



## SHIPPING

### Sea Transport Overlooked in Report on Future Freight Priorities

**The Australian maritime sector has strongly criticised sections of an Infrastructure Australia report to Federal and State governments for overlooking shipping when outlining expenditure priorities for Australia's future freight transport task.**

The Chairman of the Australian Association for Maritime Affairs, Mr Richard Griffiths, said he thought there was something missing from the goal – *A national freight network capable of efficiently moving freight by rail and road* – discussed in chapter 7 of Infrastructure Australia's (IA's) recent report to the Council of Australian Governments (COAG).

"Road and rail? Even after 20 years of sometimes deliberate Government neglect of our shipping industry, 25 per cent of all freight moved domestically is handled by Australia's ports," he said in a media statement on 5 July.

"Coastal shipping freight currently uses much of the same port infrastructure as our international freight does, but there are significant additional factors to consider, like the possible development of many more smaller regional ports.

"So surely it is worth at least framing the discussion so that COAG can consider how best to integrate shipping in any 'national freight network'?"

Mr Griffiths said that by limiting the proposed strategy to road and rail, Infrastructure Australia would be restricting itself to looking at how to pour billions into just road and rail.

"It could be looking at developing coastal shipping to serve our increasingly coastal population, and so reduce carbon emissions and the need for heavy trucks to drive along poor coastal roads, like the Princes Highway, through many of the coastal population centres," he said.

"It could be looking at the benefits of regional development that would flow from developing regional ports and their associated towns.

"It could also be looking at the side benefits of fostering an Australian coastal shipping industry: the opportunity to expand our national overseas shipping fleet, our shipbuilding and repair industry, and our pool of trained seafarers; or the defence benefits that flow from all of the above.

"It won't be doing any of that because Infrastructure Australia has eliminated all of those considerations from its terms of reference.

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## FISHERIES

### CSIRO/Industry Research Could Revolutionise Global Prawn Farming

**After 10 years of careful breeding and research, Australian scientists have collaborated with industry to develop what could be the world's most perfect prawn with potential they say to revolutionise the local and international prawn farming industry.**

CSIRO scientists and the prawn industry have bred an improved Black Tiger prawn which is producing record yields in aquaculture farms and winning awards. The new technology could double Australian prawn farm output within a decade.

So good are the prawns that they have won five gold medals at the Sydney Royal Easter Show in the past two years, including 'Champion of Show', the highest award possible.

[continued on page 2]



**New CSIRO "perfect prawn" technology could double Australian prawn farm output within a decade.**  
CSIRO photo

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**FISHERIES**


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continued from page 1

**CSIRO/Industry Research Could Revolutionise Global Prawn Farming**

The scientists from CSIRO's Food Futures Flagship have used DNA technology to ensure the breeding program captures the best Black Tiger prawn stocks nature can provide and boost the performance of stocks each breeding season.

With about 50 per cent of all prawns sold in Australia currently imported from countries such as China and Vietnam, developing an Australian prawn which breeds in captivity and is completely sustainable is a major gain for both the local prawn industry and consumers wanting to buy Australian seafood.

Leader of the CSIRO Food Futures Flagship prawn research project, Dr Nigel Preston, said the specially-bred prawn had the potential to revolutionise the local and international prawn farming industry.

"The new prawn's yield has exceeded all our expectations. The average industry productivity for farmed prawns is only five tonnes per hectare, so this year's average yield of 17.5 tonnes per hectare is a major leap forward," he said.

"These huge yields can be replicated year after year which means consistent supply of a reliable and high quality product - all vital factors for the long-term growth and prosperity of the Australian prawn farming industry."

If the rest of the Australian Black Tiger prawn industry adopted the new breeding technology Australia's production could increase from 5000 tonnes to 12,500 tonnes, adding \$120 million annually to the value of the industry by 2020.

The general manager of Gold Coast Marine Aquaculture (GCMA), Mr Nick Moore, said the partnership with CSIRO had assisted GCMA to breed successive generations of prawns in captivity, transforming their business from one plagued with seasonal fluctuations into a reliable primary producer with consistent and predictable output.

"Thanks to outstanding work by the staff here, aided by close collaboration with our partners at CSIRO, we have just finished a prawn breeding season that can only be described as staggering," Mr Moore said.

Until recently, Black Tiger prawns found in oceans and estuaries could not be bred in captivity, so prawn farmers had to rely entirely on trawlers to catch wild prawn parents to stock farm ponds with their progeny each season.

The full text of the CSIRO statement may be found at <http://www.csiro.au/news/Is-this-the-perfect-prawn.html>.

For further information contact Owen Craig (Marketing Communications Manager, Food Futures Flagship), phone (02) 9490 8201, mobile 0409 030 708, email [owen.craig@csiro.au](mailto:owen.craig@csiro.au).

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**Collapsing Fish Stocks Endangering Livelihoods**

**The livelihoods of tens of millions of fishers in the world's richest coral reef region, the Coral Triangle, are at risk from the combined impact of collapsing fish stocks, environmental decline and coastal development.**

A new study focusing on a group of islands in the Philippines has highlighted the pressures being experienced by tens of millions of subsistence fishers in the region bounded by Australia, the Pacific and Southeast Asia.

The study, by Dr Michael Fabinyi of the ARC Centre of Excellence for Coral Reef Studies and James Cook University, says the Calamianes islands in the Philippines are fairly typical of what is happening throughout the region.

Dr Fabinyi says that the creation of Marine Protected Areas in some parts of the Philippines and Coral Triangle has proved beneficial both for fishers and genuine ecotourism, although it has also restricted the area that fishers rely on for their livelihood.

"In the Calamianes, for example, I found that most fishers were working longer hours, over greater distances, for fewer fish caught - which is a clear sign that the fishery is continuing to decline," he said.

"At the same time resort developers were pressuring them to give up their land on the coast, without creating sufficient livelihoods to compensate for the loss on land and at sea."

Tourism development was often seen as a "silver bullet" solution to poverty in underdeveloped regions, he says, but studies on the ground indicate the picture is more mixed - while some livelihoods are created, others are being destroyed. Also tourism is less reliable than fishing, being subject to booms and busts and the cost of world air travel.

"The people who are affected by these forces of environmental degradation, fish stock decline and coastal development are so numerous throughout the region that this is emerging as a very serious social issue for all the countries in the Coral Triangle as well as those which border it - like Australia," Dr Fabinyi says.

