



## **Australian Shipowners Association**

### **PRODUCTIVITY COMMISSION ACT 1998**

### **2004 REVIEW OF PART X OF THE TRADE PRACTICES ACT 1974**

#### **Submission by the Australian Shipowners Association (ASA)**

#### **1. Background**

ASA works to promote the interests of Australia ship owners and operators, ship managers and towage operators.

ASA aims to foster growth of a cost-effective merchant marine operated by Australian entities. Through its lobbying, research and representative functions, the Association attempts to increase the competitiveness and quality of Australian controlled international shipping and Australian coastal shipping.

ASA also acts as a focal point for the Australian shipping industry with governments and regulatory authorities, the trade union movement, international organisations, the shipping industry, and other economic sectors and the community generally.

ASA has five primary activities:

##### **Policy –**

Promoting the interests of the industry in such a way that the government policy settings which impact on the industry are at minimum not disadvantageous and preferably beneficial to the shipping industry in Australia.

##### **Human Resources –**

Responding to HR matters for and on behalf of member companies on an industry basis or an individual basis

##### **Operations and Environment –**

Dealing with issues which effect the operation of member companies' vessels and which are or have the potential to be subject to regulation by various government agencies.

##### **Service –**

Providing a range of services to non-members on a commercial basis as well as services to ASA members and the industry such as the Maritime Employers Database (MED) and the Australian Maritime Industry Compensation Agency (AMICA)

Other –

Fulfilling the role of Australia's national shipowner association in dealing with public inquiries, commenting on matters from time to time in the media, speaking at public forums on the shipping industry, maintaining a database of materials collected by the secretariat, representing the Association in international forums etc.

## **2. ASA comments on Part X of the TPA**

One of ASA's objectives is to improve the cost competitiveness of Australian international shipping in order to increase the participation of Australian shipping in our A\$ 100 billion international liner trade.

At the present time Australian flagged and crewed vessels are not competitive in international shipping. This however does not reflect the quality and efficiency of Australian vessels and crew but rather the varying fiscal and taxation regimes applied to international shipping across the world.

ASA aims to influence Government to take a more supportive role and foster investment in owning and operating Australian flagged and crewed vessels on international routes.

ASA is in favour of the retention of Part X as:

- a) The objectives of Part X are complimentary to ASA's in that they both seek to provide stable and efficient international shipping services.
- b) Part X has specific protection for Australian flag shipping to ensure it is not unreasonably hindered from normal commercial participation.
- c) The stability provided by Part X will be essential if Australia is ever to expand its participation in international shipping.
- d) It is a proven regulatory regime with low administrative costs to users, is administered with minimal intervention and administrative responses are processed expeditiously.

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