

FISHING TOURISM

CHARTER BOAT FISHING



By Don Gartside

WILDLIFE TOURISM RESEARCH REPORT SERIES: NO. 12
Status Assessment of Wildlife Tourism in Australia Series

RESEARCH REPORT SERIES

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This series presents research findings from projects within the Wildlife Tourism Subprogram of the CRC. The Subprogram aims to provide strategic knowledge to facilitate the sustainable development of wildlife tourism in Australia.

Status Assessment of Australian Wildlife Tourism, Editorial Team: Dr Karen Higginbottom, Ms Kelley Rann, A/Prof Derrin Davis

This report is one in a series comprising a status assessment of wildlife tourism in Australia. It comprises the initial stages of research undertaken by the Wildlife Tourism Subprogram of the CRC. Reports in this series cover various disciplinary perspectives (visitors, economics, hosts, wildlife management) as well as various subsectors (such as zoos, bird watching and hunting). Together, the reports identify the current status and key issues facing Australian wildlife tourism, and make recommendations to enhance its sustainability.

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EXECUTIVE SUMMARY

This report presents an overview of the marine charter boat fishing sector in Australia. In particular, it covers the size and composition of the sector, its rapid growth, the developing regulatory environment and the challenges and opportunities the sector is facing from both the natural resource management and tourism perspectives.

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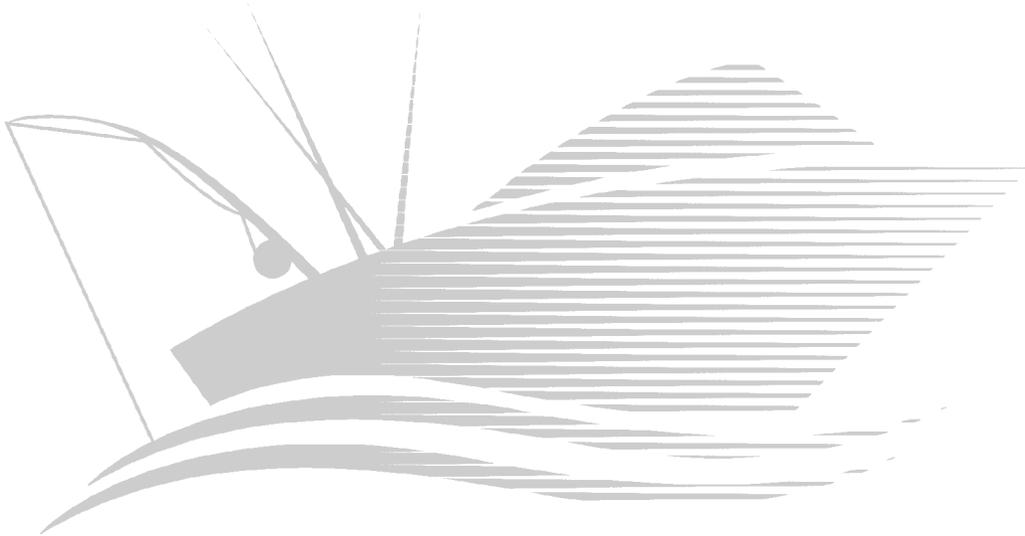
1. INTRODUCTION

Until recently, not much attention had been paid to the charter boat fishing sector of Australia's marine capture fisheries by fisheries management and tourism agencies. Only five years ago, fisheries management agencies largely viewed it as being outside the mainstream commercial and recreational fishing sectors. It was thought to involve relatively few operators and have little impact on fisheries resources.

Similarly, charter boat fishing was accorded little attention by tourism bodies, although the big-game marlin and billfish part of it based around Cairns in Northern Queensland had developed icon status.

This situation, however, is now changing, and in recent years the sector appears to have grown rapidly. Government fisheries management agencies now are recognising that marine charter boat fishing can remove large numbers of fish and must be included in fisheries management plans (Anon. 1998a). Similarly, tourism bodies are recognising that charter boat fishing involves large numbers of tourists, with significant economic benefits to the ports involved.

This report presents an overview of the marine charter boat fishing sector in Australia. In particular, it will cover the size and composition of the sector, its rapid growth, the developing regulatory environment, and the challenges and opportunities the sector is facing from both the natural resource management and tourism perspectives.



