

**SSCFADT**  
**Inquiry into the Economic and security challenges facing Papua New Guinea**  
**and the island states of the southwest Pacific**  
**19 June 2009**

**QUESTIONS TAKEN ON NOTICE**

**Q1**

**2008-09 Defence Expenditure on Patrol Boats**

**Senator Ferguson, Hansard, 19 June 2009, p21**

**The 2008-09 Defence expenditure on the program was expected to be \$28.5m and there is a forward estimate of approximately \$420m over the next 20 years. How much is going to be spent next year? What was spent in 2008-09 that is not going to be spent in the next year? What is going to be spent in the next couple of years?**

**RESPONSE**

In 2008-09 Defence spent \$32.1m supporting the Pacific Patrol Boat Program (PPBP). The variation between \$28.5m in expected spending and \$32.1m in actual spending is not due to additional spending, but is the result of a change in the accounting method to more accurately reflect the percentage of the Defence Cooperation Program spending that is allocated to the PPBP.

Defence has budgeted \$36.5m for the PPBP in 2009-10. Of this \$36.5m, \$14.4m is from the \$427m in additional funding.

The \$36.5m budgeted for 2009-10 is an increase of \$8m from the previous year. The increase is largely due to the accelerated Life Extension Program (LEP), which is anticipated to be completed by 2011. The LEP will result in an almost doubling of the number of Patrol Boats undergoing major works this financial year. Whereas in 2008-09, two Patrol Boats underwent the LEP, in 2009-10 four Patrol Boats will commence life extension works, noting not all spending on the four Patrol Boats will occur by the end of 2009-10. The amount spent on each boat will also vary depending on its condition.

Defence spending on the PPBP will be around \$40m per annum in 2010-11 and 2011-12, as the Life Extension Program peaks. Spending from 2012-13 will reduce to around \$30m, with spending progressively reducing over the remaining life of the program.

**Q2**

**Number of patrol days**

**Senator Ferguson, Hansard, 19 June 2009, p23**

**How many days have these patrol boats been on patrol, or even at sea, over the past three years?**

**RESPONSE**

Please refer to Attachment A.

### Q3

#### Defence Cooperation Program and patrol boats

Chair, Hansard, 19 June 2009, p23

**What proportion of the Defence Cooperation Program for Pacific island states is bound up with the patrol boat program?**

#### RESPONSE

For the seven Pacific Island Nations of the Federated States of Micronesia, Republic of Marshal Islands, Palau, Kiribati, Samoa, Cook Islands and Tuvalu, the Pacific Patrol Boat Program is our only form of Defence engagement. The portion of the Defence Cooperation Program spent in these countries is therefore 100 percent. For our other Pacific Island Nation Defence relationships, the Pacific Patrol Boat Program is one part of a broader Defence Cooperation Program, with proportions as follows:

<b>Nation</b>	<b>Percentage of the Defence Cooperation Program that relates to the Pacific Patrol Boat Program</b>
Papua New Guinea	22
Solomon Islands	63
Vanuatu	50
Tonga	34
Fiji	Relationship currently suspended

### Q4

#### Annual length of time in dock

Senator Ferguson, Hansard, 19 June 2009, p27

**Can Defence please advise what the normal length of time is that a patrol boat is in dock for its biennial slipping?**

#### RESPONSE

There is no 'normal' length of time for a Patrol Boat to be in dock. Slippings can take between three and twelve weeks, and varies depending on the condition of the boat the required repair time. The table below shows the timeframe of the last five slippings.

<i>Patrol Boat</i>	<i>Slipping Location</i>	<i>Dates of Slipping</i>	<i>Duration of Slipping</i>	<i>Comments</i>
NAFANUA	Pago Pago	13 Oct – 14 Nov 08	5 weeks	Hull strengthening work
TE KUKUPA	Pago Pago	13 Oct – 01 Nov 08	3 weeks	Reduced work package
TE MATAILI	Suva	22 Oct – 10 Nov 08	5 ½ weeks	
AUKI	Cairns	10 Nov 08 – 02 Feb 09	12 weeks	1 <sup>st</sup> slipping in 4.5 years, delayed several times, large amount of hull work
TUKORO	Suva	13 Feb – 8 Apr 09	9 weeks	Supplementary funds for Hull repairs. Nation funds remaining \$88,933.69

Life Extension Program slippings typically, take between six and nine months to complete as the boat undergoes a major overhauls to extend its service life from 15 years to 30 years. Without these major works, the vessels would need to be replaced.