Dr Fabinyi's paper "The Intensification of Fishing and the Rise of Tourism: Competing Coastal Livelihoods in the Calamianes Islands, Philippines" is published in the journal *Human Ecology* (2010) 38, pages 415- 427.

For further information contact Michael Fabinyi (CoECCRS and JCU), phone (07) 4781 6358, mobile 0423 389 660, email [michael.fabinyi@jcu.edu.au](mailto:michael.fabinyi@jcu.edu.au), or Jenny Lappin (CoECCRS), phone (07) 4781 4222. Web site <http://www.coralcoe.org.au/>.

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## Progress on Protection of Pacific Fish Stocks and Maritime Security

A landmark meeting of Pacific Island Fisheries and Law Enforcement Ministers, hosted by the Australian Government, concluded last month with positive outcomes achieved to protect regional fish stocks, underpinned by regional cooperation of law enforcement and fisheries management agencies.

Minister for Agriculture, Fisheries and Forestry, Mr Tony Burke and the Minister for Home Affairs, Mr Brendan O'Connor, attended the meeting in Canberra on 12 and 13 July.

The meeting focused on ongoing management challenges faced by Pacific Island countries, especially the over-fishing of tuna stocks. Delegates discussed measures to protect the region from an estimated \$1.7 billion lost each year through illegal fishing.

It was the first time so many fisheries and law enforcement ministers from the Pacific region had come together on the important issue of illegal fishing.

"Illegal, unreported and unregulated fishing poses a serious threat to the sustainability of the region's fisheries," Mr Burke said. "A coordinated approach will help us tackle the problem of illegal fishing more effectively and the meeting today and yesterday has given us a great start."

Ministers noted that fisheries resources, principally tuna, constituted a critical segment of many Pacific Island economies where in some countries fisheries contribute up to 10 per cent of gross domestic product.

They also discussed directions for Pacific maritime security. This discussion was supported by a workshop of maritime security experts held in parallel with the ministerial meeting.

"We are looking forward to working with our Pacific partners to develop a Niue Treaty Subsidiary Agreement and addressing Pacific maritime security beyond the life of the Pacific Patrol Boats."

Minister Burke announced \$2.4 million over the next three years to support the negotiation of the Niue Treaty Subsidiary Agreement. Formal negotiations on the Agreement are expected to begin after the leaders' meeting at the Pacific Islands Forum in Port Vila on 4 to 6 August 2010.

He also announced Australia would contribute \$400,000 to support the Pacific Islands Forum Fisheries Agency (FFA) and an additional \$50,000 to the Special Requirements Fund of the Western and Central Pacific Fisheries Commission (WCPFC).

For further information contact Minister Burke's Canberra office, phone (02) 6277 7520.



### Australian Association for Maritime Affairs

The role of the AAMA is to generate greater public awareness of maritime affairs. It provides a focal point for people with an interest in maritime affairs, especially those in business, tertiary institutions, the marine professions and the public service who are concerned with any aspect of Australia's maritime affairs.

<http://www.aama.asn.au>



Australasian Hydrographic Society

Education Board

8 Cowdroy Ave, Cammeray NSW 2062 Australia

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## Education Award 2010

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Application Forms are available from the Australasian Hydrographic Society Web Site  
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A copy of the 2010 application form is attached to this brief

For further information please contact  
The Australasian Hydrographic Society – Education Board  
Ph: +612 9909 3437 Fax: +612 9953 8203  
Email: fitzynet@bigpond.net.au

## PORTS

### Record Container Traffic at Port Botany

For the eighth consecutive month, Port Botany has recorded record trade growth, due largely to growing China-Australia trade.

NSW Ports and Waterways Minister, Mr Paul McLeay, released trade statistics last month showing trade performance for the financial year to May 2009/10 was 1.755 million TEUs (twenty foot equivalent units), up 5.6 per cent on the same period last year.

"In May 2010, Sydney Ports saw the eighth consecutive month of record container throughput, reaching over 152,500 TEUs. This is an increase of 7.9 per cent on the same month last year," he said. domestic sea transport "China represented over 60 per cent of all volume into and out of the port and new services are being established by companies eager to capitalise on this surging demand between Australia and China."

Mr McLeay said full imports for May 2010, were 73,500 TEUs, up 11.4 per cent on the same period last year buoyed by growth in key sectors such as Machinery and Transport equipment (up 11.6 per cent), an indication of continued growth in local and overseas machinery investment.

Total full container imports for YTD May 2009/10 reached 866,400 TEUs, up 6.4 per cent on the corresponding period last year.

"Full containerised exports in May were down 11.3 per cent on last year. However, this has been partially offset by an increase in exports from dairy products and eggs (up 232.1 per cent), iron and steel (up 33.3 per cent) and textile fabrics (up 36.5 per cent)," Mr McLeay said.

For further information contact Anna Burns (Office of the NSW Minister for Ports and Waterways), phone (02) 9228 4607, mobile 0438 379 784.

**ENVIRONMENT**

**Improvements to Darwin Harbour**

**The Federal Government will invest \$1 million in 2010-11 for a better, healthier future for the Darwin Harbour.**

Marking the start of NAIDOC Week with a visit to the harbour, Environment Protection Minister Peter Garrett, said the investment through the Caring for our Country program would help efforts to help improve water quality and identify the best ways for sustainable development to take place in and around the Darwin Harbour.

The project is the first successful project announced as part of the 2010-11 business plan open call for the \$2 billion “Caring for our Country” program. Further successful projects will be announced soon.

For further information contact Jeff Singleton (Office of the Minister for the Environment), mobile 0410 476 890. Web site <http://www.nrm.gov.au>.

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**Environment Assessment for Great Keppel Resort**

**Environment Protection Minister, Mr Peter Garrett, says a proposal for a tourist resort and facilities on Great Keppel Island must undergo a thorough assessment under national environment law – the *Environment Protection and Biodiversity Conservation Act 1999*.**

“This second proposal from GKI Resort has the potential to significantly impact on several nationally protected matters, including the world and national heritage values of the island and its surrounds, the Great Barrier Reef Marine Park, nationally threatened and migratory species, and Commonwealth marine areas,” Mr Garrett said.

This is the second proposal from GKI Resort for a resort development on Great Keppel Island. The Minister found that the first proposal, which had greater impacts than the current proposal, was “clearly unacceptable” under national environment law because it would have unacceptable and permanent impacts on the island’s world and national heritage values.

