



Summary of Responses Industry Questionnaire

MASTER MARINERS OF AUSTRALIA CONGRESS

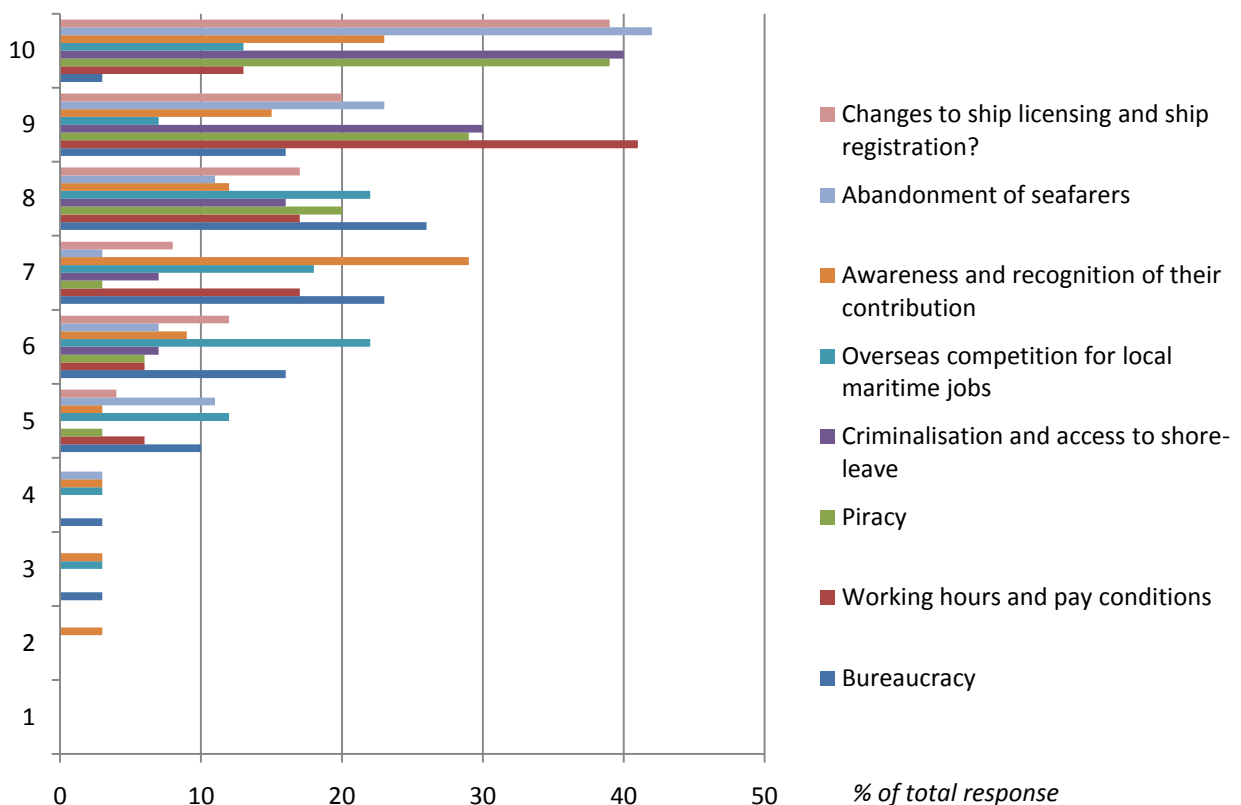
7TH & 8TH APRIL 2011 * THE ESPLANADE HOTEL FREMANTLE

www.informa.com.au/mastermariners

Informa and the Company of Master Mariners of Australia introduced a new initiative at the Congress, **designed to gauge the audience's thoughts on key industry issues**. We asked attendees to honestly answer an industry questionnaire that focused on 3 issues: **Seafarers; The Federal Government's national shipping reform and Piracy**

We would like to thank everyone who participated and here is a summary of the feedback received.

1. The IMO designated 2010 as the "Year of the Seafarer". What do you believe are the major challenges facing seafarers at present? (Responses graded below from 1 – 10: 10 being the most important)

