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Tasmanian Polar Network and Tasmania Maritime Network

Response to the New Royal Project Progress Report (July 2008)

1st September, 2008

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Where will they go?



We need a port-wide view to accommodate the working port for cargo, shipping repairs, Antarctic shipping and cruiseliners

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Executive Summary

This document forms a combined response to the New Royal Project's plans for the preferred option for a new hospital on the Macquarie Point Railyards site. It clearly outlines the concerns raised by the maritime industry and Antarctic users of the Port of Hobart and their representative bodies, the Tasmanian Polar Network (TPN) and Tasmania Maritime Network (TMN).

The Port of Hobart is an important facility for all Antarctic and Maritime activities. It is a valuable and rare resource in that it is the second-deepest natural port in the world. The TPN and TMN do not want to see the Port compromised now or into the future.

Any proposed development must take a holistic perspective. All Hobartians have a duty to preserve the legacy of past generations in ensuring the natural attributes of the Port of Hobart remain available to future generations.

Collectively, we believe that the proposed hospital site will have an adverse impact on the business interests and activities of members from both the TPN and TMN, the future of the Working Port, the future of the Antarctic shipping industry and other important Maritime activities. The Government needs to understand that if they continue to encourage the disintegration of the port the polar, maritime and cruise industries will suffer. More significantly, it could become impossible for Antarctic shipping to operate from Tasmania. This would result in a huge economic loss to the State.

This document represents the collective voice of the majority of our members. It provides a limited review of the proposal and outlines a vision for the Port of Hobart, the opportunities and challenges that the port presents key issues and concerns with proposed waterfront developments and a list of recommendations for the Government.



The TPN and TMN ask for a firm commitment from the State Government that it will consider the serious implications that the New Royal would have on Hobart's expanding maritime industries if the hospital is sited on the Macquarie Port Railyards site. In doing this, the TPN and TMN believe that the State Government must ensure it is independently and competently advised and removed from the limitations caused by conflicts of interest.

Over the past few years development decisions have been made that have had direct impact on the port. These decisions have been made in isolation and continue to be made on an ad hoc basis to the detriment of the working port, despite the fact that the Government remains committed to same.

It is imperative that any development or change of use of the port be looked at in the context of the port as a whole if we are to avoid the pitfalls of permitting conflicting uses that endanger the survival of the working port or reduce the ability of the port to operate effectively and expand. We do not want a similar damaging situation of conflicting uses that was created by permitting residential development in the vicinity of Sydney Airport, and that which is currently playing out in Brisbane with the building of a multi-use (residential, commercial, cruise) Multiplex Portside Terminal that has compromised cruise liner operations by not being sited where they are required but rather to suit the developers of the apartments and retail tenancies.

Both the TPN and TMN have been working towards increasing business for the port and have plans in place to develop the industry further. We would hope and expect that these plans for the expansion of the Tasmanian economy can be consulted and taken into account.

Moreover, it is noteworthy that new industries like the rotary veneer plant, for one, are encouraged to establish in Tasmania. Many of these rely on the Port of Hobart to ship their products for economic viability.



We submit that, as essential criteria were omitted from the assessment process and significant issues have been identified with the Railyards site, the scope of sites under consideration needs to be reconsidered. If this is not done at this stage the cost to the community now and to generations to come will be significant.

Even if the difficulties outlined here and in the consultants reports could individually be mitigated, their extent and severity must combine to make the railyards site undesirable, expensive and not 'best solution'. The new Royal Hobart Hospital deserves a better more workable solution and one that will best benefit the whole of the population of Tasmania into the future.

It is strongly recommended that the following actions be taken before proceeding with the project to ensure that irreparable damage is not inflicted on the working Port of Hobart with consequent repercussions on working Tasmanians.

1. A strategic study of Sullivans Cove and the Port of Hobart should be undertaken to assess the impacts on the proposed hospital and the port.
2. An Independent Reviewer should be appointed to the New Royal Panel and additional expertise made available.
3. The 2006 data for the non-weighted criterion should be updated and the location assessed in the context of accessibility to all Tasmanians.
4. The site assessment criteria should be expanded to take in the special environmental issues raised by the choice of the Railyards site. A full environmental impact assessment should then be made.
5. Operational and economic impact studies should be undertaken into the affects on the Port and the industry sectors involved, allowing for future growth plans and potential.

Schedule of Questions

- We understand that the Department of Premier and Cabinet in conjunction with the Department of Infrastructure, Energy and Resources will undertake a strategy for the Hobart waterfront and we would welcome an opportunity to have input as relevant stakeholders. Can you confirm that a strategic report for Sullivans Cove and the Port of Hobart is underway and will stakeholders have an opportunity to have input to the report?
- What expertise was available on the New Royal Panel or sought externally to identify possible negative impacts that could arise from siting a hospital next door to a working port?
- How was the environmental assessment of the site expanded to accommodate the unique problems associated with the site in its proximity to the working port?
- Bearing in mind the significant economic risks associated with the siting of the hospital close to the port, what is the 5-10% negative impact on CBD retail quoted in the Conrad Gargett summary report (Conrad Gargett 2006: 156) based on? What investigations have been carried out in the interim to update the original finding and broaden the range of stakeholder feedback? What avenues have been explored to mitigate the negatives associated with other suburban sites? (eg providing alternative public land to compensate for the TCA ground, retaining the new Emergency Centre as occurred in NSW with the Sydney Hospital....)
- How did the Preliminary Environmental Assessment go about identifying environmental values and potential issues (eg noise, vibration, air quality etc.) associated with the site and how was the significance of any values and issues assessed? Were users (especially sensitive users such as Veolia) of the port consulted?
- When was noise measurement carried out? On how many occasions? What locations? It is important to note that noise will vary considerably from day to day and night due to the nature of the work.

- Except for noise, the preliminary assessment was based on 'existing information and data'. What existing information is being referred to? What aspects did it cover? Were any port users consulted? And why has this data not been made available in the summary reports?
- How is the Government going to respond to conflicts that arise due to conflicting activities being situated in close proximity to one another - i.e. the hospital and public access to hazardous areas?
- How is sufficient area for the rail head and associated working area to be accommodated along with a hospital and other proposed land uses?
- How will the safe and effective operation of heavy and other road vehicle transport to, from and within the port be accommodated if the area of the port area is reduced?
- As a host port to Australian and international navy vessels, has consideration been given to placing civilian activities adjacent to a potential terrorist target zone?
- What allowances have been made for the operation and expansion of the working port, in view of the advice by TasPorts that demand for use of the port is increasing (Letter to New Royal Project 26 June 2008). This includes cargo, Antarctic industry, marine industry (including repairs). Other industries should also be consulted to determine expanded use of the port.
- In light of predicted future growth and doubts concerning the ability of the port to maintain current operations, has consideration been given to the fact that dimensional requirements need clear definition for space, handling and separation purposes, and that these allowances are imperative to the successful and sustainable operations of the Port of Hobart?
- Related to this is the anticipated existence of established and accepted industry standards on dimensional requirements that neither the TPN nor TMN have the resources to investigate or address. Has the New Royal Project addressed these issues and if so the TPN and TMN would welcome the opportunity to review the processes undertaken and conclusions reached?

- Has the potential for damage to the international reputation and capability of Hobart as a working port, international Antarctic Gateway and cruise destination been taken into consideration?
- Tourists (and locals) regard the mix on the waterfront (including the wharves and especially the familiar sight of the Antarctic ships) as a significant part of the attraction of Hobart and part of the scene. Has there been an assessment of the economic impact that the New Royal may have on the tourism and the cruise line industries?
- Has the increased handling and transport costs and increased potential for associated accidental discharge risk profile associated with removal from the wharf of such activities as the quarantine wash, decontamination facilities and the like, been assessed?
- How is the Hobart Port to respond to increasing demand now and into the future if it is restricted in space and has limited facilities?
- What strategies does the State Government have in place to ensure Hobart Port's natural attributes are being used to their full potential, both now and into the future?
- If the TasPorts has a 50-year plan for the Hobart Port, what does it envisage for the future of the Hobart Port and when will stakeholders be given the opportunity to provide input into this plan?
- Has consideration been given to the possible role that Macquarie Wharf 5 & 6 might play in the overall planning and anticipated growth of the Hobart Port?
- Have existing users been consulted to determine expanded future use of the port and if so, has this feedback been factored in to current data?
- Has consideration been given to the possible role that Macquarie Wharf 5 & 6 might play in the overall planning and anticipated growth of the Hobart Port?
- Have existing users been consulted to determine expanded future use of the port and if so, has this feedback been factored in to current data?

