

Special Commission of Inquiry: Ruby Princess Terms of Reference

Having regard to the global COVID-19 pandemic and with respect to:

- a. the departure from Sydney of the Ruby Princess on 8 March 2020;
- b. the voyage of the Ruby Princess between 8 March and 19 March 2020;
- c. the docking and disembarkation of the Ruby Princess at Sydney on 19 March 2020; and
- d. subsequent efforts to diagnose and treat, and to contain the community transmission of COVID-19 by, Ruby Princess passengers

the Commissioner is to report on and make recommendations in relation to the following matters:

1. The knowledge, decisions and actions of Ruby Princess crew, medical staff and the ship operator, Princess Cruises, with respect to cases or potential cases of respiratory infections on the ship.
2. The information provided to, communications between, and decisions and actions of Commonwealth and NSW agencies, including the Australian Border Force, the Federal Department of Agriculture, Water and the Environment, NSW Health, the NSW Police Force, NSW Ambulance and the Port Authority of NSW.
3. Policies and protocols applied by Princess Cruises and Commonwealth and NSW Government agencies with respect to managing suspected or potential COVID-19 cases.
4. Communications by Commonwealth and NSW Government agencies to passengers disembarking the Ruby Princess.
5. Any other related matters that the Commissioner considers appropriate.

In undertaking this work, the Commissioner is:

- a. where the Commissioner considers appropriate, to collaborate and share information with any investigation established by Australian or New Zealand authorities in relation to the Ruby Princess; and
- b. to deliver a report by 14 August 2020.

From: Schwartz, Allan <allan.schwartz@amsa.gov.au>
Sent: Tuesday, 28 April 2020 4:05 PM
To: JOHNSON Andrew; HALL Jessica; Deputy Chief Executive Officer
Subject: RE: FYI - Ruby Princess and Letter on MLC from the ILO [SEC=UNCLASSIFIED]

Thanks Andrew and will try to get that captured. I guess the complaint will be that the / some of, the states didn't implement that and this is 'Australia'....

Also spoke to ABF and the email from ITF today was all news to them. They also noted that we still have 40+ Ruby crew being treated in hospital.

I will text my contact in Carnival and just check in how they are going. Maybe he will enlighten me too.

Cheers

Allan Schwartz
GENERAL MANAGER
OPERATIONS

s22(1)(a)(ii)

From: JOHNSON Andrew <Andrew.Johnson@infrastructure.gov.au>
Sent: Tuesday, 28 April 2020 1:51 PM
To: Schwartz, Allan <allan.schwartz@amsa.gov.au>; Jessica Hall <Jessica.hall@infrastructure.gov.au>; Deputy Chief Executive Officer <DCEO@amsa.gov.au>
Subject: RE: FYI - Ruby Princess and Letter on MLC from the ILO [SEC=UNCLASSIFIED]

Thanks Al

It would be good to note in the reply that the crew were assessed here and those that needed it were treated as appropriate. It is also worth noting that National Cabinet has agreed the exemption for ship's crew that provides for the movement of crew into and out of Australia (some of the Ruby crew were repatriated).

Regards
Andrew

s22(1)(a)(ii)

Hon Michael McCormack MP
Deputy Prime Minister
Minister for Infrastructure, Transport and Regional Development
Parliament House
CANBERRA ACT 2600

1 May 2020

Dear Deputy Prime Minister

We write to express our concern at reports that we have received about the welfare of the crew on board the *Ruby Princess*, which is en-route to the Philippines, having left Port Kembla on Thursday, 23 April 2020.

Information from some on board indicate that at least seven of the crew members are under guard having tested positive for COVID-19. Other reports indicate that the food loaded in Port Kembla is now out of date, and the consumption of this food is making crew ill.

As we understand it, these issues were raised with AMSA earlier this week when the ship was still off the coast of Queensland – albeit in international waters. At the time the International Transport Workers' Federation suggested that the crew would be entitled to shore based medical treatment under Maritime Law Convention 4.1.

We request that you urgently advise when AMSA was made aware of these issues and what course of action they recommended to the Government. Is it the view of AMSA and the Government that Australia's responsibilities to these crew ends once they are no longer in Australian waters – despite the food being supplied to the vessel in Australia and the likelihood that these latest cases of COVID-19 were transmitted while the ship was still within our jurisdiction?

Federal Labor remains a strong supporter of Australia honouring our international maritime obligations – including those to seafarers. We would be alarmed if the Government and government agencies have not done everything possible to ensure the health and welfare of this crew. I remind you that some 6,000 Australians have disembarked more 50 cruise ships around the world and made it home – with the help of other governments. We urge the Australian Government to show the same compassion to crew members that remain aboard the *Ruby Princess*.

We look forward to your earliest possible advice.

Yours sincerely



Catherine King MP



Senator Carol Brown

Released under the FOI Act 1982 by the Department of Infrastructure,
Transport, Regional Development, Communications, Sport and the Arts

From: s22(1)(a)(ii)
Sent: Monday, 4 May 2020 5:38 PM
To: s22(1)(a)(ii)
Subject: FW: Corro - C. King MP - Letter to DPM re Ruby Princess [SEC=UNCLASSIFIED:FOR-OFFICIAL-USE-ONLY] [SEC=OFFICIAL]
Attachments: Re: RUBY Princess; RE: FYI - Ruby Princess and Letter on MLC from the ILO [SEC=UNCLASSIFIED]

OFFICIAL

FYI – let me know if you can massage this into a response.

Ta

s22(1)(a)

OFFICIAL

From: Schwartz, Allan <allan.schwartz@amsa.gov.au>
Sent: Monday, 4 May 2020 3:23 PM
To: JOHNSON Andrew <Andrew.Johnson@infrastructure.gov.au>
Cc: s22(1)(a)(ii) @amsa.gov.au; s22(1)(a)(ii) @infrastructure.gov.au
Subject: [SPAM] RE: Corro - C. King MP - Letter to DPM re Ruby Princess [SEC=UNCLASSIFIED:FOR-OFFICIAL-USE-ONLY]

Andrew

s22(1)(a)(ii)

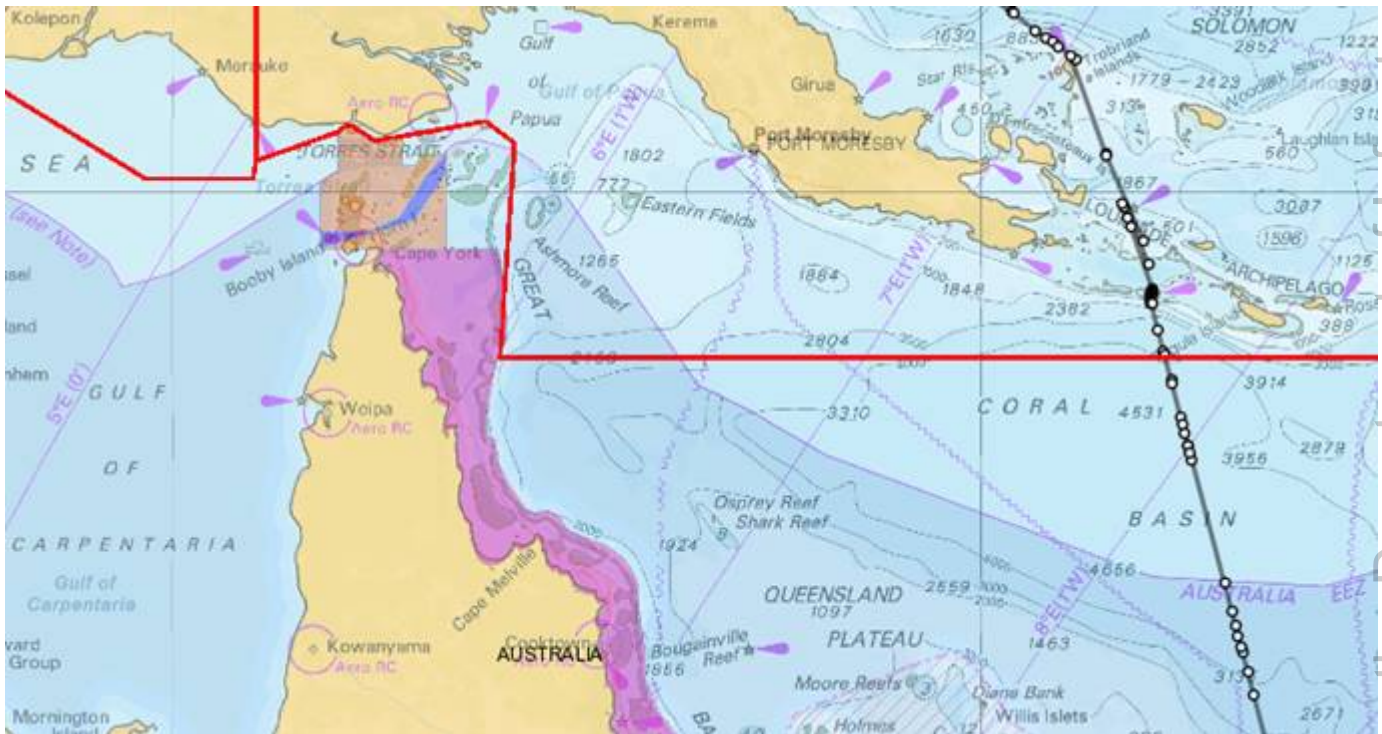
Attached is the relevant info for the DPM letter.

Specifically:

- We only became aware of it on 28 April at 1034 when ITF reported it to us.
- Please note at the time we got it and as per the picture in the attached, the ship was around 480 nautical miles North East from Cairns and just outside our SAR zone and well outside our EEZ. I have attached below an extract that includes both the SAR and EEZ boundaries.
- This is also relevant because in general the maximum distance for a helicopter evacuation is around 100 nautical miles from an airport.
- In addition, after the complaint was received and after ITF were responded to, I contacted ABF on 28th to see if they were aware and they confirmed they hadn't heard anything from the ship.
- I also contacted Carnival on 28th to check on vessel status and on the concerns. This was by SMS and their GM and I have been playing phone-tag since trying to touch base. We have however now spoken and he confirms there were some complaints about the food but this was because when they left they were given pre-prepared food packets. Some were fresh with use by dates and some were frozen without use by dates. After a couple days they had used the fresh ones and went across to the frozen ones and some crew complained about a lack of use-by date and made conclusions about its ability to be used. By the time I contacted Carnival it has already been dealt

with on board by the cooks resuming normal food preparation activities. The ship is fully stored with in fact probably too much food.

- As the ship was outside our area we let the flag state know.
- I also corresponded with Carnival on 23 April when vessel departed and in that included the following line:
"Good luck and of course, AMSA remains available for assistance whilst still in Australian waters"



Let me know if you need more.

Regards
Allan Schwartz
 GENERAL MANAGER
 OPERATIONS

s22(1)(a)(ii)

From: JOHNSON Andrew <Andrew.Johnson@infrastructure.gov.au>
Sent: Monday, 4 May 2020 12:23 PM
To: Schwartz, Allan <allan.schwartz@amsa.gov.au>
Cc: s22(1)(a)(ii) @amsa.gov.au; s22(1)(a)(ii) @infrastructure.gov.au
Subject: FW: Corro - C. King MP - Letter to DPM re Ruby Princess [SEC=OFFICIAL]

Hi Al

The DPM has received a letter from the Opposition about the status of the Ruby Princess and the allegations about conditions on board. Are you able to provide us with some input to answer this letter please?

Happy to discuss.

Regards
 Andrew

From: s22(1)(a)(ii) @amsa.gov.au>
Sent: Monday, 4 May 2020 4:53 PM
To: s22(1)(a)(ii) ; Schwartz, Allan
Cc: s22(1)(a)(ii)
Subject: FW: RUBY PRINCESS (9378462) - MLC notification - Food stores & crew health [SEC=UNCLASSIFIED]

We received a response from the *Ruby Princess* flag state (Bahamas) as per below

s22(1)

From: s22(1)(a)(ii) @bermudashipping.bm>
Sent: Monday, 4 May 2020 4:33 PM
To: MLC correspondence <mlc@amsa.gov.au>; Survey Bermuda Shipping <survey@bermudashipping.bm>
Cc: s22(1)(a)(ii) @bermudashipping.bm>; s22(1)(a)(ii) @bermudashipping.bm>
Subject: Re: RUBY PRINCESS (9378462) - MLC notification - Food stores & crew health [SEC=UNCLASSIFIED]

Dear s22(1)

Thank you for your email and your concerns about MLC issues on board Ruby Princess which is currently on a voyage to Manila having being forced to depart Port Kembla by the Australian Government.

We have investigated the matters detailed in your email and the situation is as follows:

Food Quality

An outside caterer was used who was producing and delivering fresh meals to assist the mandatory quarantine operation onboard. The Caterer is certified to ISO 9001, 14001 AS/NYS 4801 and OHSAS 18001. The meals were processed in a shore facility where they were cooked, rapidly chilled, and portioned into containers following Australian Food Safety Standards. All food was labeled with a 3-day "use by" label for quality purposes, which applies to all food that was stored under refrigeration. A portion of the food brought onboard was frozen, rather than refrigerated, at the shore catering facility and remained in a frozen state while onboard. The Catering Company confirmed that the 3-day quality labeling does not apply to frozen food, but rather, they recommended that all frozen food be consumed within 1 month to ensure quality.

It is believe that the label on the containers that indicated an expiration date for the fresh product resulted in of the crew thinking that the ship served expired food. The reality is that the food was produced and then blast chilled before being delivered to the ship and it was stored as a frozen product which has a much longer shelf life. A letter was sent to all crew members explaining the situation to clear up the confusion.

Sickness related to the food

The ship's Doctor advises that in the period that the shore produced meals were being served, which was up to 28 April, there were only 2 cases of AGE. This is not what we would expect to see if there had been a food-borne pathogen.

Covid -19 Cases

All crew onboard were tested while the ship was in Port Kembla, the results were reviewed by Australian NSW PH who decided who should disembark and who should remain onboard. The ship were notified of this decision, and the process was then completed with the Australian Police/ Border Force. The ship continues to follow international recommendations/ guidelines on management of health and illness. Currently, everyone onboard is in good health.

