



SAVE AUSTRALIAN SHIPPING BRING OUR JOBS HOME



SCAN ME

AN ISLAND NEEDS SHIPS

As an island nation, maritime supply chains are vitally important to Australia's economic security. More than 98 per cent of our nation's imports and exports are carried by sea.

Despite the critical role of shipping, Australia's national fleet has suffered an alarming decline in recent decades, with just 12 large trading vessels remaining.

The failure of coastal shipping regulatory and taxation incentives has resulted in Australian ships being replaced by foreign ships registered in tax havens, which do not meet local safety or environmental standards, and are crewed by exploited workers earning as little as \$2 per hour.

In an era of heightened threats, where a pandemic, economic crisis, natural disaster, or military conflict can quickly disrupt global supply

chains, the importance of a national fleet has never been clearer.

Shipping is a low carbon emission form of transport, its importance is growing as the world moves to address climate change.

There is growing momentum for a fresh approach to maritime policy but we need strong leadership from the Federal Government to ensure appropriate legislative and policy settings are put in place.

Our vision is for Australia to once again be a shipping nation, rather than a nation reliant on foreign vessels to ship its goods.

Not only will our plan make Australia more resilient, but it will also deliver a massive economic boost, creating nearly 6,000 new jobs.

If you want a strong, secure future for our nation, I urge you to join our campaign to save Australian shipping.

AN INDUSTRY IN DECLINE

A recent Senate inquiry into Australian shipping revealed an industry in crisis.

Since the election of the Abbott Government in 2013, more than half the Australian cargo ships undertaking coastal trade have been lost, taking with them more than 500 direct seafarer jobs.

At the same time, thousands of coastal voyages have been undertaken by foreign ships under temporary licences to carry cargo between Australian ports

Policy failings by the Federal Government have been ruthlessly exploited, with companies taking advantage of loopholes in the legislation governing coastal shipping.

The result has been that corporate greed, exploitation and sectional interests have prevailed over the national interest.

THE NATIONAL INTEREST

Globally, Australia is the fourth largest user of ships. Ten per cent of the world's sea trade passes through Australian ports.



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Australia is heavily reliant on ships for its transportation needs.

Unfortunately, most of that trade is no longer under Australia's control. Instead, the nation relies on a fleet of thousands of foreign owned and operated vessels.

In defence and national security circles, there are increasing concerns about the implications of Australia's disappearing merchant fleet.

With the closure of Australian oil refineries, the nation has become almost completely reliant on imported petroleum products, carried by sea, to keep the economy moving.

Many manufacturers and resource companies have experienced costly bottlenecks and unreliability caused by just-in-time supply chains reliant on cheap foreign ships.

Natural disasters, such as the major bushfires on the east coast, have highlighted the vital importance of ships to undertake evacuations, along with delivering supplies and health care to isolated communities.

The absence of Australian ships has also denied seafarers the opportunity to gain maritime skills, exacerbating the worldwide shortage of maritime skills which is driving up the cost of shipping.

REVIVING AUSTRALIAN SHIPPING

The momentum for Australian shipping is building, with industry demands for an integrated national transport policy that levels the playing field and ensures fair competition among all transport modes.

Economic and national security experts increasingly recognise the importance of Australian ships in providing energy security, border security, and complementing Defence Force assets during a potential crisis.

With lower energy intensity and fewer carbon emissions compared to other forms of transport, demand for shipping is increasing as the world moves to

address climate change.

Growing demand for Australia's raw materials and manufactured goods continues to drive the need for ships.

New industries, such as offshore wind, require a fleet of specialist vessels and highly skilled maritime workers to undertake construction and maintenance work.

Likewise, the production of green hydrogen could see Australia exporting renewable energy to the world.

Industrial transformation and emerging industries could see a renaissance of Australian shipping during the coming decades, but only if the right policy settings adopted.

ESTABLISHING A STRATEGIC FLEET - A VITAL FIRST STEP

As an island nation, Australia needs a national shipping fleet.

The Maritime Union of Australia has a vision for shipping that will not only boost our national economic interest but deliver employment opportunities for Australian workers.

Our vision would see the creation of a national strategic fleet, consisting of dozens of commercial trading vessels, moving containers and bulk goods between Australian ports and carry Australian goods to international markets.

A specialist fleet of ships to undertake offshore wind energy production would allow Australia to become an energy powerhouse in a low-carbon emissions world.

By once again making Australia a regional centre of maritime commerce, it would contribute to regional security and the nation's economic prosperity.

This vision would also create thousands of jobs for Australian seafarers and those in maritime support services.

The MUA is seeking to work with Federal, State, and industry stakeholders to make this vision become a reality.

With political leadership, these sensible reforms will boost the nation's economic and security interests for decades to come.

STEPS TO SAVE AUSTRALIAN SHIPPING

- Create a national strategic fleet of large commercial vessels to move goods between Australian ports and support new industries.
- Close loopholes that allow foreign vessels to dominate domestic trade.
- Provide incentives for Australian companies to own and operate Australian-flagged vessels through better design of shipping tax incentives.
- Create a level playing field with other forms of transport by bringing support for shipping into line with that provided to rail and road.
- Reform the maritime crew visa system to create employment opportunities for Australian seafarers in the maritime industry.
- Restore balance through reform of maritime safety and navigation laws.
- Re-establish the Maritime Workforce Development Forum to develop strategies to reverse the decline of maritime skills.
- Establish a national shipping industry reform council to drive industry changes and oversee the development of a strong maritime industry in Australia.
- Establish a national shipping infrastructure fund to revitalise Australian shipping and ensure a level playing field between freight transport modes.
- Provide policy coordination for port and supply chain development in Australia, including a tailored fees and charges regime that supports Australian shipping.

JOIN US IN THE CAMPAIGN TO SAVE AUSTRALIAN SHIPPING