Introduction

This document forms a combined response to the New Royal Project's plans for the preferred option for a new hospital on the Macquarie Point Railyards site. It clearly outlines the concerns raised by the maritime industry and Antarctic users of the Port of Hobart and their representative bodies, the Tasmanian Polar Network (TPN) and Tasmania Maritime Network (TMN).

The Port of Hobart is an important facility for all Antarctic and Maritime activities. It is a valuable and rare resource in that it is the second-deepest natural port in the world. The TPN and TMN do not want to see the Port compromised now or into the future.

Any proposed development must take a holistic perspective. All Hobartians have a duty to preserve the legacy of past generations in ensuring the natural attributes of the Port of Hobart remain available to future generations.

Collectively, we believe that the proposed hospital site will have an adverse impact on the business interests and activities of members from both the TPN and TMN, the future of the Working Port, the future of the Antarctic shipping industry and other important Maritime activities. The Government needs to understand that if they continue to encourage the disintegration of the port the polar, maritime and cruise industries will suffer. More significantly, it could become impossible for Antarctic shipping to operate from Tasmania. This would result in a huge economic loss to the State.

This document represents the collective voice of the majority of our members. It provides a limited review of the proposal and outlines a vision for the Port of Hobart, the opportunities and challenges that the port presents key issues and concerns with proposed waterfront developments and a list of recommendations for the Government.

The TPN and TMN ask for a firm commitment from the State Government that it will consider the serious implications that the New Royal would have on Hobart's expanding maritime industries if the hospital is sited on the Macquarie Port Railyards site. In doing this, the TPN and TMN believe that the State Government must ensure it is independently and competently advised and removed from the limitations caused by conflicts of interest.



Vision for the Port of Hobart

- ☐ The Port of Hobart's infrastructure and services meet the existing and future needs of sea trade from Southern Tasmania and the Antarctic and Southern Ocean, cruise tourism, defence and fishing industries.

Action needed to achieve the vision

- ☐ Devise and maintain a strategic plan for the Port and Sullivans Cove as a whole.
- ☐ Ensure sufficient land is available for storage, quarantine, heavy material handling equipment and other services that support shipping movements and maritime activity.
- ☐ Ensure water and land based port activities can operate effectively and efficiently on a 24/7 basis in safety and security, with due allowance for noise, and spill lighting, including buffering for management of on site treatment of contaminated and hazardous materials, and movement of heavy machinery and vehicle to, from and within the port.
- ☐ Reinvest to maintain and enhance existing wharf and other port infrastructure to meet current and future needs.

KEY ISSUES AND CONCERNS

The New Royal Project plans to relocate the Royal Hobart Hospital to the Macquarie Point Railyards site has emerged against a background of adverse trends affecting maritime industry use of the Port of Hobart, including:

Need for a port-wide view

- Planning affecting the capacity of the Port of Hobart to service shipping and maritime industries must take a holistic perspective.
- The cumulative impact of individual decisions that reduce port capacity can be significant and detrimental to future port operations and the industries that rely on the port.
- Lack of master plan that considers wider context of industry requirements in relation to entire port system and facilities (e.g. Princes Wharf).
- Individual decisions on a new hospital, the re-development of Macquarie No.1 shed and plans for re-developing Princes Wharf No.1 shed that reduce berths or place limits on port operations will have a huge cumulative impact and cannot be considered in isolation.
- A reduction in port capacity through the progressive non-shipping uses of wharf apron areas such as CSIRO site, Elizabeth pier and (soon) Macquarie Wharf No. 1 shed.
- The possible impacts of future decisions to change the use of Princes Wharf No.1 and No.2 must be included in an assessment of the options and impacts of limiting port activity at Macquarie Wharf as a result of a new hospital.

- We understand that the Department of Premier and Cabinet in conjunction with the Department of Infrastructure, Energy and Resources will undertake a strategy for the Hobart waterfront and we would welcome an opportunity to have input as relevant stakeholders. Can you confirm that a strategic report for Sullivans Cove and the Port of Hobart is underway and will stakeholders have an opportunity to have input to the report?

Basis for selection

At the time when the project was first initiated and the New Royal Panel formed, no clear idea was made public as to where a new hospital should be located. The research conducted by Conrad Gargett (2006) investigated the theoretical scenarios of rebuilding the hospital in stages on the current site, building on a brownfield site (already developed) close to the Hobart CBD or building on a greenfield site (undeveloped) in the outer suburbs of Hobart. Their recommendations were that a new hospital be developed on an inner urban site close to or within the CBD.

As a result of the findings:

- Based on the belief that there would be a negative economic impact on the CBD, it was decided that the new hospital should be within or close to the CBD (the Non-weighted criterion), thus constraining the number of possible sites for the New Royal.
- The New Royal Panel proceeded to devise 12 Criteria by which candidate sites might be assessed. These criteria included standard type environmental issues only.

The subsequent choice of the Railyards site with all its complexity as a candidate site, raises the following concerns:

Issues for Clarification

- What expertise was available on the New Royal Panel or sought externally to identify possible negative impacts that could arise from siting a hospital next door to a working port?
 - How was the environmental assessment of the site expanded to accommodate the unique problems associated with the site in its proximity to the working port?
 - Bearing in mind the significant economic risks associated with the siting of the hospital close to the port, what is the 5-10% negative impact on CBD retail quoted in the Conrad Gargett summary report (Conrad Gargett 2006: 156) based on? What investigations have been carried out in the interim to update the original finding and broaden the range of stakeholder feedback? What avenues have been explored to mitigate the negatives associated with other suburban sites? (eg providing alternative public land to compensate for the TCA ground, retaining the new Emergency Centre as occurred in NSW with the Sydney Hospital....)
- We note that the project is lacking an 'Independent Reviewer', a facilitating consultant who could oversee the project in its entirety and bring in relevant expertise where it is lacking.

Role of the 'Independent Reviewer'

It is respectfully suggested that the New Royal project needs the appointment of an 'Independent Reviewer' to oversee all aspects of this complex project, including, but not limited to, inputs of a technical, contractual, financial, legal and project management nature.

Such appointments are now commonplace for major projects in Australia and do not overlap any other role on the project in question, including that of the Probity Auditor. The warrant for an 'Independent Reviewer' is particularly strong when the project is large, as is certainly the case with the New Royal project. The 'Independent Reviewer' is quarantined from any other project role, including any subsidiary with which the Reviewer is associated in either ownership, in whole or part, or in an operational role.

The Independent Reviewer reports to the Owner, in this case the Tasmanian Government, 'without fear or favour' regarding all aspects of the developing project. The underlying requirement for the role lies in the absolute need of the Owner to receive impartial advice over the full width and depth of the project. Without causing any offence toward anyone already involved in the New Royal project, it is respectfully noted that impartial advice cannot be reasonably expected or taken from anyone, individual or corporate, with a significant stake in the project proceeding as proposed. With fees estimated to be of the order of \$80M - \$100M at stake if the project proceeds as proposed, it is not either appropriate or realistic to expect impartial advice to be provided to the Owner, even with the best of intentions.

It is therefore respectfully proposed that the Tasmanian Government should move rapidly to appoint an 'Independent Reviewer' to the New Royal project with the absolute proviso that the Appointee be willing to be disqualified from any other role on the project. This condition is known to be common place in such appointments which are now widely made for major projects throughout Australia.

Need for additional environmental criteria and comprehensive environment impact assessment

The following comments are necessarily based on the incomplete set of documents provided. We therefore seek clarification on many issues and reserve the right to comment further at a later stage when briefed more fully.