Crew Cabins under guard

The ship advises that Crew members were not under guard, however, patrols were initiated by the Security Team, to ensure that those crew members who were in isolation or confined due to illness did not violate the policies set by the Australian Government.

Mechanical Breakdowns

The only incident occurred on 27 April. While en-route to Manila, with two big DGs online. At 14:27, the ship experienced the shut-down of DG #2 following the activation of the oil mist detection system.

The preferential trip activated to prevent a black-out. The two running AC compressors and the two galleys disconnected from the HV network, while the propulsion stopped in automatic. The ship had fully recovered propulsion and all services 15 minutes later at 14.42LT.

Given the above we are satisfied that the principles of MLC 2006 continue to be upheld on this vessel.

Best Regards

s22(1)(a)(ii)

Chief Marine Surveyor

T: s22(1)(a)(ii) M: s22(1)(a)(ii) E: s22(1)(a) @bermudas

s22(1)(a)(ii) W: bermudashipping.bm

Bermuda Shipping and Maritime Authority, Mintflower Place, 8 Par-la-Ville Road, Hamilton HM08, Bermuda



From: MLC correspondence <mlc@amsa.gov.au>

Sent: 29 April 2020 19:59

To: Survey Bermuda Shipping <survey@bermudashipping.bm>

Subject: RUBY PRINCESS (9378462) - MLC notification - Food stores & crew health [SEC=UNCLASSIFIED]

Good morning,

AMSA has received information from the passenger vessel Ruby Princess which is enroute to Manilla, in relation to food stores and the health of crew.

It is alleged that the food stores taken onboard in Port Kembla, Australia were of poor quality and crew have been reported to have been sick due to the poor food quality. There is also up to 7 positive cases of COVID-19 onboard, with crew members indicating that their cabins are now under guard. We have also been advised that the vessel is experiencing mechanical breakdowns and loss of air conditioning.

In ensuring the MLC, 2006 is being upheld in this very difficult times and taking into consideration that the 'fair treatment of seafarers' is maintained for the sake of the health and welfare of the crew, we would appreciate if you can please investigate these allegations.

Could you please update AMSA of information you may obtain in this regard.

Kind regards,

s22(1)(a)(ii)

SEAFARER WELFARE COORDINATOR
VESSEL OPERATIONS
OPERATIONS

82 Northbourne Avenue, Braddon ACT 2612
GPO BOX 2181, Canberra ACT 2601

ps22(1)(a)
es22(1)(a) @amsa.gov.au w www.amsa.gov.au

@AMSA_News



Australian Government
Australian Maritime Safety Authority

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Released under the FOI Act 1982 by the Department of Infrastructure,
Transport, Regional Development, Communications, Sport and the Arts

MS20-000650



Australian Government
Department of Infrastructure, Transport,
Regional Development and Communications

To: The Hon Michael McCormack MP (for noting)
cc: Mr Simon Atkinson, Secretary
cc: Mr David Hallinan, Deputy Secretary Infrastructure and Surface Transport

Special Commission of Inquiry - Ruby Princess

Recommendation:	
1. That you note the information on the Inquiry and the Department's role.	
(Noted) Please Discuss	
 The Hon Michael McCormack MP Date: 5/5/2020 Comments:	

Key Points:

1. The NSW Government's Special Commission of Inquiry into the arrival and disembarkation of the Ruby Princess (the Inquiry) has commenced. The Inquiry may request that relevant Commonwealth documents be provided and for Commonwealth officials to give evidence at hearings, including officials from the Department and the Australian Maritime Safety Authority (AMSA).

s34(3)

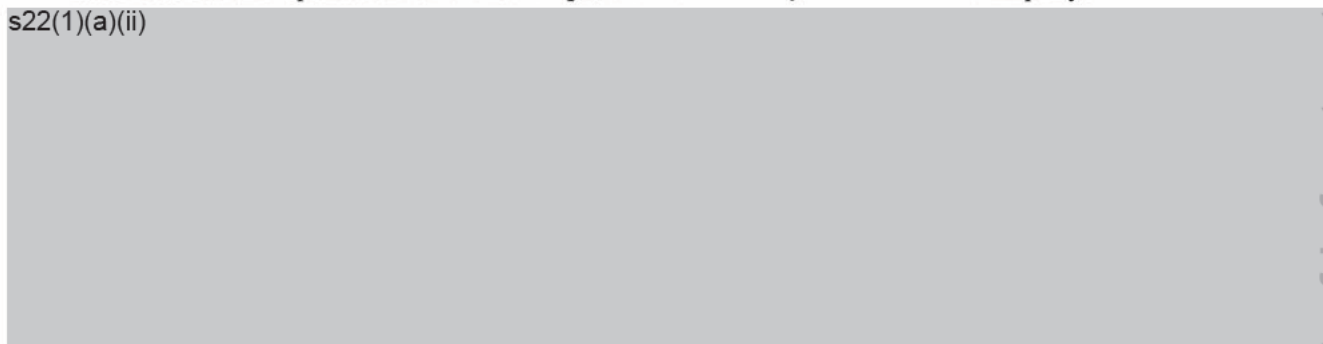
3. Officials from the Department and AMSA were involved in developing the process to implement the Government's decision to cease cruise ship operations in Australian waters due to COVID-19.
4. The Department also monitored the arrival and disembarkation of passengers from cruise ships both before and after the Government's decision. AMSA played a role in ensuring the Ruby Princess was safe to leave Australia, consistent with AMSA's role to implement Australia's legislation to meet our international obligations under the Safety Of Life At Sea (SOLAS) Convention.
5. Neither AMSA nor the Department had a decision making role in relation to the disembarkation of passengers from the Ruby Princess.

~~PROTECTED CABINET~~

MS20-000650

6. The Department will continue to work with other agencies (including AMSA) on a cooperative response to the Inquiry and to obtain coordinated legal advice across the Commonwealth.
7. NSW Police have been in contact with AMSA to obtain background information of a general nature about the operation of cruise ships, but not directly related to the Inquiry.

s22(1)(a)(ii)

**Consultation:**

The Department has held discussions with the Australian Border Force and Departments of the Prime Minister and Cabinet, Health and Agriculture about the Inquiry.

Background

The NSW Government has initiated a Special Commission of Inquiry and the NSW Police have initiated a Criminal Investigation into the circumstances of the arrival and disembarkation of the cruise ship Ruby Princess, the subsequent detection of COVID-19 amongst the passengers and crew, and the deaths of a number of passengers. The Terms of Reference are at **Attachment A**.

Name: Jessica Hall

Position: First Assistant Secretary

Division: COVID Surface Transport

Ph: s22(1)(a)(ii)

Mob: s22(1)(a)(ii)

Date: 20 April 2020

Contact Officer: s22(1)(a)(ii)

Section: Domestic Shipping

Ph: s22(1)(a)(ii)

Mob: s22(1)(a)(ii)

Attachments:

A: Special Commission of Inquiry: Ruby Princess – Terms of Reference

~~PROTECTED CABINET~~

Talking points for meeting with s22(1) - 19 March 2021

- *Thank s22(1) Carnival for their ongoing and constructive engagement in the cruise restart working group, and for working with government on parameters for a phased resumption of cruising.*

s22(1)(a)(ii)

- *Acknowledge the timing of any restart is yet to be resolved and the lack of certainty is frustrating.*
- *Any restart will be driven by health considerations and community expectations regarding the safety of guests, crew and the broader community, and must be agreed by the states and territories.*
- *The next step is endorsement of the criteria for resumption through the relevant health committees (Australian Health Protection Principal Committee, AHPPC and Communicable Diseases Network Australia, CDNA).*
- *I understand that this is taking some time but it reflects the risk concerns of the jurisdictions.*

s22(1)(a)(ii)

- *I understand bringing in a large cruise ship with crew and hotel staff on board is complex and costly, and that a range of health and other regulatory requirements still need to be worked through, including:*
 - *Quarantine considerations for crew, on-board health protocols and other regulatory requirements.*
- *The Department is working on a whole of government document to provide clear advice to industry on the requirements for bringing a vessel into Australia (s22 is aware).*

s22(1)(a)(ii)

- The Department has held regular teleconferences (approx. fortnightly) with cruise industry representatives and government agencies (ABF, Health, Agriculture and Austrade) since September 2020. Industry attendees include: s22(1)(a)(ii) Carnival.
- State and Territory Health departments are risk averse, and agree that a phased approach with comprehensive risk mitigation strategies is appropriate for the cruise industry. Particular health related concerns include:
 - Bringing cruise vessels into Australia – logistical issues include bringing in large numbers of foreign crew;
 - Quarantining foreign crew (state view is they must quarantine in government hotels, not on board);
 - Crew changes;
 - Outbreak management, particularly if COVID cases on a cruise ship.
- Cruise ships are a closed environment, and cannot be compared to equivalent on-shore activities.
- The cruise ban has been in place since 18 March 2020. On 2 March 2021, the Hon Greg Hunt MP, Minister for Health and Ageing, announced an extension of the ban to 17 June 2021.
- A human biosecurity emergency period has been in place since 18 March 2020. A subsequent biosecurity determination under this emergency period restricts the operation of cruise vessels that accommodate more than 100 passengers on an overnight voyage.
 - Health is working to amend the measure for passenger limits in the determination from 'sleeping facilities' to 'carrying capacity,' which is more easily measurable.
- Passenger vessels that accommodate fewer than 100 passengers can continue to operate, provided they meet all relevant state and territory health requirements. The cruise ship Determination came into effect after a number of incidents with large scale transmission of COVID-19 on cruise vessels, both domestically and internationally.
- There is currently no set date for the resumption of larger domestic or international cruise operations. The Acting Chief Medical Officer Professor Paul Kelly has indicated that the restrictions under the Determination can be amended at any time to respond to Australia's COVID-19 epidemiological situation as well as domestic and international travel restrictions.
- Australian expedition cruise vessels have commenced operating.
- We are not aware of any state health agencies or state governments that have agreed to foreign vessels commencing operations in their waters.

From: s22(1)(a)(ii)
Sent: Thursday, 19 May 2022 10:31 AM
To: 'Maritime Travellers Processing Committee'
Cc: JOHNSON Andrew; s22(1)(a)(ii)
Subject: FW: MTPC application Carnival Splendor 09 Oct 2022 [SEC=OFFICIAL]
Attachments: MTPC application Carnival Splendor 09 Oct 2022.pdf

OFFICIAL

Hi s22(1)(a)(ii)

Infrastructure has reviewed the application for the vessel Carnival Splendor and has no concerns, provided that all maritime safety requirements for the vessel, crew and passengers are observed.

We note that that the vessel is exempt from coastal trading requirements under the Coastal Trading (Revitalising Australian Shipping) Act 2012 Section 11 exemption for cruise vessels 2019.

Please let me know if any questions or concerns.

Regards,

s22(1)(a)(ii)

s22(1)(a)(ii)

Assistant Director • Shipping Reform and COVID-19 Management, Maritime and Shipping Branch • Surface Transport Policy Division

s22(1)(a)(ii) [@infrastructure.gov.au](mailto:s22(1)(a)(ii)@infrastructure.gov.au)

Ps22(1)(a)(ii)

GPO Box 594 Canberra, ACT 2601

Please note: I do not work on Fridays

Department of Infrastructure, Transport, Regional Development and Communications
CONNECTING AUSTRALIANS • ENRICHING COMMUNITIES • EMPOWERING REGIONS

infrastructure.gov.au



I would like to acknowledge the traditional custodians of this land on which we meet, work and live. I recognise and respect their continuing connection to the land, waters and communities. I pay my respects to Elders past and present and to all Aboriginal and Torres Strait Islanders.

OFFICIAL

From: Maritime Travellers Processing Committee <mtpc@abf.gov.au>
Sent: Wednesday, 18 May 2022 3:28 PM
To: [Sydney Boarding Supervisors] <sbs@abf.gov.au>; [DM QLD Mackay] <DMackay@abf.gov.au>; CAIRNS Shipping <cairnsshopping@abf.gov.au>; BRISSHIPPING <brisshipping@abf.gov.au>; RCU QLD <RCUQLD@abf.gov.au>; RCUNSW <RCUNSW@abf.gov.au>; 'Agriculture Arrivals' (arrivals@agriculture.gov.au) <arrivals@agriculture.gov.au>; Seaport Referrals <seaportreferrals@abf.gov.au>; s22(1)(a)(ii) <s22(1)(a)(ii)@infrastructure.gov.au>; s22(1)(a)(ii) <s22(1)(a)(ii)@infrastructure.gov.au>; 'Health (humanbiosecurity@health.gov.au)' <humanbiosecurity@health.gov.au>; National Coordinator <National.Coordinator@homeaffairs.gov.au>

Cc: Maritime Travellers Processing Committee <mtpc@abf.gov.au>

Subject: MTPC application Carnival Splendor 09 Oct 2022 [SEC=OFFICIAL]

OFFICIAL

Dear MTPC Members,

Attached is an application on behalf of the cruise vessel Carnival Splendor, seeking approval to arrive and depart at ports other than appointed ports.

Please review the attached and advise by **COB 30 May 2022** to advise if you approve or wish to refuse the application, or you have any concerns regarding the document. Please also provide any conditions you require added/ removed for this voyage for this vessel.

ABF Officers please also advise if you will have any issues with supporting this application, as well as any proposed cost for the applicant. Please note that by giving your approval for this vessel to come into a non-appointed/minor port you are performing your role as the 'Collector' under s 58 of the Customs Act 1901. If you as a Collector approved the permission, please also provide any conditions you require added/removed with regard to the voyage for this vessel.

