2 | 2 | 2 | 3 | 3 | 3 |
| 15-25 metres | 1 | 0.1% | 1 | 1 | 1 | 2 | 2 | 2 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 2,064 | 100.0% | 2,136 | 2,211 | 2,681 | 3,260 | 3,720 | 4,217 |
| | | | | | | | | |
| *Total Boats* | | | | | | | | |
| <3 metres | 124 | 6.6% | 129 | 134 | 164 | 202 | 233 | 265 |
| 3-5 metres | 1,568 | 76.7% | 1,624 | 1,681 | 2,043 | 2,489 | 2,843 | 3,226 |
| 5-8 metres | 370 | 16.1% | 381 | 393 | 468 | 560 | 633 | 712 |
| 8-10 metres | 7 | 0.4% | 7 | 7 | 9 | 10 | 12 | 13 |
| 10-12 metres | 1 | 0.1% | 1 | 1 | 1 | 2 | 2 | 3 |
| 12-15 metres | 2 | 0.1% | 2 | 2 | 2 | 3 | 3 | 3 |
| 15-25 metres | 1 | 0.1% | 1 | 1 | 1 | 2 | 2 | 2 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 2,073 | 100.0% | 2,145 | 2,220 | 2,689 | 3,268 | 3,727 | 4,224 |

| | 2009 Regos | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|---|
| SOUTH WEST QLD | | | | | | | | |
| *Sail Boat* | | | | | | | | |
| <3 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 1 | 100.0% | 1 | 1 | 1 | 1 | 1 | 1 |
| 5-8 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 8-10 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 10-12 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1 | 100.0% | 1 | 1 | 1 | 1 | 1 | 1 |
| | | | | | | | | |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 23 | 10.8% | 23 | 23 | 25 | 27 | 28 | 29 |
| 3-5 metres | 176 | 75.0% | 177 | 178 | 189 | 202 | 211 | 221 |
| 5-8 metres | 37 | 13.4% | 37 | 37 | 39 | 42 | 43 | 45 |
| 8-10 metres | 1 | 0.3% | 1 | 1 | 1 | 1 | 1 | 1 |
| 10-12 metres | 1 | 0.3% | 1 | 1 | 1 | 1 | 1 | 1 |
| 12-15 metres | 1 | 0.1% | 1 | 1 | 1 | 1 | 1 | 1 |
| 15-25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 239 | 100.0% | 240 | 242 | 257 | 274 | 286 | 298 |
| | | | | | | | | |
| *Total Boats* | | | | | | | | |
| <3 metres | 23 | 10.8% | 23 | 23 | 25 | 27 | 28 | 29 |
| 3-5 metres | 177 | 75.1% | 178 | 179 | 190 | 203 | 212 | 222 |
| 5-8 metres | 37 | 13.4% | 37 | 37 | 39 | 42 | 43 | 45 |
| 8-10 metres | 1 | 0.3% | 1 | 1 | 1 | 1 | 1 | 1 |
| 10-12 metres | 1 | 0.3% | 1 | 1 | 1 | 1 | 1 | 1 |
| 12-15 metres | 1 | 0.1% | 1 | 1 | 1 | 1 | 1 | 1 |
| 15-25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 240 | 100.0% | 241 | 243 | 258 | 275 | 287 | 299 |
| | | | | | | | | |
| SEQ NORTH | | | | | | | | |
| *Sail Boat* | | | | | | | | |
| <3 metres | 7 | 0.3% | 7 | 7 | 8 | 9 | 9 | 9 |
| 3-5 metres | 148 | 5.5% | 149 | 151 | 163 | 173 | 181 | 186 |
| 5-8 metres | 792 | 31.5% | 801 | 809 | 880 | 936 | 979 | 1013 |
| 8-10 metres | 526 | 20.3% | 532 | 537 | 583 | 619 | 646 | 668 |
| 10-12 metres | 610 | 23.6% | 616 | 623 | 676 | 718 | 750 | 776 |
| 12-15 metres | 431 | 15.6% | 435 | 440 | 475 | 502 | 523 | 540 |
| 15-25 metres | 76 | 3.0% | 77 | 78 | 84 | 90 | 94 | 97 |
| >25 metres | 2 | 0.1% | 2 | 2 | 2 | 3 | 3 | 3 |
| Total | 2,592 | 100.0% | 2,619 | 2,647 | 2,872 | 3,049 | 3,185 | 3,293 |
| | | | | | | | | |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 2,991 | 5.6% | 3,053 | 3,117 | 3,565 | 3,975 | 4,289 | 4,575 |
| 3-5 metres | 42,902 | 71.4% | 43,701 | 44,514 | 50,274 | 55,532 | 59,565 | 63,232 |
| 5-8 metres | 12,543 | 19.5% | 12,761 | 12,984 | 14,559 | 15,996 | 17,099 | 18,101 |
| 8-10 metres | 843 | 1.4% | 858 | 874 | 985 | 1,086 | 1,164 | 1,235 |
| 10-12 metres | 638 | 1.1% | 650 | 662 | 747 | 824 | 884 | 938 |
| 12-15 metres | 483 | 0.8% | 492 | 500 | 563 | 620 | 664 | 703 |
| 15-25 metres | 204 | 0.3% | 207 | 210 | 232 | 253 | 268 | 282 |
| >25 metres | 12 | 0.0% | 12 | 12 | 14 | 16 | 17 | 18 |
| Total | 60,616 | 100.0% | 61,734 | 62,873 | 70,940 | 78,302 | 83,950 | 89,084 |
| | | | | | | | | |
| *Total Boats* | | | | | | | | |
| <3 metres | 2,998 | 5.3% | 3,060 | 3,124 | 3,573 | 3,984 | 4,298 | 4,584 |
| 3-5 metres | 43,050 | 68.6% | 43,850 | 44,665 | 50,438 | 55,705 | 59,746 | 63,418 |
| 5-8 metres | 13,335 | 20.0% | 13,562 | 13,793 | 15,439 | 16,932 | 18,078 | 19,114 |
| 8-10 metres | 1,369 | 2.2% | 1,390 | 1,411 | 1,568 | 1,705 | 1,811 | 1,903 |
| 10-12 metres | 1,248 | 2.0% | 1,266 | 1,285 | 1,423 | 1,542 | 1,634 | 1,714 |

| | 2009 Regos | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|---|
| 12-15 metres | 914 | 1.4% | 927 | 940 | 1,038 | 1,122 | 1,187 | 1,243 |
| 15-25 metres | 280 | 0.4% | 284 | 288 | 317 | 342 | 362 | 379 |
| >25 metres | 14 | 0.0% | 14 | 15 | 17 | 18 | 20 | 21 |
| Total | 63,208 | 100.0% | 64,354 | 65,520 | 73,812 | 81,350 | 87,135 | 92,377 |
| | | | | | | | | |
| SEQ SOUTH | | | | | | | | |
| *Sail Boat* | | | | | | | | |
| <3 metres | 10 | 0.7% | 12 | 13 | 15 | 17 | 19 | 22 |
| 3-5 metres | 122 | 6.8% | 145 | 148 | 169 | 191 | 213 | 236 |
| 5-8 metres | 502 | 33.1% | 616 | 630 | 731 | 838 | 948 | 1060 |
| 8-10 metres | 345 | 20.6% | 416 | 425 | 487 | 554 | 622 | 692 |
| 10-12 metres | 345 | 20.9% | 417 | 426 | 490 | 557 | 626 | 698 |
| 12-15 metres | 229 | 14.1% | 277 | 284 | 326 | 372 | 418 | 466 |
| 15-25 metres | 54 | 3.8% | 67 | 69 | 80 | 92 | 105 | 118 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 1 | 1 |
| Total | 1,607 | 100.0% | 1,951 | 1,995 | 2,298 | 2,621 | 2,952 | 3,292 |
| | | | | | | | | |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 3,477 | 7.3% | 3,975 | 4,110 | 5,020 | 6,046 | 7,064 | 8,157 |
| 3-5 metres | 34,151 | 63.0% | 38,431 | 39,590 | 47,396 | 56,206 | 64,949 | 74,335 |
| 5-8 metres | 12,661 | 23.5% | 14,255 | 14,686 | 17,593 | 20,873 | 24,129 | 27,624 |
| 8-10 metres | 1,240 | 2.4% | 1,402 | 1,446 | 1,742 | 2,075 | 2,407 | 2,762 |
| 10-12 metres | 930 | 1.8% | 1,051 | 1,084 | 1,304 | 1,553 | 1,800 | 2,065 |
| 12-15 metres | 710 | 1.3% | 801 | 825 | 990 | 1,177 | 1,362 | 1,561 |
| 15-25 metres | 340 | 0.6% | 379 | 389 | 460 | 539 | 618 | 703 |
| >25 metres | 33 | 0.1% | 38 | 39 | 47 | 56 | 66 | 75 |
| Total | 53,542 | 100.0% | 60,330 | 62,170 | 74,552 | 88,525 | 102,394 | 117,281 |
| | | | | | | | | |
| *Total Boats* | | | | | | | | |
| <3 metres | 3,487 | 7.1% | 3,988 | 4,123 | 5,034 | 6,063 | 7,083 | 8,179 |
| 3-5 metres | 34,273 | 61.4% | 38,576 | 39,739 | 47,565 | 56,396 | 65,162 | 74,571 |
| 5-8 metres | 13,163 | 23.8% | 14,871 | 15,317 | 18,324 | 21,711 | 25,076 | 28,684 |
| 8-10 metres | 1,585 | 2.9% | 1,818 | 1,871 | 2,229 | 2,629 | 3,028 | 3,454 |
| 10-12 metres | 1,275 | 2.4% | 1,468 | 1,510 | 1,794 | 2,110 | 2,426 | 2,762 |
| 12-15 metres | 939 | 1.7% | 1,078 | 1,109 | 1,317 | 1,549 | 1,780 | 2,027 |
| 15-25 metres | 394 | 0.7% | 446 | 458 | 540 | 631 | 723 | 820 |
| >25 metres | 33 | 0.1% | 38 | 39 | 47 | 57 | 66 | 76 |
| Total | 55,149 | 100.0% | 62,281 | 64,165 | 76,849 | 91,146 | 105,345 | 120,573 |
| | | | | | | | | |
| INTERSTATE | | | | | | | | |
| *Sail Boat* | | | | | | | | |
| <3 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 2 | 1.4% | 2 | 2 | 3 | 3 | 4 | 5 |
| 5-8 metres | 15 | 14.3% | 16 | 17 | 23 | 30 | 37 | 45 |
| 8-10 metres | 14 | 18.3% | 15 | 16 | 24 | 33 | 42 | 53 |
| 10-12 metres | 35 | 31.7% | 37 | 39 | 52 | 68 | 84 | 103 |
| 12-15 metres | 29 | 30.5% | 31 | 33 | 45 | 61 | 76 | 94 |
| 15-25 metres | 6 | 3.8% | 6 | 6 | 8 | 10 | 12 | 14 |
| >25 metres | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 101 | 100.0% | 107 | 114 | 154 | 207 | 256 | 314 |
| | | | | | | | | |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 35 | 5.5% | 37 | 38 | 49 | 61 | 73 | 86 |
| 3-5 metres | 349 | 55.4% | 366 | 384 | 486 | 614 | 730 | 863 |
| 5-8 metres | 123 | 21.4% | 130 | 136 | 176 | 225 | 270 | 321 |
| 8-10 metres | 21 | 3.7% | 22 | 23 | 30 | 39 | 47 | 56 |
| 10-12 metres | 24 | 4.3% | 25 | 27 | 35 | 45 | 54 | 64 |
| 12-15 metres | 29 | 5.1% | 31 | 32 | 42 | 53 | 64 | 76 |
| 15-25 metres | 31 | 4.3% | 32 | 34 | 42 | 52 | 61 | 71 |
| >25 metres | 1 | 0.4% | 1 | 1 | 2 | 3 | 3 | 4 |
| Total | 613 | 100.0% | 644 | 676 | 861 | 1,092 | 1,300 | 1,540 |
| | | | | | | | | |
| *Total Boats* | | | | | | | | |

| | 2009 Regos | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|---|
| <3 metres | 35 | 4.7% | 37 | 38 | 49 | 61 | 73 | 86 |
| 3-5 metres | 351 | 48.0% | 368 | 386 | 489 | 618 | 734 | 868 |
| 5-8 metres | 138 | 20.4% | 145 | 153 | 199 | 255 | 307 | 366 |
| 8-10 metres | 35 | 5.7% | 37 | 40 | 54 | 72 | 89 | 109 |
| 10-12 metres | 59 | 8.1% | 62 | 66 | 86 | 113 | 138 | 167 |
| 12-15 metres | 58 | 8.6% | 61 | 65 | 87 | 114 | 140 | 170 |
| 15-25 metres | 37 | 4.2% | 39 | 40 | 50 | 62 | 73 | 85 |
| >25 metres | 1 | 0.3% | 1 | 1 | 2 | 3 | 3 | 4 |
| Total | 714 | 100.0% | 751 | 790 | 1,015 | 1,298 | 1,556 | 1,854 |
| | | | | | | | | |
| QUEENSLAND | | | | | | | | |
| *Sail Boat* | | | | | | | | |
| <3 metres | 26 | 0.4% | 29 | 29 | 33 | 36 | 40 | 43 |
| 3-5 metres | 445 | 6.2% | 475 | 485 | 552 | 623 | 692 | 769 |
| 5-8 metres | 2,076 | 28.7% | 2,223 | 2,271 | 2,590 | 2,923 | 3,237 | 3,576 |
| 8-10 metres | 1,538 | 21.3% | 1,633 | 1,666 | 1,886 | 2,113 | 2,327 | 2,555 |
| 10-12 metres | 1,740 | 24.1% | 1,840 | 1,877 | 2,126 | 2,385 | 2,628 | 2,892 |
| 12-15 metres | 1,177 | 16.3% | 1,243 | 1,267 | 1,428 | 1,596 | 1,754 | 1,925 |
| 15-25 metres | 220 | 3.0% | 236 | 241 | 275 | 311 | 345 | 381 |
| >25 metres | 4 | 0.1% | 4 | 4 | 5 | 7 | 8 | 9 |
| Total | 7,226 | 100.0% | 7,682 | 7,841 | 8,896 | 9,995 | 11,030 | 12,150 |
| | | | | | | | | |
| *Boats w/o sails* | | | | | | | | |
| <3 metres | 9,708 | 4.4% | 10,395 | 10,724 | 12,787 | 14,987 | 16,989 | 19,095 |
| 3-5 metres | 158,738 | 71.6% | 166,646 | 171,563 | 201,180 | 232,345 | 260,012 | 289,121 |
| 5-8 metres | 45,428 | 20.5% | 47,874 | 49,188 | 57,263 | 65,809 | 73,500 | 81,586 |
| 8-10 metres | 3,072 | 1.4% | 3,283 | 3,377 | 3,975 | 4,613 | 5,199 | 5,816 |
| 10-12 metres | 2,155 | 1.0% | 2,308 | 2,374 | 2,797 | 3,248 | 3,663 | 4,098 |
| 12-15 metres | 1,712 | 0.8% | 1,828 | 1,878 | 2,202 | 2,549 | 2,868 | 3,203 |
| 15-25 metres | 771 | 0.3% | 819 | 839 | 971 | 1,113 | 1,244 | 1,382 |
| >25 metres | 54 | 0.0% | 59 | 61 | 73 | 87 | 100 | 113 |
| Total | 221,638 | 100.0% | 233,212 | 240,005 | 281,249 | 324,751 | 363,574 | 404,413 |
| | | | | | | | | |
| *Total Boats* | | | | | | | | |
| <3 metres | 9,734 | 4.3% | 10,423 | 10,753 | 12,821 | 15,026 | 17,032 | 19,142 |
| 3-5 metres | 159,183 | 69.6% | 167,125 | 172,055 | 201,762 | 233,026 | 260,785 | 289,998 |
| 5-8 metres | 47,504 | 20.8% | 50,096 | 51,458 | 59,850 | 68,726 | 76,729 | 85,151 |
| 8-10 metres | 4,610 | 2.0% | 4,914 | 5,041 | 5,851 | 6,708 | 7,500 | 8,336 |
| 10-12 metres | 3,895 | 1.7% | 4,146 | 4,249 | 4,913 | 5,614 | 6,263 | 6,952 |
| 12-15 metres | 2,889 | 1.3% | 3,070 | 3,144 | 3,624 | 4,133 | 4,604 | 5,105 |
| 15-25 metres | 991 | 0.4% | 1,055 | 1,080 | 1,245 | 1,420 | 1,583 | 1,756 |
| >25 metres | 58 | 0.0% | 63 | 65 | 79 | 94 | 108 | 122 |
| Total | 228,864 | 100.0% | 240,894 | 247,846 | 290,144 | 334,746 | 374,604 | 416,563 |