For further information contact Jeff Singleton (Office of the Minister for the Environment), mobile 0410 476 890. Web site <http://www.nrm.gov.au>.

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**Critical Marine Habitats Remain Unprotected**

**Only a fraction of critical marine habitats for threatened whales, dolphins and turtles are protected in Australian waters due to weaknesses in the nation’s premier environmental legislation, WWF and Humane Society International (HSI) warned recently.**

A new report released by the two conservation groups highlights a lack of protection for feeding and breeding grounds and migratory routes for threatened marine species under the *Environment Protection and Biodiversity Conservation (EPBC) Act*.

“To protect Australia’s whales, dolphins and turtles we must safeguard nature’s unique places, such as nesting beaches, breeding grounds, feeding sites and the blue superhighways these creatures pass through in our waters,” said Dr Gilly Llewellyn, Conservation Manager, WWF-Australia. “A network of sanctuaries to protect threatened whales, dolphins and turtles in Australian waters is a crucial part of the solution, one that can be achieved through the government’s existing commitment to establish a national network of Marine Protected Areas.”

HIS’s Senior Program Manager Alexia Wellbelove said while Australians took great pride in their marine environment, levels of protection lagged far behind that found on the land.

For further information contact Charlie Stevens (WWF), mobile 0424 649 689; Dr Gilly Llewellyn (WWF), mobile 0406 380 801; or Alexia Wellbelove (HSI), mobile 0415 954 600. To view report go to <http://www.wwf.org.au/publications/wwfprotectingcriticalmarinehabitat/>

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**AUSMEPA Celebrates 10th Anniversary**

**Seventy members and sponsors celebrated AUSMEPA’s 10th anniversary at a dinner at Rydges, South Bank, Brisbane, on Tuesday 13 July,**

The guest speaker for the evening was Dr Rachel Baird, Senior Lecturer in Environmental Law at the University of Southern Queensland who spoke about a range of legal issues related to the protection of the marine environment and the prevention of pollution of the seas and oceans.

Dr Baird highlighted the legal aspects of pollution incidents in Australia such as the Pacific Adventurer oil spill off Moreton Island in March 2009. (The case is currently before the Supreme Court in Queensland.) She also drew attention to the environmental catastrophe in the Gulf of Mexico and the financial difficulties being experienced by the thousands of people in the region; calling for the urgent need to introduce an international compensation fund for pollution damage caused by oil and gas exploration and production, similar to the one in existence for oil pollution damage caused by oil tankers, the International Oil Pollution Compensation Fund, known as the IOPC Fund.

Dr Baird also suggested that governments needed to quickly address the lack of adequate international regulations covering the offshore petroleum exploration, development and production operations.



**Mr Ben Burns (Svitzer Australia), Ms Karen Shaw (Australian Shipowners Association), Mr Michael Julian (AUSMEPA) and Mr David Oliver (Maersk Australia), at the dinner.**

Mr Neil Baird, AUSMEPA’s Chairman, talked about AUSMEPA’s mission to bring awareness to the Australian community about the consequences of allowing land sourced rubbish and other pollution reaching our seas. “Almost 85 per cent of pollution in the sea is land sourced and does not come from shipping,” he said.

AUSMEPA Executive Director, Mr Michael Julian, said the night of the 10<sup>th</sup> anniversary was a very memorable one as 13 vessels from three companies were being accepted into AUSMEPA’s ship membership scheme.

For further information contact Michael Julian (AUSMEPA Executive Director), phone (02) 6254 2559, mobile 0417 657 951, email: [mjulian@bigpond.net.au](mailto:mjulian@bigpond.net.au). Web site <http://www.ausmeпа.org.au>.

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## WATERFRONT SAFETY

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### Action to Stem Rising Deaths Among Stevedores

**The ACTU says the waterfront remains one of the most dangerous workplaces in Australia, despite major productivity improvements.**

It is calling for workplace safety on Australian waterfronts to be overhauled to stem the mounting death toll among stevedoring workers.

A total of three deaths and a spate of serious injuries and near misses in a little over six months was not good enough and suggested that waterfront deregulation had reduced safety, ACTU President, Ms Ged Kearney, said on 23 July.

Unions around Australia joined their colleagues in the Maritime Union of Australia at memorial services on 23 July to remember waterside workers killed on the job in recent years.

“The growing death toll among stevedoring workers – eight in the past seven years – has to be stopped,” Ms Kearney said.

“Australia’s wharves are busier than ever yet there are weaknesses in the underlying safety culture of the industry that stem in part from the deregulation of stevedoring that occurred during the Howard Government years.

“Deregulation and casualisation of the stevedoring workforce has had an impact on skill levels and training, competency standards, and the way work is structured.

“Maritime workers report that there is also inconsistency of approaches to safety management and safety practice.”

Ms Kearney said the ACTU backed the MUA’s call for an urgent and high-level national stevedoring safety task force to investigate what needs to be done to improve waterfront safety.

For further information contact Mark Phillips (ACTU), phone (03) 8676 7266, mobile 0422 009 011, email [mphillips@actu.asn.au](mailto:mphillips@actu.asn.au).

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## MARINE SCIENCE

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### Crocodiles Shown to be Long-Distance Sea Travellers

**Latest research shows that crocodiles can ride ocean currents to travel the high seas. University of Queensland (UQ) ecologists have unlocked the mystery of how salt-water crocodiles cross large stretches of the sea despite being poor swimmers – they like to surf.**

Dr Hamish Campbell, from UQ’s School of Biological Sciences, together with colleagues from Australia Zoo and Queensland Parks and Wildlife Service, found, like a surfer catching a wave, the crocodiles ride ocean currents to cross large areas of open sea and populate many South Pacific islands.

“Although it spends most of its life in salt-water, it cannot be considered a marine reptile in the same class as a turtle, as it relies upon the terrestrial environment for food and water,” Dr Campbell said.

“Many anecdotal accounts exist of large crocodiles being sighted far out to sea, but this is the first study to show – using underwater acoustic tags and satellite tracking – that estuarine crocodiles ride surface currents during long distance travel, which would enable them to travel between one oceanic island and another.”