Kind regards,

regards

s22(1)(a)(ii)

Supervisor |

Australian Border Operations Centre

Operational Coordination and Planning Command

North West & Detention | Australian Border Force

Phone: s22(1)(a)(ii) Mobile: s22(1)(a)(ii)

Email: s22(1)(a)(ii) @abf.gov.au

OFFICIAL

From: Cruise Ops - ISS Australia <CruiseOps.Australia@ISS-Shipping.com>

Sent: Wednesday, 18 May 2022 1:21 PM

To: Maritime Travellers Processing Committee <mtpc@abf.gov.au>

Cc: Cruise Ops - ISS Australia <CruiseOps.Australia@ISS-Shipping.com>

Subject: MTPC application Carnival Splendor 09 Oct 2022

Hi s22(1)(a)

Please find attached section 58 request for the above cruise ship to call Minor/Restricted Ports

Thanks s22(1)()

Please note: Cruise Ops-Australia is currently available Monday to Thursday

s22(1)(a)(ii)

Cruise Operations Manager – Australia & South Pacific

Cruiseops.Australia@iss-shipping.com

T s22(1)(a)(ii)

M s22(1)(a)(ii)

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OFFICIAL**DEPARTMENT OF AGRICULTURE, WATER AND THE ENVIRONMENT****CRUISE SHIP RESUMPTION****What changes have been made to the Biosecurity system since the Ruby Princess incident?**

1. Using lessons learnt from the Ruby Princess incident, DAWE implemented new human health risk assessment processes for international commercial vessels. These processes were developed in conjunction with the Commonwealth Department of Health (Health) and were consistent with public health requirements developed by the Australian Health Protection Principal Committee (AHPPC).
2. The processes included:
 - New human health screening protocols for all commercial vessels including cruise ships.
 - Where a COVID-19 risk is flagged through the mandatory pre-arrival reporting requirements, the new protocol engages a state and territory Human Biosecurity Officer (HBO) to conduct a Listed Human Disease (LHD) risk assessment and provide management advice pre-arrival, rather than on-arrival.
 - The LHD assessment is subsequently used by the HBO to advise whether pratique can be granted to the vessel.
 - In situations where there is a LHD identified through the PAR, state and territory intervention may take place. Management and mitigation responses may include testing and isolation measures.
 - Pratique is not granted to the vessel until the Biosecurity Officer (BO) is advised to do so by a HBO. There is a mandatory requirement for the BO to record the time and date that pratique was granted, and all documentation is uploaded to Maritime Arrivals Reporting System (MARS).
3. DAWE further introduced:
 - A new Human Health App which was rolled out in the maritime pathway in May 2021. This digitised the current paper Traveller with Illness Checklist (TIC).
 - Clarified communications protocols for BOs, to ensure that relevant port stakeholders are advised when a vessel is identified that may represent a human health risk.
 - Compliance checks that are undertaken alongside routine inspections activities by BOs.
 - Jurisdictional meetings with Commonwealth border agencies and state and territory Health authorities at ports around Australia to manage active vessel arrivals.

OFFICIAL

- The meeting is chaired by DAWE biosecurity officers and includes representatives from the Australian Border Force, Australian Maritime Safety Authority, state health agencies (including HBOs) and port authorities.
 - Updates to MARS to improve the information available about arriving vessels relating to the health status of its crew and passengers including for COVID-19 symptoms.
 - This includes adding a specific COVID tab to the pre-arrival report (PAR) in MARS. This tab provides for specific questions to be asked about COVID-19 symptoms of vessel crew and passengers.
 - Access to MARS for Health, Port Authorities, the Australian Border Force and other state and territory authorities to allow them to have visibility of the vessel status prior to their staff interacting with the vessel.
4. In anticipation of the resumption of international cruise vessels operating in Australia in early 2022, DAWE and Health are working to make further changes to the human health PAR questions for commercial vessels, including for cruise vessels.
- The new questions are being developed with Health and aim to better target all LHDs including COVID-19.
 - PAR questions will be approved by Chief Human Biosecurity Officers (CHBOs).
 - Once approved, DAWE will implement the new PAR questions into MARS.
 - DAWE is working with Health to finalise changes to the TIC process for biosecurity officers. This work is dependent on implementation of the new PAR questions.
5. DAWE and Health introduced legislative amendments to the *Biosecurity Act 2015* (the Act) into Parliament on 1 September 2020. The amendments address recommendations of the NSW Special Commission and the Inspector General of Biosecurity (IGB) report on the Ruby Princess incident. More details can be found from point 7 below.

Confidence testing for at-border delivery of critical human biosecurity functions

6. Prior to the resumption of cruise ships DAWE will confidence test for at-border delivery of critical human biosecurity for cruise ships. As part of this process DAWE is:
- Reviewing current policies and working with Health to ensure alignment between expectations, policy and operations, including the need to undertake the TIC process for all sick passengers.
 - Reviewing current procedures to meet policy expectations and preparing to implement any necessary change if/when new legislation is introduced.
 - Developing a flow chart clearly outlining the steps involved in clearing a cruise vessel and passengers. This will be disseminated across all jurisdictional members.

OFFICIAL

- Introducing Jurisdictional pre-arrival planning meetings for all arriving cruise vessels co-ordinated by DAWE, with an operational plan disseminated across all jurisdictional members. This will include key contacts on the ground for each agency.
- Undertaking a series of desk top exercises to test the system. This will include exercises in each jurisdiction that cruise vessels are expected to arrive in and will include all relevant Commonwealth and jurisdictional border agencies.
- Ensuring a senior manager (EL1 or APS6) from both the Maritime and Travellers area of DAWE Biosecurity Operations Division is on the ground and leading operations for all international cruise vessels.

What legislation changes are currently before the parliament

7. If passed, the *Biosecurity Amendment (Enhanced Risk Management) Bill 2021* (the Bill) will create the framework for DAWE to amend the Biosecurity Regulation 2016 to establish new pre-arrival reporting conditions for cruise ships (or other types of vessels or aircraft). The regulations may include expanded pre-arrival reporting conditions and will be made and implemented after the Bill is passed.
8. The Bill also includes strengthened penalties for non-compliance with pratique and pre-arrival reporting requirements; and appropriate Commonwealth powers to manage groups of people who have, or have been exposed to, Listed Human Diseases. Further detail about the use of human biosecurity group directions will also be set out in regulations to be made after the Bill has passed.
9. The amendments to the Act propose multiple pre-arrival reports for certain classes of vessel, including cruise ships. The Act currently provides for a single pre-arrival report up to 96 hours out from the estimated time of arrival at a port. This report may be out of date by the time the vessel arrives. Multiple reporting will better ensure the provision of more timely and accurate information so HBOs can identify, assess, and manage illness and associated risks before the vessel arrives in the port.
10. The amendments will propose a new power that may require an operator to provide other reports and further information in circumstances to be set out in the regulations including updating superseded information. Currently there is no clear obligation to update information that becomes superseded after the initial report is submitted.
11. DAWE and Health are updating supporting policies, implementing necessary system upgrades to MARS, and ensuring that biosecurity officers and human biosecurity officers are provided with the necessary training to implement the amendments.
12. A human biosecurity group direction would be used where a CHBO or HBO is satisfied that an individual or individuals have, or have been exposed to, a listed human disease. It might be used in circumstances where the HBOs are concerned about a public health risk on board a cruise vessel and want to undertake additional screening of passengers before allowing them to travel onwards. The group direction may be in force for no more than 8 hours but may be extended once for up to 4 hours. A new group direction would then be made if further health assessment is needed.

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13. The human biosecurity group direction may require individuals to comply with one or more of the following:
 - Providing contact and location information
 - Remain at, or go to and remain at, a specified place
 - Wear protective clothing and equipment
 - Undergo an examination, to determine the presence in each individual of a LHD. This may include screening and temperature checking, swabbing or taking blood samples
 - Provide body samples for diagnosis
 - Loading or unloading of items, such as luggage, from the vessel.
14. Until the legislation is enacted, State and Territory Health officials have and are already exercising equivalent powers.
15. DAWE and Health hold joint portfolio responsibility for the Act. Both portfolios have identified the pratique, pre-arrival reporting and human health measures in the Bill as key legislative reforms. These measures are broadly consistent with recommendations made by the Inspector General of Biosecurity in the report *Confidence testing for at border delivery of critical human biosecurity functions – Ruby Princess cruise ship incident*.
16. Consultation on any proposed new regulations resulting from the Bill will be undertaken with relevant stakeholders including states and territories through the Chief Human Biosecurity Officer Forum, the Attorney General's Department, the Department of Prime Minister and Cabinet, the Department of Home Affairs, the Department of Infrastructure, Transport, Regional Development and Communications, the Australian Maritime Safety Authority and other relevant agencies. Targeted consultation will also be conducted with industry stakeholders and peak representative bodies.

What can industry do to improve the system ahead of the legislation changes

17. The cruise ship industry could:
 - provide all relevant and accurate human health information requested in the PAR prior to arrival and update that information voluntarily or as required by an HBO, while still under biosecurity control.
 - Answer any additional information asked by a BO or HBO that may enable them to assess COVID-19 risk.
 - Comply with pre-arrival reporting of ill travellers.
 - follow all requirements of the state or territory HBO.

OFFICIAL

- ensure that they do not load or unload goods or embark or disembark crew until a BO or a HBO clears the vessel.
- Ensure that appropriate health protocols are implemented on-board cruise vessels to enable COVID-19 safe cruises to occur, noting that there are existing AHPPC guidance on principles for COVID-19 management, including infection prevention and control.

The difference in biosecurity control between domestic and international cruises

18. If international cruise vessels arriving in Australia are to be cleared to domestic status for the purposes of the Act and conduct cruises outside the Australian Territorial Sea (ATS) limit of 12 Nautical miles (NM) the following key considerations apply:
- Vessels will arrive at designated First Points of Entry (FPOE) with negative pratique and will initially be managed under the Act.
 - The National Maritime Centre (NMC) will grant pratique to the vessel if the PAR indicates no HH issues. This will occur in consultation with the HBO for that port.
 - The disembarking travellers will leave the vessel, collect their baggage, and proceed to the terminal, at which time, travellers of interest will be inspected.
 - If there are no further biosecurity concerns the biosecurity officer will release the vessel from biosecurity control.
 - Local provisioning, and travellers, will then be loaded on board.
 - Cruise vessels cleared to domestic must not have offshore contact with other international ports or international vessels during each voyage.
 - When cruise vessels are inspected and released from biosecurity control they are no longer managed under the Act (until interaction with exposed conveyance/travellers/goods or they leave Australia).
 - Ongoing reporting cannot be managed through MARS under existing processes.
 - The vessel will not be restricted in its movements.
 - All waste can be treated as domestic waste.
 - The cruise vessel must be domestically provisioned to maintain domestic status.
 - As the vessel is not subject to Biosecurity control throughout the cruise or on return to Port, there is no requirement to undertake Commonwealth Biosecurity intervention such as baggage inspections at subsequent Ports.
 - When stopping at a subsequent port to day trip, all travellers will be able to come and go freely without any Commonwealth biosecurity intervention.

OFFICIAL

19. If International cruise vessels arriving in Australia and conducting cruises outside the Australian Territorial Sea (ATS) limit of 12 Nautical miles (NM), are not cleared to domestic status, the following key considerations apply:

- Cruise vessels will not have offshore contact with other international ports or international vessels.
- Vessels may be provisioned offshore before First Point of Entry (FPOE) arrival in Australia.
- Vessels will arrive at designated First Points of Entry (FPOE) with negative pratique and will be managed under the Act.
- Vessels will remain Subject to Biosecurity Control (STBC) and will not be cleared to coastal or released from biosecurity control.
- Ongoing reporting can be managed through MARS.
- Vessel movements are restricted to FPOE locations.
- All travellers and goods are subject to ongoing Commonwealth biosecurity intervention at each port.
- All waste is to be managed as biosecurity waste.
- Throughout the voyage, the cruise vessel will remain STBC and can only arrive at designated FPOE per the pre-reported vessel itinerary.
- To visit a Non-First Point of Entry, the vessel must complete a Non-First Point of Entry application using MARS.
- When stopping at a port for day trips all travellers will be subject to biosecurity requirements.
- All waste removed from the vessel will be treated as biosecurity waste.

Clearing Officer: s22(1)(a)(ii)
 A/g Assistant Secretary, Pathway Policy
 Cargo and Conveyances
 Biosecurity Operations Division
 Ph: s22(1)(a)(ii)
 Mob: s22(1)(a)(ii)
 02/11/2021

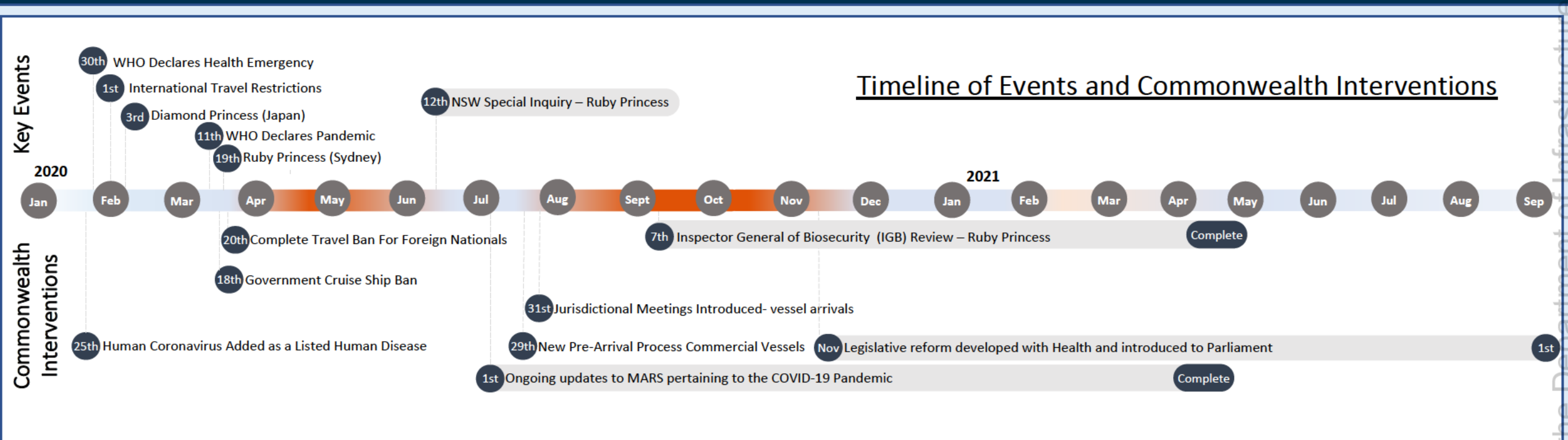
Contact Officer: s22(1)(a)(ii)
 Conveyance and Ports
 Ph: s22(1)(a)(ii)
 Mob: s22(1)(a)(ii)



Biosecurity Operations Division

What Has Changed After The Ruby Princess?

