



Bass Island Line Update – edition 60

Smooth sailing for cars

Bass Island Line (BIL) is pleased to confirm that the containers for transporting light vehicles on *John Duigan* have now been loaded onto the vessel in Geelong and are available for use.

This is in line with our stated commitment to provide protected stow for vehicles on *John Duigan*.



All aboard: Cars will be protected on board *John Duigan*.

These containers will be available for cars at all ports of call. They are 'side door containers' which allow cargo to be easily secured within the container and accessed in order to easily load/unload.

As we reported last week, if there are more than six cars making a booking on the vessel, customers will be given the option to park their car on the deck or to defer to a future sailing.



Containers: *John Duigan* at the Port of Grassy.

Cargo update

John Duigan is already doing a great job transporting freight to King Island since it came into service a few weeks ago.

Total King Island freight movements (north and southbound cargo) are listed below:

Type	Tonne
General	2,420
Fertiliser	2,464
Livestock	488
Total	5,372

Thank you



Minister: Sarah Courtney, Minister for Primary Industries and Water speaking at the King Island community event.

BIL would like to again thank everyone who came along to the community event and official naming ceremony for *John Duigan* on 18 May.

Feedback from those who attended has been positive.

We certainly enjoyed organising the event and bringing it to King Island. Thank you all for your hospitality on the day.

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Open letter to the King Island community

Recently TasPorts and Bass Island Line (BIL) have been subjected to unreasonable criticism about the shipping service we run for the King Island community.

This needs to be corrected.

Making Grassy Port safe

It is wrong to suggest that TasPorts' newly appointed Harbour Master changed the operating parameters of the Port of Grassy to advantage BIL.

Grassy is, and always has been, declared a day port. Dispensations for night navigation have been granted to small vessels and based on a safety assessment of each vessel. The recent introduction of larger vessels in the 50 to 80 metre length range prompted a safety review of the port by the Harbour Master, and the decision was taken to remove the option for vessels to apply for an exemption for night navigation. This decision **applies to all operators, including BIL.**

The decision was taken **in the interests of safety of the port and surrounding environment.**

There have been a number of false claims made in the media in relation to this matter that must be corrected.

- It is **false** to suggest that vessels have sailed into the port without incident. In fact there have been several groundings in recent years.
- It is **wrong** to claim that staff rostering is the solution. Grassy is a small port. There is simply not enough customer demand to justify operating it 24/7.
- It is **reckless** to claim that self-regulation is suitable for navigation at Grassy. Not only is the risk of self-regulation to the safety of personnel, ships and the environment too high, but TasPorts actually has a responsibility to the State to regulate the port.
- It is **misinformed** to reject the maximum wind speed requirement of 25 knots. In fact this is the standard agreed to by MAST a decade ago for the Port of Grassy following a number of groundings at the port.
- It is **unproven and unlikely** that the new parameters will impact cattle MSA grading. The port's operating parameters should have no impact on port users or their customers, assuming adequate planning to comply with the daylight requirements.
- It is **untrue** to assert that the John Duigan docked at night on 16 May. In fact the vessel arrived at the Port of Grassy at 2.45pm that afternoon.
- It is **misleading** to suggest that the vessel was unloaded despite the new parameters. In reality the vessel was unloaded and reloaded into the evening *by prior arrangement* with the landside Stevedores. Not only is this in compliance with the operating parameters but it is also an option available to all vessels using the Port of Grassy. These parameters have been communicated to other major vessel port users.

To repeat: the decision to remove the night navigation exemption at Grassy was taken **in the interests of safety** and for no other reason. We remain committed to working with all customers to find safe, practical solutions especially as we move into winter with shorter days and rough weather.

Thank you

Neither TasPorts nor BIL is above criticism. All that we ask is that feedback and commentary is provided with respect and with due regard to the facts. That is how the vast majority of our customers and stakeholders interact with us and I want to say thank you to you all for your support and your decency.

In the meantime, TasPorts and BIL will continue to get on with the job, day in and day out, of delivering a vital lifeline to the community of King Island.

Paul Weedon, CEO TasPorts