- The inclusion of the Railyards site next to the working port on reclaimed and contaminated land brings other important elements into play that appear not to have been adequately considered in the Site Assessment Reports (2007 and 2008).
- The 12 Assessment Criteria did not encompass essential relevant environmental issues such as: environmental impacts on the hospital from the working port and conflict of use arising from close proximity of the hospital to the working port.

- Due to the nature of the railway site the TPN and TMN have serious concerns that significant gaps have arisen in the criteria that was used to select the site for the New Royal. Moreover, decisions have been based on a 'Preliminary Environmental Assessment' alone.
- In the Conrad Gargett Report (2006) a limited site assessment was carried out: theoretical possibilities were discussed only and its application to real sites without making relevant allowances has resulted in some serious omissions.
- In their Final Site Assessment Report, Pitt & Sherry state that a 'Preliminary Environmental Assessment' was carried out to identify any environmental values and potential issues (e.g. noise, vibration, air quality etc.) associated with the site and to assess the significance of any values and issues identified (Pitt & Sherry 2008: p 12). This "preliminary assessment" was based on existing information and data with some additional monitoring and modelling for noise (Pitt & Sherry 2008: p 18).
- This assessment considered the surrounding land uses and activities and could find no issues other than that of the Macquarie Point Waste Water Treatment Plant.
- TasPorts made it clear in a letter dated 26 June to the New Royal Project, that there were other significant environmental issues relating to conflicting use and that a buffer zone or some noise varier would be required. Issues relating to the port as raised by the TPN/TMN are above and beyond those mentioned by TasPorts.
- There is no buffer zone incorporated into the plans for the New Royal. Quite the reverse: the preferred option actually encroaches on TasPorts required land for a working port. All options encroach to some degree.

Issues for Clarification

- How did the Preliminary Environmental Assessment go about identifying environmental values and potential issues (eg noise, vibration, air quality etc.) associated with the site and how was the significance of any values and issues assessed? Were users (especially sensitive users such as Veolia) of the port consulted?

- When was noise measurement carried out? On how many occasions? What locations? It is important to note that noise will vary considerably from day to day and night due to the nature of the work.
- Except for noise, the preliminary assessment was based on 'existing information and data'. What existing information is being referred to? What aspects did it cover? Were any port users consulted? And why has this data not been made available in the summary reports?

Need for operational impact study for the Port of Hobart

The need for a long term vision and plan for the Port of Hobart is critical. We understand that a 50 year outlook has been prepared but this has not yet been made available to us the users of the working port. Neither have industry plans for the future been sought. As users of the port, we would like to communicate the following operational concerns.

- ☐ The footprint of the proposed hospital now imposes itself onto the Hobart Port as illustrated in TasPorts map (see Appendix 1). The hospital preferred boundary line well exceeds the minimum boundary considered for a working port.
- ☐ TasPorts has indicated the minimum boundary it needs for working areas in the Macquarie Wharf precinct is more than the preferred hospital boundary.
- ☐ Non-port activities in and close to working areas of the port must not compromise the capacity of the port to service shipping and maritime industries.
- ☐ Removal or restrictions on the use of non-berth working areas limits the ability to berth ships at wharves.

- Port operations require working areas on the wharf apron and areas behind berths for cargo storage and handling, hazardous materials (e.g. quarantine wash down and fumigation), ship repair and maintenance, heavy machinery and transport movements and buffering space to deal with noise and emissions of air-born particles, odours and sprays 24 hours a day seven days a week.
- In their letter to the New Royal Project of 26th June 2008, TasPorts observe:

There remains concern over the compatibility of activities within the port precinct, with the location of a hospital, specifically in regards to noise, as the port is a 24/7 operation. When ships are in port over night they generally run their engine generators, a further contribution to noise. Consideration should be given to a buffer zone or some noise barrier. It would be inappropriate that a working port be asked to close during certain hours owing to noise issues. While ships may not be in port, there remains considerable storage and transport related activities in preparation for shipping and road transport.

- The location of a major infrastructure close to working areas of the port places pressure on port operators and users to cease some activities or restrict operations at certain times. This would be incompatible with the needs of vessels to berth, load and unload and make repairs (including at night) in order to meet shipping schedules of their owner lines.
- Progressive non-water dependent development in and around the working areas of the port in recent years has resulted in increased calls to reduce maritime and port activity adversely affecting the amenity of residential and mixed commercial land uses.
- Residents of the Silos apartments complained about noise, bright lighting, traffic and other issues during the refit and maintenance of the The Arahura at Princes Wharf. P&O report complaints about noise when maintenance is undertaken on Antarctic ships berthed at Princes wharf.

Issues for Clarification

- How is the Government going to respond to conflicts that arise due to conflicting activities being situated in close proximity to one another - i.e. the hospital and public access to hazardous areas?
- How is sufficient area for the rail head and associated working area to be accommodated along with a hospital and other proposed land uses?

- How will the safe and effective operation of heavy and other road vehicle transport to, from and within the port be accommodated if the area of the port area is reduced?
- As a host port to Australian and international navy vessels, has consideration been given to placing civilian activities adjacent to a potential terrorist target zone?
- What allowances have been made for the operation and expansion of the working port, in view of the advice by TasPorts that demand for use of the port is increasing (Letter to New Royal Project 26 June 2008). This includes cargo, Antarctic industry, marine industry (including repairs). Other industries should also be consulted to determine expanded use of the port.
- In light of predicted future growth and doubts concerning the ability of the port to maintain current operations, has consideration been given to the fact that dimensional requirements need clear definition for space, handling and separation purposes, and that these allowances are imperative to the successful and sustainable operations of the Port of Hobart?
- Related to this is the anticipated existence of established and accepted industry standards on dimensional requirements that neither the TPN nor TMN have the resources to investigate or address. Has the New Royal Project addressed these issues and if so the TPN and TMN would welcome the opportunity to review the processes undertaken and conclusions reached?

Need for social, cultural and economic impact assessment for the Sullivans Cove area

The proposed location of the New Royal at the old Railyards site will have a significant social, cultural and economic impact on this important area. The need for a long term vision and plan for the Port of Hobart is critical.

- The Aurora Australis and l'Astrolabe currently use Princes Wharf all year round, particularly winter during lay-over. The future use of this wharf by these vessels is in question as a result of the proposed extension of the Brooke St Pier and plans to change the use of Princes Wharf. Macquarie 5 and 6 are not options for these ships as they are unusable due to concrete cancer.
- We are concerned that we risk losing the whole of the Antarctic industry from Hobart if current port capacity is not maintained. The industry could view Hobart as unviable and relocate to Western Australia. This will include the institutions that employ large numbers of people and who make a very significant economic and intellectual contribution to this State. Countries that currently operate from Hobart and those that are considering operating from Hobart may reconsider and potentially see WA and New Zealand as more viable.
- If this occurs the new International Antarctic Institute established by the University of Tasmania, with Hobart as the centre, will also be endangered, as will the new postgraduate and undergraduate courses that have been developed over recent years and are still being developed. UTAS will lose one of its areas of expertise.
- The unique appeal of the City of Hobart (and Tasmania in general) derives from the fact that we, of all the states, have best retained our heritage. The waterfront and all its activities, the fish punts, the familiar shapes of the Aurora and L'Astrolabe are part of our gritty edge all contribute significantly to this appeal.
- An article in the Brisbane Times on 11 May 2008 highlights the critical importance of planning for the future and ensuring that adequate provision is made for port infrastructure to be updated or expanded to meet user needs following the decision to establish a multi-use (residential, commercial, cruise) Multiplex Portside Terminal that has drastically compromised cruise ship operations by not being sited where the cruise operators required, but rather to suit the developers of the apartments and retail tenancies.

“Ann Sherry, the chief executive of Carnival Australia, which represents cruise lines including P&O Cruises, Princess Cruises and Cunard, said cruise liners were getting bigger and Queensland would soon face major problems attracting business.

She said Brisbane needed another terminal at the bayside end of the Brisbane River so bigger ships would avoid the problem of being too high to go under the Gateway Bridge.