2. METHODS

There is very little formal published literature on the marine charter boat fishing sector in Australia. Consequently, much of the material in this report is based on reports in the 'grey' literature, including unpublished discussion papers prepared by governments for the industry, other reports and data sets from government agencies, research and project reports and other unpublished printed materials.

Other material used includes printed promotional materials from charter boat operators, local and regional tourism directories and searches of listings in Yellow Pages telephone directories.

Interviews were conducted in Adelaide, Darwin and Cairns with government and other officers of fisheries and tourism agencies, commercial tourism outlets and fishing operators. Although informal, interviews covered the same basic issues:

- What information is available on the number of boats and operators, size composition of the fleet and any changes in these characteristics over time
- The basic nature of charter boat fishing operations: species targeted, segmentation of the fleet into different sized vessels or different types of fishing activities, seasonality, marketing approaches and commercial details
- Impact on charter boat fishing on fish stocks
- Fisheries compared with tourism factors in charter boat fishing
- Challenges and opportunities facing the sector.

3. DEFINITIONS OF MARINE CHARTER BOATING

Charter boat fishing is distinguished from commercial and recreational fishing by combining elements of the two sectors. Commercial fishing is taking fish for sale. Recreational fishing is the activity of fishing where fish caught are not sold. Charter boat operators, however, are paid for taking other people fishing, whether the catch is subsequently sold or not. This generally, but not always, involves charter boat fishing operators taking recreational anglers fishing, hiring out their boat, equipment and knowledge.

This definition is restricted in this paper to those operators who take people fishing in the marine environment. It excludes freshwater and land-based fishing 'guides', and a large sector of marine tourism operators who offer dive-based boat charters or observational activities such as whale, dolphin, seal, fish or seabird observing experiences.

The essence of the definition of marine charter boat fishing used in this report is that it involves attempts to catch fish, whether to keep or release, rather than just observing them in their natural environment or enjoying a marine environmental experience. This restrictive definition has been adopted because the capture element underlies much of the concern of fisheries management agencies, which underpins their proposed new regulations for the sector. Other conservation and management agencies, such as marine and national parks, have concerns for the non-catching elements of the marine tourism sector.

4. THE SIZE OF THE MARINE CHARTER BOAT FISHERY

It is estimated that there may have been around 1290 marine charter fishing boats operating in Australia in 1998 (Table 1). There is uncertainty about this estimate because until recently, only two states/territories, Queensland and the Northern Territory, required operators to provide statistical data. Estimates from some states are based on surveys where the response rates from people identified as operating in this sector have been less than 50% (Western Australia), with the possibility that non-respondents may not be active in the sector. In the case of the Northern Territory, fewer than half the licensed operators sent in statistical returns as required by law, or sent in 'nil' returns, indicating that they had not been actively engaged in charter boat fishing.

If a more conservative estimate, counting only those operators considered to be active, is adopted, the number of marine charter fishing boats Australia-wide is around 965. From the perspective of fisheries management agencies, the larger estimate is relevant because it gives an indication of the possible latent fishing effort, which could enter the sector if and when conditions were conducive.

In a study of charter boat fishing in New South Wales, Steffe, Chapman and Murphy (1999) found that 211 operators could be identified, managing a total of 249 boats. The majority of operators (86%) managed a single vessel.

TABLE 1 - ESTIMATED NUMBERS OF MARINE CHARTER FISHING BOATS IN EACH STATE, 1998

STATE/ TERRITORY	ESTIMATED NO. OF BOATS	SOURCE OF ESTIMATE
NSW	249	Management of the NSW Charter Fishing Boat Industry – Discussion Paper, 1998
WA	135 – 350	Future Management of the Aquatic Charter Industry in WA Final Report, 1998
QLD	262	Thwaites, 1998
NT	230 (121 active)	Unpublished Government data, 1999
VIC	150	D. Taylor, CRC report, 1999
TAS	15	Marine Recreational Charter Boat Fishery Arrangements. Discussion Paper, 1999
SA	35	D. Taylor, CRC Report, 1999

5. COMPOSITION AND DISTRIBUTION OF THE MARINE CHARTER BOAT FISHERY

New South Wales, Queensland, Western Australia and South Australia are used as examples of the composition of the fishery – size and geographic distribution of boats, because there are data available for these states.