**Latest Australian research shows crocodiles ride ocean currents to cross large areas of open sea and populate many South Pacific islands.**

Photo courtesy US Geological Survey

The study, published in the British Ecological Society’s *Journal of Animal Ecology*, involved tagging 27 adult crocodiles in the remote Kennedy River in North Queensland with sonar transmitters and used underwater receivers to track their every move over 12 months.

The study was supported by Australia Zoo, the Queensland Parks and Wildlife Service, the Australian Research Council and the late Charles Tanner.

For further information contact Dr Hamish Campbell, phone (07) mobile 0435 294 197, email [hamish.campbell@uq.edu.au](mailto:hamish.campbell@uq.edu.au), or Professor Craig Franklin, phone (07) 3365 2355, email [c.franklin@uq.edu.au](mailto:c.franklin@uq.edu.au). Web site <http://www.uq.edu.au/news/index.html?article=21277>

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### New Research on Mercury in Oceans

**New US research suggest that scientists and policymakers should be focussing their efforts on the effects of mercury in the oceans, rather than freshwater.**

Even though freshwater concentrations of mercury are far greater than those found in seawater, it is the saltwater fish like tuna, mackerel and shark that end up posing a more serious health threat to humans who eat them.

The answer, according to Duke University researchers, is in the seawater itself.

The potentially harmful version of mercury – known as methylmercury – latches onto dissolved organic matter in freshwater, while it tends to latch onto chloride – the salt – in seawater, according to new a study by Heileen



**Heileen Hsu-Kim**  
Duke University photo

Hsu-Kim, Assistant Professor of Civil and Environmental Engineering at Duke’s Pratt School of Engineering.

“The most common ways nature turns methylmercury into a less toxic form is through sunlight,” Hsu-Kim said. “When it is attached to dissolved organic matter, like decayed plants or animal matter, sunlight more readily breaks down the methylmercury. However, in seawater, the methylmercury remains tightly bonded to the chloride, where sunlight does not degrade it as easily. In this form, methylmercury can then be ingested by marine animals.”

Methylmercury is a potent neurotoxin that can lead to kidney dysfunctions, neurological disorders and even death. In particular, foetuses exposed to methylmercury can suffer from these same disorders as well as impaired learning abilities. Because fish and shellfish have a natural tendency to store methylmercury in their organs, they are the leading source of mercury ingestion for humans.

“The exposure rate of mercury in the U.S. is quite high,” Hsu-Kim said. “A recent epidemiological survey found that up to eight per cent of women had mercury levels higher than national guidelines. Since humans are on the top of the food chain, any mercury in our food accumulates in our body.”

The results of Hsu-Kim’s experiments have been published early online in the journal *Nature Geoscience*. Her research is supported by the National Institute of Environmental Health Science.

For further information contact Richard Merritt, email [richard.merritt@duke.edu](mailto:richard.merritt@duke.edu), or Heileen Hsu-Kim, email [hsukim@duke.edu](mailto:hsukim@duke.edu).  
\* \* \* \* \*

### Deep Ocean Conditions Have Big Impact on Climate Change

**Deep ocean researchers from around the world met in Hobart in late June to discuss deep ocean changes, their causes and their implications.**

The scientists, whose field of interest extends into the uncertain world below about 2000 metres, say changes in deep ocean conditions affect global climate, with deep warming contributing to sea-level rise and the deep ocean absorbing atmospheric carbon dioxide.

To assess change, researchers determine the amount of energy (in the form of heat), water and gases (including carbon dioxide), entering and exiting the ocean. They rely on valuable but infrequent deep ocean measurements from ships, incorporated into sophisticated computer models, to project the extent of future warming.

“The deep oceans play a crucial role in setting the rate and nature of global climate change and variability,” says Dr Bernadette Sloyan, Deep Ocean workshop coordinator, from CSIRO’s Wealth from Oceans Flagship.

“It may seem far removed from rising temperatures or shifts in rainfall cycles but the deep ocean is a significant component of the Earth’s climate system.

“This workshop will help guide the next three to four years of internationally-focused deep ocean research, generating a greater understanding of ocean dynamics for inclusion in the next report of the Intergovernmental Panel on Climate Change.

“Despite numerous technological advances over the last several decades, ship-based surveys remain the only method for obtaining high-quality observations of a suite of physical, chemical and biological parameters over the full water column, especially for the deep ocean below two kilometres (52 per cent of global ocean volume).

“Predicting climate change and sea-level rise depends critically on knowledge of the changing balances of greenhouse gases, heat and water, and the processes governing them.”

For further information contact Dr Bernadette Sloyan (CSIRO Marine & Atmospheric Research), phone (03) 6232 5222, email [Bernadette.Sloyan@csiro.au](mailto:Bernadette.Sloyan@csiro.au), or Craig Macaulay (Science Journalist, Marine & Atmospheric Research), phone (03) 6232 5219, mobile 0419 966 465, email [Craig.Macaulay@csiro.au](mailto:Craig.Macaulay@csiro.au). Background on the conference is available at: <http://www.csiro.au/news/Deep-thinking-on-the-worlds-oceans.html>.

## OCEANS POLICY

### Industry Ocean Protection Leadership Essential: Sustainability Summit

**More than 150 business leaders from a range of ocean industries – including shipping, oil and gas, fisheries, aquaculture, mining and offshore renewable energy – took part in the World Ocean Council’s (WOC’s) inaugural Sustainable Ocean Summit (SOS) in Belfast, Northern Ireland, in mid-June.**

With the theme of *Reducing Risk, Increasing Sustainability: Solutions through Collaboration*, the SOS covered a range of ocean stewardship issues including marine spatial planning, the Arctic, biodiversity, marine debris, and sound in the marine environment.

The Council said later that never has it been clearer that the single most important factor determining the health of the ocean is the way business is done in the marine environment, and that industry leadership in ocean protection is critical.

“Sustainable oceans are of crucial importance to the private sector and to society as a whole,” said Mr Richard Pruitt, Director of Environmental Programs, Royal Caribbean Cruises Ltd.

The need for the ocean business community to better understand and engage in MSP has become even more urgent due to the Executive Order signed by US President Obama on 19 July, adopting the Final Recommendations of the US Ocean Policy Task Force.

The Task Force calls for the establishment of a national ocean policy council and the implementation of coastal and marine spatial planning (CMSP) through a series of nine regional planning programs.