2 November 2021



Reviews & Responses

NSW Special Commission of Inquiry Into the Ruby Princess (Complete)

- Inquiry provided five key recommendations, four relevant to DAWE
- DAWE's Implementation of recommendations is progressing

Due Diligence Australia – Review of Pratique (Complete)

- Conducted review of processes and systems governing granting of pratique.
- DAWE is currently working closely with Department of Health regarding pratique policy and the supporting legislation under the Biosecurity Act.

IGB Review – Confidence testing for at border delivery of critical biosecurity functions – Ruby Princess cruise ship incident. (Complete)

- Report provided 42 recommendations for DAWE.
- DAWE has provided a thematic response against the recommendations
- Implementation of the recommendations is in progress.

Electronic Traveller with Illness Checklist (eTIC)

- New Human Health App began roll out in the maritime pathway in May 2021.
- Operating in the air pathway from November 2020.
- Digitises the current Traveller with Illness Checklist

New Process for Commercial Vessels / Jurisdictional Meetings

New process for commercial vessels

- The department has implemented a new human health screening protocol for all commercial vessels (eg cargo and livestock carriers).
- Where a COVID-19 risk is identified through mandatory pre-arrival reporting requirements, a risk assessment is conducted pre-arrival, rather than on-arrival.
- As part of the protocol, the department has also clarified communications protocols for biosecurity officers.

Jurisdictional meetings

- In July 2020 The department has established regular meetings at ports around Australia.
- These meetings have improved agencies' understanding of roles and responsibilities, and to manage active vessel arrivals.
- The meetings are chaired by biosecurity officers and include both government and non-government representatives.

Legislative Reform

- Being developed in partnership with Department of Health
- Takes into account recommendations from:
 - NSW Special Commission of Inquiry
 - Inspector General of Biosecurity Review report
 - Due Diligence Review into pratique
- A Bill is currently before Parliament to amend the Biosecurity Act including in relation to:
 - Pre-arrival reporting
 - Pratique
 - Group directions
 - Penalty provisions

Note: Act reforms are subject to the Bill being passed by Parliament



Biosecurity Operations Division What Has Changed After The Ruby Princess?

2 November 2021

Resumption International Cruise Vessel Arrivals: Human Health (HH) Reporting

(Endorsed by state and territory CHBO's)

Prior to Arrival

Incoming
cruise vessel
assigned
negative
pratique status



Extra PAR HH
reports +
verification
closer to berth



Cruise specific
health
reporting
requirements,
Including case
details and
numbers



Human BO
LHD
assessment +
pratique
advice



Post Berth

State and
Territory
health
intervention if
required (e.g.
tests /
isolation)



Reporting
compliance
checks by BO

Cruise Resumption

Being cognisant of the unique public health risk posed by cruise vessels, DAWE will implement new human health risk assessment processes for international cruise vessel arrivals (separate from commercial vessels).

New process will be consistent with public health requirements developed by the Department of Health and the Australian Health Protection Principle Committee (AHPPC) for the staged restart of cruise operations.

The new process will include additional human health verification checks closer to the time of berth, cruise ship specific human health reporting requirements and stronger pratique provisions.

DAWE and Health have also undertaken work to strengthen biosecurity officers and human biosecurity officers ability to manage human biosecurity risk where one is identified on board a vessel.



New Process For Cruise Vessels HH Reporting

Cruise vessel classification

- All cruise vessels subject to negative pratique (consistent with Health advice)

Additional Pre-arrival Reporting

- Submission of extra pre-arrival reporting information pertaining to human health, with verification conducted closer to berth.

Human Biosecurity Officer LHD assessment + pratique advice

- HH report will be completed by the onboard ship doctor and assessed by the state and territory Human Biosecurity Officer (public health doctor) to determine if pratique can be granted to the vessel.

State and Territory Health Intervention if Required

- In situations where there is an LHD identified through the PAR, state and territory intervention may take place. Management and mitigation responses may include testing and isolation measures.

Compliance checks at berth.

- Compliance checks will be undertaken alongside routine inspections activities by BOs.

Note: The new process will be supported via the legislative reforms on the previous page.

From: JOHNSON Andrew
Sent: Tuesday, 7 December 2021 12:36 PM
To: s22(1)(a)(ii); s22(1)(a)(ii)
Subject: FW: New Zealand Customs Service investigation: Ruby Princess [SEC=OFFICIAL]

OFFICIAL

FYI

OFFICIAL

From: s22(1)(a)(ii) @cruising.org>
Sent: Tuesday, 7 December 2021 10:50 AM
To: JOHNSON Andrew <Andrew.Johnson@infrastructure.gov.au>; s22(1)(a)(ii) @austrade.gov.au>; s22(1)(a)(ii) @austrade.gov.au>; s22(1)(a)(ii) @austrade.gov.au>; s22(1)(a)(ii) @dfat.gov.au>; s22(1)(a)(ii) @pm.gov.au>; s22(1)(a)(ii) @health.gov.au>; s22(1)(a)(ii) @infrastructure.gov.au>; s22(1)(a)(ii) @infrastructure.gov.au>
Subject: FW: New Zealand Customs Service investigation: Ruby Princess

FYI – some good news out of NZ this morning, as the investigation by NZ Authorities into Ruby Princess concludes that the vessel provided the correct information on the Advance Notice of Arrival as required, and that no prosecution action will be taken against the crew of the Ruby Princess or any of the entities involved in the Ruby Princess' visit in March 2020. Further confirmation that those events took place at the very early stages of COVID-19 pandemic when everyone was learning about how the virus works, and that the understanding and ability to manage the risk of COVID-19 is very different now.

Looking forward to hearing progress on the 17 December decision.

Thanks

s22(1)(a)(ii)

From: s22(1)(a)(ii) on behalf of s22(1)(a)(ii)
Date: Tuesday, 7 December 2021 at 11:06 AM
Subject: New Zealand Customs Service investigation: Ruby Princess

Attention: s22(1)(a)(ii)
 Chief Executive Officer
 New Zealand Cruise Association

Tēnā Koe s22(1)(a)(ii)

You will be aware that a number of New Zealand's COVID-19 cases were linked to the Ruby Princess cruise ship when it was in New Zealand between 11 and 15 March 2020.

New Zealand Customs has conducted an investigation to determine whether any offences were committed against the Customs and Excise Act 2018 – specifically whether the cruise ship made the appropriate declarations prior to arrival and receiving clearance to enter New Zealand.

We considered evidence including health information, correspondence and statements from Ruby Princess employees, crew and passengers, information from other New Zealand government departments, and information from overseas agencies.

The Customs' investigation concludes that the Ruby Princess provided the correct information on the Advance Notice of Arrival (ANA) as required under the Customs and Excise Act 2018. No prosecution action will be taken against the crew of the Ruby Princess or any of the entities involved in the Ruby Princess' visit between 11 and 15 March 2020.

This investigation was focused on events that occurred in the very early stages of the COVID-19 pandemic and a lot has changed since then in how COVID-19 is being managed. The accuracy and timeliness of pre-arrival documentation however remains of crucial importance to Customs and our partner agencies in managing the risk of COVID-19 at the border.

On behalf of Customs, I would like to thank the cruise industry for their open engagement that made the New Zealand focus of this investigation easier in a challenging time for them.

Ngā mihi,

s22(1)(a)(ii)

s22(1)(a)(ii)

Group Manager

Intelligence, Investigations & Enforcement

New Zealand Customs Service | Te Mana Ārai o Aotearoa

PO Box 29, Auckland 1140

Mobile s22(1)(a)(ii)

s22(1)(a)(ii) [@customs.govt.nz](mailto:s22(1)(a)(ii)@customs.govt.nz)

www.customs.govt.nz

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Paper No. 2023-261-3

Attachment 1

ENFORCEMENT ACTIVITIES AS AT 9 JUNE 2023**Summary of activities**

Type of activity	Number	Page
s22(1)(a)(ii)		

s22(1)(a)(ii)

18.	Princess Cruise Lines Ltd (owner)	Coral Princess	22 June 22	Discharge of 6 cubic mtrs of food waste into GBRMP. Section 26F(3) of POTS – (owner and master) discharge of garbage into the sea.	Summoned to appear Mackay 5 September 23.
19.	s22(1)(a)(ii) (master)	Coral Princess	22 June 22	Discharge of 6 cubic mtrS of food waste into GBRMP. Section 26F(3) of POTS – (owner and master) discharge of garbage into the sea.	Summoned to appear Mackay 5 September 23.

s22(1)(a)(ii)

Item #	Date of Incident	Type	Operator	Vessel	Vessel Type	Region	Incident
s22(1)(a)(ii)							

64.	20 May 2023	Death	Carnival PLC	<i>Carnival Splendor</i>	foreign	North	Death of snorkeller undertaking third party snorkel trip at Mystery Island Vanuatu. Non-operational incident attributed to cardiac arrest. IAF- cease inquiries on 30/05/23
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s22(1)(a)(ii)



PAPER NO. 2023-261-3

ATTACHMENT 2

INSTRUMENTS THAT ARE CURRENTLY UNDER REVIEW

Instrument	Summary of Changes	Stakeholder consultation	Status
National Law marine orders			
s22(1)(a)(ii)			

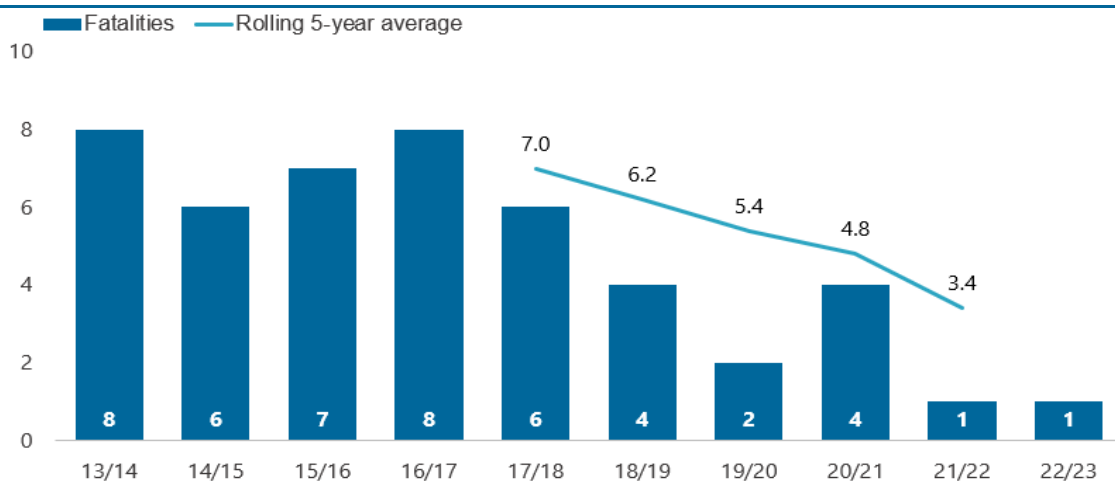
Instrument	Summary of Changes	Stakeholder consultation	Status
s22(1)(a)(ii)			
Navigation Act marine orders			
Marine Order 11 (Living and working conditions on vessels)	Review to give effect to the 2022 amendments to the Maritime Labour Convention in relation to mandatory reporting of deaths of seafarers at sea which come into effect on 23 December 2024.	Quarter 4 2023/24	Project Plan was approved in May 2023. Initial draft of updated Marine Order is being prepared.

National system statistics – 31 May 2023

s22(1)(a)(ii)

Domestic Commercial Vessel (DCV) fatalities

The figure below shows the trend in number of operational-related fatalities on DCVs by financial year since 1 July 2013¹. The five-year² rolling average shows a decreasing trend from 2017-18 to 2021-2022. There has been one operational-related fatality³ reported to date in the 2022-23 reporting period.