The people who live around Portside Wharf are not enamoured with the noise associated with visiting cruise ships. Any new terminal should not be built near residential areas, Ms Sherry said."

In June 2008, ABC News reported that the situation had come to a head with Cunard cruise line indicating it would bypass Brisbane for Cairns in the future because their large ships were unable to use the existing facility and passengers had been forced to wade through flooded temporary facilities. Queensland Opposition spokeswoman Fiona Simpson was quoted as saying:

"This is an embarrassment to the State Government and it's a blow to the tourism industry."

And then as recently as 8 August, The Australian reported that:

"Cruise ship giant Carnival Australia has joined the coal miners and other bulk commodity shippers in urging government action to ease port constraints, especially in Sydney and Brisbane."

Carnival [had] used the results of a company-sponsored economic study to support its claim that the investment was needed to prevent cruise operators from being lured to better-credentialed Asian ports."

At present the major cruise lines are very happy with the "simple" but effective facilities available in Hobart including large wharf aprons, easy access to the city and reasonable port costs. The situation in Queensland clearly demonstrates that the Port of Hobart must retain the capacity to meet future demands not just present day needs.

Issues for Clarification

- Has the potential for damage to the international reputation and capability of Hobart as a working port, international Antarctic Gateway and cruise destination been taken into consideration?
- Tourists (and locals) regard the mix on the waterfront (including the wharves and especially the familiar sight of the Antarctic ships) as a significant part of the attraction of Hobart and part of the scene. Has there been an assessment of the economic impact that the New Royal may have on the tourism and the cruise line industries?

- Has the increased handling and transport costs and increased potential for associated accidental discharge risk profile associated with removal from the wharf of such activities as the quarantine wash, decontamination facilities and the like, been assessed?

Planning for growth

As this submission demonstrates (see Industry Brief above) there is a continued growth in the areas of Antarctic shipping and cruise liners, sea trade and ship repair and maintenance. Thus the following questions need to be addressed:

Issues for Clarification

- How is the Hobart Port to respond to increasing demand now and into the future if it is restricted in space and has limited facilities?
- What strategies does the State Government have in place to ensure Hobart Port's natural attributes are being used to their full potential, both now and into the future?
- If TasPorts has a 50-year plan for the Hobart Port, what does it envisage for the future of the Hobart Port and when will stakeholders be given the opportunity to provide input into this plan?
- Has consideration been given to the possible role that Macquarie Wharf 5 & 6 might play in the overall planning and anticipated growth of the Hobart Port?
- Have existing users been consulted to determine expanded future use of the port and if so, has this feedback been factored in to current data?



INDUSTRY BRIEF

Industry opportunities and challenges

The Port of Hobart supports international and coastal shipping and a range of maritime activities that are growing and have the potential to grow further.

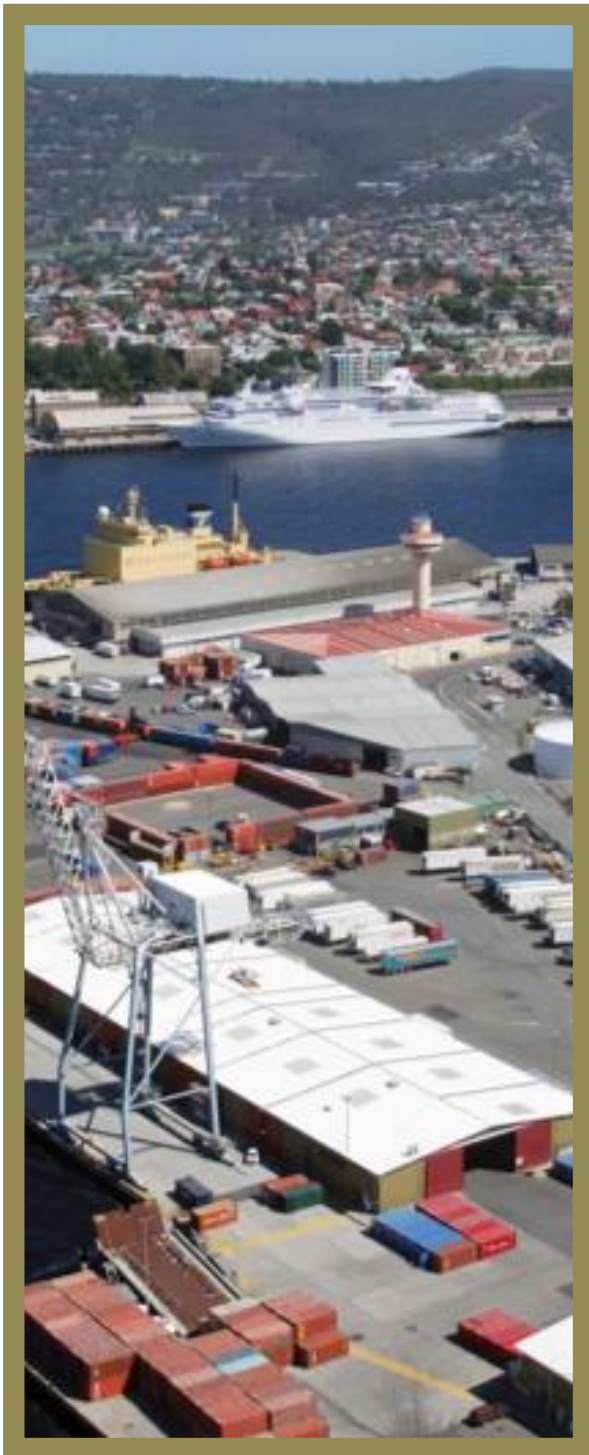
Sea trade

In 2006-07 exports from the Port of Hobart increased by 27 per cent to 840,000 tonnes and imports 0.5 per cent to more than one million tonnes. This figure excludes recent new business such as exports of rotary peeled veneer.

Appendix One illustrates this point. This photograph taken in August 2008, a traditionally quiet time at the port, depicts the port storage apron full to capacity.

Increasingly companies investigating new ventures take into account easy access to transport. The new TA ANN rotary veneer mill is a typical example of this. Without close access to a port of export they would have been unlikely to have established near Hobart. If it became necessary for them to tranship via rail to a northern port, the extra costs imposed would threaten the project's viability.

The dynamics of future ship design, fuel costs and road and rail transport trends and policy could create a future environment that increases the attractiveness of coastal and international sea trade from Hobart. The planning regime must permit the Port of Hobart to retain the flexibility to meet this possibility.



The Port of Hobart must also be capable of meeting contingencies such as the breakdown of transport infrastructure including rail and road services to northern ports.

The opportunity to trade now and in the future must not be compromised by insufficient or inadequate port infrastructure or land use changes that restrict the capacity of the port to meet current or future needs.

Antarctic and Southern Ocean

Hobart is the home port for the Australian and French marine research and Antarctic re-supply vessels. Other international marine research and Antarctic vessels and East Antarctic research stations are supplied and serviced from Hobart on an as needs basis.

Previous research has shown a steady growth in the Tasmanian Antarctic sector. At the end of 1994-1995, the sector was worth \$82.5 million. Since then it has grown to its current size of \$147.7 million in the 2006-2007 financial year. This represents a total aggregate growth of 79.1%, which corresponds to an average annual growth rate of 6.1%.

The Russian Antarctic Expedition is currently considering an invitation by the TPN to use Hobart as a point of embarkation to Antarctica. In their letter to the New Royal Project of 26th June, 2008, TasPorts advised:

The Department of Economic Development and Tourism (DEDT) is currently supporting a Tasmanian Polar Industry Network an invitation to the Russian Antarctic Expedition to establish its base in Hobart. DEDT is also supporting, with the assistance of the City Council, a bid to another French Antarctic group to establish Hobart as a base. It is understood that other countries including China are being targeted over the coming year to establish a base. DEDT assistance is being sought to host a China delegation to Hobart in the new financial year. Australia's air link to



Antarctica operating out of Hobart is believed to be a strategic attraction and benefit for countries wishing to explore Antarctica.