**Mr Paul Holthus, Executive Director of the WOC, addresses Ocean Industry Association Leaders.**  
WOC photo

“The issues covered at the SOS provided the foundation for global collaboration and the future work of the World Ocean Council. This gathering of the ocean business community, held soon after World Ocean Day, June 8th, started with the inaugural Round Table of Ocean Industry Association Leaders, which convened nearly 20 international marine related business groups to consider areas of common concern,” Mr Pruitt said.

The SOS included the first international industry seminar on marine spatial planning. Participants from around the world learned about the growing efforts to address multiple uses of the ocean through this approach, and encouraged the World Ocean Council to work with ocean industries to better understand and engage in marine spatial planning.

Mr Paul Holthus, Executive Director of the WOC, said the need and opportunity for an ocean industry leadership alliance on "Corporate Ocean Responsibility" had become even clearer and more compelling as a result of the SOS, and several companies joined the Council during the event.

Industry representatives identified marine spatial planning (MSP) as a priority for the World Ocean Council's efforts to catalyse private sector leadership in ocean stewardship.

The new Council will develop materials and workshops to help the diverse ocean business community to become familiar with, and engaged in, marine spatial planning (MSP).

Founding Members of the World Ocean Council convened at the conclusion of the SOS to form a Steering Committee for the rapidly growing organisation.

For further information contact World Ocean Council (WOC), email [paul.holthus@oceancouncil.org](mailto:paul.holthus@oceancouncil.org). Web site <http://www.oceancouncil.org>.

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## Global Conference

**Over 850 national leaders, policy and decision-makers gathered at UNESCO in Paris for five days of presentations and discussions of on-going definition and implementation of international ocean policy.**

Sponsored by the Global Forum on Oceans, Coasts, and Islands, the United Nations Intergovernmental Oceanographic Commission (IOC), and the Government of France, the 5th Global Ocean Conference celebrated the International Year of Biodiversity and the 50th anniversary of the IOC.

Three major themes were addressed: Ensuring Survival: Ocean, Climate and Security, Major Issues in Mitigation, Adaptation, and Financing in the Post-Copenhagen Climate Regime.

Preserving Life: Marine Biodiversity Networks of Marine Protected Areas, Development of an Ocean Agenda for the Convention on Biological Diversity Conference in Nagoya, Japan, in October 2010.

During the meeting, W2O conducted a series of 30 video interviews with major participants that may be found at <http://www.goc2010.org>. Other materials, including Policy Briefs prepared as inputs to the conference, the Conference Concluding Statement from the Conference Co-Chairs, copies of Powerpoint presentations, are available at <http://www.globaloceans.org>.

A Conference Summary Report prepared by Earth Negotiations Bulletin is also available at <http://www.iisd.ca/download/pdf/sd/yimbvol68num5e.pdf>

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## NAVY

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### Collins Class Submarines Training in Undersea Warfare

**Three Royal Australian Navy (RAN) Collins Class submarines have been involved in an extensive training exercise which has tested both the crews and vessels off the West Australian coast recently.**

HMAS *Collins*, HMAS *Dechaineux* and HMAS *Waller*, were involved in an exercise which encompassed a number of military assets including the RAN Frigate HMAS *Anzac*, three RAN Seahawk helicopters from the Nowra-based 816 Squadron and a Royal New Zealand Air Force (RNZAF) P3 Orion maritime patrol aircraft.

These units were taking part in order to expose all participants to a variety of challenging and complex antisubmarine warfare scenarios.



**Centaur**  
*Death of a Hospital Ship*

The true story of the sinking of the Centaur as told by the survivors.

**Powerful  
Evocative  
Moving**

A new television documentary on the sinking of the Australian hospital ship, *Centaur*, has recently been released. The documentary is available on DVD through Greenapple Media at Hervey Bay, phone (07) 4124 5043, email: [matthews@halenet.com.au](mailto:matthews@halenet.com.au). RRP (for home use) \$35.00 including postage & handling within Australia.



### Assistant Editor Sought for the Australian Journal of Maritime and Ocean Affairs

The AAMA Board seeks an assistant editor to share the duties of producing its quarterly journal, the *Australian Journal of Maritime and Ocean Affairs* (AJMOA). Over the years AJMOA (and its predecessor *Maritime Studies*) has published important articles on a range of maritime and naval issues, but has always suffered from a shortage of good material. The move a few years ago to become a refereed (double blind) journal makes AJMOA an attractive option for academic publication.

Prospective applicants should have some experience in editing, but the major requirement is the ability to, through their wide range of contacts, commission scholarly articles for publication. As such, a prospective editor working in a relevant government agency or within academe would be ideal. A small honorarium is payable for each edition.

The AAMA Board asks readers of the *Australian Maritime Digest* to consider whether they have the interest, time and contacts to consider nominating to be the assistant editor or know anyone who might be interested

Nominations or suggestions should be passed to the current editor, Mr Andrew Forbes, who can be contacted at phone (02) 6127 6507, email [arforbes@bigpond.net.au](mailto:arforbes@bigpond.net.au).



**HMAS Dechaineux and HMAS Waller on exercise off the West Australian coast in early July.**  
RAN photo

Commander Australian Fleet, Rear Admiral Steve Gilmore said these types of exercises, involving multiple units were vital in ensuring that the RAN's war fighting skills and competencies in the under-sea environment were maintained at the highest level.

For further information contact Defence Media Liaison, phone (02) 6127 1999, mobile 0408 498 664.

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### Amphibious Operations with US Marines Corps

US Marine Corps amphibious vehicles belonging to the Amphibious Assault Company of the 3rd Marine Regiment, conducted launch and recovery training from the tank deck of HMAS *Kanimbla* during the RIMPAC international naval exercise off Hawaii early last month.

The amphibious vehicle worked with *Kanimbla* while she was alongside in Pearl Harbour, Hawaii prior to the sea phase of Exercise RIMPAC 2010.



**A US Marine Corps amphibious vehicle involved in launch and recovery training from HMAS Kanimbla.**  
Defence photo

RIMPAC, the Australian Defence Force's largest international maritime exercise, is designed to test interoperability with 14 Pacific Rim nations. Around 1200 ADF personnel were participating.

This year marked the 22nd RIMPAC which was being hosted by the US Third Fleet over a five week period, finishing on the 1st August 2010.

Further details and contact information are available at <http://www.defence.gov.au/opex/exercises/rimpac10/index.htm>

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## PIRACY

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### Dutch Stealth Submarine to Shadow Somali Pirates

The Dutch Government reports that it is using one of its stealth submarines as part of a NATO anti-piracy task force to keep track of Somali pirates off the East African coast.

