

Member	Roma Britnell	Electorate	South West Coast
Period	1 April 2024 to 30 June 2024		

Regulation 6 - Expense allowance and electorate allowance	
Total amount paid to member for electorate allowance	\$14,470.75
Total amount paid to member for expense allowance	\$3,340.96

Regulation 7 - Motor vehicle allowance	
Total amount paid to member for motor vehicle allowance	\$0.00
Member did not receive the motor vehicle allowance in the previous quarter and member has elected to receive the motor vehicle allowance for this quarter	No

Regulation 9 - Parliamentary accommodation sitting allowance	
Total amount paid to member for parliamentary accommodation sitting allowance	\$7,139.44
Suburb in which the member's parliamentary accommodation is located	Melbourne

Regulation 10 - Travel allowance claims					
Date from	Date until	Reason for travel	Total amount paid	Town or city in which accommodation was located	Value of the accommodation
12-Mar-24	13-Mar-24	Meeting with constituents	\$350.00	Portland	\$296.00

Total number of nights for travel allowance claims 1
Total amount paid to member for travel allowance \$350.00

Regulation 11 - Commercial transport allowance claims					
Date from	Date until	Reason for travel	Total amount paid	Mode of transport	Value of transport

Total number of nights for commercial transport allowance claims 0
Total amount paid to member for commercial transport allowance \$0.00

Regulation 12 - International travel allowance claims			
Date from	Date until	Reason for travel	Total amount paid
21-Mar-24	27-Apr-24	Electoral & Shadow Ministerial business- research & develop policy Ports & Freight	\$7,172.68

Total number of nights for international travel allowance claims 37
Total amount paid to member for international travel allowance \$7,172.68
See attached travel report for further details

PARLIAMENTARY TRAVEL REPORT

United Kingdom and Europe

Report of the review of agriculture, ports, wind Farm Infrastructure and issues

affecting South West Coast

March 21st to April 26th 2024

ATTENDEES:

Ms Roma Britnell MP

**Shadow Minister for Ports and Freight, Boating and Fishing and
Child Protection**

Member for South West Coast

1. Purpose

This report is to provide details of the trip undertaken in March/April 2024 to review the following.

- 1) Research and develop policy in portfolio of Shadow Minister for Ports and Freight and review the infrastructure of ports in Europe and the United Kingdom.
- 2) Research into renewable energy infrastructure in Europe and the United Kingdom. Focusing on Offshore Wind Infrastructure.
- 3) Review of the trend for larger vessels to move away from heavy fuel oil to reduce carbon footprint, as Shadow Minister for Ports and Freight.
- 4) Research into UK agriculture policy and specifically policy relating to dairy farming and relative to electorate of South West Coast.
- 5) Review of transport between capital cities, specifically trains and Fast Rail as Shadow Minister for Ports and Freight.
- 6) Self-education of Australian military involvement on the Western front during World War 1, and representing the South West Coast during wreath laying ceremony.
- 7) The review was undertaken by myself and I was also accompanied by a volunteer who acted as my assistant by attending meetings and assisting with research.

2. Summary

The trip was invaluable to gain understanding of the following:

- 1) Future proofing the Port of Melbourne, challenges of ship rationalisation on a world scale and how this will impact Melbourne.
- 2) The trend for major shipping companies towards alternate fuels for vessels and moving away from Diesel. Many of the larger vessels are now using Liquefied Natural Gas (LNG) as the fuel source.
- 3) The United Kingdom and Europe both rely on renewables for the generation of power, but this is always supplemented with energy supply such as nuclear to provide baseload power.
- 4) Countries like the United Kingdom are moving away from Onshore Wind. The towers are seen as visually obstructive.
- 5) The offshore wind towers that were viewed off the coast of Edinburgh and the UK were clearly visible. These offshore wind turbines are much smaller than the turbines proposed for of the South West Coast.
- 6) Offshore wind is prevalent in the UK and Europe, although nowhere in the world has offshore wind been installed in way of a whale migration zone and nursery.
- 7) Battery installations are installed as part of the electricity infrastructure in the UK, although these batteries are only used to balance the system and not as a baseload source of power as proposed by the Victorian Government.
- 8) The offshore industry in the UK were taken by surprise by the announcement of the reduced offshore wind zone off the South West Coast. Industry is now reconsidering if this reduced size will make investment in the offshore wind infrastructure financially viable.