The perception of adequate and sustainable port infrastructure now and in the longer term is very important factor in decisions to locate Antarctic and Southern Ocean re-supply in Tasmania. Suitable berths are required to accommodate Antarctic ships during the winter off season. Current berthing arrangements permit easy access to facilities, repairs/maintenance and resupply. All these activities translate into employment opportunities for Tasmanian, including during the slower winter months when Antarctic shipping is laid up, and help to retain technical expertise offsetting downturns in shipbuilding.

If Tasmania loses research expeditions re-supply activities to other locations such as Fremantle, it is possible that the scientific and other associated services will re-locate as well.

Antarctic tourism is an emerging growth area with numbers increasing from 6,700 in 1992-93 to 29,500 in 2006-07. There is increasing interest in tours in the largely untouched East Antarctic region for which Tasmania is a very viable embarkation point.

For example Aurora Expeditions spent an estimated \$1.25 million dollars in Hobart on pre-voyage preparation and re-supply activities in 2005-06. Two 25 day tours by Aurora Expeditions are scheduled to embark and return to Hobart in 2008-09. In recognition of the growing interest in Hobart as a departure point for Antarctic cruise ship tourism, the State Government is supporting the development of an Antarctic Tourism marketing strategy.

Veolia Environmental Services is responsible for waste and resource recovery of Return to Australia waste (RTA) on both Antarctic vessels. For this procedure a quarantine approved facility is required on site. Presently this site is on Macquarie Wharf and this needs to be within a restricted access area. There is only one quarantine approved wash facility in Hobart which is on the wharf. Veolia also



service the two Antarctic vessels during winter when they are berthed at Princes Wharf. Both activities involve the movement of forklifts and trucks.

Veolia is also involved in the return of historic contaminated materials from old land fills from Antarctica. This is a separate project to the regular servicing of the Antarctic vessels and it requires setting up separate quarantine site within the Macquarie Wharf area. Land and facilities at the Port of Hobart for rigid quarantine and security of this material and buffer areas for spray drift must remain available for this service to continue.

Ship repair and maintenance

The Port of Hobart has long supported ship refit repair and maintenance of large vessels. Hobart based industry has developed the skills to attract lucrative contracts and are well placed both technically and competitively to increase this sector for their home port.

This activity also contributes to retaining, developing and growing the maritime sector in Southern Tasmania as the assets and skills are largely interchangeable with shipbuilding.

Recent examples, indicative of the capacity for refit repair and maintenance of large ships and marine structures :

- Although carried out in Devonport, the \$8 million refurbishment of the 194 metre 29,000 tonne Spirit of Tasmania III shows the growing potential of the industry. This refit included the addition of a new superstructure on Deck 10 to house 32 new crew cabins and the refit of public spaces including restaurants, café, library, cinema, shops, lounges and a new atrium area.



- \$4 million refit of the New Zealand based 148 metre 13,600 tonne passenger train and car ferry *The Arahura* including toilets, food court, shop, children's play room, picture theatre and vehicle deck.
- Refit, repair, maintenance and servicing Antarctic, international and coastal shipping for merchant, naval and fishing industries.
- Taylor Bros are currently looking at two major defence contracts for refit, repair and maintenance.

In late 2007 TasPorts advised that an oil rig "Ocean Patriot" was unable to be accommodated at Macquarie Wharf in the Port of Hobart and the \$13.7 million in refurbishment and survey work was ultimately undertaken at Portland in Victoria. Associated expenditure included \$1.5 million in accommodation and 320 workers using restaurants.

While some Tasmanian firms travelled to Portland to work on the project, the loss of the "Ocean Patriot" project and future opportunities highlights the consequences of insufficient or inadequate wharf capacity and/or associated land based port services on the broader economy through loss of accommodation and food service business (of fly-in labour) and adverse perceptions of Tasmania's capacity to undertake larger projects requiring berths, wharf apron work space and access to port facilities.

Cruise Shipping

The Cruise Ship sector is a growing market for Tasmania. During the past Cruise Ship season from November 2007 to April 2008 over 83,000 cruise ship passengers and crew visited Tasmania, representing about 10% of all visitors to the State. This was an increase of 44% on the number who visited during the previous 06-07 season. Total cruise ship visitor spend was an estimated \$8.9m not accounting for other expenditure by cruise ships while in Tasmania such as supplies, repairs and

port expenses. A study on cruise shipping in Australia by Access Economics found just under half the 44 cruise ship visits to Tasmania in 2006-07 berthed at Hobart. Hobart accounted for about half the total estimated expenditure of \$22.8 million.

The study lists Hobart's access to multiple deep water berths as a key factor in the capacity of Tasmania to develop cruise tourism.

Access Economics, TasPorts and industry expects this market to grow further and TasPorts has identified cruise shipping as an important opportunity for the Port of Hobart. They further advise in their letter of 26th June 2008:

Cruise ships require considerable areas to accommodate the numerous supporting services demanded, including: tour coaches; shuttle buses; providores; service vehicles and pedestrian walkways, which may need to accommodate up to at least 4,000 people in the event of a complete evacuation. The wharf is currently required to accommodate up to 50 visiting vehicles for an individual ship visit..... Next season is estimated to increase by around 35%. TasPorts also identifies this market as strategic for the company's commercial development.



What is a working port?

The development of Sullivans Cove, including the Macquarie Point Railyards site, must take account of the full range of maritime uses of a working port, not elements in isolation. Maritime facilities and activities within a working port include:

- ☐ Ship berths and wharf apron
- ☐ Maritime cargo storage and handling and space for manoeuvring cargo
- ☐ Buffer areas between the port and adjoining or proximate land uses
- ☐ Ship refit, repair and maintenance services and facilities
- ☐ Maritime provisions and supply facilities
- ☐ Marine equipment and services
- ☐ Bond storage
- ☐ Heavy vehicle and other road transport to, from and within the port
- ☐ Rail head and shunting yards
- ☐ Security that complies with Australian Government legislation and requirements of DOTARS
- ☐ Handling hazardous materials
- ☐ Fish handling and processing facilities
- ☐ Cruise ship terminals
- ☐ Marinas and boat launching facilities
- ☐ Ferry boat, excursion and charter boat facilities and terminals
- ☐ Access for emergency services, clearways and emergency assembly points

Land and facilities for cargo storage, materials handling and secure customs and quarantine areas are just as important as the ship berth itself.

Buffering zones are essential to contain overspill of working port activities such as light, noise, spray, and the like.





Recommendations

1. A strategic study of Sullivans Cove and the Port of Hobart should be undertaken to assess the impacts on the proposed hospital and the port.
2. An Independent Reviewer should be appointed to the New Royal Panel and additional expertise made available.
3. The 2006 data for the non-weighted criterion should be updated and the location assessed in the context of accessibility to all Tasmanians.
4. The site assessment criteria should be expanded to take in the special environmental issues raised by the choice of the Railyards site. A full environmental impact assessment should then be made.
5. Operational and economic impact studies should be undertaken into the affects on the Port and the industry sectors involved, allowing for future growth plans and potential.



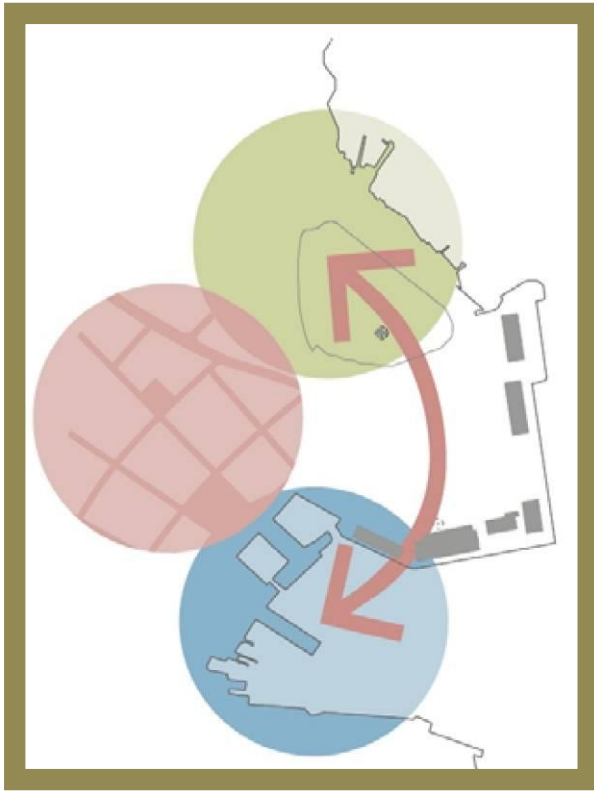
Conclusion

Over the past few years development decisions have been made that have had direct impact on the port. These decisions have been made in isolation and continue to be made on an ad hoc basis to the detriment of the working port, despite the fact that the Government remains committed to same.