**PACIFIC PATROL BOAT PROGRAM - Days at sea**

Boat Name	Country	Patrol				SAR/Medivac				Gov/VIP				Other				Totals by year			
		2009	2008	2007	2006	2009	2008	2007	2006	2009	2008	2007	2006	2009	2008	2007	2006	2009	2008	2007	2006
TE KUKUPA	Cook Islands	29	59	85	14	0	0	3	0	0	10	10	0	9	4	2	29	38	73	100	43
TEANOAI	Kiribati	28	22	28	48	0	0	6	24	0	3	19	9	10	7	8	2	38	32	61	83
LOMOR	Marshall Islands	23	21	54	8	0	13	8	4	7	22	20	24	0	0	0	0	30	56	82	36
REMELIHK	Palau	8	45	47	38	0	0	3	3	0	3	5	0	0	1	0	18	8	49	55	59
NAFANUA	Samoa	14	30	31	34	5	1	14	2	2	8	0	0	0	4	1	13	21	43	46	49
TE MATAILI	Tuvalu	13	28	27	20	1	4.5	2	11	4	5.5	0	7.5	0	0.5	0	0	18	38.5	29	38.5
TUKURO	Vanuatu	3	31	26	66	0	3	1	1	4	19	31	19	2	0	4	8	9	53	62	94
AUKI	Solomon Islands	12	42	29	58	0	6	20	5	1	0	12	7	4	4	1	3	17	52	62	73
LATA	Solomon Islands	10	65	44	96	8	0	21	5	10	5	4	0	0	9	6	1	28	79	75	102
<b>Solomon Islands Total</b>		<b>22</b>	<b>107</b>	<b>73</b>	<b>154</b>	<b>8</b>	<b>6</b>	<b>41</b>	<b>10</b>	<b>11</b>	<b>5</b>	<b>16</b>	<b>7</b>	<b>4</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>45</b>	<b>131</b>	<b>137</b>	<b>175</b>
INDEPENDENCE	FSM	47	79	40	6	3	2	3	0	0	1	19	0	19	5	24	0	69	87	86	6
MICRONESIA	FSM	0	28	34	9	0	0	1	6	6	4	39	14	16	6	0	28	22	38	74	57
PALIKIR	FSM	28	73	23	23	0	4	0	0	0	30	33	14	0	3	26	6	28	110	82	43
<b>FSM Total</b>		<b>75</b>	<b>180</b>	<b>97</b>	<b>38</b>	<b>3</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>6</b>	<b>35</b>	<b>91</b>	<b>28</b>	<b>35</b>	<b>14</b>	<b>50</b>	<b>34</b>	<b>119</b>	<b>235</b>	<b>242</b>	<b>106</b>
NEIAFU	Tonga	0	0	0	29	0	0	0	0	7	0	0	0	12	0	0	13	19	0	0	42
PANGAI	Tonga	0	34	42	18	0	0	0	4	0	20	19	10	2	1	1	0	2	55	62	32
SAVEA	Tonga	40	18	27	27	3	1	0	3	0	20	8	1	2	18	4	3	45	57	39	34
<b>Tonga Total</b>		<b>40</b>	<b>52</b>	<b>69</b>	<b>74</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>40</b>	<b>27</b>	<b>11</b>	<b>16</b>	<b>19</b>	<b>5</b>	<b>16</b>	<b>66</b>	<b>112</b>	<b>101</b>	<b>108</b>
BASILIK	PNG	23	16	0	0	0	3	0	0	0	0	22	0	5	28	20	11	28	47	42	11
DREGER	PNG	0	13	4	50	0	0	0	0	0	3	12	3	16	10	20	1	16	26	36	54
SEADLER	PNG	0	24	40	27	0	2	0	0	0	0	0	0	1	23	10	6	1	49	50	33
TARANGAU	PNG	0	0	4	31	0	0	0	0	0	0	17	0	1	1	20	3	1	1	41	34
<b>PNG Total</b>		<b>23</b>	<b>53</b>	<b>48</b>	<b>108</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>51</b>	<b>3</b>	<b>23</b>	<b>62</b>	<b>70</b>	<b>21</b>	<b>46</b>	<b>76</b>	<b>169</b>	<b>132</b>
KIKAU	Fiji	0	0	0	19	0	0	0	0	0	0	0	3	0	0	0	5	0	0	0	27
KIRO	Fiji	0	0	0	42	0	0	0	6	0	0	0	2	0	0	0	24	0	0	0	74
KULA	Fiji	0	0	0	36	0	0	0	10	0	0	0	18	0	0	0	8	0	0	0	72
<b>Fiji Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>173</b>
<b>Overall TOTAL</b>		<b>278</b>	<b>628</b>	<b>585</b>	<b>699</b>	<b>20</b>	<b>39.5</b>	<b>82</b>	<b>84</b>	<b>41</b>	<b>153.5</b>	<b>270</b>	<b>131.5</b>	<b>99</b>	<b>124.5</b>	<b>147</b>	<b>182</b>	<b>438</b>	<b>898.5</b>	<b>1084</b>	<b>1096.5</b>

**Please note:**

- 2009 figures are for the six months until 30 June 2009.
  - Fiji – No data is available post 2006 following the suspension of the program.
- LEP Refits result in significant reductions in sea days due to the 6-9 month periods the vessels are slipped for major works.**
- VOEA NEIAFU (Tonga) and FSS MICRONESIA (FSM) are currently undergoing LEP Refits.
  - Kiribati – RKS TEANOI underwent a LEP in mid 2008.
  - RMI – RMS LOMOR underwent a LEP in late 2008.
  - FSM – FSS PALIKIR underwent a LEP in 2007.
  - PNG – HMPNGS BASILIK underwent a LEP in late 2006-early 2007.
  - Cook Islands – CIPPB TE KUKUPA underwent a LEP in 2006.

**Other events affecting sea days:**

- Samoa - MV NAFANUA suffered a switchboard fire in March 2007, requiring two months of repair work.
- Palau - PSS PRESIDENT HI REMELIHK incurred major damage to a propeller shaft. This was recently repaired during its biennial slipping.
- RMI – RMS LOMOR was kept alongside in country following a major defect to a gearbox following LEP. Australia subsequently replaced the item.