- 9) The visit to the UK and related meetings assisted with ongoing understanding of agricultural policies and how they may relate to the South West Coast agricultural industry.
- 10) The majority of cities in the UK and Europe are serviced by fast rail with the trains capable of travelling at speeds up to 300km/hr. This is comparison to the current rail network connecting Warrnambool and the South West Coast to the Melbourne CBD where the trains are speed restricted due to track and train reliability and maintenance. All services have food and drink services, even with limited travel times.
- 11) Visiting the Western Front in person was the only way I could have achieved a full understanding of the horrors that these young Australian's experienced and was extremely important in allowing me to have an understanding of Australia's role in WW1 and the immense loss of lives.

3. Travel and Accommodation

This trip included the following expenses as part of the annual overseas travel allowance.

- a) Flights from Melbourne to Italy and return France to Melbourne. \$3248.00
- b) Flights from Italy to Edinburgh. \$512.00
- c) Car hire in the UK. \$1167.00
- d) Car hire intercity fee and insurance (\$444.92 GBP) \$844.48
- e) Trains. \$449.50
- f) Accommodation in Civitavecchia 1 night \$185.00.
- g) Accommodation in Rome 2 nights \$766.70.
- h) Accommodation in Edinburgh 2 nights \$747.00.
- i) Total travel expenses **\$7172.68**.
- j) Other travel costs met personally.

4. Review observations.

22nd – 23rd March Venice

Visited Venice to understand how a city that optimises water for Freight movements because there is no other option. To the Port with Filippo Rossi. And boat driver Giuseppe. Who shared with us the challenges they faced managing Port infrastructure such as maintenance of pylons. The public transport system that operates water buses run on time system.

24th - 25th March Naples

Took the train to Naples to get an understanding of and also to experienced a high speed train. The journey was 6 hrs. The train had vending machines for hot beverages and snack food types, a feature that isn't to be included in new trains for SWC the Labor government have reported. The train also had ample storage space at the end of each carriage for storage and also toilets. Also of note was the paperless ticketing system. The train was full. Stopped at many stations.

People continually got on and off with allocated seats and the train seemed to be full most of the time.

On the 25th of March met with Antonio Esposito and did a tour of the port and looked at the cruise terminal and ferry facilities.

26th – 27th March Rome.

Met with Nicola Fratoianni member of Parliament, known as the chamber of deputies. Did a tour of the Italian Parliament.

28th March Civitavecchia

Visit to port and meeting with fishing cooperative and tour of vessel Vincenzo Padre. Met with the Fisherman of whom many were repairing their nets whilst we visited and told us about the fishing Industry of the area in the Mediterranean.

1st April Gibraltar

Met with Chris White. Ex Royal Navy.

Tour of the port of Gibraltar, second busiest Strait in the world, second only to Dover straits.

Discussed about the change of vessels towards cleaner fuel such as Liquefied Natural Gas (LNG) and Methane. Diesel is being phased out and talked about the particularly dirty diesel that is used in vessels. (Heavy Fuel Oil).

One third of the Gibraltar economy is generated by internet gambling, another third by tourism and one third through the port due to the port authority selling fuel cheaper than anywhere else in the world. Gibraltar are waiting to see which way shipping companies head in relation to cleaner fuel and expects this will drive the country bunkering change to these fuel types.

Gibraltar leading the way with the first wave energy plant connected to the grid in the world. Gibraltar also, have an LNG plant on the Port which generates electricity.

During the visit it was of interest to see wind turbines visible in Gibraltar on the mountain. You could also clearly see the turbines on the coast of Morocco which is 20 km away. This gave a good sense of comparison to the proposed offshore wind farms along the South West Coast. Given that the turbines were clearly visible.

April 2nd Cartagena

Visited the Port of Cartagena Spain. Manufacturing business called Navantia has a shipbuilding yard here. Australia has a number of Navy vessels that were designed and or built at Navantia.

April 4th Barcelona

Meeting with Director of Princess cruises, Corinne steel. Discussed Carnival Cruise Line plans to be Carbon neutral by 2050. All new vessels will be powered by LNG gas. Current LNG bunkering facilities available in Mediterranean Ports and US Ports.

Discussed potential implications of Carnival Cruises vessels visiting Australian ports particularly Victoria. Princess Cruises latest ship is fully LNG. Barcelona is a port that can be used for LNG bunkering. The day we met was the second time only that the ship had bunkered for LNG. The whole ship crew had to be trained in the processes needed to meet all the safety requirements.

April 5th Marseille

In Marseille was able to witness the vessel *Gas Vitality*, that is the first LNG bunkering vessel ever produced in the country of France.

April 10th Edinburgh

Met with Anni Piirainen Head of Technical Project Management and Nancy McLean deputy project director manager from Bluefloat Energy. Discussed the offshore wind industry in UK to establish an understanding of social license, capacity and visual effects, etc.