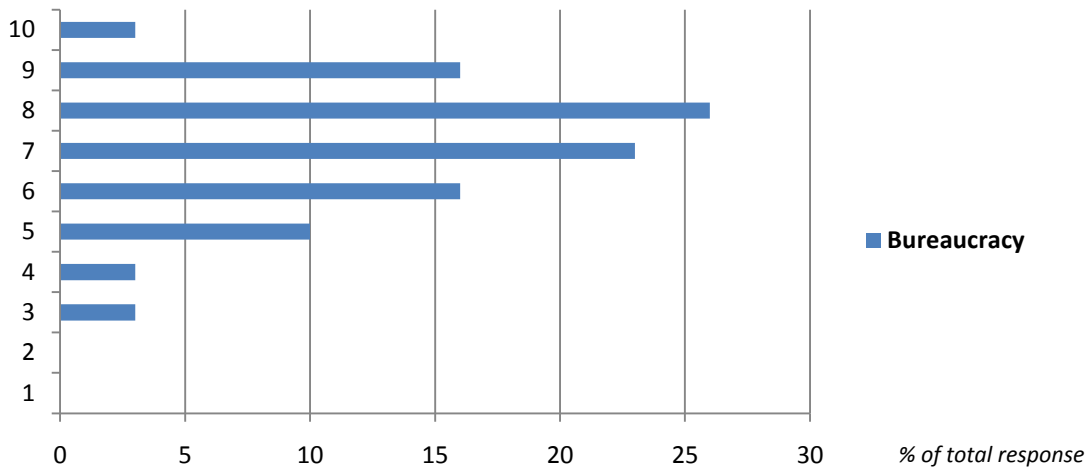


Additional comments:

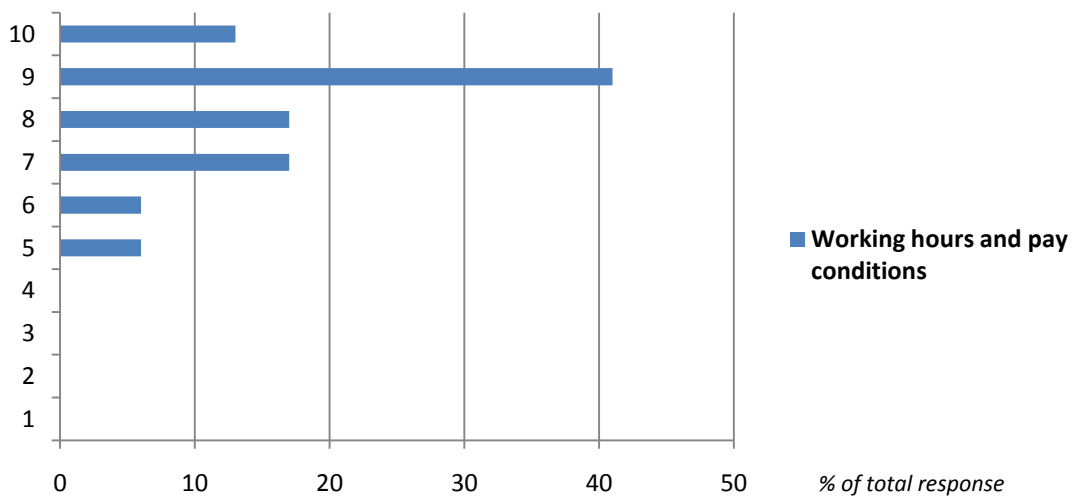
- "From an Australian perspective, the challenge is having an industry in which to work"
- "Seafaring as an occupation is becoming less and less attractive"
- "One of the problems is the paucity of crews on ship handling the multitude of tasks that are foisted on them"
- "I feel strongly about the disregard of seafarers and their treatment as second rate citizens. Restricted access to shore leave is insulting, in particular in the USA. I am also concerned about the ignorance of the general public to the contribution seafarers make in world trade."
- "Better support of seafarers welfare providers"
- "Cost cutting measures adversely affecting safety, eg reduced manning and increasing administrative burdens resulting in fatigue and poor quality of life"

Here's a question by question summary of responses:

