



It's time to move on

By SCOTT HENDERSON

Since I last provided a report at the end of 2020, COVID19 has continued to influence our businesses, Shipping Australia Limited's activities and our way of life. "Living with COVID19" is the newly adopted mantra.

Vaccinations of seafarers have taken centre stage across the world and Shipping Australia continues to advocate for the vaccination of visiting seafarers in Australia. Some countries have had vaccination programmes in place for foreign seafarers for some time. In Australia, individual ports are working with state health agencies and using welfare agencies and agents to arrange seafarer vaccinations.

Besides dealing with an evolving COVID19 landscape of shipping restrictions from the previous year, 2021 began with Shipping Australia arguing against the WA government's Port Hedland Voluntary Buy-Back Scheme port charge and providing input to the Victorian Essential Service Commission on Port of Melbourne's tariff rebalancing application which was later withdrawn. In addition, the ability of supply chains to handle COVID19 and increased consumer demand came under the scrutiny by the Productivity Commission, with ocean shipping demonstrating its resilience.

This year there has been a flurry of full and associate members joining the Shipping Australia membership. Engage Marine and AAL Shipping have both become full members. In the associate category, Geelong Ports, Port of Newcastle, Australian Institute of Marine Surveyors, Sparke Helmore Lawyers, Poseidon Sea Pilots and Australasian Institute of Marine Pilots

have joined. Every new company that joins Shipping Australia strengthens the voice of ocean-going carriers and members of related industries in Australia. A broadly represented ocean industry can be successful in advocating for policies that benefit all the people of Australia.

This year has been an extraordinarily hectic year for Shipping Australia Ltd. Continuing to keep members abreast of the various changes to Australia's COVID19 restrictions has been a challenge in itself.

One of Shipping Australia's longest serving Directors, Geoff Greenwood, stood down from the Board following his retirement from Hamburg Sud. Geoff was replaced by Clinton Evans, Managing Director – Oceania, Hapag Lloyd.

SAL staff levels have remained unchanged since our new Chief Executive Officer, Melwyn Noronha, took over the reins in 2021. Undertaking duties of both his current role as well as those prior to his appointment, he continues to work with all SAL State Secretaries to promote the interests of ocean shipping. Proficiently supported by Jim Wilson in the policy and communications space, SAL has attained a prominent position in the media and continues to be the leader in public comment on all matters relating to shipping.

Despite the unpredictable COVID19 restrictions, our Queensland and Victorian State Secretaries have held their regular State Committee meetings using videoconferencing. Our Queensland State Secretary, Geoff Dalgliesh and Chairman, Michael

Travers, have been actively involved in keeping members abreast of developments since the appointment of the new pilotage provider which commences on 1 January 2022. In addition, they managed to hold the Queensland Annual Golf Day as well as a SAL Luncheon, which was very generously sponsored by The Port of Brisbane with guest speaker Mr David Janetzki MP, LNP Deputy Leader of the Opposition, Shadow Treasurer and Shadow Minister for Investment and Trade. Unfortunately, the Annual Ball had to be cancelled.

SAL's Victorian State Secretary, Charles Masters and Chairman James Kurz have continued to maintain the momentum focusing on the Victorian Ports Strategy and Government's Full Response to the Independent Review of the Victorian Ports System. The committee held its annual Shipping Australia Victoria Golf Day at the picturesque Waterford Valley Golf Club and a small Christmas Luncheon at the West Brighton Club.

With the NSW State Committee spearheaded by Bill Rizzi as its Chair and SAL's Chief Executive Officer continuing as its Secretary, the Committee remains at the forefront of matters affecting shipping. The Committee held its industry golf day last year. It also held all its scheduled meetings albeit via video teleconferencing. With the relaxation of COVID19 restrictions in early December, the Committee was able to hold its industry renowned Christmas Luncheon with over 300 members and their guests in attendance. Our sincere thanks to our main sponsor Ausport Marine, to Svitzer for its support sponsorship, and to Port Phillip Sea Pilots for sponsoring the table gifts. Special thanks to AGS World and ACFS Port Logistics for sponsoring the popular afternoon entertainment.

After two tumultuous COVID19 years, I sincerely hope that 2022 is a calmer one for us all. Shipping does have a few challenging years ahead, especially on the environmental front. I thank the directors and committee members of SAL as well as the SAL staff for their contributions and support over this year. ▲