



Organisation: Offshore and Specialist Ships Australia Ltd.

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Part One:

- 1: NO.
- 2: NO.
- 3: NO.
- 4: NO.
- 5: YES.

OSSA Ltd. (www.offshorespecialistships.com) was formed in March 2017 as a not for profit and charity organisation.

The purpose of OSSA is to support and promote the Australian maritime industry.

We do this through:

Heritage collection and public displays,
Development of a school's program providing schoolchildren with the exciting career opportunities within the industry, and
Discussion with governments and corporate regarding future initiatives to develop the industry.

Initially our involvement centered on the Offshore Energy Sector but quickly expanded to cover all industry sectors including the



Antarctic, Towage, Scientific Research, Defence support, general cargo and more. OSSA is based in Melbourne. OSSA is funded through its membership base of individuals and corporate and various grants.

Our membership base is Australia wide and comprises of both current and retired seafarers (primarily ships officers), Senior Managers with a long history in the industry who have both managed and operated vessels throughout Australasia plus corporates who include current ship operators in this region and beyond and a variety of legal and financial advisory companies.

OSSA is acutely aware of the need for a Strategic Fleet and a functional Maritime Training Regime. We have been pressing for change over the past 5 years. Our interest and concerns are reflected in several submissions to both Federal and State Governments. The most relevant are the Discussion Papers (as attached) being:

- Australian Maritime Resilience
- Australia's Maritime Logistics System
- Future Seafaring Training Options for the Australian Maritime Industry
- Collaborated Briefing Paper with Court Marine to the responsible Federal Minister in 2022.

OSSA has also been proactive in the development of our Maritime Industry schools career guidance program with the guidance of State Educational Departments in both Victoria and New South



Wales. OSSA will extend the program to other states during 2023 and 2024.

6. -Our Business and Our Customers: Not Applicable.

-The Economy and The Community. High and potentially catastrophic. Impact on fuel reserves, Petrol and Diesel requiring rationing, agriculture and trucking reliance on Diesel greatly affected. The import of refined products is reliant from Mega Refineries located in SE Asia and the Middle East. Movement of goods both interstate and remote areas as evidenced by the 2021 flood impact on freight movements to WA. Most fertilisers imported and would have medium to high impact on agriculture. Major Export disruptions of raw material, Iron Ore, LNG etc. would have a potential High impact commercially to miners and budget revenue noting that most of these exporting vessels are foreign flagged. Exports potentially would be affected by closure of shipping routes in case of a major conflict. Australia is developing an Offshore Wind Farm sector which will require many ships and experienced crew. OSSA is working with this sector developing skills and training requirements. Failure to secure suitable ships and seafarers will severely damage this exciting new growth.

Control over shipping contracts is a major benefit to both exporters and importers providing substantial advantage in sales negotiations and ship programming. Having access to competitive secure Australian shipping will bring both commercial and strategic benefits to Australian trade.



More Australian ships will obviously provide greater access to training for Australian cadets which we as a nation struggle with under the current lack of Australian flagged ships.

A greater Australian fleet provides a ripple effect of growth in areas such as financial, legal, insurance, engineering and more. These industries, particularly engineering, have faded or disappeared from our shores. We need them back.

7 and 8. Refer to Submissions attached as in Part One- Item 5.

Part Three. Other Information.

OSSA Members have a global history of either building, operating, or serving on ships outside of Australia in competitive Offshore Energy Markets. These markets include China, Indonesia, Vietnam, the Philippines, and Malaysia. To be operationally competitive in these markets, the vessels were manned with senior Australian Deck and Engineer Officers, Southeast Asian Ratings and occasionally Australian Bosuns. The then existence of Section 23 AG of the Australian Taxation Act enabled Australian Officers to be cost effective and to maintain their professional ownership of company vessel operations whilst working outside of Australia. Any vessels regularly trading outside of Australia under the second registry must be financially viable and be able to compete in these trades with other first world flagged vessels. Implementation of a taxation regime providing the ability to trade on a level playing field is an imperative. Ships must be able to have mixed crew (ie Australian officers, foreign crew) for ship operations not



associated with pure coastal trading. Ships purely operating on the coast would continue to have a full Australian crew.

A new regime for Training Options is a must after over a decade of neglect. Our paper on future training options provides pathways to a way forward on which we would welcome discussion.

OSSA works closely with MIAL, The Company of Master Mariners, The Nautical Institute, and others in the development of a future strong resilient Australian Maritime Industry.