Dutch Minister of Defence, Mr Eimert van Middelkoop, revealed this during a recent visit to HNLMS *Johan de Witt* and her crew. The Dutch amphibious transport ship is taking part in Operation Atalanta, the European Union counter-piracy mission, operating off the coast of eastern Africa.



**Netherlands Defence Minister, Mr Eimert van Middelkoop, announced on 1 July during a visit to NATO naval units engaged in anti-piracy measures that the Royal Netherlands Navy will be using a submarine to keep tabs on pirates.**  
Dutch Defence Department photo

Mr Van Middelkoop said the Netherlands would be deploying a Walrus Class submarine to the same area between late September and late November. The submarine will then form one of the maritime units active for Operation Ocean Shield, the NATO anti-piracy mission.

"The submarine will act as an extra reconnaissance capability for other units deployed to the area and its specific capabilities (see without being seen) may be of great added value in the wide geographical area of operations," he said.

For further information see <http://www.defensie.nl/english/servicemenu/search> then type in the keywords "Somalia piracy".

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## MARINE SAFETY

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### New Personal Flotation Devices for Australian Boaters

Personal flotation devices made to new Australian Standard AS 4758 can now be sold and worn around the country.

National Marine Safety Committee (NMSC) CEO, Ms Margie O'Tarpey, said Australia's marine safety authorities had met the timeframe of 1 July 2010 set by the NMSC to accept personal flotation devices (PFDs) made to Australian Standard 4758.

The NMSC has produced a point-of-sale brochure for retailers, dealers and the general public explaining the PFDs made to the new standard and what they mean. Copies can be attained from marine safety authorities or the NMSC.





PFDs are recognised as a key safety feature in recreational boating.  
NMSC photo

PFDs are recognised as a key safety feature in recreational boating. An NMSC study\* found that people who survived a boating incident were more than two times more likely to have been wearing a PFD compared to those who died and concluded that if PFD usage increased to 50 per cent, 2-3 lives could be saved nationally each year.

For further information contact Ursula Bishop (NMSC), mobile 0412 813 056, email [ubishop@nmsc.gov.au](mailto:ubishop@nmsc.gov.au).

#### DISCLAIMER

Views expressed in the *Australian Maritime Digest* do not necessarily reflect those of the Australian Association for Maritime Affairs.

There is no charge for entries under "CONFERENCES & SEMINARS" on page 12.  
Email details to [admin@aama.asn.au](mailto:admin@aama.asn.au).

## SHIPBUILDING

### Keel-Laying For New US JHSV

Just over six months after the official opening of Austal's new Module Manufacturing Facility (MMF) in November 2009, Austal USA hosted a keel-laying ceremony at its shipyard in Mobile, Alabama, on 22 July to signify the erection of the first modules on the US Department of Defense's next generation multi-use platform, the Joint High Speed Vessel (JHSV). This is part of a 10-ship program potentially worth over US\$1.6 billion.



Artist's impression of the new US JHSV.  
Photo courtesy Austal

*Spearhead* (JHSV 1) will be a US Army vessel (USAV) and its name represents a major feature of the Regimental Insignia of the Transportation Corps.

For further information contact Austal, phone (08) 9410 1111, email: [pubrel@austal.com](mailto:pubrel@austal.com).

## SHIPPING

[continued from page 1]

### Sea Transport Overlooked in Report on Future Freight Priorities

"Road and rail infrastructure spending to support a regional port network will be quite different to the current freight transport model, based on distribution from major ports mainly in State capitals.

"Unless Infrastructure Australia gets serious, COAG would be well advised to ask some searching questions when it receives Infrastructure Australia's formal advice, in the form of a proposed National Freight Strategy, in late 2010."

In earlier discussions with maritime leaders, Mr Griffiths said Infrastructure Australia was proposing spending considerable sums on port infrastructure, to address the interfaces between sea and land transport, and any decisions are likely to be based on a flawed National Freight Network strategy.

"Infrastructure Australia has unilaterally chosen to simplify the problems they should be addressing by assuming that, because the sea costs governments nothing to provide, as opposed to roads and rail lines, they can simply ignore it in their considerations of any National Freight Network, whereas clearly sea transport is a major part of any overall freight network," he said.

"A problem is that sea transport cost structures are totally different to model. Roads cost billions to build and maintain, but the trucks cost only hundreds of thousands; shipping costs nothing for the sea, but small ports and ships cost tens of

millions. Cost/benefit comparisons require complex modelling. Thus, if Infrastructure Australia do try to consider domestic sea transport, that makes their analysis much more complex. The main conceptual problem seems to be that Infrastructure Australia is currently assessing whether individual components of any National Freight Network are, of themselves, "nationally significant", when it is the network as a whole which is nationally significant. Only when that conceptual change is made can Infrastructure Australia model the complete requirements and recommend transport infrastructure investments for the future."

Mr Griffiths' comments followed a news release by the Infrastructure and Transport Minister, Mr Anthony Albanese, in which he welcomed the IA report which he said focused on "the pipeline of projects it considers key to a stronger economy and dealing with the challenges of sustainable population growth, export bottlenecks, urban congestion and climate change."

Copies of the Infrastructure Australia report are available at <http://www.infrastructureaustralia.gov.au/publications.aspx>.

For further information contacts Richard Griffiths (AAMA Chair), phone (02) 6248 9609, mobile 0412 164 404, or Mr Albanese's Canberra office, phone (02) 6277 7680, email [A.Albanese.MP@aph.gov.au](mailto:A.Albanese.MP@aph.gov.au). Further information on the Australian Association for Maritime Affairs is available at <http://www.aama.asn.au> or by emailing [admin@aama.asn.au](mailto:admin@aama.asn.au).

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## Logistics Body Urges Federal/State Agreement on Infrastructure of National Significance

**The Australian Logistics Council (ALC) has endorsed the call by Infrastructure Australia Chairman Rod Eddington for a national approach to the planning and management of ports and freight movement.**

“ALC recommends the development of a National Partnership Agreement between the States and Territories to ensure that land use decisions prioritise the efficient operation of nationally significant Transport & Logistics (T&L) infrastructure”, said ALC Chief Executive Michael Kilgariff.