Source: Economic Associates estimates

Table B.3: Projected Size of Trailerable Boat Fleet, Base Case Scenario, 2010-2031

| | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|
| CAPE YORK | | | | | | | |
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 90.0% | 2 | 2 | 2 | 2 | 2 | 2 |
| 5-8 metres | 50.0% | 7 | 7 | 7 | 7 | 7 | 8 |
| 8-10 metres | 25.0% | 3 | 3 | 3 | 3 | 4 | 4 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 23.6% | 12 | 12 | 12 | 12 | 13 | 13 |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 18 | 18 | 19 | 20 | 21 | 22 |
| 3-5 metres | 100.0% | 1,229 | 1,229 | 1,271 | 1,322 | 1,380 | 1,437 |
| 5-8 metres | 85.0% | 391 | 391 | 404 | 419 | 437 | 454 |
| 8-10 metres | 50.0% | 11 | 11 | 11 | 12 | 12 | 13 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 94.3% | 1,649 | 1,650 | 1,705 | 1,773 | 1,850 | 1,926 |
| *Total Boats* | | | | | | | |
| <3 metres | 100.0% | 18 | 18 | 19 | 20 | 21 | 22 |
| 3-5 metres | 100.0% | 1,230 | 1,231 | 1,273 | 1,324 | 1,382 | 1,439 |
| 5-8 metres | 84.0% | 398 | 398 | 411 | 426 | 444 | 462 |
| 8-10 metres | 40.7% | 14 | 14 | 15 | 15 | 16 | 17 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 92.4% | 1,660 | 1,661 | 1,717 | 1,785 | 1,863 | 1,939 |
| NORTH WEST QLD | | | | | | | |
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 90.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 5-8 metres | 50.0% | 3 | 3 | 3 | 3 | 3 | 3 |
| 8-10 metres | 25.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 27.5% | 3 | 3 | 3 | 3 | 3 | 3 |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 52 | 54 | 52 | 52 | 53 | 56 |
| 3-5 metres | 100.0% | 1,430 | 1,495 | 1,441 | 1,441 | 1,471 | 1,519 |
| 5-8 metres | 85.0% | 290 | 303 | 292 | 292 | 298 | 307 |
| 8-10 metres | 50.0% | 2 | 2 | 2 | 2 | 2 | 2 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 97.0% | 1,774 | 1,854 | 1,787 | 1,787 | 1,824 | 1,884 |
| *Total Boats* | | | | | | | |
| <3 metres | 100.0% | 52 | 54 | 52 | 52 | 53 | 56 |

| | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|
| 3-5 metres | 100.0% | 1,430 | 1,495 | 1,441 | 1,441 | 1,471 | 1,519 |
| 5-8 metres | 84.5% | 293 | 305 | 295 | 295 | 301 | 310 |
| 8-10 metres | 45.1% | 2 | 2 | 2 | 2 | 2 | 3 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 96.6% | 1,777 | 1,857 | 1,790 | 1,790 | 1,827 | 1,887 |
| | | | | | | | |
| CAIRNS | | | | | | | |
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 2 | 2 | 2 | 2 | 2 | 3 |
| 3-5 metres | 90.0% | 33 | 34 | 36 | 37 | 39 | 41 |
| 5-8 metres | 50.0% | 69 | 70 | 75 | 81 | 86 | 91 |
| 8-10 metres | 25.0% | 32 | 32 | 34 | 36 | 38 | 41 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 23.6% | 137 | 137 | 147 | 157 | 166 | 176 |
| | | | | | | | |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 466 | 469 | 506 | 540 | 575 | 613 |
| 3-5 metres | 100.0% | 12,504 | 12,577 | 13,467 | 14,292 | 15,136 | 16,042 |
| 5-8 metres | 85.0% | 3,447 | 3,465 | 3,687 | 3,892 | 4,102 | 4,328 |
| 8-10 metres | 50.0% | 86 | 86 | 92 | 98 | 104 | 110 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 94.8% | 16,503 | 16,598 | 17,752 | 18,822 | 19,918 | 21,092 |
| | | | | | | | |
| *Total Boats* | | | | | | | |
| <3 metres | 100.0% | 468 | 471 | 508 | 543 | 578 | 615 |
| 3-5 metres | 100.0% | 12,538 | 12,611 | 13,502 | 14,329 | 15,176 | 16,083 |
| 5-8 metres | 83.8% | 3,516 | 3,535 | 3,762 | 3,973 | 4,188 | 4,419 |
| 8-10 metres | 39.4% | 118 | 118 | 127 | 134 | 142 | 151 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 92.5% | 16,640 | 16,735 | 17,899 | 18,979 | 20,084 | 21,268 |
| | | | | | | | |
| TOWNSVILLE | | | | | | | |
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 3 | 3 | 3 | 4 | 4 | 4 |
| 3-5 metres | 90.0% | 25 | 25 | 28 | 31 | 33 | 34 |
| 5-8 metres | 50.0% | 54 | 55 | 62 | 67 | 72 | 76 |
| 8-10 metres | 25.0% | 21 | 22 | 24 | 27 | 28 | 30 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 26.1% | 103 | 105 | 118 | 129 | 137 | 144 |
| | | | | | | | |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 368 | 376 | 424 | 462 | 491 | 518 |
| 3-5 metres | 100.0% | 13,870 | 14,131 | 15,779 | 17,060 | 18,072 | 18,977 |
| 5-8 metres | 85.0% | 2,705 | 2,751 | 3,039 | 3,263 | 3,441 | 3,599 |
| 8-10 metres | 50.0% | 51 | 52 | 58 | 63 | 66 | 69 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |

| | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 96.1% | 16,995 | 17,310 | 19,301 | 20,847 | 22,070 | 23,163 |
| | | | | | | | |
| *Total Boats* | | | | | | | |
| <3 metres | 100.0% | 372 | 379 | 428 | 465 | 495 | 522 |
| 3-5 metres | 100.0% | 13,895 | 14,156 | 15,807 | 17,091 | 18,105 | 19,012 |
| 5-8 metres | 83.9% | 2,759 | 2,805 | 3,101 | 3,331 | 3,512 | 3,675 |
| 8-10 metres | 38.7% | 73 | 74 | 83 | 89 | 94 | 99 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 94.5% | 17,098 | 17,415 | 19,419 | 20,976 | 22,207 | 23,308 |
| | | | | | | | |
| CENTRAL WEST | | | | | | | |
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 90.0% | 2 | 2 | 2 | 2 | 2 | 2 |
| 5-8 metres | 50.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 8-10 metres | 25.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 45.0% | 2 | 2 | 2 | 2 | 2 | 2 |
| | | | | | | | |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 32 | 32 | 33 | 33 | 34 | 36 |
| 3-5 metres | 100.0% | 330 | 329 | 337 | 344 | 353 | 366 |
| 5-8 metres | 85.0% | 57 | 57 | 58 | 59 | 60 | 62 |
| 8-10 metres | 50.0% | 0 | 0 | 1 | 1 | 1 | 1 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 97.3% | 419 | 419 | 428 | 437 | 448 | 464 |
| | | | | | | | |
| *Total Boats* | | | | | | | |
| <3 metres | 100.0% | 32 | 32 | 33 | 33 | 34 | 36 |
| 3-5 metres | 99.9% | 331 | 331 | 339 | 346 | 355 | 367 |
| 5-8 metres | 85.0% | 57 | 57 | 58 | 59 | 60 | 62 |
| 8-10 metres | 50.0% | 0 | 0 | 1 | 1 | 1 | 1 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 96.8% | 421 | 420 | 430 | 439 | 450 | 466 |
| | | | | | | | |
| EMERALD | | | | | | | |
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 90.0% | 2 | 2 | 2 | 3 | 3 | 3 |
| 5-8 metres | 50.0% | 3 | 3 | 4 | 4 | 4 | 5 |
| 8-10 metres | 25.0% | 1 | 1 | 1 | 1 | 1 | 1 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 29.5% | 6 | 6 | 7 | 7 | 8 | 9 |
| | | | | | | | |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 92 | 96 | 107 | 119 | 129 | 140 |
| 3-5 metres | 100.0% | 1,841 | 1,900 | 2,108 | 2,307 | 2,496 | 2,686 |

| | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|
| 5-8 metres | 85.0% | 546 | 562 | 616 | 668 | 718 | 768 |
| 8-10 metres | 50.0% | 5 | 5 | 6 | 6 | 7 | 7 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 95.8% | 2,484 | 2,562 | 2,837 | 3,100 | 3,349 | 3,600 |
| | | | | | | | |
| *Total Boats* | | | | | | | |
| <3 metres | 100.0% | 92 | 96 | 107 | 119 | 129 | 140 |
| 3-5 metres | 100.0% | 1,843 | 1,902 | 2,110 | 2,309 | 2,498 | 2,689 |
| 5-8 metres | 84.7% | 549 | 565 | 620 | 672 | 722 | 772 |
| 8-10 metres | 45.4% | 5 | 5 | 6 | 7 | 8 | 8 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 95.3% | 2,490 | 2,568 | 2,844 | 3,107 | 3,357 | 3,609 |
| | | | | | | | |
| MACKAY | | | | | | | |
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 90.0% | 14 | 15 | 17 | 18 | 19 | 20 |
| 5-8 metres | 50.0% | 44 | 46 | 54 | 59 | 63 | 65 |
| 8-10 metres | 25.0% | 13 | 14 | 16 | 18 | 19 | 20 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 24.8% | 72 | 75 | 87 | 96 | 102 | 106 |
| | | | | | | | |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 395 | 412 | 479 | 530 | 561 | 584 |
| 3-5 metres | 100.0% | 10,126 | 10,528 | 12,079 | 13,253 | 13,973 | 14,510 |
| 5-8 metres | 85.0% | 2,114 | 2,189 | 2,477 | 2,696 | 2,829 | 2,929 |
| 8-10 metres | 50.0% | 70 | 72 | 82 | 89 | 93 | 97 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 95.4% | 12,705 | 13,202 | 15,117 | 16,568 | 17,456 | 18,120 |
| | | | | | | | |
| *Total Boats* | | | | | | | |
| <3 metres | 100.0% | 395 | 412 | 479 | 530 | 561 | 584 |
| 3-5 metres | 100.0% | 10,140 | 10,543 | 12,096 | 13,272 | 13,992 | 14,530 |
| 5-8 metres | 83.8% | 2,159 | 2,235 | 2,531 | 2,755 | 2,892 | 2,995 |
| 8-10 metres | 43.1% | 83 | 86 | 98 | 107 | 113 | 117 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 93.9% | 12,777 | 13,276 | 15,204 | 16,664 | 17,558 | 18,225 |
| | | | | | | | |
| WHITSUNDAY | | | | | | | |
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 90.0% | 4 | 4 | 4 | 5 | 5 | 6 |
| 5-8 metres | 50.0% | 40 | 41 | 46 | 50 | 53 | 56 |
| 8-10 metres | 25.0% | 23 | 23 | 26 | 29 | 31 | 32 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |

| | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|
| Total | 16.4% | 66 | 68 | 76 | 83 | 89 | 94 |
| | | | | | | | |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 110 | 112 | 126 | 137 | 146 | 155 |
| 3-5 metres | 100.0% | 3,374 | 3,428 | 3,817 | 4,146 | 4,405 | 4,642 |
| 5-8 metres | 85.0% | 924 | 937 | 1,035 | 1,118 | 1,183 | 1,242 |
| 8-10 metres | 50.0% | 51 | 51 | 57 | 62 | 65 | 69 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 92.1% | 4,459 | 4,528 | 5,035 | 5,463 | 5,799 | 6,108 |
| | | | | | | | |
| *Total Boats* | | | | | | | |
| <3 metres | 100.0% | 110 | 112 | 126 | 137 | 146 | 155 |
| 3-5 metres | 100.0% | 3,378 | 3,431 | 3,822 | 4,151 | 4,410 | 4,648 |
| 5-8 metres | 82.6% | 964 | 978 | 1,080 | 1,167 | 1,235 | 1,298 |
| 8-10 metres | 38.2% | 73 | 75 | 83 | 90 | 96 | 101 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 86.3% | 4,525 | 4,595 | 5,111 | 5,546 | 5,888 | 6,202 |
| | | | | | | | |
| GLADSTONE | | | | | | | |
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 0 | 0 | 0 | 0 | 0 | 1 |
| 3-5 metres | 90.0% | 12 | 12 | 13 | 14 | 15 | 17 |
| 5-8 metres | 50.0% | 23 | 23 | 26 | 29 | 32 | 35 |
| 8-10 metres | 25.0% | 11 | 12 | 13 | 14 | 15 | 17 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 22.9% | 46 | 47 | 52 | 57 | 63 | 69 |
| | | | | | | | |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 295 | 302 | 333 | 365 | 401 | 440 |
| 3-5 metres | 100.0% | 5,992 | 6,136 | 6,749 | 7,393 | 8,121 | 8,901 |
| 5-8 metres | 85.0% | 1,313 | 1,342 | 1,465 | 1,595 | 1,742 | 1,899 |
| 8-10 metres | 50.0% | 39 | 40 | 44 | 47 | 52 | 57 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 95.6% | 7,639 | 7,820 | 8,590 | 9,400 | 10,316 | 11,297 |
| | | | | | | | |
| *Total Boats* | | | | | | | |
| <3 metres | 100.0% | 295 | 302 | 333 | 365 | 402 | 441 |
| 3-5 metres | 100.0% | 6,004 | 6,148 | 6,762 | 7,407 | 8,136 | 8,918 |
| 5-8 metres | 84.0% | 1,335 | 1,365 | 1,491 | 1,624 | 1,774 | 1,934 |
| 8-10 metres | 40.8% | 50 | 51 | 56 | 61 | 67 | 74 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 93.9% | 7,685 | 7,867 | 8,642 | 9,457 | 10,379 | 11,367 |
| | | | | | | | |
| ROCKHAMPTON | | | | | | | |
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 1 | 1 | 1 | 1 | 1 | 1 |
| 3-5 metres | 90.0% | 10 | 10 | 11 | 12 | 13 | 14 |
| 5-8 metres | 50.0% | 30 | 30 | 33 | 35 | 38 | 40 |

| | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|
| 8-10 metres | 25.0% | 17 | 18 | 19 | 20 | 21 | 23 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 26.9% | 58 | 59 | 64 | 68 | 73 | 78 |
| | | | | | | | |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 252 | 259 | 280 | 301 | 322 | 344 |
| 3-5 metres | 100.0% | 6,281 | 6,425 | 6,879 | 7,331 | 7,804 | 8,274 |
| 5-8 metres | 85.0% | 1,479 | 1,509 | 1,607 | 1,703 | 1,805 | 1,905 |
| 8-10 metres | 50.0% | 61 | 62 | 66 | 70 | 75 | 79 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 96.6% | 8,073 | 8,256 | 8,831 | 9,406 | 10,005 | 10,603 |
| | | | | | | | |
| *Total Boats* | | | | | | | |
| <3 metres | 100.0% | 253 | 260 | 281 | 302 | 323 | 345 |
| 3-5 metres | 100.0% | 6,291 | 6,436 | 6,890 | 7,343 | 7,816 | 8,288 |
| 5-8 metres | 83.8% | 1,508 | 1,540 | 1,639 | 1,739 | 1,842 | 1,946 |
| 8-10 metres | 40.9% | 78 | 80 | 85 | 90 | 96 | 102 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 92.8% | 8,131 | 8,315 | 8,895 | 9,474 | 10,078 | 10,680 |
| | | | | | | | |
| NORTH WIDE BAY | | | | | | | |
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 90.0% | 16 | 16 | 17 | 19 | 20 | 21 |
| 5-8 metres | 50.0% | 25 | 25 | 27 | 29 | 31 | 34 |
| 8-10 metres | 25.0% | 12 | 12 | 13 | 13 | 14 | 15 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 23.2% | 53 | 54 | 57 | 61 | 65 | 70 |
| | | | | | | | |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 283 | 284 | 306 | 328 | 354 | 382 |
| 3-5 metres | 100.0% | 7,587 | 7,629 | 8,158 | 8,696 | 9,321 | 10,023 |
| 5-8 metres | 85.0% | 830 | 835 | 888 | 942 | 1,005 | 1,076 |
| 8-10 metres | 50.0% | 19 | 19 | 20 | 21 | 23 | 25 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 97.4% | 8,719 | 8,767 | 9,372 | 9,988 | 10,703 | 11,507 |
| | | | | | | | |
| *Total Boats* | | | | | | | |
| <3 metres | 100.0% | 283 | 284 | 306 | 328 | 354 | 382 |
| 3-5 metres | 100.0% | 7,603 | 7,646 | 8,175 | 8,715 | 9,341 | 10,045 |
| 5-8 metres | 83.3% | 856 | 860 | 915 | 972 | 1,037 | 1,110 |
| 8-10 metres | 36.0% | 30 | 31 | 33 | 35 | 37 | 40 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 95.6% | 8,772 | 8,821 | 9,429 | 10,049 | 10,769 | 11,577 |

| | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|
| SOUTH WIDE BAY | | | | | | | |
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 1 | 1 | 1 | 1 | 1 | 2 |
| 3-5 metres | 90.0% | 31 | 32 | 35 | 38 | 41 | 43 |
| 5-8 metres | 50.0% | 77 | 78 | 86 | 93 | 99 | 106 |
| 8-10 metres | 25.0% | 30 | 31 | 33 | 36 | 39 | 41 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 26.9% | 135 | 137 | 137 | 162 | 162 | 184 |
| | | | | | | | |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 419 | 427 | 470 | 508 | 545 | 582 |
| 3-5 metres | 100.0% | 11,029 | 11,216 | 12,286 | 13,227 | 14,157 | 15,076 |
| 5-8 metres | 85.0% | 2,017 | 2,050 | 2,236 | 2,400 | 2,563 | 2,723 |
| 8-10 metres | 50.0% | 84 | 85 | 93 | 100 | 107 | 114 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 95.6% | 13,549 | 13,778 | 15,086 | 16,235 | 17,372 | 18,495 |
| | | | | | | | |
| *Total Boats* | | | | | | | |
| <3 metres | 100.0% | 420 | 428 | 471 | 509 | 547 | 584 |
| 3-5 metres | 100.0% | 11,060 | 11,248 | 12,321 | 13,265 | 14,198 | 15,119 |
| 5-8 metres | 82.9% | 2,094 | 2,128 | 2,322 | 2,493 | 2,662 | 2,829 |
| 8-10 metres | 39.6% | 114 | 116 | 127 | 136 | 146 | 155 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 93.2% | 13,684 | 13,916 | 15,223 | 16,397 | 17,534 | 18,679 |
| | | | | | | | |
| DARLING DOWNS | | | | | | | |
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 90.0% | 6 | 6 | 6 | 7 | 7 | 8 |
| 5-8 metres | 50.0% | 14 | 14 | 15 | 16 | 17 | 18 |
| 8-10 metres | 25.0% | 3 | 3 | 3 | 3 | 3 | 4 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 26.9% | 18 | 18 | 18 | 21 | 21 | 23 |
| | | | | | | | |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 341 | 348 | 378 | 411 | 442 | 473 |
| 3-5 metres | 100.0% | 5,484 | 5,575 | 6,001 | 6,460 | 6,898 | 7,340 |
| 5-8 metres | 85.0% | 914 | 928 | 994 | 1,064 | 1,131 | 1,199 |
| 8-10 metres | 50.0% | 11 | 11 | 12 | 12 | 13 | 14 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 96.8% | 6,750 | 6,861 | 7,385 | 7,947 | 8,484 | 9,026 |
| | | | | | | | |
| *Total Boats* | | | | | | | |
| <3 metres | 100.0% | 341 | 348 | 378 | 411 | 442 | 473 |
| 3-5 metres | 100.0% | 5,489 | 5,580 | 6,008 | 6,467 | 6,905 | 7,348 |
| 5-8 metres | 84.1% | 928 | 942 | 1,009 | 1,081 | 1,149 | 1,218 |
| 8-10 metres | 41.4% | 13 | 14 | 15 | 16 | 17 | 18 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |

| | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 96.2% | 6,767 | 6,879 | 7,403 | 7,968 | 8,505 | 9,049 |
| | | | | | | | |
| SOUTH CENTRAL | | | | | | | |
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 2 | 2 | 2 | 2 | 2 | 2 |
| 3-5 metres | 90.0% | 1 | 1 | 1 | 1 | 1 | 1 |
| 5-8 metres | 50.0% | 3 | 3 | 3 | 3 | 3 | 3 |
| 8-10 metres | 25.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 26.9% | 2 | 2 | 2 | 3 | 3 | 3 |
| | | | | | | | |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 122 | 123 | 127 | 131 | 135 | 138 |
| 3-5 metres | 100.0% | 1,570 | 1,574 | 1,622 | 1,677 | 1,718 | 1,749 |
| 5-8 metres | 85.0% | 311 | 311 | 320 | 330 | 337 | 342 |
| 8-10 metres | 50.0% | 3 | 3 | 3 | 3 | 3 | 3 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 97.0% | 2,007 | 2,011 | 2,072 | 2,141 | 2,193 | 2,232 |
| | | | | | | | |
| *Total Boats* | | | | | | | |
| <3 metres | 100.0% | 124 | 125 | 129 | 134 | 137 | 140 |
| 3-5 metres | 100.0% | 1,571 | 1,575 | 1,623 | 1,678 | 1,719 | 1,750 |
| 5-8 metres | 84.5% | 313 | 314 | 323 | 332 | 340 | 345 |
| 8-10 metres | 46.4% | 3 | 3 | 3 | 4 | 4 | 4 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 96.7% | 2,009 | 2,013 | 2,075 | 2,144 | 2,196 | 2,235 |
| | | | | | | | |
| SOUTH WEST QLD | | | | | | | |
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 90.0% | 1 | 1 | 1 | 1 | 1 | 1 |
| 5-8 metres | 50.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 8-10 metres | 25.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 26.9% | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 23 | 23 | 23 | 23 | 23 | 23 |
| 3-5 metres | 100.0% | 175 | 174 | 174 | 175 | 175 | 176 |
| 5-8 metres | 85.0% | 31 | 31 | 31 | 31 | 31 | 31 |
| 8-10 metres | 50.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 96.6% | 230 | 229 | 229 | 229 | 230 | 230 |
| | | | | | | | |
| *Total Boats* | | | | | | | |

| | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|
| <3 metres | 99.5% | 23 | 23 | 23 | 23 | 23 | 23 |
| 3-5 metres | 99.4% | 176 | 175 | 175 | 176 | 176 | 176 |
| 5-8 metres | 84.6% | 31 | 31 | 31 | 31 | 31 | 31 |
| 8-10 metres | 49.8% | 0 | 0 | 0 | 0 | 0 | 0 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 96.3% | 230 | 229 | 229 | 230 | 230 | 231 |
| | | | | | | | |
| SEQ NORTH | | | | | | | |
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 7 | 7 | 8 | 9 | 9 | 10 |
| 3-5 metres | 90.0% | 135 | 136 | 148 | 158 | 165 | 171 |
| 5-8 metres | 50.0% | 401 | 405 | 443 | 474 | 497 | 516 |
| 8-10 metres | 25.0% | 133 | 135 | 147 | 156 | 164 | 170 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 26.9% | 704 | 712 | 712 | 829 | 829 | 900 |
| | | | | | | | |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 3,029 | 3,066 | 3,370 | 3,612 | 3,799 | 3,949 |
| 3-5 metres | 100.0% | 43,383 | 43,870 | 47,764 | 50,877 | 53,269 | 55,204 |
| 5-8 metres | 85.0% | 10,773 | 10,887 | 11,791 | 12,515 | 13,071 | 13,520 |
| 8-10 metres | 50.0% | 426 | 431 | 468 | 498 | 521 | 540 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 94.0% | 57,612 | 58,254 | 63,393 | 67,502 | 70,660 | 73,214 |
| | | | | | | | |
| *Total Boats* | | | | | | | |
| <3 metres | 100.0% | 3,036 | 3,074 | 3,378 | 3,621 | 3,808 | 3,959 |
| 3-5 metres | 100.0% | 43,518 | 44,007 | 47,912 | 51,034 | 53,434 | 55,375 |
| 5-8 metres | 82.9% | 11,174 | 11,292 | 12,235 | 12,988 | 13,568 | 14,036 |
| 8-10 metres | 40.4% | 559 | 565 | 615 | 655 | 685 | 710 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 91.2% | 58,316 | 58,967 | 64,105 | 68,331 | 71,488 | 74,114 |
| | | | | | | | |
| SEQ SOUTH | | | | | | | |
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 10 | 10 | 12 | 14 | 16 | 18 |
| 3-5 metres | 90.0% | 112 | 114 | 129 | 145 | 161 | 178 |
| 5-8 metres | 50.0% | 257 | 262 | 303 | 346 | 390 | 435 |
| 8-10 metres | 25.0% | 88 | 90 | 102 | 116 | 129 | 143 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 28.4% | 467 | 477 | 546 | 620 | 696 | 774 |
| | | | | | | | |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 3,558 | 3,640 | 4,221 | 4,834 | 5,467 | 6,112 |
| 3-5 metres | 100.0% | 34,844 | 35,551 | 40,539 | 45,804 | 51,235 | 56,775 |
| 5-8 metres | 85.0% | 10,981 | 11,205 | 12,784 | 14,450 | 16,169 | 17,922 |
| 8-10 metres | 50.0% | 633 | 647 | 741 | 841 | 944 | 1,048 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |

| | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 91.5% | 50,016 | 51,043 | 58,285 | 65,929 | 73,814 | 81,857 |
| | | | | | | | |
| *Total Boats* | | | | | | | |
| <3 metres | 100.0% | 3,568 | 3,651 | 4,233 | 4,848 | 5,483 | 6,130 |
| 3-5 metres | 100.0% | 34,956 | 35,665 | 40,668 | 45,949 | 51,396 | 56,952 |
| 5-8 metres | 83.7% | 11,238 | 11,467 | 13,087 | 14,796 | 16,559 | 18,357 |
| 8-10 metres | 44.6% | 721 | 736 | 843 | 956 | 1,073 | 1,192 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 89.7% | 50,482 | 51,519 | 58,831 | 66,549 | 74,510 | 82,631 |
| | | | | | | | |
| INTERSTATE | | | | | | | |
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 90.0% | 2 | 2 | 2 | 2 | 2 | 2 |
| 5-8 metres | 50.0% | 8 | 8 | 8 | 9 | 9 | 10 |
| 8-10 metres | 25.0% | 4 | 4 | 4 | 4 | 5 | 5 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 12.7% | 13 | 13 | 14 | 15 | 16 | 17 |
| | | | | | | | |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 35 | 36 | 38 | 41 | 43 | 46 |
| 3-5 metres | 100.0% | 354 | 359 | 383 | 408 | 433 | 456 |
| 5-8 metres | 85.0% | 106 | 108 | 116 | 124 | 132 | 140 |
| 8-10 metres | 50.0% | 11 | 11 | 12 | 12 | 13 | 14 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 81.4% | 506 | 513 | 549 | 585 | 621 | 655 |
| | | | | | | | |
| *Total Boats* | | | | | | | |
| <3 metres | 100.0% | 35 | 36 | 38 | 41 | 43 | 46 |
| 3-5 metres | 99.9% | 356 | 361 | 385 | 410 | 435 | 458 |
| 5-8 metres | 81.2% | 114 | 115 | 124 | 133 | 141 | 149 |
| 8-10 metres | 40.0% | 14 | 14 | 16 | 17 | 18 | 19 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 71.7% | 519 | 526 | 563 | 600 | 637 | 672 |
| | | | | | | | |
| QUEENSLAND | | | | | | | |
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 26 | 27 | 30 | 33 | 37 | 39 |
| 3-5 metres | 90.0% | 407 | 413 | 455 | 493 | 529 | 564 |
| 5-8 metres | 50.0% | 1,056 | 1,074 | 1,194 | 1,303 | 1,404 | 1,500 |
| 8-10 metres | 25.0% | 391 | 397 | 439 | 477 | 512 | 546 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 25.8% | 1,896 | 1,927 | 2,055 | 2,324 | 2,445 | 2,665 |
| | | | | | | | |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 9,891 | 10,077 | 11,291 | 12,446 | 13,542 | 14,611 |

| | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|
| 3-5 metres | 100.0% | 161,404 | 164,127 | 180,854 | 196,212 | 210,416 | 224,153 |
| 5-8 metres | 85.0% | 39,230 | 39,860 | 43,840 | 47,562 | 51,053 | 54,448 |
| 8-10 metres | 50.0% | 1,563 | 1,590 | 1,768 | 1,939 | 2,102 | 2,262 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 94.1% | 212,087 | 215,654 | 237,754 | 258,160 | 277,114 | 295,474 |
| | | | | | | | |
| *Total Boats* | | | | | | | |
| <3 metres | 100.0% | 9,917 | 10,104 | 11,321 | 12,480 | 13,578 | 14,651 |
| 3-5 metres | 100.0% | 161,810 | 164,540 | 181,309 | 196,705 | 210,945 | 224,716 |
| 5-8 metres | 83.5% | 40,286 | 40,933 | 45,034 | 48,866 | 52,457 | 55,948 |
| 8-10 metres | 41.7% | 1,953 | 1,987 | 2,207 | 2,416 | 2,615 | 2,808 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 92.0% | 213,983 | 217,581 | 239,809 | 260,483 | 279,559 | 298,139 |

