

**SENATE RURAL AND REGIONAL AFFAIRS AND TRANSPORT
LEGISLATION COMMITTEE
Shipping Legislation Amendment Bill 2015
Public Hearing: Monday, September 7 2015
Questions Taken on Notice – SeaRoad Shipping**

I refer to our meeting on Monday 7th September 2015 where you requested details of where our crews live and what the cost of making them redundant would be.

In doing so I would like to point out some of the negative aspects that SeaRoad would encounter if we were forced to employ non-Australian seafarers as crew members on our ships. For the record SeaRoad sees such a result as a most undesirable outcome.

1. The high cost of international travel (our crews work 28 days on and 28 days off) for regular swings resulting from the need to manage fatigue. Our ships load and unload cargo and sail every day creating higher physical demands on crew than most forms of shipping on the Australian coast. Most foreign crew swings are several months, up to 6.
2. Where and how would SeaRoad access foreign seafarers? Crew agency costs etc etc.
3. Generally (few exceptions) a ship's Navigation Officer must be either Australian or a New Zealander to hold a pilotage exemption. If SeaRoad operated its new vessels using pilots at Devonport and Melbourne the additional cost to current would be \$6,000,384 per annum, plus any additional tugs required by pilots.
4. SeaRoad would no longer comply with the requirements to qualify for the fiscal concessions it currently receives from the ATO.

Back to your questions SeaRoad currently employs 54 permanent seafarers plus 6 Trainees, plus a small number of casuals. This will increase with the introduction of the first of our newbuild vessels in Q4 2017. The 60 that we currently have are domicile as follows:

Tasmania	26
Victoria	20
Queensland	6
New South Wales	3
South Australia	2
New Zealand	2
Western Australia	1

If SeaRoad was to make the 54 permanents redundant today the cos would be \$8,035,765.