It is imperative that any development or change of use of the port be looked at in the context of the port as a whole if we are to avoid the pitfalls of permitting conflicting uses that endanger the survival of the working port or reduce the ability of the port to operate effectively and expand. We do not want a similar damaging situation of conflicting uses that was created by permitting residential development in the vicinity of Sydney Airport, and that which is currently playing out in Brisbane with the building of a multi-use (residential, commercial, cruise) Multiplex Portside Terminal that has compromised cruise liner operations by not being sited where they are required but rather to suit the developers of the apartments and retail tenancies.

Both the TPN and TMN have been working towards increasing business for the port and have plans in place to develop the industry further. We would hope and expect that these plans for the expansion of the Tasmanian economy can be consulted and taken into account.

Moreover, it is noteworthy that new industries like the rotary veneer plant, for one, are encouraged to establish in Tasmania. Many of these rely on the Port of Hobart to ship their products for economic viability.



We submit that, as essential criteria were omitted from the assessment process and significant issues have been identified with the Railyards site, the scope of sites under consideration needs to be reconsidered. If this is not done at this stage the cost to the community now and to generations to come will be significant.

Even if the difficulties outlined here and in the consultants reports could individually be mitigated, their extent and severity must combine to make the railyards site undesirable, expensive and not 'best solution'.

The new Royal Hobart Hospital deserves a better more workable solution and one that will best benefit the whole of the population of Tasmania into the future.

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TasPorts, Statement regarding hospital site planning announcement: 20 July, 2008

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Please Note

TasPorts, SCWA and New Royal Project literature are available via their websites.

APPENDICES

Appendix 1:

Site Plans

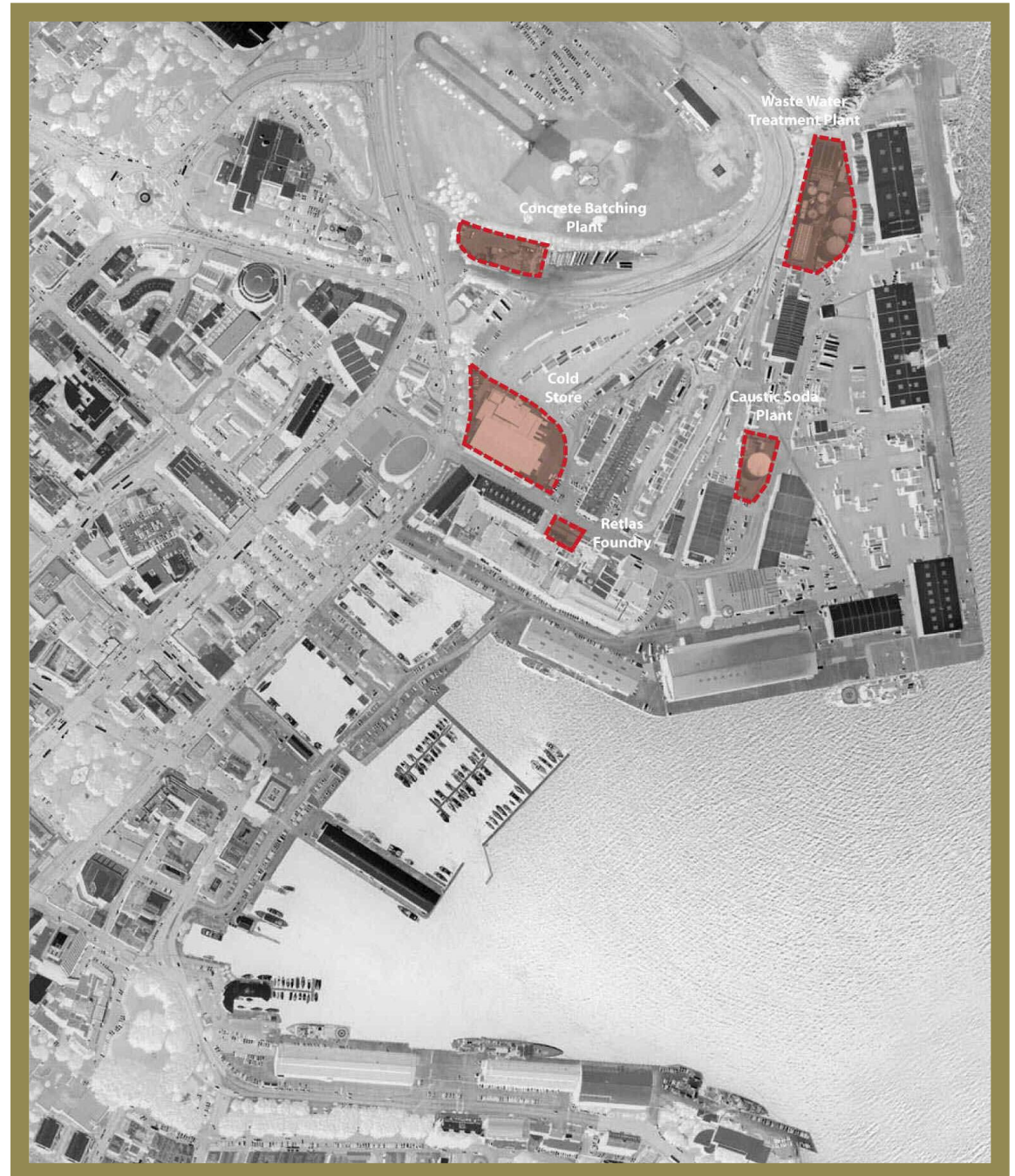
Encroachment on the working port

Hobart Railyards Urban Design Strategy Exhibition Draft

Key Issues/Constraints

5.2 Site Data - Engineering and Utility Infrastructure

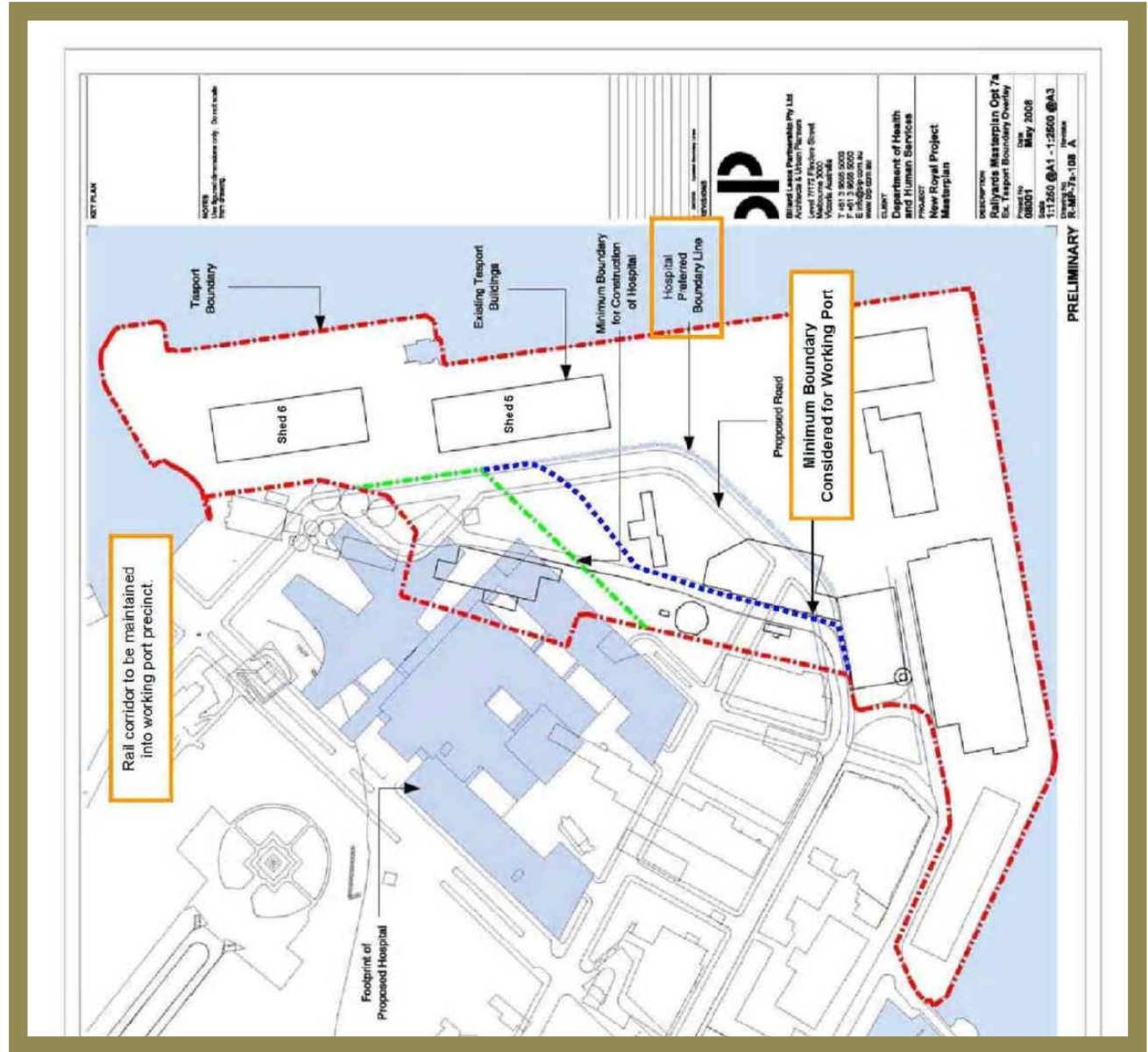
June, 2008



**Royal Hobart Hospital
Redevelopment Project
Update**
April 2007



**Tasports: Letter in Response to New
Hospital Project – Working Port**
June 26, 2008



Appendix 2: Cargo Macquarie Wharf August 2008



Appendix 3: Port of Hobart, international gateway to Antarctica

- Hobart has been a major staging post for Antarctic expeditions for more than 200 years.
- Hobart is also an important international Antarctic gateway for those accessing the Antarctic, subantarctic and the Southern Ocean. Today Tasmania provides the hub of Australia's Antarctic Program and is a centre of excellence for internationally recognised Antarctic and temperate marine science activities and other innovation from industry.
- Over 65 per cent of Australia's scientists specialising in the Antarctic and Southern Ocean field live in Hobart. It is the home to international organisations and Hobart is recognised internationally as a major centre for Antarctic science, research, management and logistics.
- Hobart has a reputation as one of the best international gateways to the East Antarctic, Subantarctic islands and the Ross Sea and Southern Ocean region.
- Hobart's deep sea port offers high quality fuel, competitive port charges and a coordinated approach to refuelling, waste disposal, customs clearance and resupply service delivery.
- Hobart is conveniently located, well-serviced, cost-effective and strategically important base for Antarctic, subantarctic and Southern Ocean programs. These attributes make Hobart an ideal choice for Antarctic, subantarctic and Southern Ocean management, research and logistic endeavours.

Appendix 4: Antarctic Sector in Tasmania

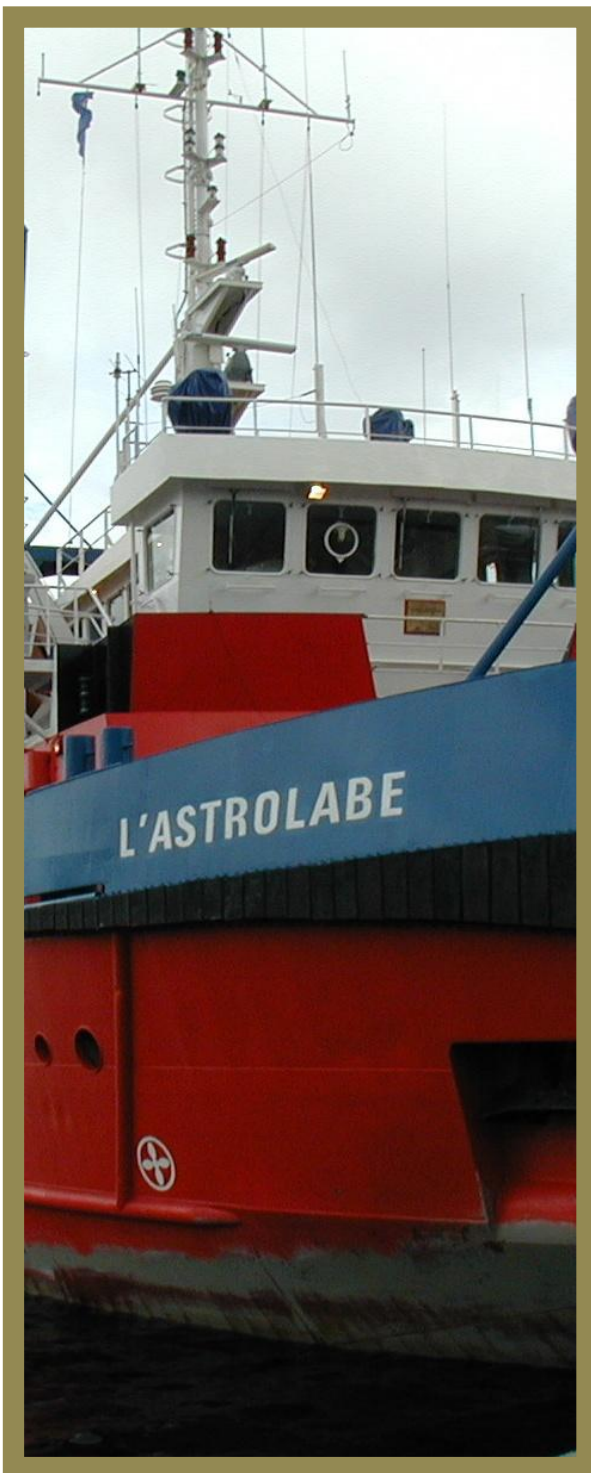
- Businesses serving the Antarctic, subantarctic and Southern Ocean community are a key industry sector for Tasmania. This sector has grown principally because Hobart, as an important international Antarctic gateway, provides the hub of Australia's Antarctic Program.
- The 2006 – 2007 Antarctic Expenditure Survey recently revealed that the Tasmanian Antarctic sector was worth approximately \$147.7 million for the 2006-2007 financial year. This is broken down into \$93.1 million for Tasmanian-sourced goods and services, labour and other expenses. Externally-sourced goods and services, labour and other expenses came to \$54.6 million. The table below details the size of the total annual Antarctic sector expenditure and its breakdown from the 1994-1995 to the 2006 - 2007 financial years.