In New South Wales (Steffe, Chapman and Murphy, 1999; Discussion Paper, 1998), three classes of boats based on size comprised the bulk of the fleet:

- 6 – 9 m 62 boats (25% of sample)
- 9 – 12 m 88 boats (36% of sample)
- 12 – 15 m 54 boats (22% of sample)

The first two size classes contained moderate sized boats ideal for operating in estuarine and coastal waters, while boats in the longest size class had a greater range and were capable of targeting game fish at greater distances offshore.

This distribution of boat sizes is important because the length of a boat roughly determines the upper limit on the number of passengers/anglers it can carry. Although in practice the upper limit is seldom carried, it represents a theoretical fishing capacity for the sector. This upper limit is of interest to fisheries management agencies for this reason. However, the practical considerations of crowding, interference/tangling of gear and delays in getting hooks baited and lost gear replaced mean that even if the upper limit of number of anglers per boat were approached, their effective individual fishing pressure would be lower than if they were fishing at lower densities.

These fisheries considerations also have implications for the tourism aspects of charter boat fishing. Crowding is an obvious factor in detracting from enjoyment of the tourism experience for many participants. If operators were to frequently carry numbers approaching their upper limit, there would be likely to be very negative effects on future business.

In Western Australia, the majority of charter boat operations targeted for recreational fishing occurs in three of their five designated coastal zones: Perth Metropolitan, Denham to Port Hedland and Eighty Mile Beach to the Western Australia/Northern Territory border.

In Queensland, although distributed among all the major port areas, the largest number of operators occurs in the population centres around Moreton Bay (Brisbane area), the Gold and Sunshine Coasts and around Cairns – over 60% of the state total.

Similarly, in New South Wales, although charter fishing operations occur at all major ports along the coast, the majority are located in distinct clumps around the Sydney area, Port Stephens (Newcastle area) and Bermagui, Tweed Heads and Merimbula. The same pattern emerges in South Australia, where 15 of the estimated 35 operators are located on the Eyre Peninsula, based around Port Lincoln.

These geographic distributions highlight the importance of the charter boat fishing sector in regional economies, with large concentrations of operators occurring in regional areas distant from the main state population centres.

6. TYPES OF FISHING ACTIVITY

In their study of charter boat fishing in New South Wales, Steffe, Chapman and Murphy (1999) identified 12 types of fishing activities. Three of these, fishing for inshore and coastal reef species, fishing for game fish species and ecotourism charters were the most common activities. Fishing for inshore and coastal reef species was the most common activity, occurring throughout New South Wales coastal waters.

In the Northern Territory, barramundi comprised 28 – 31% of the marine/estuarine charter boat fishing catch over the period 1995 – 97. Over this time 63 – 68% of the hours spent on charter boat line fishing were targeted at barramundi, while 24 – 29% of the hours were directed at reef fish (Unpub. data, NT Fisheries).

In Tasmania, in 1993, 15 boats operated for an average of 73 days each. During this time they caught 678 southern bluefin tuna and 48 yellowfin tuna (Tasmanian Discussion Paper, 1999). This catch was considered low compared to commercial catches, although the value of the charter fees meant that the financial return from these fish was similar to their value per kg if they had been caught commercially.

In Queensland, the charter boat fishery covers five main activities:

- estuary and foreshore fishing,
- rocky reef fishing,
- coral reef fishing,
- billfish and game fishing, and
- fishing dive tours.

It is a characteristic of the marine charter boat fishery that in many locations it is highly seasonal in nature. This may be due in part to climatic factors such as the wet season in tropical northern Australia, winter storms in southern Australia and seasonal fisheries like the marlin fishery off Cairns. As noted above, as many as half the operators in some states may be inactive at any particular time. In New South Wales, it was noted that around 42% of operators moved between ports and that the numbers of operators can increase when seasons or fishing are favourable or there are increased numbers of potential customers (NSW Discussion Paper, 1998).

This brief description suggests that the inshore and coastal reef fishery is an important component of charter boat fishing activities around much of Australia. If this is so, it has important implications for fisheries management and sustainability of the resource, because demersal reef species commonly caught by this type of activity are considered to be often vulnerable to overfishing. Inshore and coastal reef species have long formed important components of recreational and commercial fisheries. The charter boat fishery for these species adds to any existing harvesting pressures from these sectors, and further complicates the issue of resource allocation.

