

Question 1: What is the nature of the costs that you (or your DCV sector) incur? This can include for example charges recovered by AMSA for fee-based activity, any relevant jurisdiction-specific fees and charges, accredited marine surveyor costs, etc and can include one-off and regular costs.

- It would be useful if you could provide an indicative estimate of the current annual costs of a DCV operator within your subsector in your jurisdiction.
- It would also be useful if you could provide an indicative estimate of the percentage increase or decrease in these costs since 2017–2018.
- The Panel is also interested in understanding the annual cost for the same/similar services incurred by you (or your DCV sector) under the pre-National regulator state-based system

I bought my vessel, Domino, in October 2020 for \$50k knowing that it was grandfathered and that I will be able to operate in the Whitsundays straight away because of the Cert of Operation that came with the sale. I had AMSA coming down doing their investigation and giving me a list of things I need to work, which I did straight away. Ever since then I have probably invested \$40-50k to maintain her up to standard, replace, rebuild and upgrade the vessel. However, some of the things were accepted by AMSA because of the grandfather clause that I didn't have to worry about. If this clause will get taken away, I am probably looking at another \$80,000-150,000 possibly more to get my vessel up to the current standard.

My yearly profit is not even \$10k because I invest everything back into her (yearly revenue is \$80k). I am not able to make more money with Domino, because of my current Permit situation. I don't have a 365 permit, where I can operate all year long. We do have a 50 day permit! As you can imagine taking the grandfather clause away from my vessel would mean I can sell the vessel and lose my business.

Question 2: What are the considerations that you believe should be taken into account in determining whether full or partial recovery of the costs of the National System is appropriate, and to determine the level of cost recovery? Please provide examples to support/illustrate your response.

If someone is paying for the recovery costs, I would be open to it. But quite frankly, I don't believe that the National System would pay up to \$150,000 to help small businesses like mine.

Question 3-5:

To be honest I have no idea, I am just a small town girl who is trying to survive in this world.

Question 6: What are the industry subsectors most likely to be affected by the proposed winding back of grandfathering arrangements?

You will be taking products away from the market, that the tourists in the Whitsundays love and appreciate. Every vessel owner is trying their best to live up to the MSQ Standards. If anything, arrange more routine meetings to check if the vessels are still operating under the expected safety standards.

Question 7: What is the nature of the impacts that these subsectors are likely to experience? For example, survey costs, costs of upgrades to vessels, costs of upgrading crew competencies, difficulties finding crew with requisite competencies, etc.

High maintenance costs, finding qualified maintenance personal, upgrading crew competencies, for all these higher costs, I won't be able to ask for a higher ticket price at the customer/ no one is covering for these costs.

Question 8: What form/s of targeted support do you consider would be effective in assisting the DCV fleet impacted by the phased withdrawal of grandfathering arrangements?

Finding someone who is paying for the loss, additional costs.

Question 9: What are the relevant economic impacts and/or costs or resourcing implications (positive or negative) of any of the recommendations in the draft Report that the Panel should consider?

Loss of businesses, less products in the Whitsundays, Financial loss for the past year for updating a vessel that might not be able to operate in the Whitsundays again.