Table 1: Antarctic Expenditure 1994-1995 to 2006-2007

	1994-1995	1995-1996	1996-1997	1997-1998	1998-1999	1999-2000	2000-2001	2001-2002	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007
	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m
Total expenditure by Antarctic-related groups in Tasmania	82.48	82.74	81.63	91.57	87.85	91.77	95.68	103.03	115.70	113.14	126.40	132.11	147.73
Expenditure on goods and services sourced in Tasmania	35.57	36.48	38.65	43.89	41.62	44.12	45.30	52.23	67.16	72.30	73.22	77.24	93.17
Expenditure on goods and services sourced outside Tasmania	46.91	46.26	42.98	47.68	46.23	47.65	50.38	50.80	48.54	40.84	53.18	54.87	54.56



- Most of the expenditure incurred in Tasmania can be attributed to organisations operating within the State such as the Australian Antarctic Division. There are other entities that source their goods and services, as well as labour from Tasmania. This includes foreign Antarctic Programs operating from the State.
- Previous research has shown a steady growth in the Tasmanian Antarctic sector. At the end of 1994-1995, the sector was worth \$82.5 million. Since then it has grown to its current size of \$147.7 million in the 2006-2007 financial year. This represents a total aggregate growth of 79.1%, which corresponds to an average annual growth rate of 6.1%.
- Growth in Tasmanian-sourced goods and services for the Antarctic sector has grown favourably with the growth of the overall Antarctic sector, gaining a market share which is more than 2.5 times its original size in the 1994-1995 financial year. The total aggregate growth of Tasmanian-sourced goods and services during the 13 year period is 162%, which corresponds to an average annual growth rate of 12.5%.
- There has been a large increase in the size of the Australian Antarctic sector since the introduction of the Tasmanian Government's first Antarctic, sub-Antarctic and Southern Ocean Policy in 2001. Up until this time, the growth was averaging at about 3.4% annually. After the policy, the average growth increased to 7.4% annually.
- Expenditure on Antarctic-related wages has increased at a fairly consistent rate over the past five years. The total increase in expenditure on wages during this period corresponds to an average increase of 10.5% per annum.



Appendix 5: Value of Antarctic and Southern Ocean ships using Port of Hobart

- The regional Port of Hobart services bulk commodities and general container cargo, and supports scientific, tourist and maintenance facilities.
- It is also an important port for international and regional ships assessing the Antarctic, subantarctic and Southern Ocean waters.
- Vessel operators and crew members berthing in Hobart contribute to Tasmania's economy by accessing fuelling, provisioning, stevedoring, maintenance, accommodation and recreational services.
- The French Antarctic vessel L'Astrolabe uses Hobart as its home port and gateway to the Antarctic when conducting marine science research and resupply activities to Dumont D'Urville. Typical expenditure by the French Antarctic Program as a consequence of L'Astrolabe using Hobart to resupply Dumont D'Urville station is estimated at \$535 000 per ship visit
- International fishing vessels, such as the South African vessel, Isla Graciosa, and Spanish vessel, Galaecia, also make a significant economic contribution to the Tasmania economy when they use Hobart as a gateway port to access the Antarctic. In 2003, these vessels conducted exploratory fishing activities in the Ross Sea in accordance with the CCAMLR conservation measures. For each ship visiting Hobart, the approximate expenditure is estimated to be in excess of \$170 000 per visit. Expenditure included fuelling, provisioning, ship maintenance and crew accommodation services.

Appendix 6: Tasmanian Polar Network's Interests

- The TPN's vision is for Hobart to become the pre-eminent international gateway to the Antarctic, Subantarctic and Southern Ocean, and to supply cold climate goods and services throughout the world.
- The TPN's mission is to promote Tasmania as an international centre of excellence for the supply of cold climate goods and services, and as the supplier of choice to operators in cold regions with an emphasis on the Antarctic, Subantarctic and Southern Ocean.
- Each year the international community spends \$US700 million on Antarctic science alone. This expenditure, together with associated investment in logistics and supply for tourist and other operations, represents another major opportunity for competitive local suppliers. The Network is actively targeting international Antarctic Programs to use the Port of Hobart as 'the Gateway to East Antarctica'
- Tasmanian industry is an internationally competitive supplier of many Antarctic goods and services ranging from foodstuffs to environmental engineering expertise. A key component of the Network's efforts to exploit current and emerging business opportunities is to market the State's capabilities to a wide audience of Antarctic and cold climate operators. Often, the fact that Tasmania as a whole can supply a wide range of goods and services will be essential for individual companies to secure individual contracts, necessitating a cooperative marketing approach focused at a general industry level.
- The effective communication and promotion of these natural competitive advantages to targeted national Antarctic programs and organisations is crucial to further development of the Antarctic sector in Tasmania. By actively increasing the number and satisfaction of Antarctic programs and organisations based in Hobart, the Antarctic sector will increase in size, diversity and economic value. With strategic and targeted marketing activities the TPN is ideally positioned to communicate these competitive advantages to potential targets.



Appendix 7: The Tasmanian Polar Network

- The Tasmanian Polar Network is an organisation of more than 60 members drawn from all areas of the Tasmanian Antarctic community including private businesses, educational institutions, research bodies and government agencies.
- Due to its geographic location, Hobart has over 200 years of association with the Antarctic continent. This long association with the Antarctic has enabled the State to develop and attract world class expertise, and many of these experts have formed the TPN.
- The TPN is a central point of contact for all Antarctic business related enquiries.
- The TPN members are able to provide a wide range of specialised goods and services including:
 - Land, air and sea transport
 - Waste management
 - Shipping agents, provisioning and port services
 - Specialist clothing
 - Tourism, accommodation and conference facilities
 - High technology, communication printing and design
 - Engineers and consultants
 - Fuels and gasses
 - Education, research and industry support services
 - Building and other supplies



Appendix 8: The Tasmania Maritime Network

The Tasmania Maritime Network is a group of leading-edge, competitive and sustainable shipbuilding and maritime businesses producing innovative products and services of exceptional quality including

- High speed passenger and vehicle ferries of up to 100m plus
- Ship components and parts
- Marine engineering and metal fabrication services
- Ship refit, repair and maintenance of merchant, fishing, defence and research vessels
- Ship fit outs
- Instrumentation and electronic systems
- Marine evacuation and inflatable rescue systems
- Marine consultancy
- Maritime education and training services
- Provisioning
- Maritime clothing and personal floatation devices

The refit, repair, maintenance, provisioning and supply of maritime services to the sea trade, Antarctic and Southern Ocean, cruise tourism, defence and fishing industries in Port of Hobart makes a significant contribution to the shipbuilding and other maritime industry in southern Tasmania.

Appendix 9: Network Members

Tasmanian Polar Network members

ACE CRC
Adventure One Pty Ltd
Antarctic Spirit
Antarctic Tasmania
APCO Engineering
Australian Antarctic Division
Australian Bureau of Meteorology
BOC Gases
BP Australia - Marine
Clarence City Council
Colbeck & Gunton (Tas) Pty Ltd
CSIRO Marine & Atmospheric Research Division
Dept of Foreign Affairs & Trade
Doherty Hotels Pty Ltd
Fiomarine Industries Pty Ltd
Helicopter Resources Pty Ltd
Hobart City Council
Hobart International Airport Pty Ltd
IASOS (Inst. Antarctic & S'thern Ocean Studies)
Icewall One
Images of Antarctica
Imbros Pty Ltd
Industry Capability Network Tasmania (ICNTAS)
Irina Gan - Translator / Liaison
John Clennett's Mitre 10
Lester Franks Survey & Geographic Pty Ltd
Marcom-Watson Group
Metocean Services International Pty Ltd
Monson Shipping Pty Ltd
Moonraker Australia Pty Ltd
Nekon Pty Ltd
Ocean Frontiers
Oceania Maritime Services Pty Ltd
OfficeMax Australia Ltd
P&O Maritime Services
Poles Apart
Purdon & Featherstone
Quarantine Tasmania Quark Expeditions
Royal Tasmanian Botanical Gardens

Saunders & Ward Pty Ltd
Sinclair Knight Merz
Skytraders Pty Ltd
Southern Cross Equipment
Tasmanian Museum & Art Gallery
Tasmanian Ports Corporation
Tasmanian Shipping Supplies
Taylor Bros (Slipway Engineering) PL
The Ice Box
Tony Hughson
Tweezy New Media
Veolia Environmental Services
W. Chung Sing & Co Pty Ltd
William Adams Pty Ltd

Tasmania Maritime Network members

APCO Engineering
Asia Pacific Marine Institute
Austal Ships
Australian Maritime College
CleanLift
Colbeck and Gunton
Institute of TAFE Metal Trades
Fiomarine
Incat Australia
Liferaft Systems Australia
Moonraker Australia
Muir Windlasses Australia
Pivot Maritime
Plastic Fabrications
P&O Maritime Services
Revolution Design
Richardson Devine Marine
Riley Industrial & Marine
Sabre Marine
Stormy Australia
Tasmanian Shipping Supplies
Taylor Brothers