7. GROWTH OF THE MARINE CHARTER BOAT FISHING SECTOR

Although there are few data, the sector appears to be undergoing rapid growth in number of operators and where it has been measured, in fishing effort, as measured by numbers of days or hours fished or numbers of trips.

In Western Australia, the number of boats operating marine fishing charters increased from an estimated 40 in 1990 to 135 in 1997. Some data for the Northern Territory are shown in Table 2.

TABLE 2 - GROWTH IN MARINE CHARTER BOAT FISHING OVER A THREE YEAR PERIOD IN THE NORTHERN TERRITORY

	1995	1996	1997
NO. LICENCES ISSUED	139	182	230
TOTAL FISHING (No. submitting returns)	99	124	121
TOTAL DAYS FISHED	2878	3497	4539
TOTAL LINE HOURS	54857	73840	93003
TOTAL TRIPS	3359	4066	5404

(Unpub. Data, Northern Territory Fisheries)

8. CLIENTS IN THE MARINE CHARTER BOAT FISHING SECTOR

There are also few data on the origins of customers for marine charter boat fishing. In Western Australia, a survey of 135 operators (Discussion Paper, 1998) gave the following results:

- Western Australia 61%
- Interstate 24%
- Overseas 15%

This discussion paper qualified these results by noting the classification by operators is subjective and was not a statistic operators regularly used. The data suggest, however, that a significant proportion (nearly 40%) of customers are from interstate or overseas, which is important in terms of tourism.

Data collected by Northern Territory Fisheries showed that, over the three year period 1995 – 97, although only 6.5 – 8.0% of customers were from overseas, the majority of Australian customers were from interstate, 69 - 73%. These figures suggest that marine charter boat fishing may be a very valuable component of the Northern Territory tourism industry.

9. THE REGULATORY ENVIRONMENT

The marine charter boat fishing sector sits uncomfortably between the fishing and tourism industries amid a tangled maze of government regulation. The regulatory framework presently is dominated by fisheries management laws in each state, nearly all of which are under review or have only just been changed (see references). At present Queensland, the Northern Territory and Western Australia require charter boat operators to submit statistical returns on their fishing. The Northern Territory and Western Australia have a separate charter boat licence under their fisheries acts, while Queensland has a system of non-renewable permits.

A meeting of the Australia and New Zealand Fisheries and Aquaculture Council (Fisheries Ministers from the Commonwealth, States/Territories and New Zealand) agreed in 1997 that the States and Northern Territory would have responsibility for management of recreational and charter boat fishing operations for waters out to the 200 nm Economic Exclusion Zone limit, subject to certain conditions.

These were:

- consistency of laws between jurisdictions,
- adoption of the principles of ecologically sustainable development,
- allocation of fishing rights are in a transparent way among users, and
- compliance with the obligations of international treaties, such as those on conservation and biodiversity.

The Commonwealth has also stated its policies for charter boat fishing in 'Australia's Oceans Policy' which announced that: 'The Government recognises that recreational, charter and commercial fishing often compete for the same resources. The management of these resources must be integrated to reflect that fact.' It also announced that the Government will: 'use regional marine plans to assist in resolving resource allocation between recreational, charter and commercial fishers;' and will 'develop and implement a nationally consistent approach to the management of recreational and charter fishing', integrating these sectors into overall fisheries management.

It is noteworthy that in all the discussion papers issued over the last three years, only the Western Australian paper places emphasis on the importance of charter boat fishing as a sector of the tourism industry. It noted: '*one of the key tourism service industries now developing is the aquatic charter industry.*' The Western Australia paper goes further by addressing some of the major issues the sector faces in developing its tourism profile, including the need to simplify the regulatory environment. The Western Australia Discussion Paper (1998) summarised the existing legal provisions for charter boat fishing (Table 3).

However, the fisheries regulations are just part of the legal network for operating charter boats for marine fishing. All are subject to the States' Departments of Transport Uniform Shipping Law Code requirements, which limit the number of passengers that can be carried according to the length of a vessel, and place restrictions on how far out to sea a vessel can operate, depending on its survey. But as noted in the Western Australia Discussion Paper (1998), remaining management is fragmented across government agencies.

