

From: Kym Sayers [REDACTED]@spiritoftasmania.com.au>
Sent: Thursday, 6 March 2025 3:28 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Copies of offer/counter offers re Spirit 4 leasing

I will need to get advice on this one.

Can I ask why?

Kym Sayers
Acting Chief Executive Officer



T: Out of Scope [REDACTED]
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Spirit of Tasmania
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From: [REDACTED]
Sent: Thursday, 6 March 2025 3:16 PM
To: Kym Sayers [REDACTED]@spiritoftasmania.com.au>
Cc: [REDACTED]
Subject: [EXTERNAL] Copies of offer/counter offers re Spirit 4 leasing

Hi Kym

Are you able to provide copies of the offer/counter offer negotiations re leasing of Spirit 4 that were mentioned in the RMM on 13/2/25? We were advised there was an offer and a counter offer from TT-Line as there were matters of difference including regarding the length of the proposed lease. The Treasurer would like to see a copy of these exchanges.

Cheers,

Office of the Hon Eric Abetz MP
Minister for Business, Industry and Resources
Minister for Transport
Leader of the House
Liberal Member for Franklin

Phone: **Out of Scope**
Level 10, 15 Murray Street, Hobart 7000
www.premier.tas.gov.au

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Released under RIA

From: Kym Sayers <Out of [REDACTED]@spiritoftasmania.com.au>
Sent: Friday, 7 March 2025 3:07 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: Offer / Counter Offers - Private and Confidential
Attachments: Offer from s.39 [REDACTED]
[REDACTED]

PRIVATE AND CONFIDENTIAL

Hi [REDACTED]

As requested, please find attached the relevant email exchange from our Broker that reflects the offer and counteroffer with s.39 [REDACTED] and the interest from and the offer back to s.39 [REDACTED]

As discussed between our Chair and the Minister, it is extremely important that this information does not get into the public domain.

As you would be aware, confidentiality in negotiations such as these, both current and future, is critical and both parties to these negotiations requested the details be kept confidential and in return we made representations that we would comply with their requests.

If the detail of these discussions is released in any forum, the Company's credibility will be significantly damaged which will in turn negatively impact on the Company's ability to participate in future commercial discussions or negotiations for either vessel to the detriment of both the Company and the State.

Kind Regards,

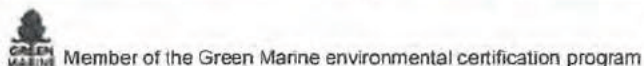
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From: Kym Sayers <Out of [REDACTED]@spiritoftasmania.com.au>
Sent: Monday, 3 March 2025 9:42 PM
To: [REDACTED]
Subject: Ministerial Update - Revised document
Attachments: TT-Line Spirit of Tasmania IV Update.pdf

Importance: High

Apologies, please find updated document following a couple of edits from the Chair.

Kind Regards,

Kym Sayers
Acting Chief Executive Officer



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From: Kym Sayers
Sent: Monday, 3 March 2025 9:23 PM
To: [REDACTED]
Subject: Ministerial Update

Evening,

Following on from this morning's meeting, please find attached a briefing paper with requested information.

In response to the questions on the Scottish Government, we went back through all our correspondence and the Broker had advised that two representatives from the Scottish Government were inspecting the vessel. Upon goggling the names to put their titles in this document, we found that they are actually City of Edinburgh Council Officers. They have both been involved in previous refugee housing projects that were promoted by the Scottish Government, so we feel this was a genuine oversight by the Brokers.

Kind Regards,

Kym Sayers
Acting Chief Executive Officer



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3 March 2025

Spirit of Tasmania IV

Charter Options

TT-Line has received a significant amount of interest in the potential charter options of the new vessels. The key consideration for any charterer is the technical specifications of the vessel and whether it will be compatible with the port infrastructure. As a result, whilst numerous enquiries have been made, once the technical specifications and general arrangement drawings are provided, it can result in a quick determination that the vessels would not be suitable for the proposed operations.

Early enquiries were made by:

s.39

s.39

inspected SOT IV on two separate occasions whilst the vessel was still in Finland, including one visit with seven technical representatives. Ultimately the specifications of the vessel were not compatible with the intended operations and discussions were concluded.

