

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Supplementary Budget Estimates 2015 - 2016

Infrastructure and Regional Development

Question no.: 125

Program: Senate Standing Committees on Rural and Regional Affairs and Transport
(Shipping Legislation Amendment Bill 2015)

Division/Agency: Australian Maritime Safety Authority

Topic: 2009 Hong Kong International Convention for the Safe and Environmentally
Sound Recycling of Ships

Proof Hansard Page: 110 (19 October 2015)

Senator Gallacher, Alex asked:

Senator GALLACHER: Was Australia involved in the discussions around this convention?

Mr Kinley: We did have a representative at the convention, from my recollection.

Senator GALLACHER: AMSA had a representative?

Mr Kinley: I would have to confirm who it was—whether it was us or Environment.

Senator GALLACHER: Are we considering ratifying it? Is that within your remit?

Mr Kinley: It is not at the top of our list at the moment. I would have to check where it sits at the moment with relation to how far off it is coming into force internationally. I guess if I look at our strategic priorities at the IMO, our interests are predominantly as a coastal state and ship recycling is of prime interest to big ship owning states.

....

Senator GALLACHER: What countries have ratified it? Are you able to tell us that?

Mr Kinley: I would have to take that on notice. I do not have that with me.

Senator GALLACHER: In 2009, the Hong Kong Convention was established by the International Maritime Organization, which Australia is a member state. Can you provide an update on the status of the government support? Are we still supportive of it?

Mr Kinley: I can take that on notice—

....

Senator GALLACHER: With ship breaking activity posing an enormous threat to health and safety of workers involved and also to the marine environments surrounding the yards, perhaps the minister can provide detail of when his government is proposing to sign this convention?

Senator Colbeck: I will have to take that on notice, Senator Gallagher. I do not have the detail with me of our proposal to sign it. Mr Kinley has already given you a detail of the process that we would go through if we were to sign.

Answer:

1. Australia was represented at the International Conference on the Safe and Environmentally Sound Recycling of Ships held in Hong Kong, China, from 11 to 15 May 2009. The Australian delegation consisted of:
 - the Australian Maritime Safety Authority;
 - the then Department of Infrastructure, Transport, Regional Development and Local Government; and
 - the Australian Consulate-General, Hong Kong.

The diplomatic conference agreed/adopted the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009, which was then opened for signature by any State at the Headquarters of the Organization from 1 September 2009 to 31 August 2010.

2. The Convention has been signed, subject to ratification, by Italy, the Netherlands, Saint Kitts and Nevis and Turkey. Congo, France and Norway have ratified the Convention, whose combined merchant fleets total approximately 1.98 per cent of the gross tonnage of the world's merchant fleet.
3. Australia has a number of well-established practices and legislation in place to ensure the health and safety of all workers and to minimise any risks posed to Australia's environment. Furthermore, as Australia has a relatively small ocean going fleet and no large ship breaking and recycling industry, ratification of the Convention is not a priority at this point in time.

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Question no.: 126

Program: Shipping Legislation Amendment Bill 2015
Division/Agency: Australian Maritime Safety Authority
Topic: Container Handling at Australian Ports
Proof Hansard Page: 111 (19 October 2015)

Senator Gallacher, Alex asked:

Senator GALLACHER: We have heard about some of these issues where the new cranes are picking up eight containers in a pack, and our cranes cannot do that.

Mr Kinley: Again, I would have to go away and confirm that. But not that I am aware of.

Answer:

The loading and discharge of container vessels at terminal ports are undertaken by private stevedoring companies.

The Australian Maritime Safety Authority (AMSA) is aware that there are examples of up to four 20 foot containers, or two 40 foot containers being lifted with special lifting appliances at high throughput container terminals such as those found in China. AMSA does not know what limitations or conditions have been applied by the equipment manufacturers for such lifting arrangements.

AMSA is not aware that any similar multi-container lifts have occurred at any Australian ports.

AMSA has no knowledge of gantry cranes that are capable of lifting eight containers in a pack.