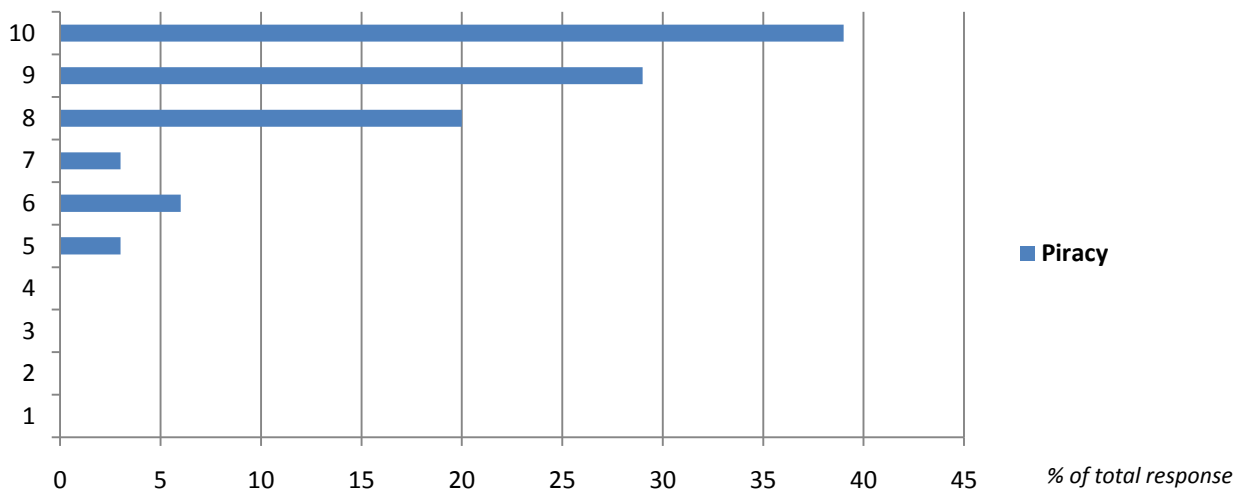
Bureaucracy



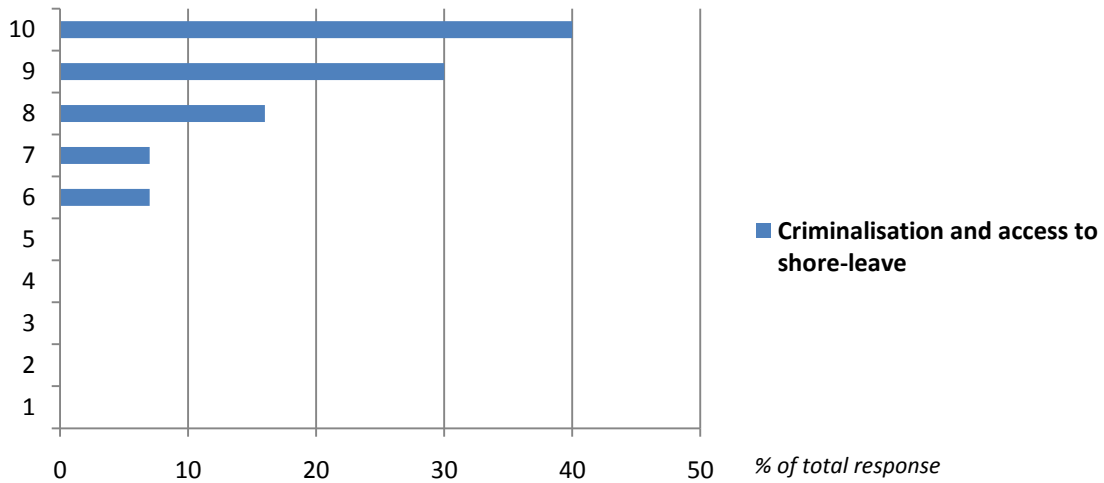
Working hours and pay conditions



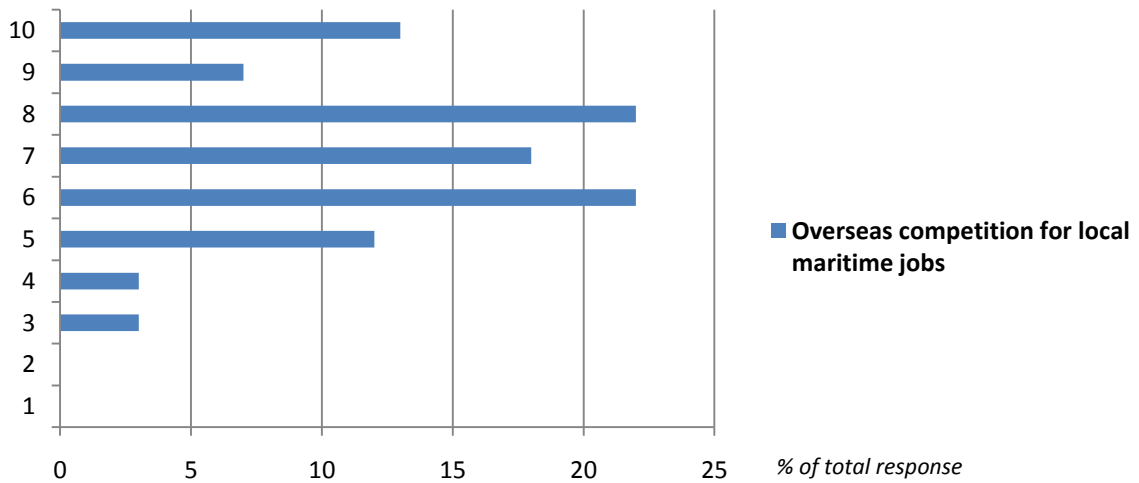
Piracy



