

APPENDIX B

STAKEHOLDER INPUT FROM QUESTIONNAIRES

Ten Year Trends

To foresee the availability of Emergency Resources in the next five years, telephone interviews to the towing and salvage companies in Australia and Singapore were made. The objective of these interviews was to collectively gather information on the emergency towage and salvage resources in the last 5 years, today and also envisage the resources available in the next 5 years.

The trends and comments from the various companies are extracted and appended in the following section.

Five Years Ago (Past)

“Strengthened by a series of industry rationalisations - Brambles' Port Kembla, Sydney and Newcastle operations and P&O's towage operations in Western Australia, the towage division became a valuable candidate for asset disposal in 1997. The towage operation was floated from the old company. In addition to towage, the company has developed shipping agency and tug barging activities. Doubled its size in May 2001 when it acquired the towage interest's partner in many towage ventures.”

“Believed that there were more salvage capable vessels”

“Slightly more resources as owned by Brambles and worked in conjunction with Tidewater (who were also owned by Brambles).”

“DMS formed in 1997 to service 10- year contract for RAN”

“Maersk bought the company in 2001. The owner has capital and clear intentions of growing.”

“No Capability” or “Not Established”

Adequacy of Current Situation (Present)

“Believed that there was adequate coverage for both ER and salvage requirements.”

“Market covered – no increase envisaged. They've built up to 3 salvage capable vessels in a three year period”

“Very little change – the 70 Ton Bollard Pull Tug just gone into Newcastle represents a slight improvement in capability”

“Has currently 53 vessels in this region (SEA and Australia). 12 vessels on order.”

“Support vessels for RAN at various locations”

“Certainly no decline in quality, some decline in capacity due to [1] reduced frequency of salvage events (e.g. impact of Port State Control Inspections) despite increased traffic; [2] Ports selecting fit-for-purpose (and no more) tug capacity; [3] increased business efficiencies in Salvage companies themselves (incl. cost reduction).”

5 Years Time (Future)

“Current (2004) trend of decline could cause problems in ER and (in particular) Salvage capable Tugs.”

“No increase currently envisaged”

"No change in resources"

"Considering expansion in the support and salvage sectors."

"Contract will run until 2007, with a 2 year extension and then possibly a re-tender"

"Part of a tender for 3 tugs to assist with moving LNG tankers in and out of Darwin harbour."

"Expand into ports on the East coast and in the Northern Territory"

"No trend envisioned"

"There might come a time when Ports face increased losses / litigation as a result of providing support. There are potentially enormous losses if a tug leaves places like Newcastle, Dalrymple Bay, Hay Point – particularly if one tug is out and another breaks down."

Comments

"Concern that the fleet could not cope with a large, time-critical grounding (e.g. Iron Baron)"

"It was observed that the plan to widen the heads in Melbourne shall not have been implemented in five years time – will not effect this study."

"Project advised that there is a legal requirement for any vessel in the vicinity to assist any ship where there is a threat of pollution (incl. scales of remuneration.)"

"Difficulty in providing assistances in Australian Water from Singapore due to issues concerning union."

"Concerned regarding the declining availability of trained personnel to the industry as a whole and the limited opportunities within the Australian Fleet (mentioned Marine Orders #3 as going some way to redressing the problem – promotion / qualifications can be achieved with less time at sea but more training). But with regard to ER and Salvage activities, despite the need being down the need still exists and the following should be considered in order to increase the quality of response:

- Acknowledged experts (local and international) should be used to train people / share experiences;*
- Exercises should be organised (table-top upwards);*
- Out-of-State individuals should attend Incidents in adjacent states in order to learn;*
- The National Plan should be extended to consider salvage response as well as oil spill response."*