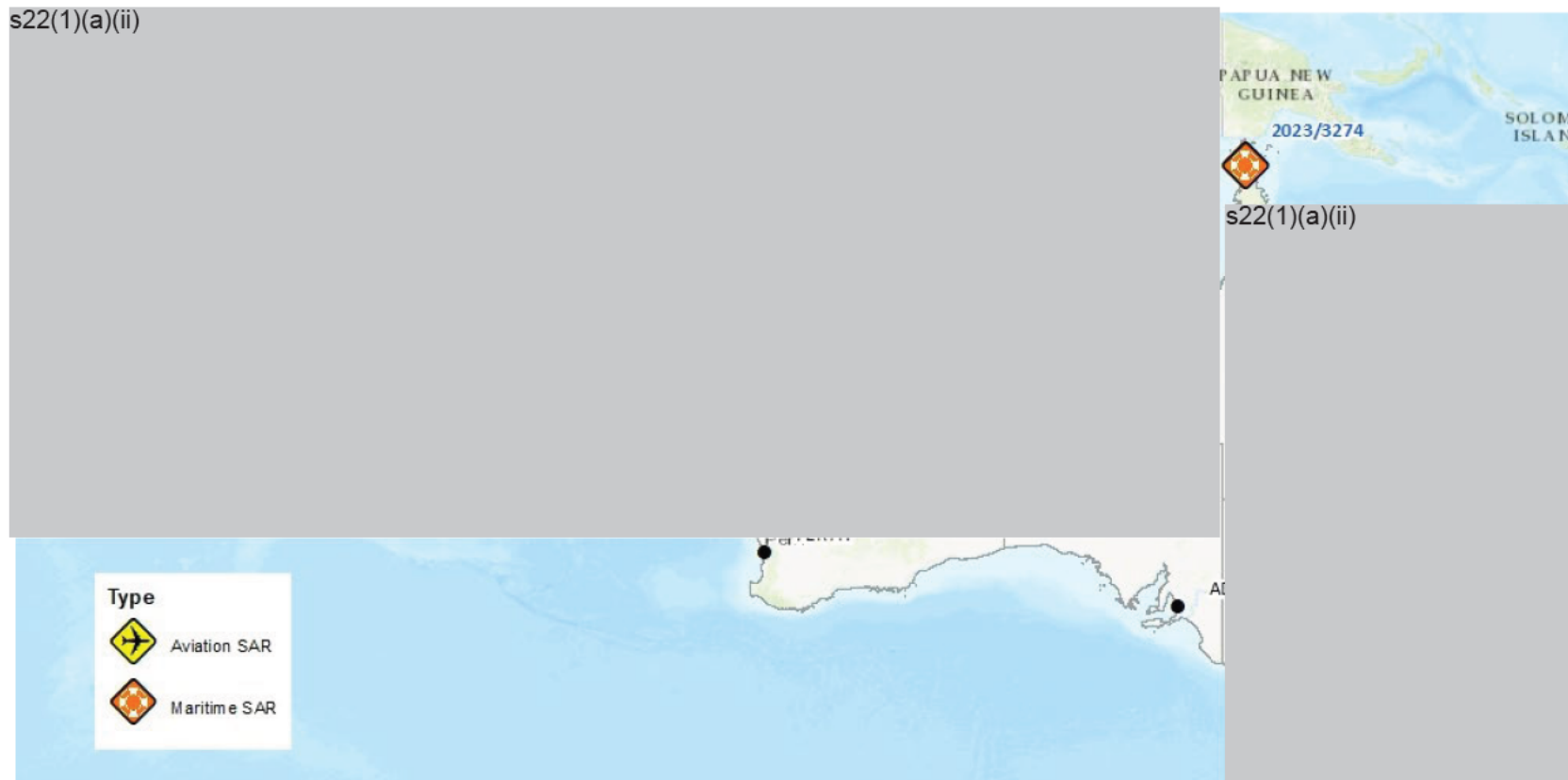
¹ Only fatalities that have occurred since July 2018 have been reported directly to AMSA. For data prior to July 2018, AMSA interrogated various data sources, including coronial records, to confirm that the reported number of operational related fatalities is correct.

² To align Board reporting with external reporting, Operations will now be reporting operationally related fatalities as a five-year rolling average.

³ Hirer from Class 4 vessel on Murray River. Party of 4 hirers were in vessel tender at night to head ashore when the tender capsized. All 4 persons ended up in the water. 3 returned to the houseboat.

Search and Rescue

Incidents of note – May 2023



Incident #.	Incident Type	Location	Actions
2023/3274	Maritime SAR	Horn Island, Qld	AMSA coordinated the aviation SAR response for a person missing from a kayak. AMSA tasked 5 helicopters and it's Challenger to search a 182NM ² area and a further 10 helicopters to search a 232NM ² area. The missing person was not located. The search was suspended following expiration of timeframe for survival and coordination was transferred to Police.
s22(1)(a)(ii)			

s22(1)(a)(ii)

Carnival Splendor	QLD	Death of a passenger	N/A	Preliminary enquiries only	No breach detected (non-operational)
Carnival Splendor	NSW	Death of a passenger	N/A	Preliminary enquiries only	No breach detected (non-operational)
Carnival Splendor_C EREJO	NSW	Death of a passenger	N/A	Preliminary enquiries only	No breach detected (non-operational)
Carnival Splendor_FE ILLAFE	INT	Death of a passenger	N/A	Preliminary enquiries only	No breach detected (non-operational)

s22(1)(a)(ii)

s22(1)(a)(ii)

CORAL PRINCESS - Diego PERRA (master)	QLD	Discharge of waste	POTS	Current Prosecution
CORAL PRINCESS - Princess Cruise Lines Ltd (owner)	QLD	Discharge of waste	POTS	Current Prosecution

s22(1)(a)(ii)

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Transport, Regional Development, Communications, Sport and the Arts

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BACK POCKET

DOC ID: 14

Attachment A - Investigations and Prosecutions 2023/24

The following is a breakdown of the investigations commenced between 1 July 2023 and 31 March 2024. *status as of 19 April 2024.

INVESTIGATIONS AND PROSECUTIONS 2023/24					
Reference	State	Narrative	Act	Outcome	Status
s22(1)(a)(ii)					
Carnival Splendor_SIMS	WA	Death of a passenger	Navigation Act	Preliminary enquiries only	No breach detected (non-operational)
s22(1)(a)(ii)					

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DOC ID: 14

s22(1)(a)(ii)

Carnival Splendor	QLD	Death of a passenger	N/A	Preliminary enquiries only	No breach detected (non-operational)
Carnival Splendor	NSW	Death of a passenger	N/A	Preliminary enquiries only	No breach detected (non-operational)

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DOC ID: 14

Carnival Splendor_C EREJO	NSW	Death of a passenger	N/A	Preliminary enquiries only	No breach detected (non- operational)
Carnival Splendor_FE ILLAFE	INT	Death of a passenger	N/A	Preliminary enquiries only	No breach detected (non- operational)

s22(1)(a)(ii)

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BACK POCKET

DOC ID: 14

CORAL PRINCESS - Diego PERRA (master)	QLD	Discharge of waste	POTS	Current Prosecution
CORAL PRINCESS - Princess Cruise Lines Ltd (owner) s22(1)(a)(ii)	QLD	Discharge of waste	POTS	Current Prosecution

Attachment D - Infringements and official warnings issued since 1 July 2018

Note: Official warnings issued includes in-field warning as well as formal warning letters. 2022/23 reporting period is considered between 1 July 2022 and 30 June 2023. 2023/24

Senate Budget Estimates
May 2024



Australian Government

**Department of Infrastructure,
Transport, Regional Development,
Communications and the Arts**

Ref: MC24-007240

s22(1)(a)(ii)

Level 5 465 Victoria Avenue
CHATSWOOD NSW 2067

via: s22(1)(a)(ii) @carnivalaustralia.com

Dear s22(1)

Thank you for your letter of 17 June 2024 to the Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government, concerning the review of the *Coastal Trading (Revitalising Australian Shipping) Act 2012* (the Act) and the current exemption under s11 of the Act for cruise vessels. The Minister has asked me to reply on her behalf.

The review of the Act will consider whether the current regulatory framework is fit-for-purpose and inform any legislative changes that aim to promote a viable shipping industry that contributes to the Australian economy. The review is expected to consider the effect of any reforms on Australia's shipping industry, including onshore industries that rely on shipping services to move cargo and passengers. We welcome your contributions to the consultation process as part of the review.

I acknowledge your request for the current exemption to be extended to the end of 2026 to provide the cruise sector certainty. While no decision has been made regarding the current exemption, the Minister will consider options in due course and in line with the review process.

Thank you for taking the time to write and I trust that this information will be of assistance.

Yours sincerely

A handwritten signature in black ink, appearing to read 'M Scott'.

Megan Scott
Assistant Secretary
Surface Transport Emissions and Policy Division
Maritime and Shipping Branch

24/06/2024

From: s22(1)(a)(ii)@infrastructure.gov.au>
Sent: Friday, 5 July 2024 1:56 PM
To: SCOTT, Megan
Cc: s22(1)(a)(ii); s22(1)(a)(ii); s22(1)(a)(ii)
Subject: FW: Business Sydney is a strong advocate of the Australian cruising industry [SEC=OFFICIAL]
Attachments: Cruising Exemption Letter - 4 July 24.pdf

OFFICIAL

Hi Megan

Just alerting you to one of our stakeholders, Business Sydney, who advocate for businesses in Sydney, has provided their submission on the S.11 exemption directly to the Minister.

Thanks

s22(1)(a)(ii)

OFFICIAL

From: s22(1)(a)(ii)@businesssydney.com>
Sent: Friday, 5 July 2024 1:46 PM
To: Catherine king <Catherine.king.mp@aph.gov.au>
Cc: Don Farrell <senator.farrell@aph.gov.au>; s22(1)(a)(ii)@infrastructure.gov.au>; s22(1)(a)(ii)@businesssydney.com>; s22(1)(a)(ii)@cruising.org>; s22(1)(a)(ii)@carnivalaustralia.com>
Subject: Business Sydney is a strong advocate of the Australian cruising industry

Dear Minister,

How are you? I hope all is well.

Business Sydney is a strong advocate of the Australian cruising industry particularly for the contribution it makes to the NSW and Sydney economies. Our members include Carnival Australia, the main cruise organisation in Australia, s22(1)(a)(ii).

s22(1)(a)(ii)

Thank you for considering this email.

I look forward to your reply in due course.

Warm regards

s22(1)(a)(ii)

Executive Director



Executive Assistant: s22(1)(a)(ii) [@businesssydney.com](mailto:s22(1)(a)(ii)@businesssydney.com)

t. s22(1)(a)(ii)

m. s22(1)(a)(ii)

e. s22(1)(a)(ii) [@businesssydney.com](mailto:s22(1)(a)(ii)@businesssydney.com)

w. www.businesssydney.com

a. 8 Chifley Square (corner Phillip St & Hunter St), Sydney NSW 2000



Business Sydney acknowledges Aboriginal and Torres Strait Islanders as the Traditional Owners of the lands and waterways on which we live and work, and recognises their continuing significance and connection to Country. We pay our respects to Elders past and present.

BUSINESS SYDNEY

4 July 2024

Hon Catherine King MP,
Minister for Infrastructure, Transport, Regional Development and Local Government,

Email: Catherine.King.MP@aph.gov.au

cc Hon Don Farrell, Minister for Trade and Tourism,
senator.farrell@aph.gov.au

cc **s22(1)(a)(ii)**, Director · Legislation and Safety / Maritime and Shipping Branch · Surface Transport,
Emissions and Policy Division
s22(1)(a)(ii) @infrastructure.gov.au

Dear Minister King

Business Sydney is a strong advocate of the Australian cruising industry particularly for the contribution it makes to the NSW and Sydney economies. Our members include Carnival Australia, the main cruise organisation in Australia, and the NSW Port Authority.

s22(1)(a)(ii)



8 Chifley Square, Sydney NSW 2000
Tel 02 9350 8119 | enquiries@businesssydney.com | businesssydney.com
ABN 63 000 014 504

Business Sydney, formerly Sydney Business Chamber, is the voice for business in Sydney. For nearly two hundred years we have worked to advance Sydney as a global, competitive, and liveable city. Now, to reflect our broader reach, influence, and strength, we have transformed to become Business Sydney

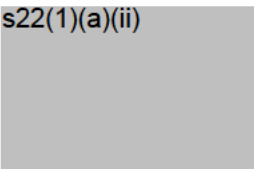
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s22(1)(a)(ii)



Kind regards

s22(1)(a)(ii)



s22(1)(a)(ii)
Executive Director
Business Sydney

Released under the FOI Act 1982 by the Department of Infrastructure,
Transport, Regional Development, Communications, Sport and the Arts

ABOUT BUSINESS SYDNEY

Business Sydney is the voice for business in Sydney. It advocates, influences and delivers policies and outcomes to drive economic growth and create opportunities to invest, work, live and visit the city. For nearly 200 years, it has worked to advance Sydney as a global, competitive, and liveable city.

Its network includes leading businesses across financial and professional services, construction and development, health, education, arts and culture, tourism and hospitality, as well as technology, transport, and logistics.

Through Business Sydney's association with Business NSW and My Business, it also influences and delivers on a state and national platform.

Business Sydney can proudly trace its history to 1826 when the Sydney Chamber of Commerce was established as the first organisation of its kind in the fledgling colony.

In 2006, it became the Sydney Business Chamber and now to reflect a broader reach, influence, and strength, the organisation transformed to become Business Sydney.

BACKGROUND -- CONTRIBUTION OF THE CRUISE INDUSTRY

- The number of Australians taking holidays at sea has overtaken pre-pandemic levels, rising to 1.25 million in 2023, slightly more than the 1.24 million who sailed in 2019.
- (Cruise Lines International Association) CLIA's 2023 Source Market Report for Australia confirmed a solid recovery in the local cruise market, coming little more than 18 months after the resumption of operations in this region.
- New South Wales remained the biggest source of Australian cruise passengers in 2023, followed by Queensland. NSW (mostly Sydney) accounted for 57.7% of cruise passengers in 2023.
- Australia's cruise industry generated a record A\$5.63 billion for the national economy in its first year of revival, bringing new levels of employment and visitor spending to destinations around the country.
- At \$2.75 billion, around two thirds of the \$5.63 billion in economic activity nationally happened in NSW, much of it in Sydney, which remains the gateway to Australian cruising due significantly to the "Sydney Harbour experience".
- The \$5.63 billion in total economic output generated by cruise tourism in Australia during the 2022-23 financial year was a 22.1% increase over 2018-19.
- Cruise tourism supported a total employment of 18,225 full time equivalent positions around Australia, and total wages worth A\$1.82 billion to Australian workers.
- The largest beneficiary of direct passenger expenditure was the hotel and accommodation sector which received A\$457.1 million, or 30.6% of passenger spending. Other beneficiaries included food & beverage (A\$300.1 million, 20.1%), shore excursions (A\$194.3 million, 13.0%), transport (A\$208.8 million, 14.0%), retail shopping (A\$163.1 million, 10.9%) and entertainment (A\$57.8 million, 3.9%).

From: s22(1)(a)(ii)@infrastructure.gov.au>
Sent: Monday, 15 July 2024 3:19 PM
To: s22(1)(a); s22(1)(a)(ii)
Cc: s22(1)(a)(ii)
Subject: FW: Section 11 Exemption for Cruise Vessels [SEC=OFFICIAL]
Attachments: x_diac_mtpc_vessel.xlsx

OFFICIAL

Hi team

Here is an updated spreadsheet with vessel names, and gross tonnage. Gives us a fairly good sense of the number of cruise vessels that would potentially be affected.

Cheers

s22(1)(a)

OFFICIAL

From: s22(1)(a)(ii)@infrastructure.gov.au>
Sent: Monday, 15 July 2024 3:12 PM
To: s22(1)(a)(ii)@infrastructure.gov.au>
Cc: s22(1)(a)(ii)@infrastructure.gov.au>
Subject: RE: Section 11 Exemption for Cruise Vessels [SEC=OFFICIAL]

OFFICIAL

Hey s22(1)(a)

Please see attached excel spreadsheet of vessel names, country of registry and gross tonnage.