Source: Economic Associates estimates

Table B.4: Projected Size of Trailerable Boat Fleet, Increasing Incidence of Boat Ownership Scenario, 2010-2031

| | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| CAPE YORK | | | | | | | |
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 90.0% | 2 | 2 | 2 | 2 | 2 | 3 |
| 5-8 metres | 50.0% | 7 | 7 | 9 | 11 | 13 | 15 |
| 8-10 metres | 25.0% | 3 | 3 | 4 | 5 | 6 | 7 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 23.5% | 12 | 12 | 15 | 19 | 22 | 26 |
| | | | | | | | |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 18 | 19 | 22 | 25 | 28 | 31 |
| 3-5 metres | 100.0% | 1,250 | 1,273 | 1,439 | 1,637 | 1,817 | 2,010 |
| 5-8 metres | 85.0% | 398 | 405 | 455 | 515 | 569 | 627 |
| 8-10 metres | 50.0% | 11 | 11 | 13 | 15 | 16 | 18 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 94.3% | 1,677 | 1,707 | 1,928 | 2,192 | 2,430 | 2,687 |
| | | | | | | | |
| *Total Boats* | | | | | | | |
| <3 metres | 102.1% | 18 | 19 | 22 | 25 | 28 | 31 |
| 3-5 metres | 101.8% | 1,252 | 1,275 | 1,441 | 1,640 | 1,820 | 2,013 |
| 5-8 metres | 85.5% | 404 | 412 | 463 | 526 | 582 | 642 |
| 8-10 metres | 41.6% | 15 | 15 | 17 | 20 | 23 | 25 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 92.3% | 1,689 | 1,720 | 1,943 | 2,210 | 2,452 | 2,712 |
| | | | | | | | |
| NORTH WEST QLD | | | | | | | |

| | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 90.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 5-8 metres | 50.0% | 3 | 3 | 3 | 4 | 4 | 5 |
| 8-10 metres | 25.0% | 0 | 0 | 0 | 0 | 0 | 1 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 27.5% | 3 | 3 | 4 | 5 | 5 | 6 |
| | | | | | | | |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 53 | 56 | 58 | 62 | 67 | 73 |
| 3-5 metres | 100.0% | 1,450 | 1,538 | 1,577 | 1,681 | 1,791 | 1,931 |
| 5-8 metres | 85.0% | 294 | 310 | 318 | 337 | 358 | 384 |
| 8-10 metres | 50.0% | 2 | 2 | 2 | 3 | 3 | 3 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 97.0% | 1,799 | 1,907 | 1,955 | 2,083 | 2,219 | 2,392 |
| | | | | | | | |
| *Total Boats* | | | | | | | |
| <3 metres | 100.0% | 53 | 56 | 58 | 62 | 67 | 73 |
| 3-5 metres | 100.0% | 1,450 | 1,538 | 1,577 | 1,681 | 1,792 | 1,932 |
| 5-8 metres | 84.5% | 297 | 313 | 321 | 341 | 362 | 389 |
| 8-10 metres | 45.0% | 2 | 3 | 3 | 3 | 3 | 3 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 96.6% | 1,802 | 1,910 | 1,959 | 2,088 | 2,224 | 2,398 |
| | | | | | | | |
| CAIRNS | | | | | | | |
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 2 | 2 | 2 | 3 | 3 | 3 |
| 3-5 metres | 90.0% | 34 | 35 | 40 | 45 | 50 | 55 |
| 5-8 metres | 50.0% | 71 | 73 | 86 | 101 | 115 | 130 |
| 8-10 metres | 25.0% | 32 | 33 | 39 | 45 | 50 | 56 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 23.6% | 139 | 142 | 167 | 194 | 218 | 245 |
| | | | | | | | |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 470 | 477 | 536 | 597 | 653 | 714 |
| 3-5 metres | 100.0% | 12,599 | 12,767 | 14,200 | 15,649 | 16,997 | 18,472 |
| 5-8 metres | 85.0% | 3,470 | 3,512 | 3,869 | 4,230 | 4,566 | 4,933 |
| 8-10 metres | 50.0% | 87 | 88 | 97 | 107 | 116 | 126 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 94.8% | 16,626 | 16,845 | 18,703 | 20,583 | 22,332 | 24,246 |
| | | | | | | | |
| *Total Boats* | | | | | | | |
| <3 metres | 100.0% | 472 | 479 | 539 | 599 | 656 | 717 |
| 3-5 metres | 99.9% | 12,633 | 12,802 | 14,239 | 15,694 | 17,047 | 18,528 |
| 5-8 metres | 83.8% | 3,541 | 3,585 | 3,956 | 4,331 | 4,681 | 5,063 |
| 8-10 metres | 39.5% | 119 | 121 | 136 | 152 | 167 | 183 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |

| | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 92.5% | 16,765 | 16,987 | 18,870 | 20,777 | 22,550 | 24,491 |
| | | | | | | | |
| TOWNSVILLE | | | | | | | |
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 3 | 3 | 3 | 3 | 3 | 4 |
| 3-5 metres | 90.0% | 25 | 25 | 26 | 27 | 28 | 29 |
| 5-8 metres | 50.0% | 53 | 54 | 57 | 59 | 61 | 62 |
| 8-10 metres | 25.0% | 21 | 21 | 23 | 23 | 24 | 25 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 26.1% | 102 | 103 | 110 | 114 | 117 | 119 |
| | | | | | | | |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 374 | 387 | 469 | 546 | 608 | 669 |
| 3-5 metres | 100.0% | 14,054 | 14,507 | 17,298 | 19,948 | 22,057 | 24,169 |
| 5-8 metres | 85.0% | 2,737 | 2,817 | 3,305 | 3,769 | 4,138 | 4,508 |
| 8-10 metres | 50.0% | 52 | 54 | 63 | 73 | 80 | 88 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 96.1% | 17,217 | 17,764 | 21,136 | 24,336 | 26,883 | 29,434 |
| | | | | | | | |
| *Total Boats* | | | | | | | |
| <3 metres | 100.0% | 377 | 390 | 472 | 549 | 611 | 673 |
| 3-5 metres | 100.0% | 14,078 | 14,531 | 17,325 | 19,976 | 22,085 | 24,198 |
| 5-8 metres | 83.9% | 2,790 | 2,870 | 3,363 | 3,828 | 4,199 | 4,570 |
| 8-10 metres | 38.8% | 73 | 75 | 86 | 96 | 104 | 112 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 94.6% | 17,319 | 17,866 | 21,245 | 24,450 | 27,000 | 29,553 |
| | | | | | | | |
| CENTRAL WEST | | | | | | | |
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 90.0% | 2 | 2 | 2 | 2 | 2 | 2 |
| 5-8 metres | 50.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 8-10 metres | 25.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 45.0% | 2 | 2 | 2 | 2 | 2 | 2 |
| | | | | | | | |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 32 | 33 | 36 | 39 | 42 | 46 |
| 3-5 metres | 100.0% | 334 | 337 | 368 | 400 | 428 | 463 |
| 5-8 metres | 85.0% | 58 | 58 | 63 | 67 | 72 | 77 |
| 8-10 metres | 50.0% | 1 | 1 | 1 | 1 | 1 | 1 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 97.3% | 424 | 429 | 467 | 507 | 543 | 586 |
| | | | | | | | |
| *Total Boats* | | | | | | | |
| <3 metres | 100.0% | 32 | 33 | 36 | 39 | 42 | 46 |

| | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|
| 3-5 metres | 99.9% | 335 | 339 | 370 | 402 | 430 | 465 |
| 5-8 metres | 85.0% | 58 | 58 | 63 | 67 | 72 | 77 |
| 8-10 metres | 50.0% | 1 | 1 | 1 | 1 | 1 | 1 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 96.8% | 426 | 431 | 469 | 509 | 545 | 589 |
| | | | | | | | |
| EMERALD | | | | | | | |
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 90.0% | 2 | 2 | 2 | 2 | 2 | 2 |
| 5-8 metres | 50.0% | 3 | 3 | 3 | 3 | 3 | 3 |
| 8-10 metres | 25.0% | 1 | 1 | 1 | 1 | 1 | 1 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 29.5% | 5 | 5 | 6 | 6 | 6 | 6 |
| | | | | | | | |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 95 | 101 | 127 | 158 | 186 | 217 |
| 3-5 metres | 100.0% | 1,884 | 1,989 | 2,464 | 3,007 | 3,498 | 4,045 |
| 5-8 metres | 85.0% | 557 | 585 | 710 | 852 | 980 | 1,124 |
| 8-10 metres | 50.0% | 5 | 5 | 7 | 8 | 10 | 12 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 95.8% | 2,540 | 2,679 | 3,308 | 4,025 | 4,674 | 5,398 |
| | | | | | | | |
| *Total Boats* | | | | | | | |
| <3 metres | 100.0% | 95 | 101 | 127 | 158 | 186 | 217 |
| 3-5 metres | 100.0% | 1,885 | 1,991 | 2,466 | 3,009 | 3,500 | 4,047 |
| 5-8 metres | 84.7% | 560 | 588 | 713 | 855 | 984 | 1,127 |
| 8-10 metres | 45.6% | 5 | 6 | 7 | 9 | 11 | 12 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 95.3% | 2,546 | 2,685 | 3,314 | 4,031 | 4,680 | 5,403 |
| | | | | | | | |
| MACKAY | | | | | | | |
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 90.0% | 14 | 14 | 16 | 17 | 17 | 17 |
| 5-8 metres | 50.0% | 44 | 45 | 50 | 53 | 55 | 56 |
| 8-10 metres | 25.0% | 13 | 14 | 15 | 16 | 17 | 17 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 24.8% | 71 | 73 | 81 | 86 | 89 | 90 |
| | | | | | | | |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 402 | 428 | 542 | 652 | 730 | 802 |
| 3-5 metres | 100.0% | 10,297 | 10,886 | 13,546 | 16,093 | 17,880 | 19,560 |
| 5-8 metres | 85.0% | 2,146 | 2,256 | 2,750 | 3,223 | 3,556 | 3,868 |
| 8-10 metres | 50.0% | 71 | 75 | 91 | 106 | 117 | 128 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |

| | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 95.4% | 12,916 | 13,644 | 16,929 | 20,075 | 22,282 | 24,357 |
| | | | | | | | |
| *Total Boats* | | | | | | | |
| <3 metres | 100.0% | 402 | 428 | 542 | 652 | 730 | 802 |
| 3-5 metres | 100.0% | 10,311 | 10,900 | 13,562 | 16,109 | 17,897 | 19,577 |
| 5-8 metres | 83.8% | 2,190 | 2,301 | 2,800 | 3,277 | 3,611 | 3,924 |
| 8-10 metres | 43.2% | 84 | 88 | 106 | 123 | 134 | 145 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 94.0% | 12,987 | 13,717 | 17,010 | 20,161 | 22,371 | 24,448 |
| | | | | | | | |
| WHITSUNDAY | | | | | | | |
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 90.0% | 4 | 4 | 4 | 4 | 5 | 5 |
| 5-8 metres | 50.0% | 40 | 40 | 43 | 45 | 47 | 49 |
| 8-10 metres | 25.0% | 22 | 23 | 25 | 26 | 27 | 28 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 16.4% | 66 | 67 | 72 | 76 | 79 | 81 |
| | | | | | | | |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 112 | 116 | 145 | 175 | 199 | 224 |
| 3-5 metres | 100.0% | 3,439 | 3,560 | 4,362 | 5,205 | 5,885 | 6,599 |
| 5-8 metres | 85.0% | 940 | 970 | 1,172 | 1,384 | 1,555 | 1,734 |
| 8-10 metres | 50.0% | 52 | 53 | 65 | 76 | 86 | 96 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 92.1% | 4,543 | 4,700 | 5,744 | 6,840 | 7,725 | 8,654 |
| | | | | | | | |
| *Total Boats* | | | | | | | |
| <3 metres | 100.0% | 112 | 116 | 145 | 175 | 199 | 224 |
| 3-5 metres | 100.0% | 3,443 | 3,564 | 4,366 | 5,210 | 5,890 | 6,604 |
| 5-8 metres | 82.6% | 980 | 1,010 | 1,215 | 1,429 | 1,602 | 1,783 |
| 8-10 metres | 38.4% | 74 | 76 | 89 | 102 | 113 | 124 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 86.4% | 4,609 | 4,767 | 5,816 | 6,916 | 7,804 | 8,735 |
| | | | | | | | |
| GLADSTONE | | | | | | | |
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 0 | 0 | 0 | 0 | 0 | 1 |
| 3-5 metres | 90.0% | 12 | 12 | 13 | 14 | 16 | 17 |
| 5-8 metres | 50.0% | 23 | 23 | 26 | 30 | 33 | 37 |
| 8-10 metres | 25.0% | 11 | 12 | 13 | 14 | 16 | 18 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 22.9% | 46 | 47 | 53 | 59 | 65 | 72 |
| | | | | | | | |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 303 | 318 | 399 | 497 | 595 | 711 |
| 3-5 metres | 100.0% | 6,150 | 6,463 | 8,077 | 10,044 | 12,010 | 14,323 |

| | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|
| 5-8 metres | 85.0% | 1,344 | 1,407 | 1,733 | 2,129 | 2,526 | 2,992 |
| 8-10 metres | 50.0% | 40 | 42 | 52 | 64 | 76 | 90 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 95.6% | 7,837 | 8,230 | 10,261 | 12,734 | 15,207 | 18,116 |
| | | | | | | | |
| *Total Boats* | | | | | | | |
| <3 metres | 100.0% | 303 | 319 | 399 | 497 | 596 | 711 |
| 3-5 metres | 100.0% | 6,162 | 6,475 | 8,090 | 10,058 | 12,026 | 14,340 |
| 5-8 metres | 84.0% | 1,367 | 1,431 | 1,759 | 2,159 | 2,559 | 3,029 |
| 8-10 metres | 41.0% | 51 | 53 | 65 | 78 | 92 | 108 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 93.9% | 7,883 | 8,278 | 10,314 | 12,793 | 15,272 | 18,188 |
| | | | | | | | |
| ROCKHAMPTON | | | | | | | |
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 1 | 1 | 1 | 1 | 1 | 1 |
| 3-5 metres | 90.0% | 10 | 10 | 11 | 12 | 12 | 13 |
| 5-8 metres | 50.0% | 30 | 30 | 32 | 35 | 37 | 39 |
| 8-10 metres | 25.0% | 17 | 17 | 19 | 20 | 21 | 22 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 26.2% | 58 | 59 | 63 | 67 | 71 | 75 |
| | | | | | | | |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 260 | 274 | 337 | 411 | 479 | 554 |
| 3-5 metres | 100.0% | 6,435 | 6,744 | 8,127 | 9,741 | 11,216 | 12,858 |
| 5-8 metres | 85.0% | 1,512 | 1,578 | 1,874 | 2,220 | 2,535 | 2,887 |
| 8-10 metres | 50.0% | 62 | 65 | 78 | 92 | 106 | 121 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 94.5% | 8,269 | 8,661 | 10,416 | 12,465 | 14,336 | 16,420 |
| | | | | | | | |
| *Total Boats* | | | | | | | |
| <3 metres | 100.0% | 261 | 275 | 338 | 412 | 480 | 555 |
| 3-5 metres | 100.0% | 6,445 | 6,755 | 8,138 | 9,753 | 11,228 | 12,872 |
| 5-8 metres | 83.9% | 1,541 | 1,608 | 1,906 | 2,254 | 2,572 | 2,926 |
| 8-10 metres | 41.1% | 79 | 83 | 96 | 112 | 127 | 143 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 92.8% | 8,327 | 8,720 | 10,479 | 12,532 | 14,407 | 16,496 |
| | | | | | | | |
| NORTH WIDE BAY | | | | | | | |
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 90.0% | 17 | 19 | 27 | 39 | 52 | 68 |
| 5-8 metres | 50.0% | 27 | 29 | 45 | 67 | 89 | 119 |
| 8-10 metres | 25.0% | 12 | 13 | 19 | 26 | 34 | 45 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |

| | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|
| Total | 24.9% | 57 | 61 | 90 | 133 | 175 | 233 |
| | | | | | | | |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 289 | 296 | 353 | 419 | 483 | 557 |
| 3-5 metres | 100.0% | 7,731 | 7,921 | 9,318 | 10,923 | 12,482 | 14,306 |
| 5-8 metres | 85.0% | 845 | 864 | 1,005 | 1,167 | 1,324 | 1,508 |
| 8-10 metres | 50.0% | 19 | 19 | 23 | 27 | 31 | 35 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 99.8% | 8,883 | 9,101 | 10,699 | 12,536 | 14,319 | 16,407 |
| | | | | | | | |
| *Total Boats* | | | | | | | |
| <3 metres | 100.0% | 289 | 296 | 353 | 419 | 483 | 557 |
| 3-5 metres | 100.0% | 7,748 | 7,940 | 9,345 | 10,963 | 12,533 | 14,375 |
| 5-8 metres | 83.2% | 872 | 893 | 1,050 | 1,234 | 1,414 | 1,628 |
| 8-10 metres | 35.8% | 31 | 33 | 42 | 53 | 65 | 80 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 95.5% | 8,940 | 9,162 | 10,790 | 12,669 | 14,495 | 16,639 |
| | | | | | | | |
| SOUTH WIDE BAY | | | | | | | |
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 1 | 1 | 1 | 2 | 2 | 2 |
| 3-5 metres | 90.0% | 32 | 32 | 38 | 43 | 48 | 53 |
| 5-8 metres | 50.0% | 78 | 80 | 93 | 106 | 117 | 130 |
| 8-10 metres | 25.0% | 30 | 31 | 36 | 41 | 46 | 50 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 26.2% | 133 | 137 | 137 | 180 | 180 | 220 |
| | | | | | | | |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 424 | 437 | 509 | 581 | 647 | 716 |
| 3-5 metres | 100.0% | 11,148 | 11,460 | 13,246 | 15,039 | 16,680 | 18,402 |
| 5-8 metres | 85.0% | 2,038 | 2,092 | 2,404 | 2,716 | 3,002 | 3,303 |
| 8-10 metres | 50.0% | 85 | 87 | 100 | 114 | 126 | 138 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 95.6% | 13,695 | 14,076 | 16,259 | 18,450 | 20,455 | 22,560 |
| | | | | | | | |
| *Total Boats* | | | | | | | |
| <3 metres | 100.0% | 425 | 438 | 510 | 582 | 649 | 718 |
| 3-5 metres | 100.0% | 11,179 | 11,493 | 13,284 | 15,082 | 16,728 | 18,456 |
| 5-8 metres | 82.9% | 2,115 | 2,172 | 2,496 | 2,822 | 3,120 | 3,433 |
| 8-10 metres | 39.6% | 115 | 118 | 136 | 155 | 171 | 189 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 93.2% | 13,828 | 14,213 | 16,396 | 18,629 | 20,635 | 22,780 |
| | | | | | | | |
| DARLING DOWNS | | | | | | | |
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 90.0% | 6 | 7 | 12 | 20 | 29 | 40 |
| 5-8 metres | 50.0% | 15 | 17 | 27 | 43 | 59 | 81 |

| | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|
| 8-10 metres | 25.0% | 3 | 3 | 5 | 9 | 12 | 16 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 26.2% | 19 | 21 | 21 | 52 | 52 | 98 |
| | | | | | | | |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 348 | 362 | 432 | 515 | 588 | 669 |
| 3-5 metres | 100.0% | 5,579 | 5,771 | 6,769 | 7,935 | 8,972 | 10,106 |
| 5-8 metres | 85.0% | 929 | 958 | 1,112 | 1,291 | 1,450 | 1,625 |
| 8-10 metres | 50.0% | 11 | 11 | 13 | 15 | 17 | 19 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 96.8% | 6,867 | 7,102 | 8,326 | 9,756 | 11,028 | 12,418 |
| | | | | | | | |
| *Total Boats* | | | | | | | |
| <3 metres | 100.0% | 348 | 362 | 432 | 515 | 588 | 669 |
| 3-5 metres | 100.0% | 5,585 | 5,778 | 6,781 | 7,956 | 9,001 | 10,146 |
| 5-8 metres | 84.0% | 944 | 975 | 1,139 | 1,334 | 1,510 | 1,706 |
| 8-10 metres | 41.0% | 14 | 15 | 18 | 24 | 29 | 36 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 96.1% | 6,886 | 7,122 | 8,346 | 9,808 | 11,080 | 12,517 |
| | | | | | | | |
| SOUTH CENTRAL | | | | | | | |
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 2 | 2 | 2 | 2 | 2 | 2 |
| 3-5 metres | 90.0% | 1 | 1 | 1 | 1 | 1 | 1 |
| 5-8 metres | 50.0% | 2 | 2 | 2 | 2 | 2 | 2 |
| 8-10 metres | 25.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 26.2% | 2 | 2 | 2 | 2 | 2 | 2 |
| | | | | | | | |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 127 | 132 | 163 | 201 | 231 | 264 |
| 3-5 metres | 100.0% | 1,623 | 1,680 | 2,042 | 2,488 | 2,842 | 3,225 |
| 5-8 metres | 85.0% | 320 | 330 | 394 | 472 | 534 | 602 |
| 8-10 metres | 50.0% | 3 | 3 | 4 | 5 | 6 | 6 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 97.0% | 2,073 | 2,145 | 2,602 | 3,166 | 3,613 | 4,097 |
| | | | | | | | |
| *Total Boats* | | | | | | | |
| <3 metres | 100.0% | 129 | 134 | 164 | 202 | 233 | 265 |
| 3-5 metres | 100.0% | 1,624 | 1,681 | 2,043 | 2,489 | 2,843 | 3,226 |
| 5-8 metres | 84.5% | 322 | 333 | 396 | 474 | 536 | 604 |
| 8-10 metres | 46.7% | 3 | 3 | 4 | 5 | 6 | 6 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 96.7% | 2,075 | 2,148 | 2,605 | 3,168 | 3,615 | 4,098 |

| | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|
| SOUTH WEST QLD | | | | | | | |
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 90.0% | 1 | 1 | 1 | 1 | 1 | 1 |
| 5-8 metres | 50.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 8-10 metres | 25.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 26.2% | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 23 | 23 | 25 | 27 | 28 | 29 |
| 3-5 metres | 100.0% | 177 | 178 | 189 | 202 | 211 | 221 |
| 5-8 metres | 85.0% | 32 | 32 | 33 | 35 | 37 | 38 |
| 8-10 metres | 50.0% | 1 | 1 | 1 | 1 | 1 | 1 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 96.6% | 232 | 234 | 248 | 265 | 277 | 289 |
| | | | | | | | |
| *Total Boats* | | | | | | | |
| <3 metres | 100.0% | 23 | 23 | 25 | 27 | 28 | 29 |
| 3-5 metres | 99.9% | 178 | 179 | 190 | 203 | 212 | 221 |
| 5-8 metres | 85.0% | 32 | 32 | 33 | 35 | 37 | 38 |
| 8-10 metres | 50.0% | 1 | 1 | 1 | 1 | 1 | 1 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 96.3% | 233 | 234 | 248 | 265 | 277 | 289 |
| | | | | | | | |
| SEQ NORTH | | | | | | | |
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 7 | 7 | 8 | 9 | 9 | 9 |
| 3-5 metres | 90.0% | 135 | 136 | 147 | 156 | 162 | 168 |
| 5-8 metres | 50.0% | 400 | 405 | 440 | 468 | 489 | 506 |
| 8-10 metres | 25.0% | 133 | 134 | 146 | 155 | 162 | 167 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 26.2% | 687 | 694 | 694 | 800 | 800 | 864 |
| | | | | | | | |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 3,053 | 3,117 | 3,565 | 3,975 | 4,289 | 4,575 |
| 3-5 metres | 100.0% | 43,701 | 44,514 | 50,274 | 55,532 | 59,565 | 63,232 |
| 5-8 metres | 85.0% | 10,847 | 11,036 | 12,375 | 13,597 | 14,534 | 15,386 |
| 8-10 metres | 50.0% | 429 | 437 | 493 | 543 | 582 | 617 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 94.0% | 58,030 | 59,104 | 66,707 | 73,646 | 78,971 | 83,810 |
| | | | | | | | |
| *Total Boats* | | | | | | | |
| <3 metres | 100.0% | 3,060 | 3,124 | 3,573 | 3,984 | 4,298 | 4,584 |
| 3-5 metres | 100.0% | 43,835 | 44,650 | 50,421 | 55,687 | 59,728 | 63,399 |
| 5-8 metres | 82.9% | 11,247 | 11,441 | 12,815 | 14,065 | 15,023 | 15,893 |
| 8-10 metres | 40.4% | 562 | 571 | 638 | 698 | 744 | 785 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |

| | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 91.2% | 58,717 | 59,798 | 67,401 | 74,446 | 79,770 | 84,674 |
| | | | | | | | |
| SEQ SOUTH | | | | | | | |
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 12 | 13 | 15 | 17 | 19 | 22 |
| 3-5 metres | 90.0% | 131 | 133 | 152 | 172 | 192 | 213 |
| 5-8 metres | 50.0% | 308 | 315 | 365 | 419 | 474 | 530 |
| 8-10 metres | 25.0% | 104 | 106 | 122 | 138 | 155 | 173 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 28.5% | 555 | 568 | 654 | 746 | 841 | 938 |
| | | | | | | | |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 3,975 | 4,110 | 5,020 | 6,046 | 7,064 | 8,157 |
| 3-5 metres | 100.0% | 38,431 | 39,590 | 47,396 | 56,206 | 64,949 | 74,335 |
| 5-8 metres | 85.0% | 12,116 | 12,483 | 14,954 | 17,742 | 20,510 | 23,480 |
| 8-10 metres | 50.0% | 701 | 723 | 871 | 1,038 | 1,203 | 1,381 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 91.5% | 55,223 | 56,907 | 68,241 | 81,031 | 93,726 | 107,353 |
| | | | | | | | |
| *Total Boats* | | | | | | | |
| <3 metres | 100.0% | 3,988 | 4,123 | 5,034 | 6,063 | 7,083 | 8,179 |
| 3-5 metres | 100.0% | 38,561 | 39,724 | 47,548 | 56,377 | 65,141 | 74,548 |
| 5-8 metres | 83.6% | 12,424 | 12,799 | 15,319 | 18,161 | 20,983 | 24,010 |
| 8-10 metres | 44.3% | 805 | 829 | 993 | 1,176 | 1,359 | 1,554 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 89.6% | 55,779 | 57,475 | 68,895 | 81,777 | 94,566 | 108,290 |
| | | | | | | | |
| INTERSTATE | | | | | | | |
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-5 metres | 90.0% | 2 | 2 | 2 | 3 | 4 | 4 |
| 5-8 metres | 50.0% | 8 | 8 | 11 | 15 | 19 | 23 |
| 8-10 metres | 25.0% | 4 | 4 | 6 | 8 | 11 | 13 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 12.7% | 14 | 14 | 20 | 26 | 33 | 40 |
| | | | | | | | |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 37 | 38 | 49 | 61 | 73 | 86 |
| 3-5 metres | 100.0% | 366 | 384 | 486 | 614 | 730 | 863 |
| 5-8 metres | 85.0% | 110 | 116 | 150 | 191 | 229 | 273 |
| 8-10 metres | 50.0% | 11 | 12 | 15 | 19 | 23 | 28 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 81.4% | 524 | 550 | 700 | 886 | 1,055 | 1,249 |
| | | | | | | | |
| *Total Boats* | | | | | | | |

| | Proportion | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|---|
| <3 metres | 75.6% | 37 | 38 | 49 | 61 | 73 | 86 |
| 3-5 metres | 75.2% | 368 | 386 | 489 | 617 | 734 | 867 |
| 5-8 metres | 59.5% | 118 | 124 | 161 | 207 | 248 | 296 |
| 8-10 metres | 27.6% | 15 | 16 | 21 | 28 | 34 | 41 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 71.6% | 538 | 565 | 719 | 913 | 1,088 | 1,289 |
| | | | | | | | |
| QUEENSLAND | | | | | | | |
| *Sail Boat* | | | | | | | |
| <3 metres | 100.0% | 29 | 29 | 33 | 36 | 40 | 43 |
| 3-5 metres | 90.0% | 428 | 437 | 496 | 561 | 623 | 692 |
| 5-8 metres | 50.0% | 1,111 | 1,135 | 1,295 | 1,461 | 1,618 | 1,788 |
| 8-10 metres | 25.0% | 408 | 416 | 472 | 528 | 582 | 639 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 25.7% | 1,971 | 2,012 | 2,191 | 2,565 | 2,756 | 3,117 |
| | | | | | | | |
| *Boats w/o sails* | | | | | | | |
| <3 metres | 100.0% | 10,395 | 10,724 | 12,787 | 14,987 | 16,989 | 19,095 |
| 3-5 metres | 100.0% | 166,646 | 171,563 | 201,180 | 232,345 | 260,012 | 289,121 |
| 5-8 metres | 85.0% | 40,693 | 41,810 | 48,674 | 55,938 | 62,475 | 69,348 |
| 8-10 metres | 50.0% | 1,641 | 1,689 | 1,987 | 2,307 | 2,600 | 2,908 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 94.1% | 219,375 | 225,785 | 264,628 | 305,576 | 342,076 | 380,471 |
| | | | | | | | |
| *Total Boats* | | | | | | | |
| <3 metres | 100.0% | 10,423 | 10,753 | 12,820 | 15,024 | 17,029 | 19,138 |
| 3-5 metres | 100.0% | 167,074 | 171,999 | 201,677 | 232,906 | 260,635 | 289,813 |
| 5-8 metres | 83.4% | 41,804 | 42,945 | 49,969 | 57,399 | 64,093 | 71,136 |
| 8-10 metres | 41.7% | 2,050 | 2,105 | 2,459 | 2,835 | 3,181 | 3,547 |
| 10-12 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 12-15 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| 15-25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| >25 metres | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 91.9% | 221,346 | 227,797 | 266,819 | 308,141 | 344,832 | 383,588 |

Source: Economic Associates estimates

# APPENDIX C

# BOAT LANE DEMAND – UNCONGESTED OPERATIONS VERSUS CONGESTED OPERATIONS

## Average Demand Scenario

Table C.1: Boat Lane Demand – Base Case with Average Demand, 2010 to 2031

| | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|
| Unhampered Boat Movements (30 boats / lane / day) | | | | | | |
| Cape York | 4 | 4 | 5 | 5 | 5 | 5 |
| North West QLD | 5 | 5 | 5 | 5 | 5 | 5 |
| Cairns | 44 | 45 | 48 | 51 | 54 | 57 |
| Townsville | 46 | 46 | 52 | 56 | 59 | 62 |
| Central West QLD | 1 | 1 | 1 | 1 | 1 | 1 |
| Emerald | 7 | 7 | 8 | 8 | 9 | 10 |
| Mackay | 34 | 35 | 41 | 44 | 47 | 49 |
| Whitsunday | 12 | 12 | 14 | 15 | 16 | 17 |
| Gladstone | 20 | 21 | 23 | 25 | 28 | 30 |
| Rockhampton | 22 | 22 | 24 | 25 | 27 | 28 |
| North Wide Bay | 23 | 24 | 25 | 27 | 29 | 31 |
| South Wide Bay | 36 | 37 | 41 | 44 | 47 | 50 |
| Darling Downs | 18 | 18 | 20 | 21 | 23 | 24 |
| South Central | 5 | 5 | 6 | 6 | 6 | 6 |
| South West QLD | 1 | 1 | 1 | 1 | 1 | 1 |
| SEQ North | 156 | 157 | 171 | 182 | 191 | 198 |
| SEQ South | 135 | 137 | 157 | 177 | 199 | 220 |
| Interstate | 1 | 1 | 2 | 2 | 2 | 2 |
| Queensland | 571 | 580 | 639 | 695 | 745 | 795 |
| | | | | | | |
| Congested Boat Movements (50 boats / lane / day) | | | | | | |
| Cape York | 3 | 3 | 3 | 3 | 3 | 3 |
| North West QLD | 3 | 3 | 3 | 3 | 3 | 3 |
| Cairns | 27 | 27 | 29 | 30 | 32 | 34 |
| Townsville | 27 | 28 | 31 | 34 | 36 | 37 |
| Central West QLD | 1 | 1 | 1 | 1 | 1 | 1 |
| Emerald | 4 | 4 | 5 | 5 | 5 | 6 |
| Mackay | 20 | 21 | 24 | 27 | 28 | 29 |
| Whitsunday | 7 | 7 | 8 | 9 | 9 | 10 |
| Gladstone | 12 | 13 | 14 | 15 | 17 | 18 |
| Rockhampton | 13 | 13 | 14 | 15 | 16 | 17 |
| North Wide Bay | 14 | 14 | 15 | 16 | 17 | 19 |
| South Wide Bay | 22 | 22 | 24 | 26 | 28 | 30 |
| Darling Downs | 11 | 11 | 12 | 13 | 14 | 14 |
| South Central | 3 | 3 | 3 | 3 | 4 | 4 |
| South West QLD | 0 | 0 | 0 | 0 | 0 | 0 |
| SEQ North | 93 | 94 | 103 | 109 | 114 | 119 |
| SEQ South | 81 | 82 | 94 | 106 | 119 | 132 |
| Interstate | 1 | 1 | 1 | 1 | 1 | 1 |
| Queensland | 342 | 348 | 384 | 417 | 447 | 477 |