The Western Australia Government addressed this issue in its discussion paper by recommending that there be a 'whole of government approach, included as a key element in their nature based tourism strategy.' It proposed establishing a memorandum of understanding between appropriate departments with overlapping responsibilities, particularly the Fisheries Department and Department of Conservation and Land Management, which manages access to reserves and national parks.

TABLE 3 - MANAGEMENT ARRANGEMENTS FOR CHARTER BOAT FISHING

STATE	CHARTER FISHING LICENSING	CATCH REPORTING SYSTEM	DUAL COMMERCIAL CHARTER
TAS	Provision for licensing in Act but not yet implemented	Voluntary log book System	Dual licensing in existence, but subject to review
VIC	Proposed licensing under recreational fishing licence proposed in new Act	Mandatory log book system proposed	Dual licensing recognised as a problem
SA	Licensing proposed	Mandatory log book system proposed	Dual Licensing recognised as a problem
QLD	Mandatory permit system	Mandatory log book system in place	Commercial fishers must suspend commercial entitlements while on charter
NSW	Mandatory licensing system proposed	Voluntary log book system in place (ineffective)	Dual licensing recognised as a problem
NT	Mandatory licensing system in place	Mandatory daily catch system in place	Commercial fishers must suspend their commercial entitlements while on charter
WA	Mandatory licensing system in place	Mandatory log book system in place	Commercial fishers must suspend their commercial entitlements while on charter

In Queensland, charter boat operators have to cope with both State (Queensland Fisheries Service) and Commonwealth (Australian Fisheries Management Authority) fisheries agencies, the Great Barrier Reef Marine Park Authority and the enforcement arms of these and other natural resource management and government agencies – Queensland Boating and Fishing Patrol, Queensland Parks and Wildlife Service, Water Police, Customs, Queensland Transport and Shipping Inspectors (Dunnely, 1998). These are just the ‘on-the-water’ government regulators. The rest of the business regulatory environment such as Work cover, occupational health and safety regulations, taxation, marketing and so on also apply.

10. ISSUES FOR THE SECTOR

The focus of state government fisheries discussion papers on the management of marine charter boat fishing is on natural resource management issues, rather than the many tourism issues. The **fisheries issues** are:

- Increase in recreational exploitation of fish stocks through better access to offshore areas from the use of larger charter boats, better fishing and fish finding gear and expertise of skippers.
- Competition between charter boats for access to the most productive or consistent sites to maintain client satisfaction can lead to local depletion of fish stocks and irresponsible or wasteful fishing practices based on reducing costs or increasing catches.
- Unregulated entry to the sector will lead to excess effort, overcapitalisation and poor profitability of the sector. What form should regulation take and should there be local or regional restrictions on access?
- Who is to pay for management of the sector – its research, regulation, data collection and processing, enforcement, representation on resource allocation committees and management agencies and promotion?
- How will the requirements of the National Competition Policy be met without compromising resource protection by the requirement to maintain competition between operators?
- How can the activities of dual commercial fishing and charter operator license-holders be regulated fairly? Can charter operators sell or keep their clients' catches? Is it practical to notify authorities of the nature of a trip each time before departure?

- What limits, if any, should apply to catches of charter boats – e.g. existing recreational bag and size limits? What gear should clients be permitted to use – number of lines, number of hooks, bait nets for live bait gathering?
- How should the sector be represented with management agencies?

There also are a number of **tourism issues** for the sector:

- Quality of the tourism experience could be reduced by operators running charters during busy tourist seasons or localities in unfavourable weather conditions to maintain profitability or meet financial commitments.
- Quality of the tourism experience could be reduced by crowding on charters.
- Quality of the tourism attraction of remote locations could be reduced by increased visits by charter boat operators.
- There are no coherent standards for customer service, industry promotion and public liability cover.
- Local depletion of catch, especially of more highly prized target species, and consequent reduction in individual boat catches could reduce client satisfaction with the fishing experience.
- Varying standards and levels of service between operators could tarnish the reputation of the whole industry.

