

SENATE STANDING COMMITTEE ON LEGAL AND CONSTITUTIONAL AFFAIRS
AUSTRALIAN CUSTOMS SERVICE

Question No. 81

Senator Ludwig asked the following question at the hearing on 13 February 2007:

In the answer to QoN 88 from 24 May 2006, Customs indicated that it was unable to provide an itemised list of the cost of the refittings of the *Oceanic Viking* from P&O.

- a) Is Customs able to obtain that list from P&O?
- b) If so, could ACS please provide, if not, why not?

The answer to the honourable senator's question is as follows:

- a) Customs is able to supply a list of the major modifications undertaken, without costs, as follows:
 - *Conversion to Special Purpose Ship Safety Certificate* – work associated with upgrading of the vessel's internal subdivision to cope with single compartment flooding. This enabled the *Oceanic Viking* to be upgraded from a cargo vessel safety certificate and carry up to 50 "special persons" (passengers).
 - *Accommodation Extension* – the Special Purpose Ship Safety Certificate allowed the vessel's complement to be increased to 75 persons, necessitating the construction of additional accommodation.
 - *Ship's Medical Facility Upgrade* – a 2 berth cabin was upgraded to a 2 bed intensive care recovery ward, equipment was relocated and electrical systems upgraded.
 - *Storage Area* – work associated with the conversion of a cable tank to an additional storage area.
 - *Gym and Training Areas* – work associated with the conversion of a cable tank to an area suitable for training and gym activities for Customs armed Boarding Party officers to maintain operational fitness while on patrol.
 - *Maintenance and Dry Docking* – preventive maintenance undertaken to ensure the ongoing reliability of the vessel during the extended contract period and dry docking during the conversion/modification process; survey and service of various vessel parts.
- b) P&O has advised that it considers the information on the *Oceanic Viking* refit undertaken in October 2005 to be "Commercial in Confidence" and that it has also signed confidentiality clauses with the shipping yard that undertook the modifications. As previously advised in the answer to QoN 88, the cost of the modifications were absorbed into the long-term lease and built into the new day rate.