Thank you,

s22(1)(a)

Shipping Business Unit (SBU) Administration • Shipping & Maritime Branch • Surface Transport Emissions and Policy Division

[E sbu@infrastructure.gov.au](mailto:sbu@infrastructure.gov.au)

P s22(1)(a)(ii)

M GPO Box 594 Canberra, ACT 2601

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OFFICIAL

From: s22(1)(a)(ii)
 Sent: Monday, 15 July 2024 2:44 PM
 To: s22(1)(a)(ii) <[s22\(1\)\(a\)\(ii\)@infrastructure.gov.au](mailto:s22(1)(a)(ii)@infrastructure.gov.au)>
 Cc: s22(1)(a)(ii) <[s22\(1\)\(a\)\(ii\)@infrastructure.gov.au](mailto:s22(1)(a)(ii)@infrastructure.gov.au)>
 Subject: Section 11 Exemption for Cruise Vessels [SEC=OFFICIAL]

OFFICIAL

Hey s22(1)(a)

Please see the list of cruise vessels I have dealt with [here](#) regarding the Section 11 Exemption.

Also attached is an example of what an application looks like and the details it provides.

Thank you,

s22(1)(a)(ii)
 Shipping Business Unit (SBU) Administration • Shipping & Maritime Branch • Surface Transport Emissions and Policy Division
 E sbu@infrastructure.gov.au
 P s22(1)(a)(ii)
 M GPO Box 594 Canberra, ACT 2601

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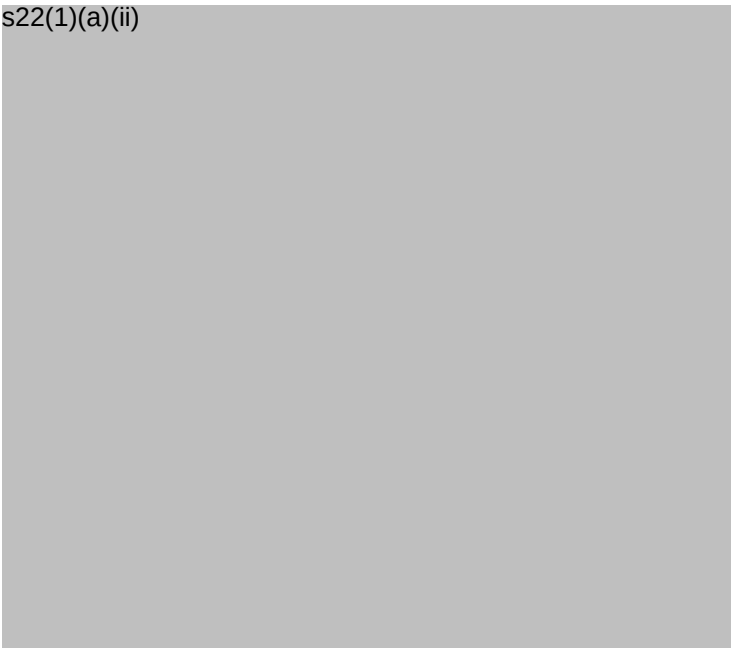
OFFICIAL

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Name of vessel	Country of registry	Gross tonnage
s22(1)(a)(ii)		
AIDAsol	Italy	71304
s22(1)(a)(ii)		
AIDAaura	Italy	42289
s22(1)(a)(ii)		
Seabourn	Bahamas	32477
s22(1)(a)(ii)		

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s22(1)(a)(ii)



AIDamar	Italy	71304
Carnival	Bahamas	92720

Luminosa
s22(1)(a)(ii)



s22(1)(a)(ii)



Ruby Princess	Bermuda	113561
---------------	---------	--------

s22(1)(a)(ii)

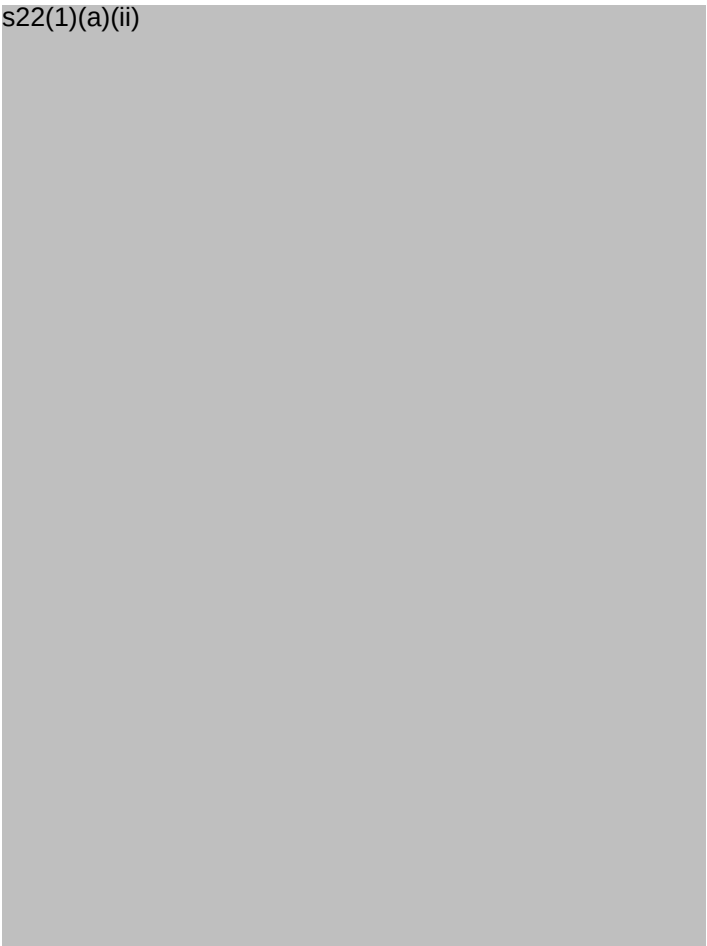


Seabourn	Bahamas	41865
----------	---------	-------

s22(1)(a)(ii)



s22(1)(a)(ii)



Carnival Legend Bahamas 85942

s22(1)(a)(ii)



Costa Deliziosa Italy 92720

s22(1)(a)(ii)



Carnival Panama 113562

Splendor

s22(1)(a)(ii)



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Transport, Regional Development, Communications, Sport and the Arts

s22(1)(a)(ii)

A large rectangular area of the document is redacted with a solid gray fill.

s22(1)(a)(ii)

A large rectangular area of the document is redacted with a solid gray fill.

Carnival Spirit Bahamas 85920

s22(1)(a)(ii)

A rectangular area of the document is redacted with a solid gray fill.

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Transport, Regional Development, Communications, Sport and the Arts

s22(1)(a)(ii)

Seabourn

Bahamas

41865

Encore

s22(1)(a)(ii)

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Australian Government

Coastal Trading (Revitalising Australian Shipping) Act 2012

Section 11 exemption for cruise vessels 2024

I, CATHERINE FIONA KING, Minister for Infrastructure, Transport, Regional Development and Local Government, for the purposes of section 11 of the *Coastal Trading (Revitalising Australian Shipping) Act 2012*, having taken into account all relevant considerations, hereby direct that the *Coastal Trading (Revitalising Australian Shipping) Act 2012* does not apply to all cruise vessels in excess of 5,000 gross tonnes and meeting the criteria detailed below.

Specifications of vessels to which the exemption applies and conditions on which the exemption is given

This exemption applies to vessels in excess of 5,000 gross tonnes which are:

- (a) capable of a speed of at least 15 knots;
- (b) capable of carrying at least 100 passengers; and
- (c) utilised wholly or primarily for the carriage of passengers between any ports in the Commonwealth or in the Territories, except between Victoria and Tasmania.

This exemption has effect for the period commencing from 1 January 2025 and ceasing on 31 December 2026.

A blue ink signature of Catherine King, consisting of a stylized 'C' followed by a series of loops.

Catherine King
Minister for Infrastructure, Transport, Regional Development and Local Government

Dated 9 August 2024



The Hon Catherine King MP

**Minister for Infrastructure, Transport, Regional Development and Local Government
Member for Ballarat**

Ref: MS24-001280

s22(1)(a)(ii)

Senior Vice President and Country Manager
Carnival Australia
Level 5 465 Victoria Avenue
CHATSWOOD NSW 2067

via: s22(1)(a)(ii) @carnivalaustralia.com

s22(1)(a)(ii)

Dear

Thank you for your letter of 17 June 2024, regarding the recently announced review of the *Coastal Trading (Revitalising Australian Shipping) Act 2012* (the Act) and the current Exemption under section 11 of the Act for cruise vessels.

The review of the Act will consider whether the current regulatory framework is fit-for-purpose and inform any legislative changes that aim to promote a viable shipping industry that contributes to the Australian economy. I note that under this regulatory framework, the cruise vessel Exemption under section 11 has contributed positively to the cruise tourism industry in Australia.

The review is expected to consider the effect of any reforms on Australia's shipping industry, including onshore industries that rely on shipping services to move cargo and passengers. The review process will include significant consultations with stakeholders, and I welcome your contributions to the consultation process as part of the review.

I acknowledge your request for the current Exemption to be extended to provide certainty to the cruise sector. In order to continue to support the growth of the cruise tourism industry in Australia, I have extended the Exemption for cruise vessels until 31 December 2026 while the review of the Act is undertaken.

Thank you for taking the time to write to me on this matter.

Yours sincerely

Catherine King MP

9 / 8 / 2024

To: s22(1)(a)(ii) <@austrade.gov.au>; s22(1)(a)(ii) <@infrastructure.gov.au>; s22(1)(a)(ii) <@infrastructure.gov.au>
 Cc: s22(1)(a)(ii) <@austrade.gov.au>; s22(1)(a)(ii) <@infrastructure.gov.au>
 Subject: RE: Action: - appearing at a Australian Cruise Association Conference - Panel Session [SEC=OFFICIAL]

OFFICIAL

OFFICIAL

Hi s22(1)(a)(ii))

s22(1)(a)(ii)

Unfortunately, we don't yet have an update on CT Act exemption, but hopefully we'll have clarity soon. We'll also reach out to our Strategic Fleet colleagues to provide up-to-date input on the CT Act Review. Noting you're reaching out to ABF, we also highly recommend reaching out to DAFF for input (travellers@aff.gov.au).

And thanks for letting us know of personnel changes at your end, and we look forward to working with s22(1)(a)(ii).

Regards

s22(1)(a)(ii)

s22(1)(a)(ii) (pronounced Rit-tee)

Director • Legislation and Safety / Maritime and Shipping Branch • Surface Transport, Emissions and Policy Division

P s22(1)(a)(ii) • M s22(1)(a)(ii) • E s22(1)(a)(ii) <@infrastructure.gov.au>

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OFFICIAL

From: s22(1)(a)(ii) <@austrade.gov.au>; s22(1)(a)(ii) <@austrade.gov.au>
 Sent: Tuesday, 6 August 2024 10:20 AM
 To: s22(1)(a)(ii) <@infrastructure.gov.au>; s22(1)(a)(ii) <@infrastructure.gov.au>;
 s22(1)(a)(ii) <@infrastructure.gov.au>
 Cc: s22(1)(a)(ii) <@austrade.gov.au>; s22(1)(a)(ii) <@austrade.gov.au>
 Subject: RE: Action: - appearing at a Australian Cruise Association Conference - Panel Session [SEC=OFFICIAL]

OFFICIAL

Hi s22(1)(a)(ii)

Hope you're all well! Further to the email exchange below, the main topics that we'd really appreciate your help getting Sam across for this panel are on regulatory changes and compliance, and port access and infrastructure.

It would be great if we could get your latest material on:

- The Coastal Trading Act Review
- The Coastal Trading Act exemption (any progress through Minister King? We wouldn't have anything in the TPs that couldn't be shared with a public audience)
- New and Redeveloping Ports Framework review
- s22(1)(a)(ii)
- s22(1)(a)(ii)

s22(1)(a)(ii)

s22(1)(a)(ii)

s22(1)(a)(ii)

Regards

s22(1)(a)(ii)

s22(1)(a)(ii)

Manager

Visitor Economy Access

Visitor Economy and Client Programs Division

T:s

A: Level 2, Nishi Building, 2 Phillip Law Street Canberra ACT 2601, Australia

W: www.austrade.gov.au | www.tra.gov.au W: www.austrade.gov.au



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From: s22(1)(a)(ii) <[REDACTED]@infrastructure.gov.au>
 Sent: Monday, August 5, 2024 12:58 PM
 To: Sam-Palmer [Canberra] <Sam.Palmer@ustrade.gov.au>; Kathage, Tristan
 <Tristan.Kathage2@infrastructure.gov.au>; WRIGHT, Mark <Mark.WRIGHT@infrastructure.gov.au>
 Cc: s22(1)(a)(ii) <[REDACTED]@infrastructure.gov.au>; s22(1)(a)(ii) <[REDACTED]@ustrade.gov.au>; s22(1)(a)(ii) <[REDACTED]@ustrade.gov.au>; s22(1)(a)(ii) <[REDACTED]@ustrade.gov.au>
 Subject: RE: Action: - appearing at a Australian Cruise Association Conference - Panel Session [SEC=OFFICIAL]

OFFICIAL

OFFICIAL

Hi Sam

I've included Mark Wright in this email, he's currently the A/g AS responsible for this one, I'm sure he and s22(1)(a)(ii) will be able to provide advice to support you with this one.

