



Shipping Australia Limited

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SAL 20154

28 July 2020

Mr Ross Adams

Director, COVID International Repatriation and Review

COVID International Branch

Aviation and Airports

Department of Infrastructure, Transport, Regional Development and Communications

GPO Box 594

Canberra, ACT 2601

By email to: internationalaviation@infrastructure.gov.au

Dear Mr Adams,

Shipping Australia Limited - Submission on Review of Management of International Passenger Arrivals

Shipping Australia Limited (SAL) is a peak shipowner association with 29 member Lines and shipping Agents and with 44 corporate associate members, which generally provide services to the maritime industry in Australia. Our member Lines are involved with over 80 per cent of Australia's international liner container and car trade as well as over 70 per cent of our break bulk and bulk trade. Our member ships' agents are responsible for arranging logistics for visiting ships and for embarking and disembarking maritime crew members. For a list of members and details of our structure and activities please visit: www.shippingaustralia.com.au.

Maritime crew must be excluded from the international passenger cap

The current position is ambiguous and unsatisfactory with respect to maritime crew. The instructions require airlines to approach the Department of Infrastructure within five days of aircraft departure to confirm whether maritime crew are exempt from the overall numbers or not. This is unworkable for maritime crew who cannot afford to wait until a day or two prior to travel before confirmations as they must plan ahead to coordinate:

- a. Pre-embarkation Covid-19 testing and isolation periods,
- b. transport on limited flights,
- c. obtain the appropriate visas,
- d. allow for the specific state quarantine requirements (which differ for each Australian state),
- e. allow for domestic air/overland transport within Australia, and
- f. align this with the arrival of their vessel in their destination port.

Clearly for Australia to meet its international obligations under the Maritime Labour convention all maritime crew travelling to Australia in order to join a ship (for crew change) must be clearly exempted from the airline passenger cap.

Submission authorised by:

Rod Nairn, AM

Chief Executive Officer
