

Scenario 1

1. Background

Commercial fishers in Queensland are facing the following: From 1 September 2021, commercial fishers will not be able to land at a private landing location unless it is:

- A public place; or
- A place, other than a public place, that is used for trade or commerce but is not a residence.

This scenario is based on the potential impacts on an east coast, Queensland based inshore commercial fisher.

2. Unloading product at Location A (privately owned wharf facility)

Increased time on the water is an extra 6 hours per trip. Between May and September each year is a busy period. Over 4 weeks (between May and September) the commercial fisher may make 3 trips per day working from his current location.

Under the new regulations and with an additional 6 hours travel under this scenario, he would be restricted to 2 trips per day. For the purposes of this example, we will choose May as the month in which the 4-week period of increased work takes place. The remaining 7 months of operations would see a massive increase fuel and operating costs as outlined below.

Table 1. Unloading catch at Location A

| Month | 2 trips / day * 20 days Fuel and costs \$50 / hour * 6 hrs | 1 trip / day * 20 days Fuel and costs \$50 / hour * 6 hrs | Fuel and Operating Costs |
|------------------------|--|---|-----------------------------|
| May | 12,000 | | 12,000 |
| June | | 6,000 | |
| July | | 6,000 | |
| August | | 6,000 | |
| September | | 6,000 | |
| October | | 6,000 | |
| November | | 6,000 | |
| December | | 6,000 | |
| January | | 6,000 | |
| February | | 6,000 | |
| March | | 6,000 | |
| April | | 6,000 | 66,000 |
| Total financial impact | | | \$78,000 |

3. Unloading product at Location B (another privately owned wharf facility)

Increased time on the water is an extra 1 hours per trip. Between May and September each year is a busy period. Over 4 weeks (between May and September) the commercial fisher may make 3 trips per day working from his current location.

Under the new regulations and with an additional hour travel under this scenario, he would still be able to undertake 3 trips per day. For the purposes of this example, we will choose

May as the month in which the 4-week period of increased work takes place. The remaining 7 months of operations would see a massive increase fuel and operating costs as outlined below.

Table 2. Unloading catch at Location B

| Month | 3 trips / day * 20 days Fuel and costs \$50 / hour * 1 hr | 1 trip / day * 20 days Fuel and costs \$50 / hour * 1 hr | Fuel and Operating Costs |
|-------------------------------|---|--|-----------------------------|
| May | 3,000 | | 3,000 |
| June | | 1,000 | |
| July | | 1,000 | |
| August | | 1,000 | |
| September | | 1,000 | |
| October | | 1,000 | |
| November | | 1,000 | |
| December | | 1,000 | |
| January | | 1,000 | |
| February | | 1,000 | |
| March | | 1,000 | |
| April | | 1,000 | 11,000 |
| Total financial impact | | | \$14,000 |

4. Impacts

- The commercial fishers under this scenario is faced with increased fuel and operating costs that will range anywhere between **\$14,000 and \$78,000** to continue to operate as a result of the regulation.
- To unload at a public boat ramp is not possible as the commercial fisher's vessel is longer than 9 meters. Moreover, there may be vessel damage due to shallow water and tidal movement (most public boat ramps are designed for smaller vessels). Not to forget the impossibility to unload at a boat ramp due to the height of the vessel.
- Costs to consider – wharf unload fees, security at the unload facility and surrounds.
- Potential impacts on trade – some infrastructure owners will stipulate that if you unload on their wharf you must sell to them.
- The commercial fisher would have to curtail his operations as the operating hours of available wharves are not open at times outside normal trading hours.
- Increase in time off the water includes unload time and the potential to impact other users of wharf facilities.
- Potential occupational health and safety impacts for the commercial fisher. Lack of sleep and stress would no doubt have severe physical effects such as fatigue.

Scenario 2

1. Background

Commercial fishers in Queensland are facing the following: From 1 September 2021, commercial fishers will not be able to land at a private landing location unless it is:

- A public place; or
- A place, other than a public place, that is used for trade or commerce but is not a residence.

This scenario is based on the potential impacts on a northern Queensland, inshore commercial fisher.

2. Unloading product (privately owned boat)

Increased time on the water is an extra 5-6 hours per trip. The commercial fisher in this scenario works in an inshore fishery in a remote location.

Table 1. Unloading catch at alternate location

| Month | 1 trip / day * 20 days Fuel and costs \$100 / hour * 5-6 hrs | Fuel and Operating Costs |
|------------------------|--|-----------------------------|
| February | 10,000-12,000 | |
| March | 10,000-12,000 | |
| April | 10,000-12,000 | |
| May | 10,000-12,000 | |
| June | 10,000-12,000 | |
| July | 10,000-12,000 | |
| August | 10,000-12,000 | |
| September | 10,000-12,000 | |
| October | 10,000-12,000 | 90,000-108,000 |
| Total financial impact | | \$90,000 - \$108,000 |

3. Impacts

- The commercial fishers under this scenario is faced with increased fuel and operating costs that will range anywhere between **\$90,000 and \$108,000** to continue to operate as a result of the regulation.
- This increase will cripple a viable commercial fishing business.
- The only unload facility is difficult to access in bad weather.
- The increase in travel time will mean moving between smooth and open waters creating a health and safety issue for the commercial fisher.
- An additional and not insignificant cost will be the expenditure of **\$30,000** in value adding infrastructure (\$22,000 for a freezer room and \$8,000 for a processing room).
- This investment has added at least **\$40,000** in additional income to the business that will be lost if this regulation is implemented.
- This commercial also noted that local operators have invested in upgrading facilities (as describe above) and vehicles like forklifts to allow for more timely distribution of product direct to Brisbane seafood buyers.