Very successful and informative meeting. Was informed that nowhere in the world has an offshore wind farm been installed in the path of a whale migration pathway or whale nursery. Blades on the offshore wind turbines have a lifespan of approximately 12 years before requiring replacement. Discussed the taxation benefits to treasury in Scotland versus the UK, given the sea floor is owned by the crown. Also discussed the challenges of burying cables against the costs of above ground. Discussed that wind and solar alone cannot meet the needs of any community for energy as the technology is not available yet for any storage to a level that would meet a consistent need.

April 11th Stirling

Meeting with Chris Homer and Katie Diver. Farming operation owners and managers on Isle of Bute. Discussed issues and attitude towards renewable energy from local community. Also, security issues and learnings from foot and mouth disease outbreaking 2011. Discussed current trend for on farm bio digesters and the government subsidies for energy. Also discussed lack of farm labour since Covid 19.

April 12th Liverpool

Visited Peel Port and met with director of Port, Philip Hall. Discussed demand for Port to improve decarbonisation footprint. Also discussed security operations at the port, particularly having 16 of their own Police in same uniform as Liverpool and legislated by the Parliament to be able to protect the Port. Discussed issuing of critical Worker passes which were a development from Covid that has remained to ensure the critical infrastructure is staffed. Discussed port ownership and leasing arrangements.

April 13th Wiltshire

Visited a value added property in Chisbury, Wiltshire. Chisbury Lanes farming operation includes a large herd of dairy cows milking 1200 cows across four surs, as well as considerable investment in cropping. Very large operation in UK terms. Also, the owners had diversified to add an ice cream venture which was selling to a niche market. Discussed the food handling considerations and insurances etc required for the operation, The manufacture of the Ice cream requires a pasteurisation machine, which are now commercially viable for small enterprises.

April 14th – 15th Portsmouth

Travel from Portsmouth and down to Brighton to view the offshore wind farms that are prevalent along this coastline. Was valuable to gain an understanding of the visibility of the wind farms of the coast given the government's proposal for offshore wind off the South West Coast.

April 16th Dover

Met with Rory Elston and Will his site engineer, the mechanical engineers and civil engineers who provided a tour of the Richborough energy Park in Sandwich, and inspected the 100 MW battery operation that was commissioned in December. Was able to assess the visual impact, noise, emissions and infrastructure requirements to accommodate the Park, both economically and sustainably.

Also viewed the offshore wind farms in the vicinity to again assess visual impact.

April 17th London

Visited DP World Gateway, London Port where I met with Charlie Allen, Director of Government Relations and Public Affairs. Discussed DPWorld global operations and how the London Port arrangement compared to the current lease arrangement at the Port of Melbourne. Was given a tour of the port.

April 18th London

Met with Mierug Raymond, a Welsh farmer who was the previous president of the National farmers union, United Kingdom. Discussed UK agriculture and subsidies and free trade agreements.

April 21st Ypres

Did a tour of Flanders, specifically relating to the involvement of the First Australian Imperial Force Visit Fromelles, Pheasant Wood Cemetery where the remains of 250 Australian soldiers were buried after being found nearby the wood. Visited the museum of the Battle of Fromelles before heading towards the Australian Memorial Park built on the old front line. Visited Hill 60, to discuss the Australian 1st Tunnelling company and underground warfare.

After lunch, visited Polygon Wood, an Australian memorial and location of the yearly ANZAC service, Tyne Cot Cemetery and Passchendaele Museum. In the evening laid a wreath at Minin Gate Ypres.

April 22nd Amiens

Did a tour of the Somme. Visited Villers Bretonneux to see the Victoria School, then to the Australian Memorial Park in Villers Bretonneux and visited the newly built Sir John Monash Centre.

Visited Le Hamel to see the memorial dedicated to the Australian Imperial Forces built on the battlefield where Sir John Monash led the battle on 4th July 1918.

After lunch head to Lochnagar Crater and discussed the Battle of the Somme. Then to Pozières to visit the site of the Windmill; Moo Cow Farm and the Memorial to the 1st Australian Division, Thiepval Memorial, the largest CWGC's memorial bearing 72 000 names of soldiers who have no known grave.

The 2 day tour of the Western Front was exceptional and was extremely important in allowing me to have an understanding of Australia's role in WW1 and the immense loss of lives. I have laid a wreath on Anzac Day in the South West Coast for the last 9 years and intend to continue doing so. Visiting the Western Front in person was the only way I could have achieved a full understanding of the horrors and what these young Australian's experienced.