

AUSTRALIAN GREENS DISSENTING REPORT

- 1.1 The Australian Greens oppose the *Shipping Legislation Amendment Bill 2015* (the bill) in its entirety.
- 1.2 The Australian Greens supported the referral of the bill to the Senate Regional and Rural Affairs and Transport Committee because we were concerned that the bill would have a destructive impact on our coastal shipping industry and workforce in Australia.
- 1.3 The Greens note that the Australian shipping industry has proved itself to be efficient, clean and safe, but the government is putting it all at risk with this bill.
- 1.4 The majority report has not captured the full breadth of impacts that this legislation would have on our local shipping industry.
- 1.5 Deregulation of our coastal shipping sector in Australia will lead to a loss of Australian jobs, and will allow ships on the seas that are not up to scratch and risk polluting our oceans and coastlines with oil spills.
- 1.6 This bill represents the government's response to a reduction in Australian shipping, but rather than facilitating an increase will send it over the cliff – the provisions in this bill mean we may see a rapid end of Australian coastal shipping almost entirely.
- 1.7 The committee received a notable submission which highlighted a range of technical shortcomings in the government's basis for deregulation, namely in its Cost Benefit Analysis (CBA). This submission noted “[The CBA] fails to appropriately set the scope of the assessment – in other words, whose costs and benefits count. It appears to include millions in benefits to foreign-owned companies, with little consideration of Australian workers. It adopts an unorthodox approach to the value of labour, without adequate justification, or quantification of losses to seafarers. While the methodology is unclear, there appears to be an unstated \$74 million present value loss to Australian seafarers in the CBA.”¹
- 1.8 The basis of the bill is further undermined in independent analysis, noting “neither the [Regulatory Impact Statement] RIS nor the CBA are documents that provide a sound basis for decision making and policy development. Both largely ignore the economic context of the coastal shipping industry and contain various omissions and technical flaws that reduce their usefulness.”²
- 1.9 Senators on the committee heard from many stakeholders, including shipping owners who submitted to the inquiry into this bill and presented at its public hearing, who do not want to see the legislation passed. We note that the industry wants certainty, and removing existing reforms that have only been in place since 2012 would be a destabilising move.
- 1.10 The Australian Greens oppose this bill. We urge the government to keep the current legislation and do thorough consultation with the aim of reaching an agreement that stakeholders

¹ The Australia Institute, *Submission 30* p.4

² *ibid* p.5

can support, rather than having the industry and workers lurching from one government to another with destabilising changes each time.

Recommendation 1

1.11 The Australian Greens recommend that the Senate reject the bill.

Senator Janet Rice
Australian Greens