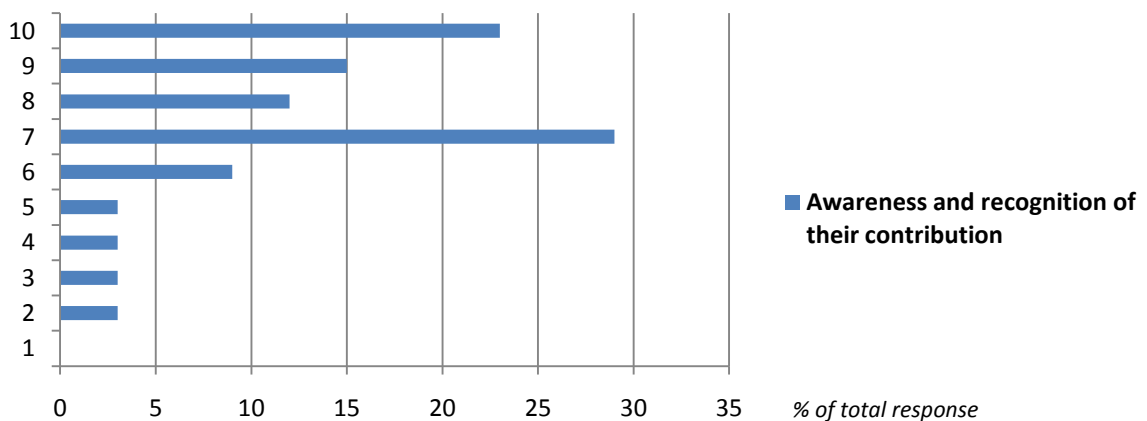
Criminalisation and access to shore-leave



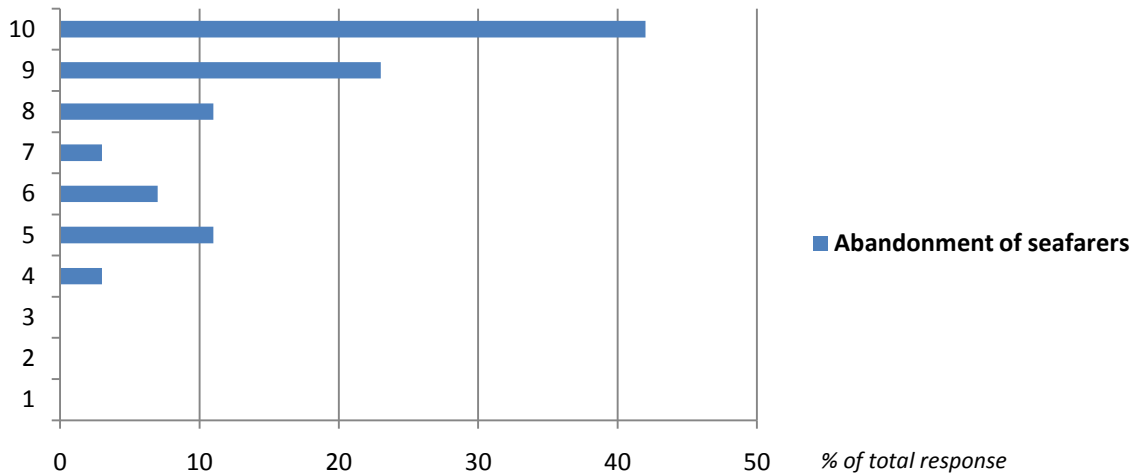
Overseas competition for local maritime jobs