ALC is the peak national body for Australia’s freight T&L industry. ALC aims to influence government policy decisions to ensure that Australia has a safe, secure, reliable, sustainable and competitive freight T&L industry.

“ALC has been highly engaged with Infrastructure Australia and has made submissions on both the National Ports Strategy and a National Freight Network Plan,” Mr Kilgariff said.

“The function of the National Freight Network Plan Framework should be to ensure the regulatory environment, infrastructure and investment are in place to meet Australia’s future freight needs.

“ALC therefore believes that the National Port Strategy and the National Freight Network Plan should be focussed on infrastructure that is ‘nationally significant’.

“Nationally significant infrastructure should be judged on the importance of the infrastructure to the national economy and includes inland ports/intermodal terminals and the national ports.

“A National Partnership between the States and Territories should be drawn up establishing the concept of nationally significant infrastructure; ensuring that land use decisions should prioritise the efficient operation of the nationally significant infrastructure; and creating a fund for state and local governments which incur expense as a result of making land-use decisions that favour nationally significant infrastructure over other land uses.

“ALC will continue to support appropriate nationally consistent regulatory frameworks and transparent markets to ensure Australia enjoys the full benefits of national freight T&L policy development and reform,” Mr Kilgariff said.

For further information contact Michael Kilgariff (ALC Chief Executive), phone (02) 6260 3274, mobile 0418 627 995, email [admin@austlogistics.com.au](mailto:admin@austlogistics.com.au). Web site <http://www.austlogistics.com.au>.

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## Application of Australian IR Law Could Drive Coastal Sea Cargo Ashore

**Application of Australian industrial relations law to foreign vessels regularly carrying coastal cargo could unintentionally make some shipping lines withdraw from the trade and force more cargo onto road and rail transport.**

Shipping Australia Limited (SAL) which represents many of the major Australian and international ship owners, operators and agency companies involved in bulk, tanker, general cargo shipping, container, passenger and tramp trades, says the Federal Government’s actions could have unintended consequences.

Mr Llew Russell, who is SAL’s CEO, said in a news release on 12 July:

“When the Prime Minister (Ms Julia Gillard) was Minister for Workplace Relations and Employment, she introduced regulations that applied, from 1 January this year, the Fair Work Act to foreign vessels carrying coastal cargo under permit if more than one permit was issued in the past twelve months which is the case with most of our members.

“The regulations have led, in our view, to unintended consequences.

“If the industry had been consulted, we would have pointed out that we acknowledge the right of the Federal Government to apply Australia’s industrial relations laws to vessels regularly carrying coastal cargo but our objection is to the application of the word ‘regularly’.”

Mr Russell said a vessel could have one container of coastal cargo and 2,500 containers of foreign cargo but still have to pay all the crew Australian wages and conditions.

The additional costs involved per container would be very substantial when relatively small volumes were carried. This could cause a number of the shipping lines to withdraw from the trade and force more cargo onto the less environmentally sustainable road and rail transport or for the cargo to be imported from overseas, he said.

“We would urge the new Minister for Workplace Relations and Employment to clarify the regulations by providing for a clean ‘disconnect’ between international voyages and domestic voyages,” Mr Russell said.

“This criteria is already well tested and used by Customs and Border Protection and the Australian Taxation Office,” Mr Russell said.

AAMA Chairman, Mr Richard Griffiths, said the concerns expressed by Mr Russell appeared to present the Government with a major policy dilemma. He urged the Prime Minister to give serious thought about how to resolve the problem so that Australia’s national interests were not damaged.

Readers of the *Australian Maritime Digest* are urged to submit a letter to the Digest editor ([edavitt@bigpond.com](mailto:edavitt@bigpond.com)) if they have any views or suggestions on the issue.

For further information contact Llew Russell (CEO Shipping Australia Limited), phone (02) 9266 9903, mobile 0414 958 247, or Richard Griffiths (Chair, Australian Association for Maritime Affairs), phone (02) 6248 9609, mobile (0412 164 404, email [griffithsrd@gmail.com](mailto:griffithsrd@gmail.com)..

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## Troubled Times Ahead for World Trade??

**An influential global economic e-newsletter says a key indicator of the health of world trade – the Baltic Dry Index – could be signalling troubled times ahead for shipping because of declining imports and exports.**

The mid-July edition of the online edition of *The Economist’s* Newsbook, said in part:

“For most of the past two decades the main measure of shipping costs has been used as a guide to what is happening to world trade. So the fact that the Baltic Dry Index – which measures the rates charged for chartering the giant ships that carry coal, iron ore and grain – has fallen by almost 60% in its longest streak of consecutive declines for nine years (34 days running as of 14 July) has won attention.

“Add in the fact that China’s imports of iron ore and coal fell in June by 6% and 8% respectively, and the Baltic Dry seems to be signalling trouble ahead. Melissa Kidd of Lombard Street Research notes that the decline in rates has been greatest for

the biggest vessels, the sort used to carry iron ore and coal from Australia and Brazil to China, suggesting weaker demand in the world's most vibrant big economy. Such ships cost \$48,000 a day to charter in late May; they are now down to around \$18,000 a day."

The full article from *The Economist's* Newsbook is available at [http://www.economist.com/blogs/newsbook/2010/07/shipping\\_rates\\_slump&fsrc=nwl](http://www.economist.com/blogs/newsbook/2010/07/shipping_rates_slump&fsrc=nwl).

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### Remote Controlled Ore Loader Trialling

**A tele-operated shiploader designed to remotely control the loading iron ore is being trialled by Rio Tinto at a port in the Pilbara.**

Development of the shiploader is part of Rio Tinto's vision for a "Mine of the Future" that will help deliver safer and more efficient mining.

CSIRO's Minerals Down Under Flagship worked closely with Rio Tinto to develop the tele-operation control systems used in the shiploader.

Rio Tinto chose CSIRO as a research partner because it has significant expertise in a number of technologies that had to come together to deliver a result. These technologies include image processing and projection, electronic communications, software engineering, sensor technologies and human factors engineering, along with a deep understanding of the mining process.



**A Rio Tinto iron ore shiploader in operation in the Pilbara.**  
Photo Chard Hargrave, CSIRO

CSIRO brought together an integrated project team from its labs in Canberra, Sydney and Brisbane. Where there were gaps in expertise, CSIRO collaborated with other researchers, including Paul Bourke from the University of Western Australia.