Further interest was received from:

s.39 continued to make enquiries and the Broker expected to receive an offer (which was ultimately not forthcoming)

s.39 that has a government award to operate ferry services from Spain, France and Italy to Algeria.

s.39 in eastern Mediterranean.

s.39 who have a client who is interested in starting a ferry service between Rosyth, Scotland and Dunkirk, France.

s.39 - new operator looking to start a ferry service between Bergen, Norway and Newcastle, UK.

s.39 - specialise in vessel accommodation solutions.

s.39 interest in an accommodation charter in California for displaced residents from the recent fires.

s.39 inspected the vessel in Scotland on 13th January 2025 and TT-Line was advised by the Broker that two representatives from the Scottish Government would also be inspecting the vessel.

These representatives were identified as s.39 who have since been identified as two City of Edinburgh Council Officers Out of Scope and Out of Scope They inspected the vessel on 20th January 2025.

Both these individuals have worked previously on other refugee accommodation projects that have been promoted by the Scottish Government so this is considered to be an innocent error on the part of the Broker. The City of Edinburgh Council is a local authority that governs the city, while the Scottish Government is responsible for national issues.

Following the inspections, a formal quote was provided by s.39 and discussion progressed beyond technical specifications to include crewing and provision of goods and services.

s.39 provided a signed Letter of Intent on 12th February 2025.

s.39 have requested, and TT-Line agreed, to complete confidentiality all through discussions given the UK political sensitivities surrounding the proposed option.

While other parties did not specifically seek confidentiality (in the way that s.39 did) it is reasonable to assume that they would regard their dealings with the Broker as confidential.

TT-Line will likely soon be in the market to lease SOT V and will ultimately be in the market to sell SOT I and II. If commercial parties lack faith in TT-Lines capacity to keep commercial information confidential it may impact on the capacity to obtain value in future commercial dealings.

Broker

After a tender process, TT-Line appointed Clarksons as their exclusive broker to explore charter options.

Clarksons is the world's largest shipbroker. Founded in 1852, Clarksons offers its' diverse and growing client base an unrivalled range of shipbroking services, sector research, on-hand logistical support and full investment banking capabilities in all key shipping and offshore sectors. The Group employs about 2,000 people in 64 offices in 24 countries across its four divisions (Broking, Financial, Support and Research). The Group is listed on the main market of the London Stock Exchange - www.clarksons.com

The arrangement with Clarksons is a commission based one and as such no fees have been paid.

Mobilisation Plan

TT-Line has been preparing a mobilisation plan that it will now enact.

- **Departure Date** - The exact departure date from Scotland is not yet known. The logistics of the mobilisation plan, including crewing, port stop overs and refuelling options on the return journey will need to be worked through before setting an exact departure date, however it is anticipated that this would be sometime in May. A key consideration is ensuring the operations of existing vessels are not impacted by the crewing requirements for the new vessel.
- **Cost of delivery voyage** - The exact cost of the deliver voyage cannot yet be determined as will be dependent on final crew numbers, length of the voyage and refuelling options. We have previously advised that we estimate it to be circa \$4m.
- **Delivery crew numbers** - the final crew numbers is still to be determined. TT-Line has been working on a MOU with the unions for the mobilisation journey. An EOI process will be undertaken to identify the crew that will participate in the return journey.
- **Berth Location** - TT-Line and TasPorts are working collaboratively on possible berthing locations. TasPorts have presented several options, and the option of spending some time at anchor rather than alongside a berth for a period will also be considered. The vessel is expected to spend some time in Hobart for final fit out and training.
- **Alternate uses** - all options for a use for the vessel will be considered if commercially viable and there is no impact to the operations of SOT I and SOT II



Leith Berthing Costs

TT-Line have previously advised that the costs incurred to berth at Leith to December 2024 were \$1.005m and the estimated ongoing monthly costs would be \$600k, excluding departure costs from Leith.

Once finalised costs are received an updated cost incurred can be provided.

Tasmanian Berthing Costs

The costs expected to be incurred to berth the vessel in Tasmania will ultimately depend on the location (at berth or at anchor), total crew numbers, and ancillary services required. The major increase in costs to berth in Tasmania (compared to Scotland) is the increase in required crew. Whilst the number of crew has not yet been finalised, the cost per month is expected to be in the vicinity of \$870k (compared to an estimated \$340k in Scotland).