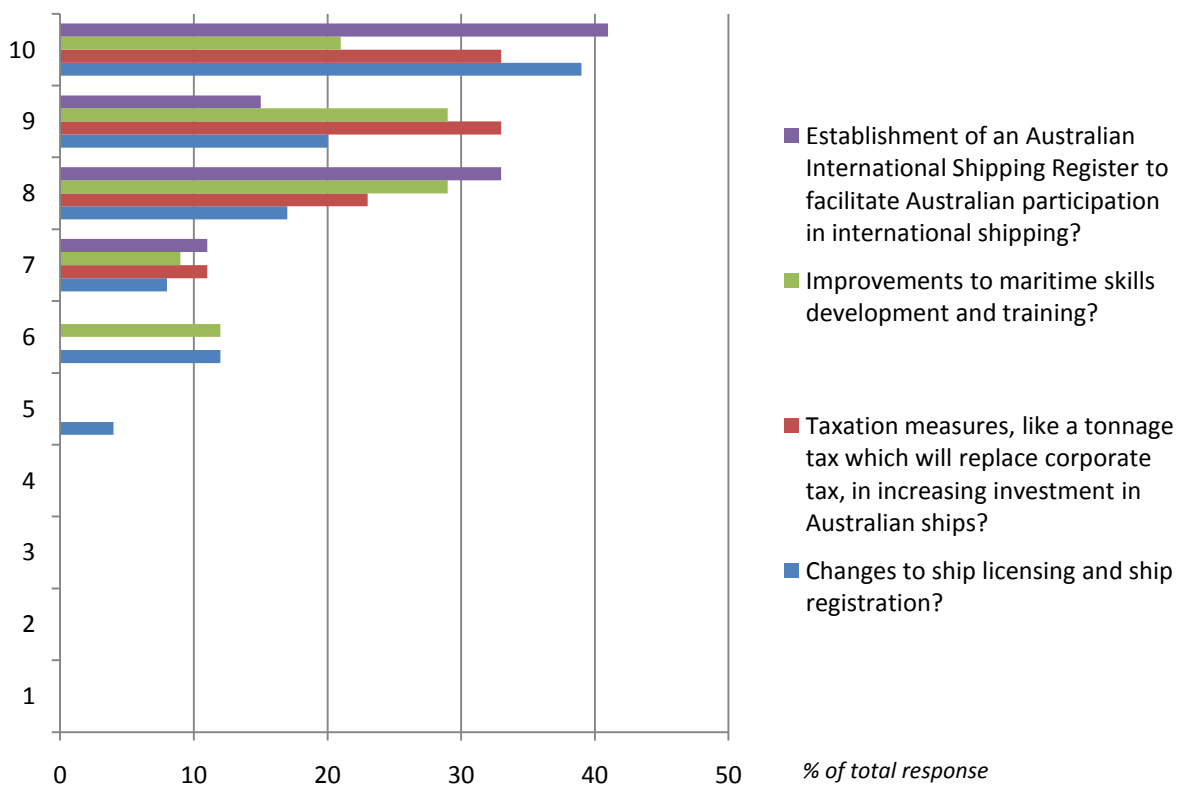
Awareness and recognition of their contribution



Abandonment of seafarers



2. There has been much discussion about revitalising Australian-flagged shipping and Australian coastal trade. Last December, Federal Infrastructure and Transport Minister Anthony Albanese released the Federal Government’s discussion paper on national shipping policy reform. *How important are the Federal Govt’s proposed ... (Responses graded below from 1 – 10: 10 being the most important)*

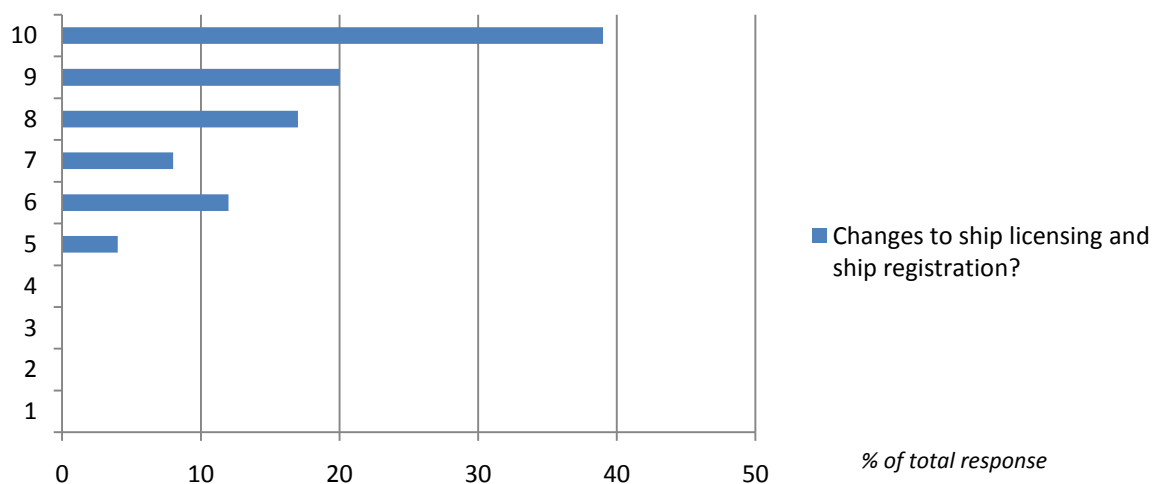


Additional comments:

“Productivity improvement is as important if not more important that any of these proposals”

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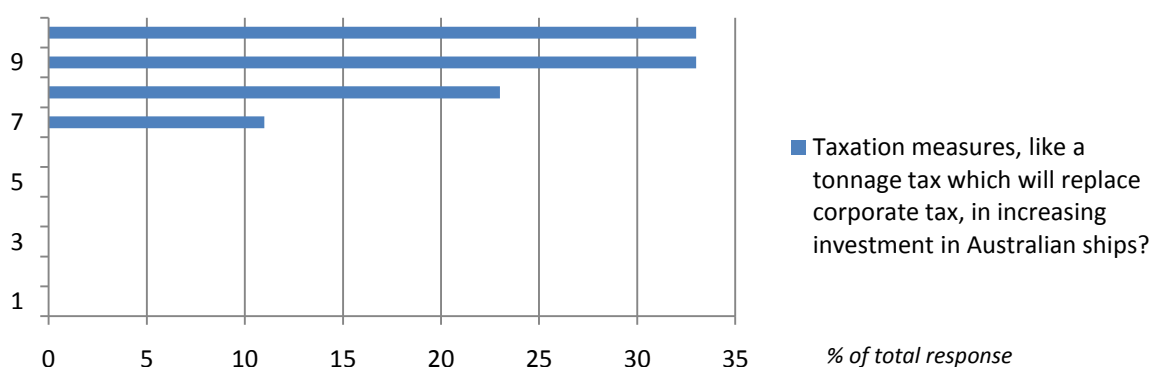
Changes to ship licensing and ship registration?



