

SENATE STANDING COMMITTEE ON LEGAL AND CONSTITUTIONAL AFFAIRS
AUSTRALIAN CUSTOMS AND BORDER PROTECTION SERVICE

Question No. 29

Senator Brandis asked the following question at the hearing on 24 May 2012:

Senator BRANDIS: What is the cost of fuel for Border Protection Command's patrol vessels in each of 2011-12 and 2012-13?

Mr Carmody: I do not know whether we have the cost of fuel. We have someone beavering away to look for it.

Senator BRANDIS: It just seems to me that the amount of money you spend on fuel, discounted by movements in the price, would be a very clear indicator of the amount of movement in the level of activity. Can you get those figures for me, please.

Mr Carmody: We will attempt to get them as soon as we can and, if we cannot, we will provide them on notice.

...

Senator BRANDIS: You said you have daily figures, going back how far?

Mr N Perry: This is just based on our daily usage costs.

Senator BRANDIS: Are those volumetric as well as cost figures?

Mr N Perry: It is in litres per day—that is how we have calculated it—and we work on what the broad fuel cost rate is for diesel fuel.

Senator BRANDIS: You have got a document in front of you that tells us how many litres per day have been used by the Border Protection Command fleet?

Mr N Perry: No, I do not; I have what we consume on a daily basis.

Senator BRANDIS: Sorry, I meant consumed by the Border Protection Command fleet.

Mr N Perry: That document is in-confidence because it has a lot of operational data in it.

Senator BRANDIS: Can you please extract from that document merely the litres per day figure and provide that to me?

...

Mr Carmody: We will attempt to get them extracted and provide them on notice.

Senator BRANDIS: So could you extract from that table—leaving out operational matters detail, obviously—the daily fuel cost. How far does that go back, please?

Mr N Perry: We will have to go back to historical records to extract the type of data that you are asking for. So I would prefer—

Senator BRANDIS: Why don't we go back to 1 July 2008?

Mr Carmody: We will take that on notice and get it to you.

Senator BRANDIS: Thank you.

...

Senator BRANDIS: What is the fuel budget for 2012-13?

Mr Carmody: I think we will have to take that on notice.

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

1. The following table details the cost of fuel for Customs and Border Protection vessels under the operational control of Border Protection Command in the 2011/2012 financial year against patrol days during this period. It also details expected expenditure on fuel for 2012/13 against forecast patrol days in 2012/13.

Financial year	Patrol days - actual or target					Fuel cost/ fuel budget
	ACV <i>Ocean Protector</i>	ACV <i>Triton</i>	ACV <i>Ashmore Guardian</i>	Bay Class fleet	Combined total	
2011/12	121	312	331	2315	3077	\$10.550m
2012/13	120*	240*	330*	2400*	3090*	\$8.603m ⁺

* Target ⁺Budget

The difference between fuel cost in the 2011/12 financial year and budgeted fuel for the 2012/13 financial year has been caused by additional ACV *Triton* days, and refuelling at the end of the financial year.

2. The average fuel consumption per operational patrol day for Customs and Border Protection vessels under the operational command of Border Protection Command is:

	Litres of fuel per vessel per day		
	2009/2010	2010/2011	2011/12
ACV <i>Oceanic Viking</i> (*) ACV <i>Ocean Protector</i> (⁺)	22,021*	18,129 ⁺	20,393 ⁺
ACV <i>Triton</i>	10,822	9,867	6,524
ACV <i>Ashmore Guardian</i>	300	300	300
Bay Class fleet	1040	984	981

Statistics for the 2008/2009 financial year have not been included as only Bay Class fleet fuel figures are available (1,076L per vessel per day). Decreases in fuel use result from the use of more efficient vessels (for example, the change from the ACV *Oceanic Viking* to the ACV *Ocean Protector*), increasing familiarity with the economic operation of contract vessels, different types of operational activities and the commencement (in 2011) of an operational policy requiring economical steaming as opposed to best speed. Economical steaming uses less fuel than best speed.

3. The Customs and Border Protection fuel budget for operating vessels under the operational command of Border Protection Command is currently forecast to be \$8,603,000 for the 2012/13 financial year.