

Inquiry into the policy, regulatory, taxation, administrative and funding priorities for Australian Shipping

Woodside Response to Questions on Notice : Hearing 9 September 2020

Additional Questions On Notice (due 9 October 2020)

1. Do you anticipate registering your potential new LNG bunkering tanker as a Regulated Australian Vessel or a Domestic Commercial Vessel?

A final investment decision is yet to be made. The bunker vessel would not be owned or operated by Woodside. Woodside would enter into a time charterparty arrangement with a vessel owner to among other things operate the vessel, under which the vessel owner is required to comply with all relevant Australian laws, regulations and marine orders.

On this basis, and pursuant to currently proposed arrangements, we understand the vessel would be a Regulated Australian Vessel under the Navigation Act 2012.

2. You mentioned there may be a shortage of available skills - what qualifications will the seafarers on board require that may be in short supply?

Woodside has not yet made a final investment decision to proceed with the project and therefore the proposed vessel owner and operator has not commenced seeking seafarers.

However, being a small scale LNG vessel with LNG bunkering capability, and with a different type of LNG storage system to large LNG ships, this would be a new class of vessel in the Australian maritime sector. Certain officer positions on board the vessel will require specific skill-set combinations including STCW Advanced Gas qualifications and SIGGTO recognised competencies, plus dynamic positioning certifications, supported by a requirement for actual sailing and LNG bunkering experience.

Subject to a final investment decision, Woodside expects the vessel owner/operator would recruit Australian seafarers with the necessary qualifications for these positions. Should there be insufficiently-qualified Australian seafarers on delivery of the vessel, the vessel owner/operator would commence operations with officers drawn from their international crewing pool. This would be a bridging measure, allowing sufficient time to train an Australian crew, build the necessary experience, and verify their competencies.