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- “Cargo reservation through tighter licensing will not automatically deliver new ‘start-ups’ – the economics of flows of cargo need to be understood”
- “Legislative entities must understand how the financial constraints of shipping work, eg short term crude supply contracts are not consistent with long term charters”
- “Problems associated with political change
- “Essential that bi-partisan support be generated”

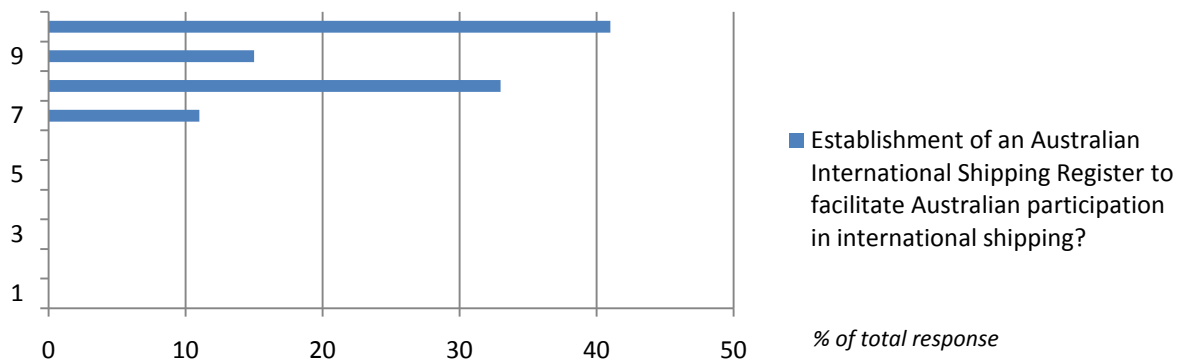
Taxation measures, like a tonnage tax which will replace corporate tax, in increasing investment in Australian ships?



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- “A critical and perhaps the most important element of the reform package”
- “Necessary for the revitalisation of the industry”
- “VITAL - Bi-partisan support required.”

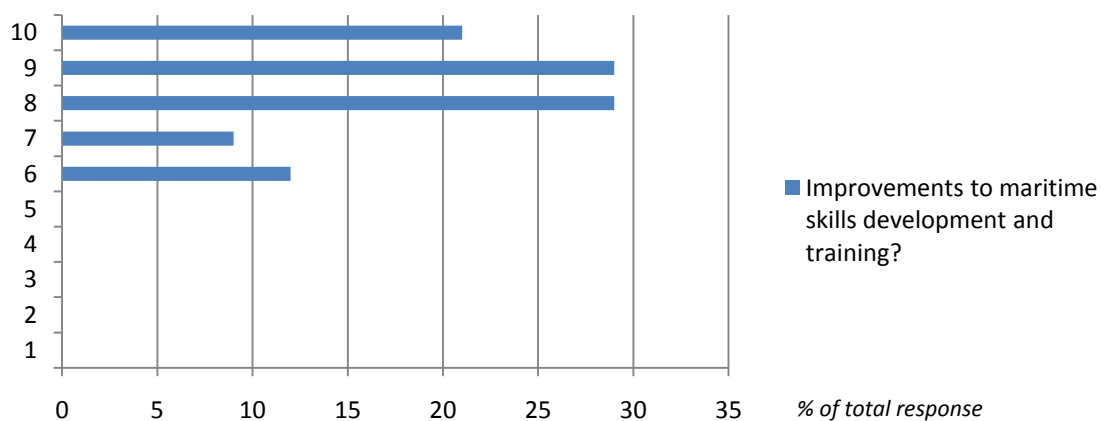
Establishment of an Australian International Shipping Register to facilitate Australian participation in international shipping?