Released under RFI

From: Kym Sayers <Out of [REDACTED]@spiritoftasmania.com.au>
Sent: Tuesday, 4 March 2025 11:12 AM
To: [REDACTED]
Subject: RE: Ministerial Update – Revised document

Importance: High

Apologies – The Board has now requested a change – s.27 [REDACTED]
[REDACTED]
[REDACTED]

Kind Regards

Kym Sayers
Acting Chief Executive Officer



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Duplicate

From: Kym Sayers <Out of [REDACTED]@spiritoftasmania.com.au>
Sent: Tuesday, 4 March 2025 8:38 AM
To: [REDACTED]
Subject: SOT IV Charter Options - Speaking Notes
Attachments: SOT IV Charter Options - Speaking Notes.docx
Importance: High

Ken asked me to send this through.

Released under RTI

Spirit of Tasmania IV – Charter Options

- TT-Line took delivery of Spirit of Tasmania IV (**SOT IV**) in Rauma, Finland in early September 2024 where it remained temporarily to undergoing final remediation of outstanding defects and minor work required by TT-Line.
- Due to the delays in completion of the port infrastructure required to operate new vessels in Devonport, storage options for the vessel were explored.
- Due to severe cold temperatures and ice pack formation expected in Rauma, it that SOT IV would need to be relocated from the RMC prior to 30 November 2024 to avoid the vessel being ice locked until early 2025 and potentially cause damage to the vessel which has not been designed for these ambient temperatures.
- The Government indicated support for exploring options to mitigate the costs associated with delays in putting the vessel in service, including lease / charter opportunities.
- Storage options were assessed with Scotland determined to be the most appropriate option, operationally and commercially, and it provided the best location to explore vessel charter opportunities in the European region.
- Interest in a charter option was expressed immediately with one European company sending representatives to inspect the vessel in Finland on the 8th November 2024 and again on the 13th November 2024. It was ultimately determined that vessel was not suitable for the intended use.
- SPOT IV was relocated from Rauma, Finland to Leith, Scotland for temporary storage at the end of November 2024.
- On 7th December 2024 TT-Line appointed Clarksons, the world's largest shipbroker, as their exclusive broker to explore all charter options.
- Early enquiries were made from 14 parties – 12 expressed interest in utilising the vessel for ferry operations and two expressed interest in utilising the vessel for accommodation solutions.
- All interested parties were provided with the technical specifications and general arrangement drawings for the vessel.
- On 13th January 2025, two representatives from a party interested in utilising the vessel for an accommodation solution, inspected the vessel in Scotland.

- On 20th January 2025, two representatives from an agency that may provide support for an accommodation solution, also inspected the vessel in Scotland.
- Discussions continued with interested parties for both ferry operations and accommodation solution options.
- On the 22nd January 2025, through the Broker, an offer for a long term charter was received.
- This option provided a potential opportunity for \$20 - \$30m in revenue over a 12 month period and was considered appropriate to fully explore to determine if it was a viable option.
- Discussions continued over the coming weeks, as the potential details were considered.
- The negotiations did not get to the stage of being able to present a firm agreed position to the TT-Line Board, or the Government, for approval.
- It was ultimately determined that this option was not going to reach a final agreed position.
- Interest in the vessel as a charter option continues to be received, but no viable options are considered to be available at this time.
- The decision has been made to mobilise a crew to deliver the vessel to Tasmania.

From: Kym Sayers <Out of Scope>@spiritoftasmania.com.au>
Sent: Sunday, 2 March 2025 8:03 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: TT-Line q's

Hi Adam,

Answers below in blue with some context provided in red but this is not for release.

Happy to discuss if needed.

Kind Regards,

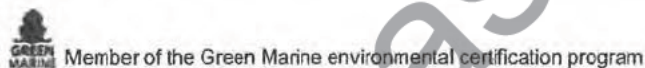
Kym Sayers
Acting Chief Executive Officer



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-----Original Message-----

From: [REDACTED]
Sent: Sunday, 2 March 2025 2:29 PM
To: Kym Sayers <kym.sayers@spiritoftasmania.com.au>
Cc: [REDACTED]
Subject: [EXTERNAL] TT-Line q's

Hi Kym

GMO have advised they will need answers on the below for the Premier tomorrow. Can you please advise. Happy to discuss - imagine some will be easier to respond to than others.
Adam

When will the ship leave Scotland? Exact date has not yet been determined. We will work through the logistics of the mobilisation plan, including crewing, port stop overs and refuelling options on the return journey before setting an exact date. We anticipate this would be in May.