Source: Economic Associates estimates

Table C.2: Boat Lane Demand – Increasing Incidence of Boat Ownership with Average Demand, 2010 to 2031

| | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|
| Unhampered Boat Movements (30 boats / lane / day) | | | | | | |
| Cape York | 5 | 5 | 5 | 6 | 7 | 7 |
| North West QLD | 5 | 5 | 5 | 6 | 6 | 6 |
| Cairns | 45 | 45 | 50 | 55 | 60 | 65 |
| Townsville | 46 | 48 | 57 | 65 | 72 | 79 |
| Central West QLD | 1 | 1 | 1 | 1 | 1 | 2 |
| Emerald | 7 | 7 | 9 | 11 | 12 | 14 |
| Mackay | 35 | 37 | 45 | 54 | 60 | 65 |
| Whitsunday | 12 | 13 | 16 | 18 | 21 | 23 |
| Gladstone | 21 | 22 | 28 | 34 | 41 | 49 |
| Rockhampton | 22 | 23 | 28 | 33 | 38 | 44 |
| North Wide Bay | 24 | 24 | 29 | 34 | 39 | 44 |
| South Wide Bay | 37 | 38 | 44 | 50 | 55 | 61 |
| Darling Downs | 18 | 19 | 22 | 26 | 30 | 33 |
| South Central | 6 | 6 | 7 | 8 | 10 | 11 |
| South West QLD | 1 | 1 | 1 | 1 | 1 | 1 |
| SEQ North | 157 | 159 | 180 | 199 | 213 | 226 |
| SEQ South | 149 | 153 | 184 | 218 | 252 | 289 |
| Interstate | 1 | 2 | 2 | 2 | 3 | 3 |
| Queensland | 590 | 607 | 712 | 822 | 920 | 1,023 |
| | | | | | | |
| Congested Boat Movements (50 boats / lane / day) | | | | | | |
| Cape York | 3 | 3 | 3 | 4 | 4 | 4 |
| North West QLD | 3 | 3 | 3 | 3 | 4 | 4 |
| Cairns | 27 | 27 | 30 | 33 | 36 | 39 |
| Townsville | 28 | 29 | 34 | 39 | 43 | 47 |
| Central West QLD | 1 | 1 | 1 | 1 | 1 | 1 |
| Emerald | 4 | 4 | 5 | 6 | 7 | 9 |
| Mackay | 21 | 22 | 27 | 32 | 36 | 39 |
| Whitsunday | 7 | 8 | 9 | 11 | 12 | 14 |
| Gladstone | 13 | 13 | 17 | 20 | 24 | 29 |
| Rockhampton | 13 | 14 | 17 | 20 | 23 | 26 |
| North Wide Bay | 14 | 15 | 17 | 20 | 23 | 27 |
| South Wide Bay | 22 | 23 | 26 | 30 | 33 | 36 |
| Darling Downs | 11 | 11 | 13 | 16 | 18 | 20 |
| South Central | 3 | 3 | 4 | 5 | 6 | 7 |
| South West QLD | 0 | 0 | 0 | 0 | 0 | 0 |
| SEQ North | 94 | 96 | 108 | 119 | 128 | 135 |
| SEQ South | 89 | 92 | 110 | 131 | 151 | 173 |
| Interstate | 1 | 1 | 1 | 1 | 2 | 2 |
| Queensland | 354 | 364 | 427 | 493 | 552 | 614 |

Source: Economic Associates estimates

## High Demand Scenario

Table C.3: Boat Lane Demand – Base Case with High Demand, 2010 to 2031

| | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|
| Unhampered Boat Movements (30 boats / lane / day) | | | | | | |
| Cape York | 8 | 8 | 8 | 8 | 9 | 9 |
| North West QLD | 8 | 9 | 8 | 8 | 9 | 9 |
| Cairns | 78 | 78 | 84 | 89 | 94 | 99 |
| Townsville | 80 | 81 | 91 | 98 | 104 | 109 |
| Central West QLD | 2 | 2 | 2 | 2 | 2 | 2 |
| Emerald | 12 | 12 | 13 | 14 | 16 | 17 |
| Mackay | 60 | 62 | 71 | 78 | 82 | 85 |
| Whitsunday | 21 | 21 | 24 | 26 | 27 | 29 |
| Gladstone | 36 | 37 | 40 | 44 | 48 | 53 |
| Rockhampton | 38 | 39 | 42 | 44 | 47 | 50 |
| North Wide Bay | 41 | 41 | 44 | 47 | 50 | 54 |
| South Wide Bay | 64 | 65 | 71 | 77 | 82 | 87 |
| Darling Downs | 32 | 32 | 35 | 37 | 40 | 42 |
| South Central | 9 | 9 | 10 | 10 | 10 | 10 |
| South West QLD | 1 | 1 | 1 | 1 | 1 | 1 |
| SEQ North | 272 | 275 | 299 | 319 | 334 | 346 |
| SEQ South | 236 | 240 | 275 | 311 | 348 | 386 |
| Interstate | 2 | 2 | 3 | 3 | 3 | 3 |
| Queensland | 999 | 1,015 | 1,119 | 1,216 | 1,305 | 1,391 |
| | | | | | | |
| Congested Boat Movements (50 boats / lane / day) | | | | | | |
| Cape York | 5 | 5 | 5 | 5 | 5 | 5 |
| North West QLD | 5 | 5 | 5 | 5 | 5 | 5 |
| Cairns | 47 | 47 | 50 | 53 | 56 | 60 |
| Townsville | 48 | 49 | 54 | 59 | 62 | 65 |
| Central West QLD | 1 | 1 | 1 | 1 | 1 | 1 |
| Emerald | 7 | 7 | 8 | 9 | 9 | 10 |
| Mackay | 36 | 37 | 43 | 47 | 49 | 51 |
| Whitsunday | 13 | 13 | 14 | 16 | 16 | 17 |
| Gladstone | 22 | 22 | 24 | 26 | 29 | 32 |
| Rockhampton | 23 | 23 | 25 | 27 | 28 | 30 |
| North Wide Bay | 25 | 25 | 26 | 28 | 30 | 32 |
| South Wide Bay | 38 | 39 | 43 | 46 | 49 | 52 |
| Darling Downs | 19 | 19 | 21 | 22 | 24 | 25 |
| South Central | 6 | 6 | 6 | 6 | 6 | 6 |
| South West QLD | 1 | 1 | 1 | 1 | 1 | 1 |
| SEQ North | 163 | 165 | 179 | 191 | 200 | 208 |
| SEQ South | 141 | 144 | 165 | 186 | 209 | 231 |
| Interstate | 1 | 1 | 2 | 2 | 2 | 2 |
| Queensland | 599 | 609 | 671 | 729 | 783 | 835 |

Source: Economic Associates estimates

Table C.4: Boat Lane Demand – Increasing Incidence of Boat Ownership with High Demand, 2010 to 2031

| | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|
| Unhampered Boat Movements (30 boats / lane / day) | | | | | | |
| Cape York | 8 | 8 | 9 | 10 | 11 | 13 |
| North West QLD | 8 | 9 | 9 | 10 | 10 | 11 |
| Cairns | 78 | 79 | 88 | 97 | 105 | 114 |
| Townsville | 81 | 83 | 99 | 114 | 126 | 138 |
| Central West QLD | 2 | 2 | 2 | 2 | 3 | 3 |
| Emerald | 12 | 13 | 15 | 19 | 22 | 25 |
| Mackay | 61 | 64 | 79 | 94 | 104 | 114 |
| Whitsunday | 22 | 22 | 27 | 32 | 36 | 41 |
| Gladstone | 37 | 39 | 48 | 60 | 71 | 85 |
| Rockhampton | 39 | 41 | 49 | 58 | 67 | 77 |
| North Wide Bay | 42 | 43 | 50 | 59 | 68 | 78 |
| South Wide Bay | 65 | 66 | 77 | 87 | 96 | 106 |
| Darling Downs | 32 | 33 | 39 | 46 | 52 | 58 |
| South Central | 10 | 10 | 12 | 15 | 17 | 19 |
| South West QLD | 1 | 1 | 1 | 1 | 1 | 1 |
| SEQ North | 274 | 279 | 315 | 347 | 372 | 395 |
| SEQ South | 260 | 268 | 322 | 382 | 441 | 505 |
| Interstate | 3 | 3 | 3 | 4 | 5 | 6 |
| Queensland | 1,033 | 1,063 | 1,245 | 1,438 | 1,609 | 1,790 |
| | | | | | | |
| Congested Boat Movements (50 boats / lane / day) | | | | | | |
| Cape York | 5 | 5 | 5 | 6 | 7 | 8 |
| North West QLD | 5 | 5 | 5 | 6 | 6 | 7 |
| Cairns | 47 | 48 | 53 | 58 | 63 | 69 |
| Townsville | 48 | 50 | 59 | 68 | 76 | 83 |
| Central West QLD | 1 | 1 | 1 | 1 | 2 | 2 |
| Emerald | 7 | 8 | 9 | 11 | 13 | 15 |
| Mackay | 36 | 38 | 48 | 56 | 63 | 68 |
| Whitsunday | 13 | 13 | 16 | 19 | 22 | 24 |
| Gladstone | 22 | 23 | 29 | 36 | 43 | 51 |
| Rockhampton | 23 | 24 | 29 | 35 | 40 | 46 |
| North Wide Bay | 25 | 26 | 30 | 35 | 41 | 47 |
| South Wide Bay | 39 | 40 | 46 | 52 | 58 | 64 |
| Darling Downs | 19 | 20 | 23 | 27 | 31 | 35 |
| South Central | 6 | 6 | 7 | 9 | 10 | 11 |
| South West QLD | 1 | 1 | 1 | 1 | 1 | 1 |
| SEQ North | 164 | 167 | 189 | 208 | 223 | 237 |
| SEQ South | 156 | 161 | 193 | 229 | 265 | 303 |
| Interstate | 2 | 2 | 2 | 3 | 3 | 4 |
| Queensland | 620 | 638 | 747 | 863 | 966 | 1,074 |

Source: Economic Associates estimates

## Peak Demand Scenario

Table C.5: Boat Lane Demand – Base Case with Peak Demand, 2010 to 2031

| | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|
| Unhampered Boat Movements (30 boats / lane / day) | | | | | | |
| Cape York | 11 | 11 | 11 | 12 | 12 | 13 |
| North West QLD | 12 | 12 | 12 | 12 | 12 | 13 |
| Cairns | 111 | 112 | 119 | 127 | 134 | 142 |
| Townsville | 114 | 116 | 129 | 140 | 148 | 155 |
| Central West QLD | 3 | 3 | 3 | 3 | 3 | 3 |
| Emerald | 17 | 17 | 19 | 21 | 22 | 24 |
| Mackay | 85 | 89 | 101 | 111 | 117 | 122 |
| Whitsunday | 30 | 31 | 34 | 37 | 39 | 41 |
| Gladstone | 51 | 52 | 58 | 63 | 69 | 76 |
| Rockhampton | 54 | 55 | 59 | 63 | 67 | 71 |
| North Wide Bay | 58 | 59 | 63 | 67 | 72 | 77 |
| South Wide Bay | 91 | 93 | 101 | 109 | 117 | 125 |
| Darling Downs | 45 | 46 | 49 | 53 | 57 | 60 |
| South Central | 13 | 13 | 14 | 14 | 15 | 15 |
| South West QLD | 2 | 2 | 2 | 2 | 2 | 2 |
| SEQ North | 389 | 393 | 427 | 456 | 477 | 494 |
| SEQ South | 337 | 343 | 392 | 444 | 497 | 551 |
| Interstate | 3 | 4 | 4 | 4 | 4 | 4 |
| Queensland | 1,427 | 1,451 | 1,599 | 1,737 | 1,864 | 1,988 |
| | | | | | | |
| Congested Boat Movements (50 boats / lane / day) | | | | | | |
| Cape York | 7 | 7 | 7 | 7 | 7 | 8 |
| North West QLD | 7 | 7 | 7 | 7 | 7 | 8 |
| Cairns | 67 | 67 | 72 | 76 | 80 | 85 |
| Townsville | 68 | 70 | 78 | 84 | 89 | 93 |
| Central West QLD | 2 | 2 | 2 | 2 | 2 | 2 |
| Emerald | 10 | 10 | 11 | 12 | 13 | 14 |
| Mackay | 51 | 53 | 61 | 67 | 70 | 73 |
| Whitsunday | 18 | 18 | 20 | 22 | 24 | 25 |
| Gladstone | 31 | 31 | 35 | 38 | 42 | 45 |
| Rockhampton | 33 | 33 | 36 | 38 | 40 | 43 |
| North Wide Bay | 35 | 35 | 38 | 40 | 43 | 46 |
| South Wide Bay | 55 | 56 | 61 | 66 | 70 | 75 |
| Darling Downs | 27 | 28 | 30 | 32 | 34 | 36 |
| South Central | 8 | 8 | 8 | 9 | 9 | 9 |
| South West QLD | 1 | 1 | 1 | 1 | 1 | 1 |
| SEQ North | 233 | 236 | 256 | 273 | 286 | 296 |
| SEQ South | 202 | 206 | 235 | 266 | 298 | 331 |
| Interstate | 2 | 2 | 2 | 2 | 3 | 3 |
| Queensland | 856 | 870 | 959 | 1,042 | 1,118 | 1,193 |