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- “WWL flag 18 vessels in the UK. Demonstrably if the right framework is developed, a successful model could attract investment in Australia”
- “MUST be sufficiently attractive to attract owners from other ship registers”
- “Necessary to keep up with international shipping”
- “Very important, bi-partisan support urged”
- “Our organisation [PB Towage] is hopeful of a meaningful outcome from the industry compact on productivity & efficiency”
- “Training berths for cadets”

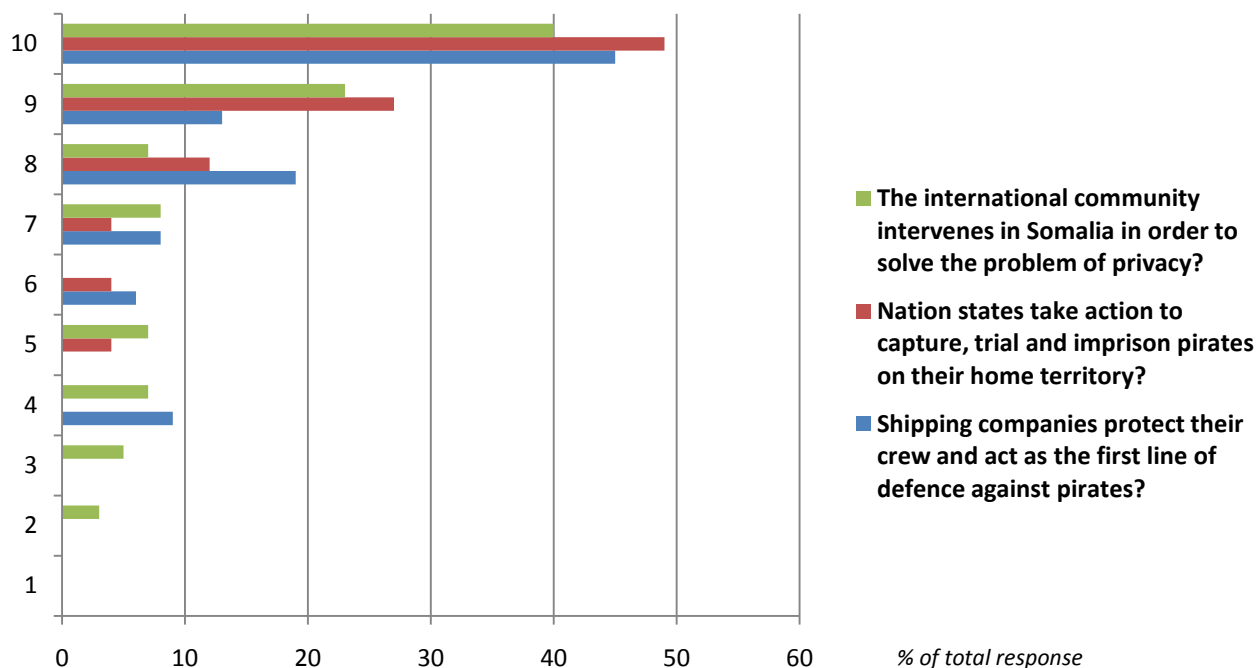
Improvements to maritime skills development and training?



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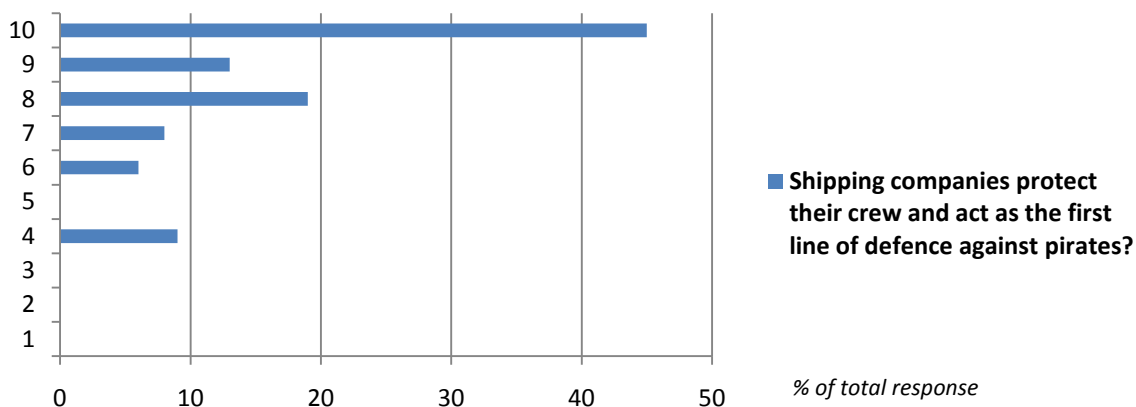
- “It must be qualified what value these skills bring to the table. Companies need re-assurance that training reduces costs eg, insurance problems”
- “A global challenge notwithstanding union rhetoric, efficiencies and open labour supply – MUA replace closed shops. This is international business!”
- “We either train our own or embrace/encourage expatriate skills”
- “The ‘interference’ in the current processes by the AIMPE should be fixed”
- “Should also endeavour to have various training establishments available”
- “1 ship = 1 cadet”
- “More funding for training is needed from government”

