



# SEMAPHORE

Newsletter of the Maritime Law

Association of Australia and New Zealand



## Australian Report

I first pay my respects to the Turrbal and Jagera people of the land where I work and live, Meanjin Brisbane.

It has been a busy start to 2024 and promises to be a big year as the world continues its recovery from the COVID years and grapples with new and continuing geopolitical challenges and conflicts that have the potential to impact us all, particularly those of us with connections to the maritime industry.

Below is a snapshot of the work MLAANZ is focusing on in Australia.

### ***The MLAANZ 49th Annual Conference in Queenstown (New Zealand) 4-6 October 2024***

Plans for this year's conference in Queenstown are well under way.

If you need any more of a reason to cross the ditch to beautiful New Zealand, see the president's report for a taste of the exciting events that are being planned.

### ***MLAANZ Branches***

The Australian MLAANZ Branches have held and/or are preparing for a number of local events in their respective jurisdictions, as follows:

- MLAANZ Victoria – seminar, 26 February 2024 – Ship Collisions: Investigations and Apportionment of Liability
- MLAANZ New South Wales – mini conference, 13 May 2024 – seeking expressions of interest
- MLAANZ QLD – seminar and networking event, early May 2024

### ***MLAANZ Policies – Code of Conduct and Alcohol and Drug Safety***

In the previous edition we noted that the MLAANZ Board and a Board subcommittee had been working on developing a series of policies which will be applicable to members and guests attending MLAANZ events.

Following an external review by New Zealand and Australian practitioners with expertise in these matters, we are pleased to confirm that these policies have now been finalised and published on the MLAANZ website for all members and guests to review as per [About Policies](#).

If members have any comments on the policies, please send them through to a member of the MLAANZ Board as we intend to undertake a review of the policies in 12 months' time to incorporate any comments from members.



MLAANZ Australia vice-president  
Naraya Lamart

## ***The CMI, Conventions and Consultation***

In early January 2024, MLAANZ received a letter from the Comité Maritime International (CMI) seeking nominations for the following positions on its Executive Council:

- vice-president
- three positions of executive councillor

Following submissions by a number of MLAANZ members, the MLAANZ Board supported the nomination of Alexander von Ziegler for the role of vice-president. MLAANZ aims to continue to foster positive relationships with the Executive Council of CMI in support of the common goal of promoting uniformity in international maritime law.

MLAANZ is currently working on a response to a CMI questionnaire on the 1910 Collision Convention in conjunction with a maritime law academic.

MLAANZ attended the first Shipping Consultative Forum for 2024 in mid-March, hosted by the Australian Maritime Safety Authority (AMSA) in Tasmania. MLAANZ's immediate past president, Michelle Taylor, also attended in her capacity as Board member to AMSA.

Some of the key items discussed at the forum included:

- Autonomous Underwater Vehicle Program – some very impressive technologies which will be crucial to scientific and security developments
- the Nowhere to Hide Campaign being run by the International Transport Workers' Federation (ITF) Australian Inspectorate, which identified US\$4.5 million in unpaid or underpaid wages in one week in June of 2023 – the campaign has been extended into 2024 with a focus on foreign-owned vessels engaged in coastal trading
- the Maritime Single Window – a digital platform intended to be a single portal linked to all Australian jurisdictions to simplify processes for the efficient clearances and movement of vessels in and out of ports
- the Maritime Strategic Fleet – the Australian Department of Infrastructure, Transport, Regional Development, Communications and the Arts provided an update that since the Australian Government's response to the taskforce report was published in November 2023, further consultation is ongoing regarding the implementation of the recommendations accepted by the Government. Applications to join the strategic fleet are expected to open around mid-year 2024. The Strategic Fleet Taskforce final report and the response can be accessed [here](#)
- as part of the Maritime Emissions Reduction National Action (MERNAP), the Department has issued a fourth issues paper "MERNAP Issues Paper 4: Green Shipping Corridors and Partnerships" – the consultation period is open until 5 April 2024 for those interested in making a submission
- AMSA's update on its algorithm being used for Port State Control targeted inspections, a pilotage review in the Great Barrier Reef region and the new Marine Order Part 71 which comes into force on 1 July 2024 and will apply to Australian-regulated vessels

MLAANZ will continue to participate in these forums to engage in discussions on issues that impact matters of maritime law, including supporting maritime law reforms and the ratification of a number of conventions (most notably the Nairobi Wreck Removal Convention and Judicial Sale of Ships Convention).

MLAANZ continues to seek opportunities to promote the ratification of these and other treaties with the relevant departments.

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