Source: Economic Associates estimates

Table C.6: Boat Lane Demand – Increasing Incidence of Boat Ownership with Peak Demand, 2010 to 2031

| | 2010 | 2011 | 2016 | 2021 | 2026 | 2031 |
|---|---|---|---|---|---|---|
| Unhampered Boat Movements (30 boats / lane / day) | | | | | | |
| Cape York | 11 | 11 | 13 | 15 | 16 | 18 |
| North West QLD | 12 | 13 | 13 | 14 | 15 | 16 |
| Cairns | 112 | 113 | 126 | 139 | 150 | 163 |
| Townsville | 115 | 119 | 142 | 163 | 180 | 197 |
| Central West QLD | 3 | 3 | 3 | 3 | 4 | 4 |
| Emerald | 17 | 18 | 22 | 27 | 31 | 36 |
| Mackay | 87 | 91 | 113 | 134 | 149 | 163 |
| Whitsunday | 31 | 32 | 39 | 46 | 52 | 58 |
| Gladstone | 53 | 55 | 69 | 85 | 102 | 121 |
| Rockhampton | 56 | 58 | 70 | 84 | 96 | 110 |
| North Wide Bay | 60 | 61 | 72 | 84 | 97 | 111 |
| South Wide Bay | 92 | 95 | 109 | 124 | 138 | 152 |
| Darling Downs | 46 | 47 | 56 | 65 | 74 | 83 |
| South Central | 14 | 14 | 17 | 21 | 24 | 27 |
| South West QLD | 2 | 2 | 2 | 2 | 2 | 2 |
| SEQ North | 391 | 399 | 449 | 496 | 532 | 564 |
| SEQ South | 372 | 383 | 459 | 545 | 630 | 722 |
| Interstate | 4 | 4 | 5 | 6 | 7 | 9 |
| Queensland | 1,476 | 1,519 | 1,779 | 2,054 | 2,299 | 2,557 |
| | | | | | | |
| Congested Boat Movements (50 boats / lane / day) | | | | | | |
| Cape York | 7 | 7 | 8 | 9 | 10 | 11 |
| North West QLD | 7 | 8 | 8 | 8 | 9 | 10 |
| Cairns | 67 | 68 | 75 | 83 | 90 | 98 |
| Townsville | 69 | 71 | 85 | 98 | 108 | 118 |
| Central West QLD | 2 | 2 | 2 | 2 | 2 | 2 |
| Emerald | 10 | 11 | 13 | 16 | 19 | 22 |
| Mackay | 52 | 55 | 68 | 81 | 89 | 98 |
| Whitsunday | 18 | 19 | 23 | 28 | 31 | 35 |
| Gladstone | 32 | 33 | 41 | 51 | 61 | 73 |
| Rockhampton | 33 | 35 | 42 | 50 | 58 | 66 |
| North Wide Bay | 36 | 37 | 43 | 51 | 58 | 67 |
| South Wide Bay | 55 | 57 | 66 | 75 | 83 | 91 |
| Darling Downs | 28 | 28 | 33 | 39 | 44 | 50 |
| South Central | 8 | 9 | 10 | 13 | 14 | 16 |
| South West QLD | 1 | 1 | 1 | 1 | 1 | 1 |
| SEQ North | 235 | 239 | 270 | 298 | 319 | 339 |
| SEQ South | 223 | 230 | 276 | 327 | 378 | 433 |
| Interstate | 2 | 2 | 3 | 4 | 4 | 5 |
| Queensland | 885 | 911 | 1,067 | 1,233 | 1,379 | 1,534 |

Source: Economic Associates estimates

Appendix B

# GIS Multi Criteria Analysis Methodology

**GHD Pty Ltd**

# Report for Recreational Boating Facilities Demand Forecasting Study

## GIS MCA Methodology

August 2011

# Contents



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## Appendices

# 1. Introduction

GHD and Economic Associates were commissioned by Transport and Main Roads (TMR) to undertake a recreational boating demand forecasting project for the state of Queensland. The effect of building infrastructure on the natural and built environment (including social and cultural heritage) has potential to have a significant environmental and social impact. Consequently, careful investigation of site areas has considerable importance in minimising a range of potential negative environmental impacts while maximising existing complementary infrastructure and environmental dynamics.

Recognising this, TMR requested an investigation to determine demand (high, medium, low) and address viable opportunities to position boating facilities that will maximise positive economic, environmental and social outcomes for the state and region.

In response, GHD has applied a systematic and transparent approach to assess the suitability of the study area for the purpose of constructing boating facilities using a Multi-Criteria Analysis (MCA) methodology combined with desktop-based Geographic Information Systems (GIS) technology to undertake the analysis required by the project scope. This methodology is referred to as the INDEGO (Infrastructure Development Geospatial Options) method.

This report documents the INDEGO MCA methodology used to assess the site suitability of the project study area. A 540,000 sq km study area was selected based on a 100km by 150km grid system, composed of 36 tiles, constructed around the distribution of existent boating infrastructure facilities. A range of constraints and opportunities identified by the project team were developed, using GIS data sets that represent a number of environmental, physical, social and infrastructure themes.

The INDEGO method provides an integrative approach by combining the constraints and opportunities identified in the natural and built environment combined with social and cultural heritage criteria. The results of this process produce a suitability surface where it is possible to observe the cumulative effects of constraints and opportunities in order to identify optimum locations for boating facility development.

These constraints and opportunities were combined in order to develop the site suitability surface which formed the basis for the codification and prioritisation of sites.

The results of the MCA component of the investigations has helped inform the decision making processes related to defining and prioritising suitable locations for the development of new boating facilities or redevelopment of existing boating facilities. The primary goal of utilising a GIS based MCA for the Recreational Boating Facilities Demand Forecasting Project was to provide tabular and visual outputs to help prioritise development efforts while minimising potential impacts related to environmental, social, physical and infrastructure related constraints.

# 2. INDEGO Methodology

Throughout GHD, multi-criteria analysis using Geographic Information Systems (GIS) has proven valuable in the quantitative assessment and evaluation of issues associated with determining appropriate locations for infrastructure development. GHD uses a methodology known as Infrastructure Development Geospatial Options (INDEGO), which combines MCA with GIS technology to quantitatively assess and evaluate the complex physical, environmental, infrastructure and social issues that are associated with determining appropriate locations for infrastructure development.

INDEGO is a proprietary GIS-based MCA methodology that GHD has developed in order to achieve a basic level of standardisation across the practice to enable the application of a transparent, defendable, robust and rigorous methodology to all projects that utilise a GIS-based MCA.

MCA describes any structured approach used to determine overall preferences among alternative options, where the options accomplish several objectives. In MCA, desirable objectives are specified and corresponding attributes or indicators are identified. The actual measurement of indicators is based on quantitative analysis, achieved via rating and weighting a wide range of impact categories and criteria.

MCA is based on the concept that decision-makers usually attempt to satisfy multiple objectives simultaneously commonly reflected in the triple bottom line approach.

The INDEGO methodology includes all of the inherent advantages of MCA as it:

- Is capable of accommodating multiple criteria.
- Can assess mixed data formats (quantitative and qualitative).
- Allows input from a variety of stakeholders or ‘specialists’.
- Allows justification of consistency of decisions.
- Involves an integrated and systematic, multidisciplinary approach.
- Applies a rational method of decision analysis.
- Provides a robust, and transparent repeatable, quantitative assessment.
- Permits the development of geographically defined alternative scenarios.
- Is time and cost effective.
- Is flexible enough to allow regional and site specific analysis.
- Provides a record of the decision making process for future reference.

The outcome of running INDEGO over a region of interest is a constraints map, which shows the overall suitability of land against specific selection criteria. Options that are most suitable against the selection criteria can then be considered in more detail through the integration of additional spatial and non-spatial data relating to those sites.

## 2.1 Overview

The methodology used by GHD combines traditional MCA techniques with desktop-based GIS analysis to generate a site suitability surface using identified key criteria. Within this framework, MCA techniques are used to rate and weight the performance criteria guiding the site suitability modelling process.

To meet the requirements of the study, an initial set of suitability criteria were selected. These criteria were reviewed in a workshop where the criteria were rated and weighted. A matrix-based approach is used to facilitate a group of discipline specific stakeholders to work towards agreement on the relative level of influence that each of the inputs should have on the model. The results were then reviewed by the GHD project team and adjusted as per the advice of GHD's inter-disciplinary team of consultants.

Traditional engineering and infrastructure criteria were assessed in combination with environmental and social criteria. Financial criteria were not considered per se as part of this high-level suitability study. Typically, engineering and infrastructure criteria represent those aspects for which an engineering solution exists, and the main consideration is the cost of implementing that solution. Environmental and social criteria represent aspects that have an indirect financial impact, for example lifestyle and amenity; conservation significance; or time related to approvals processes. The MCA approach allows differing types of criteria to be considered using the same assessment framework, based on the ability to map suitability criteria to available spatial data sources.

The adoption of MCA enabled the site selection process to take a balanced, transparent and traceable approach that considers environmental, social, physical and built environment evaluation criteria while supporting a range of inputs from project stakeholders.

## 2.2 Data Review and Selection

The spatial datasets utilised for the boating facility location suitability assessment are primarily sourced from TMR or DERM Holdings and from those currently licensed to, or acquired by GHD. The datasets are limited to State and Federal Government geospatial datasets with one locally derived dataset (10 metre contours). While this scale of information is acceptable for high-level options assessment, it is recognised that detailed, large scale datasets available through specific discipline field investigations provide an improved set of information for more detailed options assessments.

### 2.2.1 Data Selection Criteria

Selection of geospatial datasets for use in the modelling process is determined by a number of factors, including:

- Representation of criteria, in terms of both constraints and opportunities.
- A consistent level of coverage across the study area.
- Availability of data from Local, State and Federal Government sources.
- Accuracy and currency.

### 2.2.2 Scale of Inputs and Modelling Resolution

Suitability modelling utilises an overlay approach that requires all data to be converted into cell-based grids. The choice of cell size is determined by a number of factors, including:

- study objectives;
- project extent;
- processing workload / available time; and
- scale and accuracy of the inputs.

In general, a higher resolution provides improved representation of criteria, but typically at a higher processing cost. However, a balance is required depending on the range of accuracy and capture scales for each geospatial dataset as these can vary significantly. For example, digital cadastral land parcel polygons can be surveyed accurately to within metres, whereas regional ecosystem polygons are typically based on 1:100,000 scale mapping, with uncertainties in the order of 10s to 100s of metres.

For this study, it is desirable to define the environmental criteria and existing infrastructure as accurately as possible. However, the size of the study area combined with the time required to process data layers of higher complexity (i.e. slope) was limiting. While taking into consideration the associated capture scale constraints a medium modelling resolution was considered justified.

A 25m by 25m cell size resolution is a medium modelling resolution that provides for sufficient delineation of linear infrastructure features (roads, utilities) and the spatial characteristics of environmental constraints such as sensitive habitats (e.g. regional ecosystem, wetlands, essential habitat). As a result, a 25 metre resolution was the cell size selected for the raster based analysis.

## 2.3 MCA Limitations

It should be noted that while the MCA is a powerful desktop tool for screening study areas and generating suitability surfaces, there are a number of specific limitations to this approach, including:

- Inability to represent all of the aspects that determine suitability for a site in a geographic format.
- Lack of data at a suitable scale relating to site specific considerations.
- Accuracy and currency of the data.

This work is based on a high-level assessment and further detailed analysis for specific suitability is recommended. Subsequent field-based investigations and alternatives process are considered necessary to verify and validate the outputs of the MCA, in addition to the various considerations that cannot be represented through this approach. The MCA could be improved via the inclusion of more site-specific data collected during field investigations.

## 2.4 Performance Rating in the INDEGO Model

Rating and weighting of the input criteria form the basis for the MCA process and has a direct and significant bearing on the output of the site suitability modelling process. Both ratings and weightings reflect the preferences of the decision makers and theoretically are the only subjective elements of the assessment process.

The performance rating reflects the importance of each criterion in siting the infrastructure. This is an important part of the process as poorly rated criteria have the potential to skew the model results. All attributes of a criterion within the “area of interest” are considered during the performance rating process.

While past ratings can be used to inform the analysis team, each criterion requires a review in the context of the proposed infrastructure. The agreed performance ratings are recorded in a performance rating spreadsheet.

The standard rating schema established for the INDEGO model is grouped into five categories (highly unsuitable, highly constrained, moderately constrained, highly suitable and neutral (absence of constraints)). These categories are described in this section.

### 2.4.1 Highly Unsuitable

The “highly unsuitable” performance rating represents “no-go” areas: lands whose significance to conservation and biodiversity or physical characteristics are such that they should not be disturbed by the proposed project. All areas identified as “Highly unsuitable” are rated highly in the model. This high rating reflects the level of impact of the particular constraint. Higher ratings are indicative of greater impact.

In the current study this includes criteria such as areas of restricted access; access to transport or services greater than 1km; conservation reserves; mining tenure and national parks; endangered regional ecosystem vegetation; essential habitat; dugong protection areas; DOI and RAMSAR wetlands; and a range of conceptual criteria gathered during the demand study that would prevent the development of a boating facility.

### 2.4.2 Highly Constrained

The performance rating of “highly constrained” is assigned to areas such as: protected areas of moderate conservation that would require special approvals. These lands generally represent habitats of moderate to high integrity and impacts are likely to generate less social and environmental consequences than communities identified as “Highly Unsuitable”. Typically, some commercial resource-exploitation uses are permitted.

In the current study this category includes "of concern" regional ecosystem vegetation; Wetland Protection Area (WPA) trigger areas; Wetland Management Area (WMA) trigger areas; forest and indigenous reserves; access to transport or services between 500m and 1km; Lot area less than 1000 square metres; stream order less than 3; high likelihood of acid sulfate soils; bathymetry greater than 0m; and a range of conceptual criteria gathered during the demand study that would strongly inhibit the development of a boating facility.

### 2.4.3 Moderately Constrained

The performance rating of “moderately constrained” is assigned to areas of significance that would not prevent or strongly inhibit development but would require minor approvals or mitigation efforts.

In the current study this category includes "Not of Concern" regional ecosystem vegetation. Particular types of tenure such as freehold, forest reserve or lands leased; acid sulfate soils that require mitigation; lot size between 1,000 and 5,000 square metres; access to transport or services between 250m and 500m; stream order ranging between 4 and 6; bathymetry between -3m and 0m; and a range of conceptual criteria gathered during the demand study that would require mitigation.

### 2.4.4 Absence of Constraints (Neutral)

This performance rating is assigned to all other non-classified lands within the proposed study extent which don’t have potential to be adversely impacted upon by the project but haven’t been identified as opportunities either. These include areas outside the extent of other constraints identified in the previous sections.

### 2.4.5 Highly Suitable

This performance rating is assigned to areas within the proposed study extent, which are highly suitable for the placement of the particular type of infrastructure that is in the process of being investigated.

In the current study this category includes criteria such as proximity to transportation; and utilities within 250m; within a 200m buffer of major watercourses and major waterbodies; absence of acid sulfate soil; bathymetry between -10 metres and -3 metres; Less than or equal to 1 Native Title Claim; Marine Zoning designated as "General Use"; Tenure classified as "State Land"; "Easement" or related to "Harbour"; and lot area greater than 5,000 square metres.

## 2.5 Criteria Weighting in the INDEGO Model

In the modelling process, the relative influence of the criteria performance ratings are modified by the weight. As a result, the application of each criterion weight allows the differentiation between similar performance ratings across themes.

Upon allocation of the ratings, each criterion is considered in relation to each other criterion in a pair-wise comparison. This enables the allocation of the relative importance of each criterion for use in the generation of the constraints and opportunities mapping outcome.

The result is that, if only considering two inputs with the same ratings and all other factors are equal, the model tends to select for an area that is contained within the lower weighting rather than an area with a higher weighting.

While the above is a simplification of what actually takes place in the model, it reflects the underlying logic that is applied simultaneously across all inputs on a grid cell basis when determining the suitability of a site.

## 2.6 INDEGO Deliverable Products

A number of deliverables are generated during the process of performing an INDEGO analysis. Due to the size of the study area the constraints and suitability surface mapping was developed in an interactive digital mapping environment. The deliverable products are listed as follows:

- One state scale 'Bio-Catchment' map.
- Five regional scale 'Demand' maps.
- Twenty-five 1:1,000 scale maps of 'High Priority' site locations with aerial imagery.
- Twenty-five 1:2,500 scale maps of 'Medium Priority' site locations with suitability surface and aerial imagery.
- Five regional scale 'Low Priority' site location maps.
- A series of theme based tables defining the criteria rating schema.
- A table summarising the criteria weighting schema.
- A report documenting the methodology.

All of the deliverables are an integral part of understanding the model outputs, verifying the accuracy of the results and producing a quality product that provides a rigorous information resource to support decision making processes.

# 3. Site Suitability Surface Construction

Using the methodology outlined in Section 2, criteria were defined, rated and weighted in order to establish the parameters for the construction of a suitability surface. The purpose of the suitability surface is to provide a basis for assessing the relative suitability of proposed and existent site locations for the development or redevelopment boating facilities.