3. The theme for this year's World Maritime Day is "Piracy: Orchestrating the response". How important is it that...



Here's a question by question summary of responses:

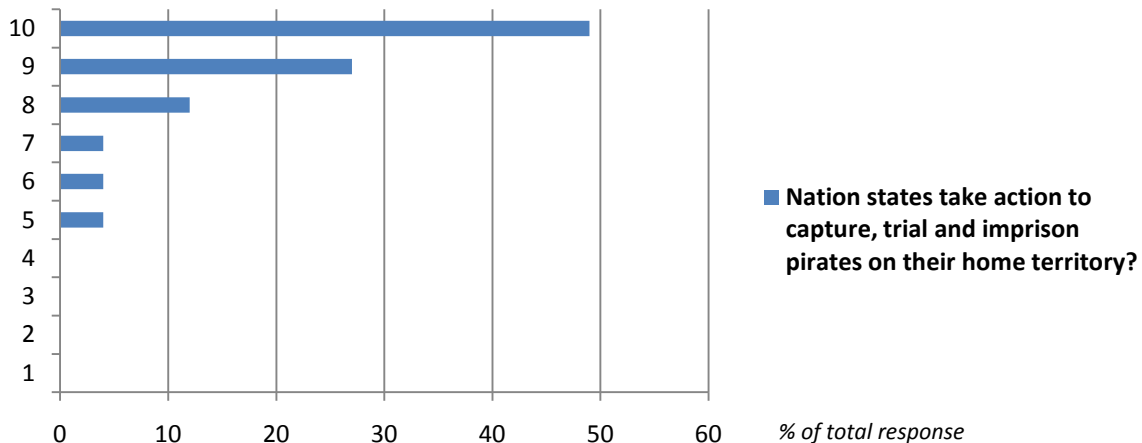
Shipping companies protect their crew and act as the first line of defence against pirates?



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- "It is important owners understand seafarers are company assets managing a floating factory"
- "Ship design must incorporate features to maintain crew safety during a pirate attack"
- "Needed in association with international intervention"
- "International agreement on strategies and tactics"
- "Do not agree. For ships such as tankers & LNG vessels, this is not an option. Will the master be blamed if crew are killed?"
- "Owners that take proactive measures do not experience hijackings"

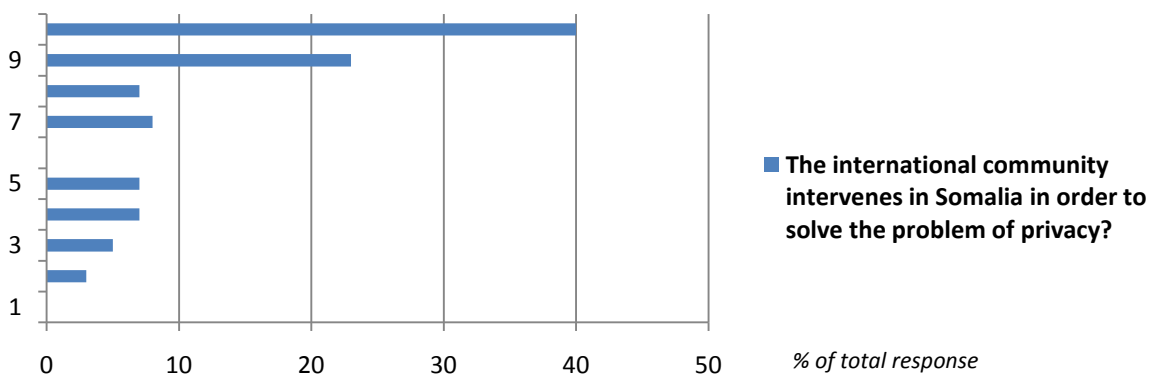
Nation states take action to capture, trial and imprison pirates on their home territory?



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- “Would you trust the states involved to catch & trial their own? Rogue states deliver rogue behaviour”
- “An urgent need for the scourge to be removed by international action”
- “To be actively encouraged – “name and shame” strategy – withdrawal of aid as consequence”
- “But unlikely to be achieved”
- “A major reason for apparent lack of action in Somalia is the lack of a Government with which to engage”

The international community intervenes in Somalia in order to solve the problem of piracy?



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- “Not just Somalia – there are many, many others areas subject to piracy”
- “Absolutely”
- “Difficult to achieve in practice”
- “It is not only Somalia – although they most demonstrate the viability of piracy”
- “Not favoured because of the likelihood of internationals becoming permanently ensconced in a ‘No-win’ situation (similar to Vietnam or Iraq and Afghanistan)”