Cheers
 Paula

Paula Stagg

First Assistant Secretary • Surface Transport Emissions and Policy Division

paula.stagg@infrastructure.gov.au

P s22(1)(a)(ii) • M s22(1)(a)(ii)

GPO Box 594 Canberra, ACT 2601

My pronouns: she/her

LGBTIQ+ Ally



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From: Sam.Palmer@austrade.gov.au <Sam.Palmer@austrade.gov.au>
Sent: Monday, 5 August 2024 12:27 PM
To: STAGG, Paula <Paula.Stagg@infrastructure.gov.au>; Kathage, Tristan
 <Tristan.Kathage2@infrastructure.gov.au>
Cc: s22(1)(a)(ii) <[REDACTED]@infrastructure.gov.au>; s22(1)(a)(ii) <[REDACTED]@austrade.gov.au>;
 s22(1)(a)(ii) <[REDACTED]@austrade.gov.au>; s22(1)(a)(ii) <[REDACTED]@austrade.gov.au>
Subject: Action: - appearing at a Australian Cruise Association Conference - Panel Session [SEC=OFFICIAL]

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Hi Paula and Tristan

I wanted to alert you to my appearance on a panel at the upcoming Australian Cruise Association conference on 5 September and the panel briefing so that you could provide me with the appropriate information that will assist me in respect of your areas of the topic. I am keen to restrict our content to the THRIVE 2030 components and of course they will be looking for coasting trading act updates etc. I value your advice so I contribute appropriately.

Happy to have a meeting pre the event to cover any detail as well or instead of

Thank you!

Sam

Sam Palmer *FIPAA* (she/her)
 General Manager Visitor Economy & Client Programs
Global Diversity & Inclusion Champion
P: s22(1)(a)(ii) **M:** s22(1)(a)(ii)
A: Nishi Building, Level 2, 2 Phillip Law Street, Canberra, ACT, 2601
W: www.austrade.gov.au

EAs (job share – pl contact the EA who's working on the day you need help :)
 s22(1)(a)(ii)



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Australian Government

Department of Infrastructure, Transport,
Regional Development, Communications and the Arts

Australian Cruise Association Conference

Coastal Trading (Revitalising Australian Shipping) Act 2012 Section 11 Exemption for Cruise Vessels

- The existing Section 11 Exemption for cruise vessels is due to expire on 31 December 2024.
- A new exemption has been signed by the Minister for Infrastructure, Transport, Regional Development and Local Government, which will continue current arrangements until the end of 2026.
 - The new exemption will have effect from 1 January 2025 to 31 December 2026
 - The criteria will remain as per the existing exemption, i.e.
 - applies to vessels in excess of 5,000 gross tonnes which are:
 - capable of a speed of at least 15 knots;
 - capable of carrying at least 100 passengers; and
 - utilised wholly or primarily for the carriage of passengers between any ports in the Commonwealth or in the Territories, except between Victoria and Tasmania.
- The Department of Infrastructure, Transport, Regional Development, Communications, and the Arts (DITRDCA) consulted with stakeholders (industry, cruise vessel operators, unions and state tourism organisations) in June 2024 to seek their views on renewing the current Exemption.
 - A majority of stakeholders indicated the Exemption should be remade for as long as possible to provide operational certainty.
 - Petitions on Change.org and the Australian Parliament House website requesting an extension of the Exemption for five years collected a combined total of over 4,000 signatures (as of 16 July 2024).

Sensitivities

- The Maritime Union of Australia (MUA) and Coral Expeditions proposed that a new Exemption should only be issued for another 12 months, until the Coastal Trading Act review is complete, and only apply to cruise vessels in excess of 25,000 gross tonnes. Coral Expeditions have also suggested that additional requirements be placed on cruise operators before they are able to advertise their voyages. The Department did not recommend adopting these positions on the following grounds:
 - Analysis indicates that increasing the threshold from 5,000 to 25,000 gross tonnes would impact approximately 20 additional vessels. The majority of these are foreign owned and operate in competition with Australian businesses, particularly in Northern Australia. The presence of international firms increases the range of product offerings available to Australian consumers and international tourists to meet growing demand within the sector.

OFFICIAL

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- Amending the Exemption criteria with regard to vessel size without stakeholder consultation on this element will likely disrupt and affect forward plans in the cruise sector. This may lead to criticism of the Government from the cruise and tourism sectors, as well as affected Australian consumers who have recently become more engaged in this issue.
- Any material amendments to the Exemption criteria would be better considered alongside long-term arrangements for cruise vessels as part of the CT Act review. Maintaining the current criteria would also limit the risk of disallowance of the new Exemption.
- The CT Act does not currently provide for additional criteria to be added to foreign vessels before they can advertise voyages. Adding such a requirement would need legislative change that is better considered as part of the CT Act review.
- DITRDCA encourages all stakeholders to engage in consultations for the Coastal Trading Act review.

s22(1)(a)(ii)

**OFFICIAL**

OFFICIAL

s22(1)(a)(ii)

Update on Strategic Fleet Implementation

- The Strategic Fleet Program is a whole-of-government, multi-agency program to implement the recommendations of the Strategic Fleet Taskforce which span across policies including taxation, skills and workforce, Defence and foreign affairs.
- Departments are responsible for progressing work within their remits as part of the Strategic Fleet Program.
- \$21.6 million was allocated in the 2024-25 Budget for DITRDCA over 5 years to support the establishment of a Strategic Fleet, including delivery of the Strategic Fleet Pilot Program.
- \$4.7 million was allocated over 3 years to undertake reviews of the *Shipping Registration Act 1981* and the *Coastal Trading (Revitalising Australian Shipping) Act 2012*.

Strategic fleet pilot or future procurement activities

- The Minister for Infrastructure has stated publicly an expectation that the Government will approach the market in the middle of the year seeking participants for the strategic fleet pilot.
- The Department of Infrastructure, Transport, Regional Development, Communications and the Arts is responsible for implementing the pilot.
- The Department has been consulting with stakeholders and other Commonwealth agencies on implementation of the pilot.
- To ensure probity in the future approach to market process, I am unable to discuss anything related to implementation of the pilot.
- If you have any question or wish to discuss, please contact the Strategic Fleet Branch via strategicfleet@infrastructure.gov.au.

Legislative Reviews

- The reviews will commence this year and stakeholder consultation will be conducted to support the reviews.
- The Government is in the process of finalising the Terms of References and reviewers for the *Shipping Registration Act 1981* and the *Coastal Trading (Revitalising Australian Shipping) Act 2012* reviews and Minister King will announce their commencement once finalised.

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Transport, Regional Development, Communications, Sport and the Arts

OFFICIAL

From: s22(1)(a)(ii)@infrastructure.gov.au>
Sent: Thursday, 29 August 2024 10:14 AM
To: WRIGHT, Mark; s22(1)(a)(ii); s22(1)(a)(ii); s22(1)(a)(ii)
Cc: s22(1)(a)(ii); s22(1)(a)(ii); s22(1)(a)(ii)
Subject: FW: Request for info - ABF/DAFF engagement with NZ, for Australian Cruise Association Conference 5 September [SEC=OFFICIAL]
Attachments: ACA Speaker Brief_Governance of Cruise in Australia.pdf

OFFICIAL

Hi Mark and team,

FYI - some questions provided to AusTrade in advance of the ACA Conference.

Thanks

s22(1)(a)(ii)

OFFICIAL

From: s22(1)(a)(ii)@austrade.gov.au <s22(1)(a)(ii)@austrade.gov.au>
Sent: Thursday, 29 August 2024 9:59 AM
To: travellers@aff.gov.au; Traveller Policy <Travellerpolicy@abf.gov.au>
Cc: s22(1)(a)(ii)@infrastructure.gov.au; s22(1)(a)(ii)@austrade.gov.au;
s22(1)(a)(ii)@austrade.gov.au
Subject: Request for info - ABF/DAFF engagement with NZ, for Australian Cruise Association Conference 5 September [SEC=OFFICIAL]

OFFICIAL

Hi DAFF and ABF colleagues

Austrade's General Manager of Visitor Economy and Client Programs (Sam Palmer) has been asked to participate on a panel at next week's Australian Cruise Association Conference in Adelaide. Sam will be the only Australian Government representative on the Panel, which is largely focused on regulatory challenges.

We have just been advised of the questions that Sam will be asked. We have content already from Infrastructure and ABF (sorry for the second email ABF colleagues!) but wanted to check in on one specific question:

*What role can Austrade play in facilitating a more coordinated approach between Australia and New Zealand on cruise industry regulations and procedures? **Are there any existing frameworks or initiatives that could be leveraged to support this collaboration?***

We have a few points we can draw on, but want to make sure we accurately reflect any regular / existing engagement that border agencies have with NZ colleagues, particularly on biosecurity and customs cooperation. Is there anything we should be aware of related to the question above?

s22(1)(a)(ii) for visibility and thanks again for the content Infrastructure has already provided – welcome any additional content from you as well on Infra’s engagement with NZ but think this is one for DAFF and ABF primarily.

We’d be very grateful for any background or information by COB Tuesday 3 September so we can supplement Sam’s briefing for the panel.

Happy to have a chat over the phone to clarify anything

s22(1)(a)(ii)

s22(1)(a)(ii)

Manager

Visitor Economy Access

Visitor Economy and Client Programs Division

T: s22(1)(a)(ii) **M:** s22(1)(a)

A: Level 2, Nishi Building, 2 Phillip Law Street Canberra ACT 2601, Australia

W: www.austrade.gov.au | www.tra.gov.au **W:** www.austrade.gov.au



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SPEAKER BRIEF

PANEL: Policies and Procedures – the Governance of Cruise in Australia

Moderator: s22(1)(a)(ii), CLIA

Panelists: s22(1)(a)(ii), Carnival Australia

s22(1)(a)(ii)

s22(1)(a)(ii), Maritime Safety Queensland

Sam Palmer, Austrade

DATE: Thursday 5 September 2024

TIME: 12:40pm – 1:35pm

LOCATION: Skycity Adelaide, Ballroom

s22(1)(a)(ii)

BRIEF - PANEL:

s22(1)(a)(ii)

Key Topics to Discuss:

- **Regulatory Changes and Compliance:** Australia and New Zealand both introduced a range of new regulations recently. Provide insights into how compliance with these regulations required significant adjustments impacting operational costs and logistics. Discuss the impact of the Coastal Trading Act exemption and the impending review, for cruise lines making future deployment decisions in our region.

s22(1)(a)(ii)

•

•

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Section 11 Exemption - Stakeholder Feedback

Stakeholder	Continue Exemption	Comments
s22(1)(a)(ii)		
Carnival Australia and P&O Cruises	✓	• Carnival Australia represents the world's largest cruise lines and is the largest cruise operator in the country. • Support the remaking of the exemption with the same criteria as exists in the current exemption.
s22(1)(a)(ii)		

From: s22(1)(a)(ii)
Sent: Friday, 18 July 2025 10:24 AM
To: s22(1)(a)(ii); s22(1)(a)(ii)
Cc: s22(1)(a)(ii); s22(1)(a)(ii); s22(1)(a)(ii)
Subject: CTA Review | Follow up on yesterday's meeting [SEC=OFFICIAL]
Attachments: Expedition cruise vessels detailed in Interim Report.docx

OFFICIAL

Hi s22(1)(a)(ii),

Thanks for attending our Independent Reviewer meeting yesterday to talk to them about licence costs, taxes, CTLS and Sched A. I'm just following up on the additional request from the reviewers on doing further Sched A analysis on cruise vessels and how much it might cost if we required expedition cruise vessels to pay Sched A wages. They are interested in vessels between 5,000-25,000 GT but I think it might also help the reviewers to note if/whether the current 3 TL cruise vessels might be required to pay Sched A and if so, how much that might be.

If it helps, I have attached a list of the vessels we'd be interested in knowing more about.

s22(1)(a)(ii)

Happy to have a chat about anything further. I'm in the office today, s22(1)(a) if that helps!

Thanks so much for all your help on these issues.

Kind regards,
 s22(1)(a)

s22(1)(a)(ii)

She/her/hers

Assistant Director • Strategic Fleet • Surface Transport, Emissions and Policy

s22(1)(a)(ii) [@infrastructure.gov.au](mailto:s22(1)(a)(ii)@infrastructure.gov.au)

360 Elizabeth St, Melbourne 3000

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I pay my respects to Elders past and present and to all Aboriginal and Torres Strait Islanders.*

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Transport, Regional Development, Communications, Sport and the Arts



Australian Government

**Department of Infrastructure, Transport,
Regional Development, Communications, Sport and the Arts**

**Meeting/Event
Brief**

MB26-000025

To: The Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government

MEETING: Minister C King meeting with Cruise Line International Association (CLIA) to discuss an extension to the Section 11 exemption to the *Coastal Trading (Revitalising Australian Shipping) Act 2012* for cruise vessels.

Timing: 05 February 2026

Venue: Parliament House

Meeting with:

- s22(1)(a)(ii)
- s22(1)(a)(ii) – Senior Vice President and Country Manager, Carnival Australia s22(1)(a)(ii)
- s22(1)(a)(ii)
- s22(1)(a)(ii)
- s22(1)(a)(ii) – Vice President Corporate and External Affairs, Carnival
- s22(1)(a)(ii)
- s22(1)(a)(ii)

Our Proposed Objectives:

s22(1)(a)(ii) proposal to extend the Section 11 exemption to the Coastal Trading Act and wages paid on cruise ships operating in Australia.

Their Objective:

s22(1)(a)(ii)

Key Points:

1. On 2 December, the independent reviewers of the Coastal Trading Act provided their final report on to you. The Department preparing a draft government response to the review and has not yet consulted with the rest of government on the review's recommendations.
2. On 9 August 2024, you signed the *Coastal Trading (Revitalising Australian Shipping) Act 2012 – Section 11 exemption for cruise vessels 2024* (MS24-000324) which commenced on 1 January 2025 and will cease to have effect on 31 December 2026.
3. The independent reviewers have recommended that a new coastal trading licensing system be established specifically for the cruise industry and that the exemption be removed.
4. Renewal of the exemption is a decision for government. The Coastal Trading Act requirements that apply to cruise industry in the future will be dependent on how the

government responds to the recommendations of the review of the Coastal Trading Act and when any new legislative requirements come into effect. Whether the existing exemption should be renewed would need to be considered in the context of the timing of the implementation of any changes to the Coastal Trading Act.