The process of constructing a suitability surface involved the following:

- Establishing 36 study area locations 100m X 150m based on existent and proposed site distribution.
- Data collection, merging like data sets (i.e. wetlands), and clipping to individual study extents.
- Assigning ratings, weights and "suitability" codes (weighted ratings) to the criteria;
- Converting vector data to raster data based on "suitability" code.
- Combining raster data layers by performing a sum operation with cell statistics tool.
- Reclassifying "suitability surface" based on Natural Breaks (Jenks) classification method.
- Clipping "suitability surface" to a 250 metre buffer of major waterways.

This section provides an overview of the criteria ratings and weightings assigned for the purpose of assessing the suitability of a site location.

## 3.1 Criteria Performance Rating

While the primary focus is on the aspects that would geographically constrain the suitability of boating facility development, the process also identifies a selection of themes that define opportunities to develop the boating facility infrastructure in relation to existing infrastructure.

Performance ratings identified for each of the suitability criterion are listed as follows:

- highly Unsuitable (999);
- highly Constrained (40);
- moderately Constrained (20);
- absence of Constraints (Neutral) (10); and
- highly suitable (1).

In determining the performance ratings, the following issues are considered:

- Legislative requirements, for example, requirements to obtain permits or environmental approvals.
- Environmental values and sensitivities and imperative to protect ecosystems, habitats, and species.
- Social values and sensitivities in relation to residential areas, demand, tourism and land ownership.
- Construction related physical limitations of boating facility infrastructure.
- Developable land to facilitate proposed development in site area.
- Planned and existing transportation corridors for access considerations.
- Proximity to existing utilities to deliver utility services to the boating facility.

## 3.2 Site Suitability Criteria

The primary source of data was gathered through a review of State and Federal Government datasets over the study area. However, 10 metre contour data was collected on a local government scale to increase the accuracy of the slope data. Criteria were primarily selected as a basis of the suitability surface based on the Draft State Wide Methodology Future Maritime Development Areas Queensland, Department of Environment and Resource Management.

Criteria related to other relevant factors were identified by the project team as a result of community consultation, engineering factors and planning related experience. This section provides an overview of the specific criteria selected for this study; any issues associated with particular criteria; the characteristics of the criteria and associated ratings that were assigned to the criteria.

### 3.2.1 Environmental Criteria

Environmental criteria include environmental features that would be impacted by the development of a boating facility. The primary criteria involved in the environmental review were limited to the available data over the entire study area.

The environmental values included in this study are summarised as follows:

- Essential Habitat, Dugong Protection Areas and Fish Habitat;
- Regional Ecosystems and High Value Regrowth;
- Wetlands;
- Protected Areas of Queensland; and
- Reserves.

Table 1 provides an overview of the criteria with a description of the ratings as they relate to the characteristics of the particular criterion.

**Table 1 Environment Criteria Rating**

| Mapped Condition | Highly Suitable (1) | Absence of Constraints (10) | Moderately Constrained (20) | Highly Constrained (40) | Highly Unsuitable (999) |
|---|---|---|---|---|---|
| Remnant Vegetation & Certified Amendments/High Value Regrowth | Non-native | Non-remnant | Not of concern | Of Concern (dominant and sub-dominant) | Endangered (dominant and sub-dominant) |
| Essential Habitat, Dugong Protection Area, Fish Habitat | | | | | Either Essential<br>Within Dugong Protection Area<br>Management Type A |
| Wetlands | | | | WPA Buffer<br>WPA Trigger<br>WMA Buffer<br>WMA Trigger | DOI Wetland<br>RAMSAR |

| | | | |
|---|---|---|---|
| Reserves | Water Supply Reserve | Forestry Reserve<br>Indigenous Reserve | Nature Conservation Reserve |
| Protected Areas of Queensland Estate | State Forests<br>Not Protected Estate | | National Parks<br>Forest Reserve<br>Conservation Park<br>Nature Refuge<br>Resources Reserve<br>Timber Reserve |

### 3.2.2 Physical Criteria

Physical criteria include physical landscape features that would affect the constructability of a boating facility. The primary criteria involved in the physical review were limited to the available data over the entire study area.

The physical data layers incorporated into the site assessment process are listed as follows:

- Bathymetry;
- Waterways;
- Potential Acid Sulfate Soils; and
- Slope.

Due to the size of the study area slope analysis was limited to interpolation based on 10 metre contours and while it was included in the site assessment process it was not integrated into the "Suitability Surface". Table 2 provides an overview of the criteria with a description of the ratings as they relate to the characteristics of the particular criterion.

**Table 2 Physical Criteria Rating**

| Mapped Condition | Highly Suitable (1) | Absence of Constraints (10) | Moderately Constrained (20) | Highly Constrained (40) | Highly Unsuitable (999) |
|---|---|---|---|---|---|
| Slope | >5% | | 5-10% | 10-15% | >15% |
| Watercourses & Water Bodies | Major (200m buffer)<br>7-9 Stream Order<br>Waterbodies | | | Minor<br>4-6 Stream Order | 0-3 Stream Order |
| Potential Acid Sulfate Soils | Low Probability | | Medium Probability | High Probability | |
| Bathymetry | Below -3 metres | | -3 - 0 metres | > 0 metres | |

### 3.2.3 Social Criteria

Social criteria include factors that would require consideration or approvals prior to the development of a boating facility. The primary criteria involved in the social impact review were limited to the available data over the entire study area.

The social data layers incorporated into the site assessment process are listed as follows:

- Native Title Claim;
- Marine Zoning and Parks;
- Cultural Heritage;
- Cadastre – Tenure; and
- Land Use Planning (QLUMP).

Due to the size of the study area the QLUMP (Queensland Land Use Planning Mapping Project) is the best level of resolution available for review of planning factors. Local Government Planning Schemes would provide a greater level of detail and should be incorporated into future analysis. Table 3 provides an overview of the criteria with a description of the ratings as they relate to the characteristics of the particular criterion.

**Table 3 Social Criteria Rating**

| Mapped Condition | Highly Suitable (1) | Absence of Constraints (10) | Moderately Constrained (20) | Highly Constrained (40) | Highly Unsuitable (999) |
|---|---|---|---|---|---|
| Native Title | One Native Title Claim or No Native Title Claim | | Two Native Title Claim | Three Native Title Claim | |
| Heritage Register and World Heritage | | | | | Heritage Site |
| Marine Zoning | General Use | | Medium Probability | Buffer<br>Conservation Park<br>Estuarine Conservation Zone | Commonwealth Island<br>Habitat Protection<br>Marine National Park<br>Preservation<br>Scientific Research (Closed to Public Access) |
| Land Use Planning (QLUMP) | Lake<br>Reservoir/Dam<br>River | | Plantation Forestry<br>Cropping<br>Perennial Horticulture<br>Seasonal Horticulture | Grazing Natural Vegetation<br>Production Forestry<br>Intensive Horticulture<br>Intensive | Nature Conservation<br>Managed Resource Protection<br>Other minimal use |

| Mapped Condition | Highly Suitable (1) | Absence of Constraints (10) | Moderately Constrained (20) | Highly Constrained (40) | Highly Unsuitable (999) |
|---|---|---|---|---|---|
| | | | Irrigated Plantation Forestry<br>Irrigated Cropping<br>Irrigated Perennial Horticulture<br>Irrigated Seasonal Horticulture | Animal Production<br>Services<br>Utilities | Manufacturing and Industrial<br>Residential<br>Transport and Communication<br>Mining<br>Waste Treatment and Disposal<br>Channel/Aqueduct<br>Marsh/Wetland<br>Estuary/Coastal Waters |
| DCDB Tenure | Easement<br>Boat Harbours<br>Port and Harbour Boards<br>Reserve<br>State Forest<br>State Land | | Freehold<br>Forest Reserve<br>Lands Leased | Profit a Prendre | Commonwealth Acquisition<br>Covenant<br>Housing Land<br>Industrial Estates<br>Main Road<br>Mines Tenure<br>National Park<br>Railway<br>Timber Reserve<br>Water Resource<br>Other |

### 3.2.4 Infrastructure Criteria

Infrastructure criteria include factors that affect the constructability or accessibility to potential boating facility site locations. The primary criteria involved in the infrastructure review were limited to the available data over the entire study area.

The infrastructure data layers incorporated into the site assessment process are listed as follows:

- Site Accessibility (Road Infrastructure);
- Utility Services (Pipelines, Powerlines);
- Cadastre - Lot Size; and
- Restricted Areas.

Due to the size of the study area and lack of utility service data that consistently covered the study area this criterion was assigned a lower weighting. Table 4 provides an overview of the criteria with a description of the ratings as they relate to the characteristics of the particular criterion.

**Table 4 Infrastructure Criteria Rating**

| Mapped Condition | Highly Suitable (1) | Absence of Constraints (10) | Moderately Constrained (20) | Highly Constrained (40) | Highly Unsuitable (999) |
|---|---|---|---|---|---|
| Accessibility | Within 250m of a road reserve | | Within 250 - 500m of a road reserve<br>State Controlled Road | Within 500m - 1km of a road reserve | > 1km of a road reserve |
| Utility Services | Within 250m of utility services | | Within 250 - 500m of utility services | Within 500m - 1km of utility services | > 1km of utility services |
| Restricted Areas | | | | | Defence Area<br>Military Training Area<br>Prohibited Area |
| DCDB - Lot Size | > 5000 sq m | | 1000 - 5000 sq m | <1000 sq m | <1000 sq m |

## 3.3 Criteria Performance Weighting

In the modelling process, the relative influence of the criteria performance ratings are modified by the criteria weight. As a result, the application of each criterion weight allows the differentiation between similar performance ratings across themes. A group of discipline specific stakeholders groups the criteria into categories and develops consensus on the relative level of influence that each of the inputs should have on the model. The weighting schema established for this particular study is summarised in Table 5.

**Table 5 Criteria Weighting**

| Criteria | Description | Weight | Percentage |
|---|---|---|---|
| Parks and Protected Areas | **Queensland Protected Area Estates, Nature Refuges, Marine Zoning, Marine Parks** | **0.13** | **13.19%** |
| Wetlands | **RAMSAR, WPA/WMA Trigger Areas** | **0.13** | **13.19%** |
| Vegetation | **Regional Ecosystems and High Value Regrowth** | **0.12** | **12.09%** |
| Sensitive Habitat | **Essential Habitat, Dugong Protection Area, Fish Habitat** | **0.09** | **8.79%** |
| Slope | **Interpolated from 10m contours** | **0.09** | **8.79%** |

| Criteria | Description | Weight | Percentage |
|---|---|---|---|
| Waterways | **Stream Order, Reservoirs, Lakes** | **0.09** | **8.79%** |
| Zoning | **QLUMP (Queensland Land Use Planning Mapping Project)** | **0.08** | **7.69%** |
| Lot Size/Tenure | **DCDB** | **0.07** | **6.59%** |
| Bathymetry | **Bathymetric data (50m resolution)** | **0.07** | **6.59%** |
| Heritage | **Heritage Register and World Heritage Areas** | **0.07** | **6.59%** |
| Site Accessibility | **State Controlled Roads, Topographic Road Network** | **0.04** | **4.40%** |
| Access to Services | **Utility pipelines and powerlines** | **0.01** | **1.10%** |
| Land Claim | **Native Title Claims** | **0.01** | **1.10%** |
| Potential Acid Sulfate Soils | **Potential Acid Sulfate Soils (CSIRO)** | **0.01** | **1.10%** |

# 4. Site Codification

In order to facilitate the process of visually assessing and prioritising the sites a 250 metre buffer was constructed around the existent and proposed site locations and the sites were codified based on the summation of the suitability surface values contained within that buffer. This section provides a brief overview of the processes involved in assigning the prioritisation code to the proposed and existent site locations.

The process of preparing for the interactive visual site assessment involved the following:

- Converting raster data to vector data based on "suitability" code.
- Developing a 250 metre buffer around existing and proposed site locations.
- Clipping the "suitability surface" to individual site buffers.
- Performing a summary statistic on the data contained within the buffer.
- Spatially joining the results to the 250m buffers and site locations.
- Exporting results to a table.

Following the site codification process a visual site assessment was performed in an interactive digital mapping environment where other non-spatial factors were incorporated into the analysis.

# 5. Summary

To assess the suitability of the study area GHD adopted a methodology, which combines multi-criteria analysis with desktop-based Geographic Information System (GIS) technology. This process allowed the consideration of a variety of environmental, physical, social and built environment criteria while supporting a range of inputs from project stakeholders.

The GHD project team and project stakeholders provide a balanced representation of disciplines in the criteria selection, rating and weighting. Documentation of the process provides a traceable and repeatable process.

The MCA methodology has provided for the generation of a site suitability surface, which was used to assess the suitability of the proposed locations for boating facility development in the state of Queensland. Each site was assigned a priority score based on the summation of the suitability surface values within a 250m radius of a proposed site location. Following the codification of the site locations the planning team assessed the sites in the context of aerial imagery and in relation to the non-spatial factors that were identified during the course of the demand study.

This methodology is based on a high-level assessment and provides the basis for identifying a suitable area in which to undertake a detailed investigation. These subsequent field-based investigations account for criteria not previously considered in this analysis or strongly represented in the model. These influences can alter the location of the site from that identified in this analysis.

Appendix A

# Geospatial Data Register

**Table 6 Project Data Geospatial Register**

| Category | Description | Custodian | Used in Suitability Model |
|---|---|---|---|
| Infrastructure | Topographic Road Network | Geosciences Australia (GA) | Yes |
| | State Controlled Road | Department of Main Roads (DMR) | Yes |
| | Restricted Areas | Geosciences Australia (GA) | Yes |
| | DCDB - Lot Size | Department of Environment and Resource Management (DERM) | Yes |
| | Utilties (Pipeline - Water) (Powerlines) | Geosciences Australia (GA) | Yes |
| **Category** | **Description** | **Custodian** | **Used in Suitability Model** |
| Physical | Watercourses Waterbodies | Department of Environment and Resource Management (DERM) | Yes |
| | Acid Sulfate Soils | CSIRO | Yes |
| | Bathymetry | Geosciences Australia (GA) | Yes |
| | Contours | Dept. of Natural Resources and Water | No |
| **Category** | **Description** | **Custodian** | **Used in Suitability Model** |
| Social | Native Title | Department of Environment and Resource Management (DERM) | Yes |
| | Heritage Register and World Heritage | Department of Environment and Resource Management (DERM) | Yes |
| | Marine Zoning | Department of Environment and Resource Management (DERM) | Yes |

| Category | Description | Custodian | Used in Suitability Model |
|---|---|---|---|
| | Land Use Planning | Department of Environment and Resource Management (DERM) | No |
| | DCDB Tenure | Department of Environment and Resource Management (DERM) | No |
| **Category** | **Description** | **Custodian** | **Used in Suitability Model** |
| Environment | Remnant Vegetation & Certified Amendments/High Value Regrowth | Department of Environment and Resource Management (DERM) | Yes |
| | Essential Habitat, | Department of Environment and Resource Management (DERM) | Yes |
| | Wetlands | Department of Environment and Resource Management (DERM) | No |
| | Protected Areas of Queensland Estate | Department of Environment and Resource Management (DERM) | Yes |
| | Dugong Protection Area, Fish Habitat | Department of Primary Industries and Fisheries | Yes |

Appendix B

# Map Disclaimers

## Table 7 Dataset Disclaimer and Copyright Statement

| Dataset / Source | Disclaimer Statement | Copyright Statement |
|---|---|---|
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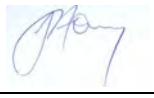
| 4 | C Boon | J Honey |  | J Honey |  | Sept 2011 |