In a comprehensive study of wildlife-based tourism in the Australian marine environment, Donnelly (1998) identified eight main issues for marine tourism operators based on a large scale survey. These were, in decreasing order of concern (based on number of responses):

1. government
2. competition
3. weather
4. tax/costs
5. marketing

- 6. industry support
- 7. sustainability
- 8. 'greenies'

Donnelly (1998) highlighted the concerns expressed in the survey with further comment:

- Government:*
- bureaucratic tangle duplication of
 - regulation over regulation
- Competition:*
- unlicensed charter boat operators
 - larger operators with more at stake outnumbered by smaller operators with different concerns.
 - too many operators – competing for the same pool of customers
 - competition with the commercial fishing sector and its overfishing, e.g. long-liners targeting the same species and trawler operators destroying reef habitat
- Costs:*
- costs of educated crew too high
 - operating costs escalating – fuel, fees, council fees etc.
 - low profit margins
- Marketing:*
- dissatisfaction with government tourism promotion authorities and with travel and booking agents, e.g. perceived bias in referring customers depending on the commission paid
- Unethical behaviour:*
- taking customers out during unfavourable operating conditions.
 - only operating during peak times (low commitment to the occupation) and offering poor service for the fees charged
 - poor skills as fishing guides giving a poor impression of the sector for clients

11. FUTURE DEVELOPMENT OF THE SECTOR

There are a number of important issues that should be addressed for the future of the sector. Some of these are related and form part of the overall context of marine based tourism and its unavoidable relationship with natural resource management, conservation and sustainability of resource usage.

11.1 Controls on Effort

There needs to be restriction on entry to the sector, to help meet fisheries management requirements for controls on harvest and to reduce the large fluctuations in numbers of operators. Many charter boat operators are opportunistically entering the marketplace without a commitment to the industry in relation to service and safety standards during peak times and leaving as soon as the peak has passed, reducing overall profitability.

Competition between operators, overcapitalisation and excessive effort in other sectors of the fishing industry have been major factors in the decline or collapse of fish stocks. The same factors operate in the charter boat fisheries with potential for severe depletion of fish stocks unless there are adequate controls on effort and capitalisation. Input and output controls on fishing without restrictions on the number of operators have not been effective in preventing over exploitation of commercial fisheries. It is important that licence limitation and continuing effort reduction where levels are already too high, be a part of the management of charter boat fishing.

A system of limiting the number of licenses for marine charter boat operators which provides some security of tenure and access to fish stocks, where licences are freely transferable in an open market and provide for continuing effort reduction as part of their conditions might meet some of these needs.

11.2 Coordination of Government Regulation

The fragmented, duplicated and complex government regulation applying to the marine charter boat fishing sector could be addressed by adopting the proposed Western Australia. 'whole of government'

approach and providing coordination between the main government regulatory agencies and a 'one stop shop' approach to the disparate requirements of different agencies. It remains to be seen whether any government is able to implement such a scheme, although it has been proposed repeatedly over decades of government inquiries.

11.3 Development of Industry Standards/Code of Conduct

Different standards across the industry have the potential to tarnish its reputation as a tourism service provider. The industry needs to address the issue of service standards. Possible approaches could include developing a charter of customer service/client satisfaction, adopting a system of registration or accreditation for operators to meet tourism standards and developing a system of operating standards and procedures.

There are other elements of charter boat fishing operations for which formal standards or a code of conduct could be established. These include disposal of garbage at sea, such as bait bags, wrappers and discarded line, and treatment of hooked fish, including duration of playing, retrieval and handling once alongside the boat. The image of the industry as an environmentally conscious entity may be determined by these elements of behaviour.

11.4 Marketing/Tourism Promotion

Existing approaches to marketing appear to be fragmented and oriented to individual operations. This is to some extent unavoidable in an industry like the marine charter boat one. However, the industry is likely to benefit from some coordinated approach to marketing and promotion, either at a regional or state level, or nationally. This would have the advantage of raising the profile of the 'product' for visitors to a region and present them with options for consideration.

Construction of regional web sites listing all of the charter boat fishing operators in the region might assist this process, as would print-based comprehensive listings of operators in each region, so that their services could be identified in a single publication.

The funding for this initiative would remain a problem under existing industry 'structures'.

11.5 Funding for Management

In each of the State and Territory discussion papers, the issue of payment for increased management has been prominent. Proposals have identified large expenditures for the cost of management, which if fully funded by existing operators, would involve substantial fees (estimated in various states \$600 – 2000+). These estimates do not include marketing or promotion or existing government charges for other services.