The crewing is the biggest challenge in this process. We cannot risk not having sufficient crew for existing vessels and therefore need to wait until the majority of the day sails have finished.

s.27

How much will it cost to return the ship? The exact cost cannot be determined as will be dependent on final crew numbers, length of the voyage and refuelling options. We have previously advised that we estimate it to be circa \$4m

How many crew will be required? This is still to be determined. We are working on an MOU with the unions for the mobilisation journey. We will undertake an EOI process to identify the crew that will participate in the return journey.

We have been engaging with the Union (MUA) for some time. We have agreed in principle on an MOU but this does not include final crew numbers – this will be a critical issue and s.27

Where will the ship be stored when it arrives? We are working with TasPorts on the possible options. TasPorts have presented several options, we will also consider spending some time at anchor rather than alongside a berth for a period. We expect to spend some time in Hobart for final fit out and training.

We do expect Hobart to be the most viable option, but if alternate uses are found for the vessel, there may be a better option. If we are going to be required to come on and off the berth regularly (e.g. for other vessels such as cruise ships) it may be better for us to be at anchor rather than alongside.

What will happen to the ship between now and when the berth is finished? We will explore all options for a use for the vessel, but only commercially viable options will be considered

If we carry one passenger, we will be required to have a minimum 72 crew s.27

For freight option there is currently no port infrastructure that would support loading and discharge in Tasmania, and we would not want to spend any money on temporary infrastructure. But we will do the analysis on a number of options.

Will it operate or sit idle? We will explore all options for a use for the vessel, but only commercially viable options will be considered

As per above s.27 but will explore all options

How much \$\$ has been spent to berth spirit to date? We have previously advised that the costs incurred to December were \$1.005m and the estimated ongoing monthly costs would be \$600k, excluding departure costs from Leith.

We are still finalising February accounts so I cannot provide a more accurate cost incurred to date at this time.

How much \$\$ did we spend on brokerage fees? Nil

Our commercial in confidence agreement with the broker provides that we only pay a brokerage fee if the vessel is chartered

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From: Limkin, Craig (StateGrowth)
Sent: Monday, 18 November 2024 6:42 PM
To: [REDACTED]
Subject: Fwd: TT-Line vessel replacement and Terminal 3
Attachments: TT-Line vessel replacement and Terminal 3.DOCX

Sent from my iPhone

Begin forwarded message:

From: "McIntyre, Denise" <Denise.McIntyre@stategrowth.tas.gov.au>
Date: 18 November 2024 at 17:28:31 AEDT
To: "Office of the Deputy Secretary Strategy, Housing, Infrastructure and Planning" <DeputySecretarySHIP@stategrowth.tas.gov.au>, "Limkin, Craig" <Craig.Limkin@stategrowth.tas.gov.au>
Cc: "[REDACTED]"
Subject: TT-Line vessel replacement and Terminal 3

Hi QTB updated with info on Leith.

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QUESTION TIME BRIEF

SUBJECT: TT-Line vessel replacement and Terminal 3 infrastructure

Updated: 11/11/2024

KEY MESSAGES

- The Tasmanian Government is committed to delivering the key port infrastructure upgrades at the Port of Devonport to support the arrival of the new *Spirit of Tasmania* vessels as quickly, safely, and efficiently as possible.
- The Tasmanian Government has made a series of important interventions to ensure the interests of Tasmania come first in the coordinated delivery of this important infrastructure and the improved services it will support. This has included:
 - accepting the resignation of the TT-Line Chair, TasPorts Chair and TT-Line CEO
 - the appointment of Ben Moloney and Peter Gemell to provide project assurance and strategic infrastructure advice
 - strengthening the governance arrangements for TasPorts and TT-Line, including issuing Ministerial Directions and the announcement of Government Business governance reforms.

