



10 November 2017

Mr Timothy Watling
Senate Legal and Constitutional Affairs Committee
PO Box 6100
Parliament House
Canberra ACT 2600

Dear Mr Watling

The Department of Immigration and Border Protection appeared at the Senate Supplementary Budget Estimates Legal and Constitutional Affairs Committee hearing on Monday 23 October 2017.

In my capacity as Deputy Commissioner Support, I gave evidence to the Senate and have reviewed the Hansard record. In relation to my testimony, I have become aware of the need to correct a number of responses I made to questions from Senator Carr.

The particular reference for correction is on page 81 from 23 October 2017 in response to the question from Senator Carr "So it's a Christmas present?"

My response to this question was in part, "...they'll arrive in Australia at the end of December and they'll be fully operational in the Torres Strait and Cairns from March next year."

This response is not an accurate reflection of the matter and I am providing the following correction of evidence in response to this question:

"...they'll arrive in Australia at the end of December and they'll be fully operational in the Torres Strait from March next year."

Further another particular reference for correction is on page 81 from 23 October 2017 in response to the question from Senator Carr "How many times have they been delayed? When were they due originally?"

My response to this question was in part, "...were due originally in September this year."

This response is not an accurate reflection of the matter and I am providing the following correction of evidence in response to this question:

"The Fast Response Boats (FRB) have been delayed twice. The original estimate was that the FRBs would be acquired off the shelf and be ready in March 2016".

Another particular reference for correction is on page 81 from 23 October 2017 in response to the question from Senator Carr "Were there any other specifications that weren't up to Australian standards?"

My response to this question was in part, "They've met all the Australian standards in the build..."

This response is not an accurate reflection of the matter and I am providing the following correction of evidence in response to this question:

“The FRBs are being built to 2A limited by 2C under the National Standard for Commercial Vessels. Due to the nature of a 2A vessel being an International Voyage vessel, generally a large ship, a number of exemptions have had to be applied due to the physical size of the FRBs. All these exemptions, except one which is still under review by Australian Maritime Safety Authority (AMSA), have been reviewed and endorsed by Lloyds Register and have received in-principle approval by AMSA.

I appreciate the opportunity to provide this clarification, which will ensure that correct information has been provided to the Senate Legal and Constitutional Affairs Committee.

Yours sincerely

Mandy Newton APM
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