



The MUA 10-Point Plan to Rebuild the Australian Shipping Industry

1

BUILD POLITICAL AND STAKEHOLDER CONSENSUS FOR POLICY AND REGULATORY STABILITY IN NATIONAL SHIPPING POLICY, based on recognition that:

- **Australian ships are an essential component of the domestic freight task** – essential economic infrastructure to service industries such as manufacturing, offshore oil and gas, logistics support, regional community services, passenger services, fishing and aquaculture, custom and border protection and Defence support; and
- **Australian ships are a national strategic asset to complement our Navy and border protection**, to secure our fisheries and offshore oil and gas facilities and to facilitate trade and sea lane security and provide fuel security.

2

STREAMLINE THE COASTAL TRADING REGULATORY AND LICENSING REGIME TO CREATE FAIR COMPETITION

for General License (GL) ships supplemented by Temporary Licensed (TL) ships, and to reduce costs.

3

ESTABLISH A NATIONAL STRATEGIC MERCHANT FLEET available to support the national Defence effort.

4

AMEND THE CUSTOMS ACT BY REFINING THE REQUIREMENTS FOR SHIP IMPORTATION WITH POSITIVE FLOW-ON EFFECTS FOR INDUSTRY – e.g. for dry docking, aimed at encouraging the development of the large cruise ship sector and for the offshore petroleum sector.

5

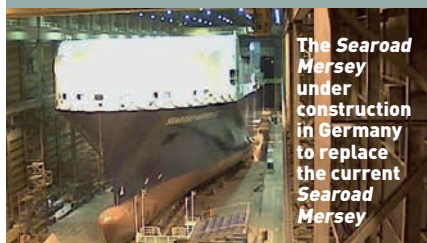
REFORM THE SHIPPING TAXATION INCENTIVES

to encourage investment in ships, Australian ship based management and ship service companies and to ensure the Australian International Shipping Register (AISR) is internationally competitive.

6

ALTER THE APPLICATION OF THE FAIR WORK ACT AND PART B OF THE SEAGOING INDUSTRY AWARD

so that rather than a foreign seafarer being paid a margin over and above the typical ITF Agreement rates they would normally be receiving on an international ship in the form of Award Part B entitlements while on a TL voyage, the approximate equivalent amount be paid into a dedicated Strategic Maritime Development Fund (SMDF).



The *Searoad Mersey* under construction in Germany to replace the current *Searoad Mersey*

7

BUILD THE MARITIME SKILLS BASE

by refreshing and funding the 2013 Maritime Workforce Development Strategy.

8

COMMIT TO A NEW PRODUCTIVITY AND LABOUR RELATIONS COMPACT

to accompany regulatory, fiscal and industry policy support for Australian ships.

9

INCLUDE INTRA-STATE TRADE WITHIN THE SCOPE OF THE COASTAL TRADING ACT

Alternatively, amend State and NT marine law to provide economic regulation of intra-state shipping to achieve consistency with the Coastal Trading Act.

10

REDUCE SUPPLY CHAIN COSTS BY:

- **reducing port costs** (adopting differential pricing for multi-sailing Australian vessels, providing priority port berthing assess for Australian ships and restructuring the application of AMSA levies to support Australian registered ships); and
- **investing in port infrastructure** to encourage the establishment of dedicated coastal ro-ro services for containerised cargo/trucks.