Although there is recognition in government circles of the need for industry to have representatives on various government foray/committees, the questions of how these representatives will be chosen, who they will represent and how they will be remunerated for their time remains open. There is discussion of the need to establish peak bodies at the state level and perhaps a peak (representative) body nationally. The industry as a whole presently lacks a structure to facilitate this process or have any coherent approach to negotiations with government on fees and funding, although some states, particularly Western Australia, appear to be more advanced in this respect than others.

11.6 Role in Regional Development

The marine charter boat fishing sector has an important role in regional development. Because of the nature of the sector, there are often significant numbers of operators in regional areas distant from the main population centres in Australia. There may be a role for government to support the regional enhancement of the sector as part of any concerted effort to develop regional Australia. The sector provides employment and capital investment directly from its boats, but also can serve to attract tourists who will use other facilities in the region and create further economic multiplier effect benefits.

11.7 Recognition of Part in Fisheries Management/World Best Practice

The marine charter boat fishing sector is part of the overall fishing industry and must be recognised as part of this industry, whatever its contribution to tourism. This means that fish caught should be included in overall harvest quotas for species along with any other

recreational and commercial catches. The charter boat sector clearly sees itself in this role and is aware of its fisheries responsibilities.

Elements of the sector in Australia, and particularly the Cairns game fishing boats, are developing world leading best practice in their fishing operations. Their catch and release techniques and support for enhancing angler awareness of the issues and responsibilities is setting new standards which other sectors of the industry may find valuable. Among their initiatives is provision of trophies for anglers who catch and release large game fish, which in the past would have been landed.

Although the above points are not a comprehensive listing of industry issues, they serve to outline some of the major challenges and opportunities the marine charter boat fishing sector faces.

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- Evaluation of Organised Tourism Involving Wild Kangaroos - Higginbottom, Green, Leiper, Moscardo, Tribe & Buckley
- Kangaroos in the Marketing of Australia: Potentials and Practice - Chalip, Arthurson & Hill
- Economic, Educational and Conservation Benefits of Sea Turtle Based Ecotourism: A Study Focused on Mon Repos - Tisdell & Wilson
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- International Market Analysis of Wildlife Tourism - Fredline and Faulkner
- Traditional Ecological Knowledge of Wildlife: Implications for Conservation and Development in the Wuyishan Nature Reserve, Fujian Province, China - Boyd, Ren, De Lacy & Bauer

Online publications can be downloaded from the website as .pdf files and read using Adobe Acrobat Reader. Hard copies can also be ordered via the email order form provided on the site. For more information on the production of these CRC for Sustainable Tourism publications, contact Trish Kalle, email: trish@crctourism.com.au or Telephone: +61 7 5552 8172



The Cooperative Research Centre for Sustainable Tourism was established under the Australian Government's Cooperative Research Centres Program to underpin the development of a dynamic, internationally competitive, and sustainable tourism industry.

Our mission: Developing and managing intellectual property (IP) to deliver innovation to business, community and government to enhance the environmental, economic and social sustainability of tourism.

DEVELOPING OUR IP

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1. Tourism environmental management research

Co-ordinator - Prof Ralf Buckley (r.buckley@mailbox.gu.edu.au)

- Wildlife Tourism
- Mountain Tourism
- Nature Tourism
- Adventure Tourism

2. Tourism engineering design and eco-technology research

Coordinator - Dr David Lockington (d.lockington@mailbox.uq.edu.au)

- Coastal and marine infrastructure and systems
- Coastal tourism ecology
- Waste management
- Physical infrastructure, design and construction

3. Tourism policy, products and business research

Coordinator - Dr Leo Jago (Leo.jago@vu.edu.au)

- Consumers and marketing
- Events and sports tourism
- Tourism economics and policy
- Strategic management
- Regional tourism
- Indigenous tourism

4. E-travel and tourism research

Coordinator - Dr Pramod Sharma (p.sharma@mailbox.uq.edu.au)

- Electronic product & destination marketing and selling
- IT for travel and tourism online development
- Rural and regional tourism online development
- E-business innovation in sustainable travel and tourism

5. Post graduate education

Coordinator - Dr John Fien (j.fien@mailbox.gu.edu.au)

6. Centre for Tourism and Risk Management

Director - Prof Jeffrey Wilks (j.wilks@mailbox.uq.edu.au)