Talking Points:

- Opportunities to accelerate the critical path and reduce delay risks have been thoroughly explored by the TT-Line Subcommittee of Cabinet and Quaylink Project Review and Assurance Steering Committee.
- The Government has accepted the Steering Committee's advice received in October that the time and costs required to implement temporary modifications to berths 1 and 2 were too great for the constrained benefits that could be achieved. The security and safety of existing operations was also a key consideration.
- Shareholding Ministers will update the Ministerial Directions to TasPorts and TT-Line to reflect the agreed way forward.
- Work on the site is progressing. TasPorts completed initial works at the location of Terminal 3 that is to become the Devonport berth for the new vessels on 8 July.
- TT-Line received possession of the main site in July and is working with its contractor to deliver the new Terminal 3 as soon as possible. Site establishment works were completed in August 2024 and earthworks started in October. Landsite structures and marine foundation works are commencing mid-November.
- TT Line is working to deliver new berth within the committed timeframe – October 2026 to February 2027.

- The recent storm event in Finland has not impacted the timeframe for the delivery of the Spirit of Tasmania V, or the contract price.

Spirit IV Leith Layup

- Spot IV is being berthed temporarily in Leith, Scotland.
- Overall rates and required services for the layup at Leith are still being negotiated. The high level estimates reported in the business case for the review of berth one included facility fees, crew manning costs, fuel costs, consumables and insurance – all of which would be incurred if the vessel were laid up somewhere in Australia, which includes Tasmania.
- The facility fees that will be incurred in Leith are on a sliding scale, depending on services required and the time in port. The first two weeks will be in the vicinity of £45k per week and thereafter estimated to be £12k per week. These fees are indicative and taken from the on line rates advertised by the Forth Port, Scotland. There would be arrival and departure costs on top of this.
- TT- Line is looking at options to lease or charter the vessels to a third party from when they are completed to when

Terminal 3 is ready. This would provide both a financial return and avoid vessel storage costs.

- Advice from TT Line is that the best opportunity to secure a charter, and to access the best markets, is for the vessel to remain in Europe.
- To bring the vessel out to Tasmania, and then return to Europe to access available charter opportunities, would take approximately 3 months. This is time that removes the vessel from that best charter market and would be at least 3 times more expensive than the estimated total cost of keeping the vessel in Europe.

Political Lines:

- For Minister's Office to insert

Background and Facts

Spirit of Tasmania (SPOT) vessels

- TT-Line took possession of the first new Spirit of Tasmania vessel (i.e. SPOT IV) on or around 12-13 September 2024 (noting time difference between Tasmania and Finland), with the second vessel (SPOT V) anticipated during the first half of 2025.
- SPOT IV is being relocated to Leith, Scotland for temporary storage.
- Spirit of Tasmania V is expected to be finished in the first half of 2025.
- TT-Line is looking at options to lease or charter the vessels to a third party from when they are completed to when Terminal 3 is ready. This would provide both a financial return and avoid vessel storage costs.
- Once the SPOT vessels are delivered to TT-Line, approximately three months for travel and final fit out in Hobart is required before they are ready for service.
- Terminal/Berth 1, the current Devonport berth for the existing Spirit of Tasmania vessels, is not suitable in its current configuration for berthing the new vessels (i.e. not long enough, not the preferred depth and the ramp cannot provide multi-level access).
- TT-Line took ownership of the Spirit IV following a formal handover at Rauma Marine Constructions' yard in Finland on 13 September 2024.
- On 2 November 2024 (Tasmanian time) hurricane force winds experienced at Rauma in Finland caused the SPOT V to break loose from RMC's outfitting quay.
- The presence of a tug and two barges between the vessel and quayside prevented serious damage to the hull. RMC is still completing the vessel for handover, TT-Line has not taken legal ownership of the vessel.

Terminal 3 delays

- The development of Terminal 3 is a joint effort by TasPorts and TT-Line, undertaken under a formal Agreement for Lease (AFL), signed July 2022. A key element of the AFL was a clear separation of the responsibility for various components of the development works by TasPorts as the landlord and TT-Line as the tenant.
- The TT-Line project is understood to have a reported overall budget of \$375 million.
- Until November 2023, it had been forecast that the new terminal would be completed in time for the arrival of the first new vessel in August 2024. It was

anticipated to be primarily delivered by the contractor that was already onsite building the associated wharf at Terminal 3 on behalf of TasPorts.