For further information contact Jock Cunningham (Mine Minerals Down Under Flagship), phone (07) 3327 4699 or (07) 3327 4444, email [Jock.Cunningham@csiro.au](mailto:Jock.Cunningham@csiro.au).

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**CONFERENCES AND SEMINARS**


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**22-24 August 2010****Marine Safety Conference 2010: "Safe Passage to a Marine Nation"****Burswood Entertainment Complex, Perth WA**

Hosted by the National Marine Safety Committee.

The pre-eminent gathering on marine safety in the Southern Hemisphere.

Themes and topics of interest

- The emergence of one single national maritime jurisdiction and the harmonisation of service delivery
- National and international standards developments
- The economic future of the national marine and maritime industry in a national and global market
- Technological, legal and environmental trends in the commercial and recreational sectors

Further information: Rosemary Pryor, Communications Officer, National Marine Safety Committee, [rgpryor@nmssc.gov.au](mailto:rgpryor@nmssc.gov.au), phone (02) 9247 2124, mobile 0406 713 140. Web site <http://www.nmssc.gov.au>.

**25 August 2010****"New Shipping Facilities, Opportunities/Risks" – AIMS (Australasian Institute of Marine Surveyors) biennial conference****Tradewinds Hotel, 59 Canning Hwy, East Fremantle, WA**

New development of facilities (ports, loading, berths, etc.), is taking place in Australia. The conference will provide a forum for the exchange of information on the opportunities and risks that will be created by this new infrastructure.

Further information: [secretary@aimssurveyors.com.au](mailto:secretary@aimssurveyors.com.au), phone (02) 9456 0291, (08) 9339 8222. Web site <http://www.aimssurveyors.com.au>.

**13-15 September 2010****Tuna 2010****Centara Grand & Bangkok Convention Centre, Bangkok, Thailand**

The world's leading global tuna industry event.

Further information: Kishore Navani, phone (03) 9645 0411 email [marinfo@baird.com.au](mailto:marinfo@baird.com.au). Web site <http://www.bairdmaritime.com>.

**14 & 15 September 2010****Port & Maritime Security 2010****Amora Jamison, Sydney**

The 7<sup>th</sup> annual Port & Maritime Security 2010 summit will bring together experts and leaders to share the most recent initiatives, to give insights into the latest policy moves and examine some of the most advanced technological approaches on the market.

The Summit will facilitate interaction and cooperation between government agencies, port operators, shipping companies and other key industries and the outstanding speaker panel will be able to give you the latest insights into how you can tackle the ever-expanding threats your operations face.

A pre-conference **Crisis Management Workshop** will be held on Monday 13 September.

Contact the conference registration team on (02) 9080 4307 or [registration@informa.com.au](mailto:registration@informa.com.au). Or book your place online at <http://www.portmaritimesecurity.com.au>.

**14-15 September 2010****Transport Project Financing Summit****Stamford Plaza, Brisbane**

Australia is experiencing an unprecedented **boom in infrastructure investment**. Across the nation the **public and private sector are spending billions of dollars** to build the roads, ports, airports and rail networks to meet the increasing demands of its freight and passenger transport.

The inaugural **Transport Project Financing Summit** will address all the issues associated with securing funding for long term transport projects. The agenda will examine the roles of both the public and private sector for future transportation projects in Australia.

Full details at: <http://www.informa.com.au/transportfinance>.

**26-29 September 2010****Solutions World 2010****Palace Hotel in San Francisco**

The eighth biennial conference focused on the latest technology advancements in marine terminal operations and supply chain logistics. Formerly known as Navis World, the user-conference is renamed Zebra Enterprise Solutions (ZES) World.

For more information or to register as an attendee or sponsor: [http://zes.zebra.com/zes\\_world\\_2010/index.jsp](http://zes.zebra.com/zes_world_2010/index.jsp). The deadline to avoid registration fees is 15 July 2010.

**6-7 October 2010****7th Annual Dry Bulk Shipping Market Outlook****The Devere Holborn Bars, London**

Dry Bulk Shipping Market Outlook conference is the only global event to bring together a distinguished panel of experts to analyse market drivers and assess demand and supply fundamentals in the dry bulk shipping sector.

Full details at: <http://www.immevents.com/drybulksipping>.

**10-12 October 2010****6th Asia Maritime & Logistics Conference & Exhibition****Putra World Trade Centre, Kuala Lumpur, Malaysia**

Opportunity for Shipowners, Classification Societies, Maritime Law, Suppliers of Marine Equipment, and Suppliers of Marine Services to meet and exchange views on most current development affecting Asian Maritime and Shipping Industry.

For speaking and program enquiries: [tina.karas@informa.com.au](mailto:tina.karas@informa.com.au). Further information and registration details: [enquiries@informa.com.au](mailto:enquiries@informa.com.au). Web site <http://www.asiamaritimelogistics.com>.

**25-29 October 2010****Euronaval 2010: International trade show for naval defence and maritime safety & security****Paris-Le Bourget Exhibition Centre**

Euronaval traditionally covers missions ranging from naval sovereignty to state actions at sea and maritime safety and security, including the enforcement of public order at sea, marine, maritime and fisheries policing and maritime and coastal surveillance. Program includes debates on the safe and secure use of the seas for civil and military purposes.

Further information: [info@euronaval.fr](mailto:info@euronaval.fr), phone +33 (0)1 7 36 80 80. Web site <http://www.euronaval.fr>.

**26-28 October 2010****Ports Australia 42nd Biennial Conference****Hotel Grand Chancellor, Hobart**

Ports Australia's Biennial Conference is attended by port corporation CEOs and their senior management teams, as well as ports' Board members and other key decision makers within the ports community.

For further information about attending or sponsorship opportunities contact [info@portsaustralia.com.au](mailto:info@portsaustralia.com.au). Website: <http://www.portsaustralia.com.au>.

**9-10 November 2010****AusIntermodal 2010****Langham Hotel Melbourne**

Celebrating its 10th year anniversary, AusIntermodal 2010 will bring together government departments, the leaders of Australia's ports, shipping lines, freight operators and logistics service providers and analysts to discuss the planning and efficiency of the nation's freight framework.

AusIntermodal 2010 will provide a state by state and national update on transport projects, regulation, investment initiatives and the new developments in supply chain management and technology that are facilitating productivity and prosperity.

Full details at: <http://www.ausintermodal.com>