7. Centre for Regional Tourism Research

Director - Prof Dick Braithwaite (dbraithw@scu.edu.au)

MANAGING OUR IP

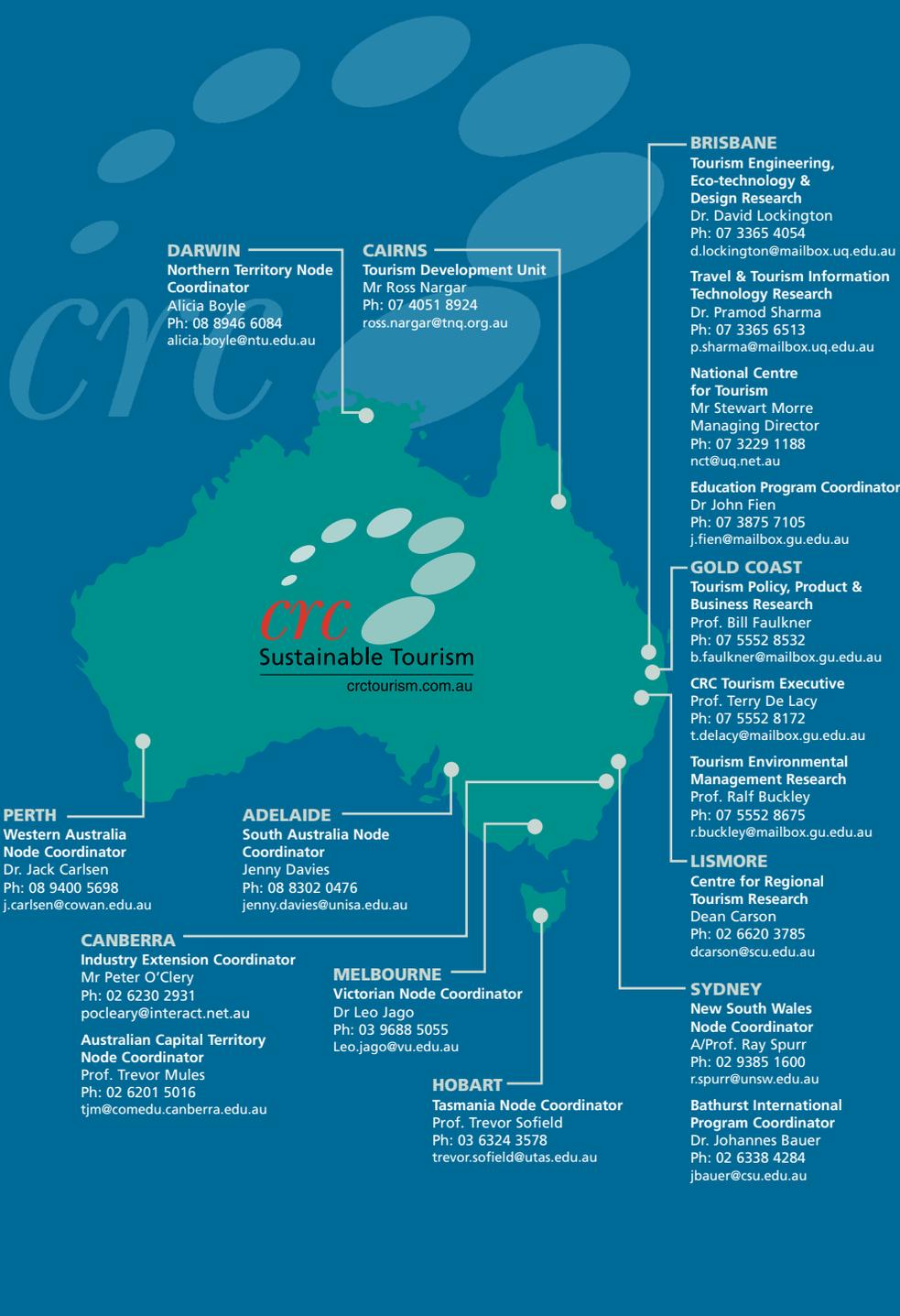
General Manager - Ian Pritchard (ian@crctourism.com.au)

1. IP register
2. Technology transfer
3. Commercialisation
4. Destination management products
5. Executive training
6. Delivering international services
7. Spin-off companies

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