- During December 2023 and January 2024, TT-Line revised its forecasts indicating completion in May 2025, but award of the main works contact was anticipated in February 2024 and interim operation arrangements for the new vessels were being explored.
- The Project Integrator (Peter Gemell) appointed in December 2023 by the Department of State Growth at Government's request provided an initial report to the Department. The report, delivered on 12 February 2024, made important recommendations that were communicated to TT-Line and TasPorts and the expectation was that they would be acted upon.
- TT-Line chose to continue to manage its Terminal 3 project in the manner it considered appropriate and subsequently changed its procurement approach and did not award the main works contact until July 2024, with a revised forecast of completion in January 2026. However, this date was subject to TT-Line finalising its designs which required revision due to identification of challenging geotechnical conditions at the location of the gantry to be used to unload and load to new vessels. Taking into consideration design revision delays and other potential delays, the schedule risk analysis recently completed by TT-Line concluded that completion on the new berth would not be achievable until late 2026 or early 2027.
- With the prior understanding that the new terminal would not be completed in time for the new vessels, the Project Integrator had again worked with both TT-Line and TasPorts in May and June 2024 to assist in the identification of the most appropriate available interim operation arrangements for the new vessels. TasPorts and TT-line were directed in July 2024 to proceed with associated activities.
- The option to modify the existing Spirit of Tasmania berth to temporarily accommodate the new vessels and relocate the adjacent SeaRoad berth southwards to make sufficient space between vessels, ultimately proved to be the only safe viable option. However, after the required planning and design of this option, and exploration of a lower cost option that didn't prove to be operationally safe, the Department's report in October 2024 concluded that the time and costs required to implement these modifications were too great for the constrained benefits that would be achieved.
- TT-Line contracted BMD in July 2024 to construct the initial stage of the development for approximately \$220 million. It is understood that this contact does not include the Terminal Building, Temporary Terminal Building (modular

construction), Passenger Exit Screening Canopy / Building, Warehouse Building, Fixed Passenger Walkway or security / CCTV.

- The initially contracted date for completion of the work in the BMD was January 2026
- The contractor is entitled to extensions of time under certain circumstances, including delays in the provision of design information by TT-Line's consultant design team.
- There are presently delays to the provision of design information.
- The required initial works by TasPorts at the location of Terminal 3 prevented access for geotechnical investigations required by TT-Line. These geotechnical investigations were completed in May 2024 and the observed geology was significantly different to the assumed profiles, requiring a complete redesign of marine foundations, structures and superstructures.
- Notwithstanding the above, throughout the redesign process, the delivery team identified significant concerns around the viability of the lead designer moving forward throughout the project.
- The impact of design related delays through to the end of the project have been forecast to potentially be in the range of 3 to 9 months, depending on how current and future issues regarding design team capacity are addressed.
- To minimise the extent of current delays and reduce the risk of future design related delays, strategies have been developed to assign additional or substitute design consultants for specific packages.

Interim operating solutions

- TasPorts was asked to assess the infrastructure requirements to allow the new vessels to use Berth 1, as well as working with TT-Line to understand operational challenges.
- A potential challenge identified was that the Harbour Master advised that the new vessels cannot be at Berth 1 while any SeaRoad vessel is arriving or departing Berth 2.
- The companies worked closely with government to explore solutions, including the installation of one or more 'Dolphin' piles between Berth 1 and Berth 2. However, this will require more time to complete and will constrict access to Berth 2. SeaRoad operations will be computer simulated in early October 2024 to determine if this would be operationally functional and safe.
- Even if the proposal is functional and safe for the existing SeaRoad vessels, consideration may need to be given to the wider new SeaRoad vessel forecasted to be commissioned late 2025 or early 2026.

- It is noted that TasPorts undertook an assessment of the Port of Hobart as a temporary berth. Macquarie Wharf 6 is not an operational option as infrastructure is nearing end of life and limited to foot traffic only. Some passenger-only (vehicles and on-foot) services from Hobart may be possible, though vehicle queuing could be an issue.

