



By email: rrat.sen@aph.gov.au
[Submissions due by: 21 August 2015]

Committee Secretary
Senate Standing Committee on Rural and Regional Affairs and Transport
PO Box 6100
CANBERRA ACT 2600

Dear Committee

Re: Shipping Legislation Amendment Bill 2015

The University of Tasmania, through its specialist institute the Australian Maritime College, TAFE NSW Hunter Institute and the Challenger Institute of Technology formed the National Maritime Training Partnership (NMTP) to further collaboration with respect to maritime training and education associated with ocean-going seafarer qualifications. The NMTP is pleased to make a submission in response in the consultation phase of the development of the Shipping Legislation Amendment Bill.

In consideration of the importance of coastal shipping activities to the wider maritime sector we would urge the Senate Committee to consider options that will allow more deep-rooted benefit to Australia through the coastal trading permit system.

The current provision allows for an Australian citizen, OR an Australian resident OR a person who holds a relevant visa to be appointed to two senior positions on board international ships trading in Australian coastal waters. This does not seem robust enough in policy terms to ensure the right quality and quantity of maritime skills are retained by Australian nationals. There is no mention of the need for Australian qualifications to be held by those appointed to these senior positions. Mindful of the high regard with which AMSA qualifications are rightly held, this is a missed opportunity.

The issues are more profound still as there is little in the existing provisions to encourage the development of future generations of seafarers. These seafarers are the ones who, given sufficient experience, can fill those critical senior positions on ships trading around Australia's coastline. But for seafarers to gain the right experience then positions in more junior roles must also be held.

Furthermore it is senior seafarers who are the ones who will go on to exercise control of safety around our coastline, to conduct the inspections of ships visiting our ports and to be responsible for the ongoing quality of our professional seafaring qualifications. If experience on board ships is denied to Australians, then these critical functions too will inevitably be assigned to the 'international marketplace'.



In particular we would urge the Senate Committee to consider ways in which:

- The granting of coastal trading permits can be linked to training of the next generation of Australian seafarers. This could be achieved by requiring operators to provide training berths aboard their vessels and supervision to seafarers under training.
- The cost of training can be borne, at least in part, by those who are permitted to operate in the coastal shipping operations of Australia.
- Priority be given to Australian nationals, not just visa holders or residents, in the appointment to positions required to be filled on board ships trading on the coast of Australia and that preferably they should hold qualifications issued by the Australian Maritime Safety Authority.

Such actions may help provide a pathway for the next generation of seafarers into meaningful positions of responsibility on board ships trading around the coast of Australia. Importantly this pool of qualified mariners will help provide for the next generation of mariners to fill positions ashore in education, regulation, marine pilotage and port management.

Signed on behalf of the National Maritime Training Partnership:

Professor Neil Bose, Principal-Australian Maritime College, University of Tasmania

Captain John Lloyd, Professor, Australian Maritime College, University of Tasmania

Mr Rob Wolter, Director | Industry and Resources, Hunter TAFE NSW

Captain Nihar Rai, Director Maritime Studies, Challenger Institute of Technology

Mr Duncan Powrie, Program Manager Maritime Studies, Challenger Institute of Technology

Dated this: 5th Day of August 2015