SOC Governance

- The events have prompted leadership changes for TasPorts, TT-Line and within Cabinet:
 - Michael Grainger, the Chair of TasPorts resigning on 14 August 2024
 - Bernard Dwyer, CEO TT-Line announcing his resignation in September, effective 3 November 2024
 - Stephen Bradford, Chair TasPorts, announcing his retirement from October 2024
 - The Hon Michael Ferguson MP resigning all Cabinet positions on 15 October 202
- On 3 November 2024 the government announced Government Business Governance Reforms. Under this work the government is considering the merger of TasPorts, TT-Line and TasRail. Other reforms include:
 - Updating the principal objectives of the business to put Tasmania's economic growth first
 - Putting Tasmanian people at the top of all organisation charts
 - A minimum 50 per cent board members are Tasmanian
 - Legislatively require that the two Shareholding Ministers' roles cannot be undertaken by the same person
 - Mandating board renewal by limiting the number of years directors and chairs can serve
 - Introducing gateway reviews and project assurance process for large projects
 - Introducing board performance reviews
 - Despite the issues to date with TT-Line's management of the project, transferring responsibility to TasPorts or another party at this time is not recommended as it will further delay the project. TT-Line has an established commercial agreement with a capable contractor that has already commenced work onsite. The focus needs to be on delivering the works rather than changing commercial relationships.

- Significant improvements have been made recently to the management and governance of the Terminal 3 project by TT-Line, to increase the certainty of efficient delivery of the project, including:
 - the appointment by TT-Line of a senior project director to be responsible for leading the delivery of the Terminal 3 project. This consultant successfully delivered Spirit of Tasmania's berth at Geelong has commenced directing TT-Line's delivery team and reports to the TT-Line Board
 - TT-Line has established a Project Oversight and Steering Committee chaired by the TT-Line Board Chair, with the other members consisting of relevant members of TT-Line's executive leadership team and the State's appointed Director Project Review and Assurance.
 - TT-Line is establishing improved time, cost, safety and quality controls and systems and is in the process of supplementing its management capacity and capability.

Cleared by:

Deputy Secretary

Contact Officer:

Out of Scope

From: Limkin, Craig (StateGrowth)
Sent: Thursday, 30 January 2025 4:22 PM
To: [REDACTED]
Cc: McIntyre, Denise (StateGrowth)
Subject: Suggested Lines Spirit Update

Hi [REDACTED]

Here are the agreed words between Ken and I noting here is going to also double check with his board at 4:30 when they discuss the leasing matter. I note at this stage the Oversight Committee is schedule for 11am to receive the update and consider it. I have committed to sharing with Ken any changes prior to a final version going out publicly tomorrow.

TT Line has provided the Government with an update on the process of leasing the vessel. The Company has received interest in leasing of the vessel and has several live negotiations including an offer from an interested party. To protect the State's commercial interest and ensure value for money, TT-Line requires time to finalise terms and conditions prior to a final decision being made on whether to proceed with the lease. We expect this process to be completed by late February 2025 and will provide further information at this time.

Happy to chat
Cheers
Craig!

Craig Limkin PSM (he/him)
Secretary - Department of State Growth
Level 6, 4 Salamanca Place, Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001
www.stategrowth.tas.gov.au

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From: [REDACTED]
Sent: Thursday, 12 December 2024 11:01 AM
To: [REDACTED]
Subject: RE: Standard response - TT Lines
Attachments: TT Line responses.docx

Hi [REDACTED] see responses attached. Neither [REDACTED] nor I have an electronic version of the ad – [REDACTED] will though.

From: [REDACTED]
Sent: Wednesday, December 11, 2024 5:49 PM
To: Search [REDACTED] Out of Scope
Subject: RE: Standard response - TT Lines

Hi there

I'm still chasing this standard – apologies if you have sent it but I can't find it.

I note the ads in the paper on the weekend, perhaps you could just send me the pdfs of those, and I'll send these out.

Many thanks

From: [REDACTED]
Sent: Thursday, December 5, 2024 9:31 AM
To: [REDACTED] Out of Scope
Subject: RE: Standard response - TT Lines

Sorry [REDACTED] I have been busy with scrutiny. Will send through asap.

From: [REDACTED]
Sent: Thursday, December 5, 2024 9:28 AM
To: [REDACTED] Out of Scope
Subject: RE: Standard response - TT Lines

Hi there

Just chasing this urgently please.

Thanks

From: [REDACTED]
Sent: Tuesday, December 3, 2024 8:21 AM
To: [REDACTED]
Subject: RE: Standard response - TT Lines

Hi [REDACTED]

[REDACTED] is refreshing this and will send through.

From [REDACTED]
Sent: Sunday, December 1, 2024 9:12 PM
To: [REDACTED]
Subject: Standard response - TT Lines

Hi there

We have several pieces of corro regarding the TT Line and the new spirits.

Do you have an approved standard response that I can use rather than just referring to your office all the time please.

Many thanks

[REDACTED]

Office of the Hon Jeremy Rockliff MP
Premier of Tasmania
Minister for Tourism and Hospitality
Minister for Trade and Major Investment
Liberal Member for Braddon

Phone [REDACTED] **Out of Scope**
Level 11, 15 Murray Street, Hobart 7000
www.premier.tas.gov.au

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From: Kym Sayers <Out of Scope@spiritoftasmania.com.au>
Sent: Wednesday, 13 November 2024 8:53 PM
To: [REDACTED]
Subject: TT-Line Scotland Storage Costs

Hi [REDACTED]

We have looked at the numbers and provide the following:

TT-Line has found the best economic solution for the storage of Spirit of Tasmania IV at Leith in Scotland. Leith is also a safe and sheltered locked port – that is the sea level does not rise and fall.

While the arrangement with Forth Ports at Leith is a commercial one, vessel port and layup costs in Hobart are more than 60% higher than Leith.

For your information only, not to be disclosed:

Relocating the vessels to Tasmania at this time would add approximately \$8 million (fuel, crew costs, port charges) to overall costs if the vessel was then to be returned to Europe (\$4m each way), as the company is currently reviewing the market in Europe via brokers for potential lease options, so it makes sense to leave Spirit of Tasmania IV there while that work is undertaken.

Kind Regards,

Kym Sayers
Acting Chief Executive Officer



T: Out of Scope
M: [REDACTED]
E: [REDACTED]@spiritoftasmania.com.au
W: spiritoftasmania.com.au

From: Kym Sayers **Out of Scope**@spiritoftasmania.com.au>
Sent: Tuesday, 5 November 2024 12:08 PM
To: [REDACTED]
Subject: FW: Update on key matters surrounding the TT-Line Spirit of Tasmania / Quaylink issues

Importance: High

Follow Up Flag: Follow up
Flag Status: Flagged

Hi [REDACTED]

As discussed, below is the email requesting weekly reporting on a number of items. Some of the items have not been raised by the Minister previously, so not sure why we are being requested to report weekly on them.

Can you please give some guidance as to what are the key items required to be updated, and in what format, for us to review?

Kind Regards

Kym Sayers
 Acting Chief Executive Officer



T: **Out of Scope**
M: [REDACTED]
E: **Out of** [REDACTED]@spiritoftasmania.com.au
W: spiritoftasmania.com.au

From: Office of the Deputy Secretary Strategy, Housing, Infrastructure and Planning
 <DeputySecretarySHIP@stategrowth.tas.gov.au>
Sent: Wednesday, 30 October 2024 3:06 PM
To: Damian Bugg **Out of Scope**@spiritoftasmania.com.au>; Kym Sayers **Out of Scope**@spiritoftasmania.com.au>
Cc: Office of the Deputy Secretary Strategy, Housing, Infrastructure and Planning
 <DeputySecretarySHIP@stategrowth.tas.gov.au>; **Out of Scope**@spiritoftasmania.com.au>; **Out of Scope**@stategrowth.tas.gov.au>
Subject: [EXTERNAL] Update on key matters surrounding the TT-Line Spirit of Tasmania / Quaylink issues
Importance: High

Hello Damian and Kim,

I am emailing on behalf of Denise McIntyre, Deputy Secretary at Department of State Growth

The Minister is reporting weekly on TT-Line/Quaylink on key matters.

For example

- **Out of Scope** [REDACTED]
- [REDACTED]
- [REDACTED]
- Leasing or Chartering the vessels
- **Out of Scope** [REDACTED]

Out of Scope

Can you please provide a weekly update by 4pm every Thursday on this matter, starting this week.

Also, Denise asks if you are both able to share your contact number with her?

Kind Regards,

out of scope

Strategy, Housing, Infrastructure and Planning | Department of State Growth
Level 6, 4 Salamanca Place, Hobart | GPO 536 Hobart, Tasmania, 7001
Ph: Out of Scope @stategrowth.tas.gov.au
www.stategrowth.tas.gov.au

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