5. This exemption was introduced for the first time in 1998 under subsection 286(6) of the *Navigation Act 1912* to promote Australian tourism and has subsequently been remade on a number of occasions under the Coastal Trading Act given no large-scale domestic industry equivalent exists.
6. Operators of foreign cruise vessels that do not meet the exemption criteria are required to hold a temporary licence to engage in coastal trading. These operators are required to pay Schedule A wages under the Seagoing Industry Award 2020 to crew after conducting two or more voyages in a 12 month period authorised by a temporary licence. Schedule A wage rates are substantially higher than wages paid to foreign crew under international maritime law but somewhat lower than the minimum rates of pay for Australian seafarers.
7. A number of recent media articles, including a 7News article dated 14 January 2026, and a Cruise Passenger article dated 19 January 2026, reported claims from the Maritime Union of Australia (MUA) about foreign cruise ships operating in Australia, such as Carnival Cruises, that are “taking advantage of a legislative loophole” in the Coastal Trading Act to underpay workers.
8. Crew wages on foreign cruise vessels operating in Australian waters under the s.11 exemption are subject to Australia’s international obligations and the jurisdiction of the foreign state the vessel is registered in.
 - a. The Australian Maritime Safety Authority (AMSA) is responsible for the enforcement of Australia’s international obligations, including those under the international 2006 Maritime Labour Convention (MLC) which sets standards for seafarer welfare conditions and wages.
 - b. The Department of Employment and Workplace Relations, through the Fair Work Ombudsmen, are responsible for wages for seafarers who fall under the Coastal Trading framework.

Consultation:

s22(1)(a)(ii)



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Sensitive and Critical Information:

Name: Andrew Johnson
 Position: Assistant Secretary
 Division: STEP/Strategic Fleet
 Ph: s22(1)(a)
 Mob: s22(1)(a)(ii)
 Date Cleared: 30 January 2026

Contact Officer: s22(1)(a)(ii)
 Division: Surface Transport Emissions
 and Policy
 Ph: s22(1)(a)
 Mob: s22(1)(a)(ii)

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From: s22(1)(a)(ii) @dewr.gov.au>
Sent: Wednesday, February 11, 2026 14:23
To: s22(1)(a)(ii) @infrastructure.gov.au>
Cc: s22(1)(a)(ii) @dewr.gov.au>
Subject: QoN Senate Estimates [SEC=OFFICIAL]

OFFICIAL

Hi s22(1)(a)(ii)

We just wanted to give you a heads up around questions raised by Senator Barbara Pocock during Senate Estimates today regarding claims of exploitation on a Carnival Cruise Line ship docked in Darwin, and in particular in reference to the provisions of the Maritime Labor Convention. Senator Pocock has also raised the issue of the application of the Coastal Trading Act to cruise vessels.

Q: "Is there any law that prevents the MUA from negotiating an agreement for workers in a jurisdiction that sits alongside and is not subject to the FWA?"

This question has been taken on notice given the interactions between the Fair Work Act and the Coastal Trading Act.

Q: "If workers are excluded from the provisions of the Fair Work Act which create a vehicle to commence collective bargaining and the MUA has sought to invoke article 3 (of the Maritime Labor Convention) and that ship owner has refused to bargain is that ship owner in breach of article 3 of the convention?"

This question has been taken on notice for DEWR to investigate the application of the MLC as an international treaty to businesses or to nation states.

DEWR will respond to these questions, but we may reach out if there are details relating to CTA interactions you might help with. Senator Pocock has also asked for the details and parameters of the Coastal Trading Act review. DEWR has offered to provide publicly available detail, but has suggested further detail may be better requested from Infrastructure directly, so this may come up in your own committees.

If you'd like any further detail on this, please let me know.

Best wishes,

s22(1)(a)(ii)

(he/him)

Director

Registered Organisations and Industrial Action Policy | Bargaining and Industry Policy Branch
 Safety and Industry Policy Division
 Australian Government Department of Employment and Workplace Relations
 Phone s22(1)(a)(ii)
dewr.gov.au

The Department of Employment and Workplace Relations acknowledges the traditional owners and custodians of country throughout Australia and their continuing waters and community. We pay our respects to them and their cultures, and Elders past, present and emerging.

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From: s22(1)(a)(ii)@infrastructure.gov.au>
Sent: Friday, 13 February 2026 12:05 PM
To: s22(1)(a)(ii)
Subject: Fw: Voice Mail (39 seconds) [SEC=OFFICIAL:Sensitive]
Attachments: audio.mp3

OFFICIAL: Sensitive

As per my teams message :)

OFFICIAL: Sensitive

From: s22(1)(a)(ii)@infrastructure.gov.au>
Sent: 13 February 2026 11:59 AM
To: s22(1)(a)(ii)@infrastructure.gov.au>
Subject: Fw: Voice Mail (39 seconds) [SEC=OFFICIAL:Sensitive]

OFFICIAL: Sensitive

OFFICIAL: Sensitive

From: s22(1)(a)(ii) (Unverified) <noreply@skype.voicemail.microsoft.com>
Sent: 13 February 2026 9:27 AM
To: s22(1)(a)(ii)@infrastructure.gov.au>
Subject: Voice Mail (39 seconds)

hi s22(1)(a)(ii) my name is s22(1)(a)(ii) i'm calling from i work in s22(1)(a)(ii) uh on the compliance pilot through the strategic fleet program and we have a urgent request coming from our MO on the difference between amsa and the flow in the context of the carnival encounter inspections that recently happened and we were curious or wondering whether you might be able to help us with some standard wording that sounds sounds like something you can help with would appreciate a call back but otherwise no no stress whatsoever thank you have a good day

You received a voice mail from s22(1)(a)(ii).

Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.

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From: s22(1)(a)(ii)@infrastructure.gov.au>
Sent: Friday, 13 February 2026 2:19 PM
To: s22(1)(a)(ii); s22(1)(a)(ii); s22(1)(a)(ii) s22(1)(a)(ii)
Subject: Fw: INFO REQUEST [COB 13/02]: Role of AMSA [SEC=OFFICIAL]

OFFICIAL

Hi all

Just looping everyone into AMSA's input on the DEWR's response to their MO on the FWO v AMSA inspectorate role as it relates to the MLC.

Thanks
s22(1)(a)

From: s22(1)(a)(ii)@infrastructure.gov.au>
Sent: Friday, February 13, 2026 13:58
To: s22(1)(a)(ii)@amsa.gov.au>; s22(1)(a)(ii)@amsa.gov.au>; s22(1)(a)(ii)s@amsa.gov.au>
Cc: AMSA Liaison <AMSA.Liaison@infrastructure.gov.au>; s22(1)(a)(ii)@infrastructure.gov.au>
Subject: Re: INFO REQUEST [COB 13/02]: Role of AMSA [SEC=OFFICIAL]

OFFICIAL

Thanks very much s22(1)(a)(ii), really appreciate the quick turnaround on that.

I will go back to DEWR with your comments.

Have a lovely weekend.

s22(1)(a)

s22(1)(a)
7:27 AM
Director • Legislation and Safety / Maritime and Shipping Branch
E s22(1) @infrastructure.gov.au
P s22(1)(a)(ii)
M s22(1)(a)(ii)

From: s22(1)(a)(ii)@amsa.gov.au>
Sent: Friday, February 13, 2026 13:52
To: s22(1)(a)(ii)@infrastructure.gov.au>; s22(1)(a)(ii)@amsa.gov.au>; s22(1)(a)(ii)

s22(1)(a)(ii) @amsa.gov.au>

Cc: AMSA Liaison <AMSA.Liaison@infrastructure.gov.au>; s22(1)(a)(ii) @infrastructure.gov.au>

Subject: Re: INFO REQUEST [COB 13/02]: Role of AMSA [SEC=OFFICIAL]

OFFICIAL

OFFICIAL

s22

(1) Only have one comment

- The Fair Work Ombudsman (FWO) is the national workplace relations regulator, responsible for regulating a limited area of the maritime sector.
 - It provides education and advice and enforces compliance with workplace laws where the Fair Work Act applies.
 - This includes monitoring and enforcing compliance with wage entitlements for seafarers engaged on foreign-flagged vessels operating under the *Seagoing Industry Award 2020 – Schedule A*.
- The Australian Maritime Safety Authority (AMSA) is the national maritime safety and environment regulator.
 - It is the responsible authority for ensuring compliance with the *Maritime Labour Convention, 2006 (MLC)* and its requirements in Australia.
 - This includes inspecting vessels and responding to complaints to ensure seafarers' working and living conditions meet international standards.
- The FWO is responsible where the Fair Work Act applies (see above). Vessels that do not fall within the coverage of the Fair Work Act will instead fall back to being covered by the MLC wages and conditions under AMSA's responsibilities. [I would delete this part as its a bit confusing AMSA is not responsible for MLC wages and conditions - this is the flag state's responsibility - our role is to respond to complaints and conduct port states control inspections to ensure compliance. The red bullet points covers this aspect]

s22(1)(a)

(ii)

OFFICIAL

From: s22(1)(a)(ii) @infrastructure.gov.au>

Sent: Friday, February 13, 2026 13:45

To: s22(1)(a)(ii) @amsa.gov.au>; s22(1)(a)(ii) @amsa.gov.au>

Cc: AMSA Liaison <AMSA.Liaison@infrastructure.gov.au>; s22(1)(a)(ii) @infrastructure.gov.au>; s22(1)(a)(ii) @amsa.gov.au>

Subject: Re: INFO REQUEST [COB 13/02]: Role of AMSA [SEC=OFFICIAL]

OFFICIAL

Thanks s22(1)(a) - much appreciated.

OFFICIAL

From: s22(1)(a)(ii) @amsa.gov.au>

Sent: Friday, 13 February 2026 13:44

To: s22(1)(a)(ii) @infrastructure.gov.au>; s22(1)(a)(ii) @amsa.gov.au>

Cc: AMSA Liaison <AMSA.Liaison@infrastructure.gov.au>; s22(1)(a)(ii)@infrastructure.gov.au; s22(1)(a)(ii)@amsa.gov.au

Subject: RE: INFO REQUEST [COB 13/02]: Role of AMSA [SEC=OFFICIAL]

OFFICIAL

Hi s22(1)(a)(ii)

I am happy with the text but noting the inspectorate and response aspect is Michelle's remit ill just task her to also confirm.

s22(1)(a)

From: s22(1)(a)(ii)@infrastructure.gov.au>

Sent: Friday, 13 February 2026 1:40 PM

To: s22(1)(a)(ii)@amsa.gov.au; s22(1)(a)(ii)@amsa.gov.au>

Cc: AMSA Liaison <AMSA.Liaison@infrastructure.gov.au>; s22(1)(a)(ii)@infrastructure.gov.au; s22(1)(a)(ii)@infrastructure.gov.au>

Subject: Fw: INFO REQUEST [COB 13/02]: Role of AMSA [SEC=OFFICIAL]

OFFICIAL

Hi s22(1)(a)(ii)

Grateful for your urgent assistance on this one, to assist our DEWR colleagues to respond to their Minister today. For context, the query was specifically in relation to the respective roles of FWO and AMSA in inspecting one of the Carnival Cruises.

Can you please confirm AMSA is comfortable with the below the highlighted words in relation to AMSA's role in enforcing the MLC?

The words look broadly okay to me but please advise if there are significant issues/concerns.

Many thanks in advance

s22(1)(a)

s22(1)(a) (he/him)
(pronounced Rit-tee)

Director • Legislation and Safety / Maritime and Shipping Branch • Surface Transport Emissions and Policy Division

Ps22(1)(a)(ii) • Ms22(1)(a)(ii) • Es22(1)@infrastructure.gov.au

GPO Box 594 Canberra, ACT 2601 () (ii)

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I pay my respects to Elders past and present and to all Aboriginal and Torres Strait Islanders.

From: s22(1)(a)(ii) @dewr.gov.au>
Sent: Friday, February 13, 2026 13:16
To: s22(1)(a)(ii) @infrastructure.gov.au>
Cc: s22(1)(a)(ii) @infrastructure.gov.au>; s22(1)(a)(ii) @dewr.gov.au>; s22(1)(a)(ii) @dewr.gov.au>
Subject: FW: INFO REQUEST [COB 13/02]: Role of AMSA [SEC=OFFICIAL]

OFFICIAL

Hi s22(1)(a)

Thank you for the call earlier.

Could I please take you up on your offer to provide input / clearance of our wording on the role of AMSA in the context of the article in my email to Luke?

Not a problem if you end up being not the appropriately placed to help us.

Our advice includes advice on the FWO's role (our remit). The AMSA content is in red.

-
- The Fair Work Ombudsman (FWO) is the national workplace relations regulator, responsible for regulating a limited area of the maritime sector.
 - It provides education and advice and enforces compliance with workplace laws where the Fair Work Act applies.
 - This includes monitoring and enforcing compliance with wage entitlements for seafarers engaged on foreign-flagged vessels operating under the *Seagoing Industry Award 2020 – Schedule A*.
 - The Australian Maritime Safety Authority (AMSA) is the national maritime safety and environment regulator.
 - It is the responsible authority for regulating the *Maritime Labour Convention, 2006 (MLC)* and its requirements in Australia.
 - This includes inspecting vessels and responding to complaints to ensure seafarers' working and living conditions meet international standards.
 - The FWO is responsible where the Fair Work Act applies (see above). Vessels that do not fall within the coverage of the Fair Work Act will instead fall back to being covered by the MLC wages and conditions under AMSA's responsibilities.
-

Cheers,

s22(1)(ii)

OFFICIAL

From: s22(1)(a)(ii)
Sent: Thursday, 12 February 2026 6:08 PM
To: Infrastructure- s22(1)(a)(ii) @infrastructure.gov.au>
Cc: s22(1)(a)(ii) @dewr.gov.au>; s22(1)(a)(ii) @dewr.gov.au>
Subject: INFO REQUEST [COB 13/02]: Role of AMSA

Hi s22(1)(a)

We met briefly in a discussion on the Compliance Pilot. Hope you're going well. I tried calling and left you a message testing the waters on whether you might be able to help us with an urgent request from our MO. I'm going to chance my arm here and ask.

Could you please provide input on the below plain English contextual explanation on the role of AMSA in the context of the Carnival Encounter featured [here](#)?

We are especially interested in their remit in respect to cruise ships.

We would appreciate your advice / clearance by 3pm tomorrow Friday 13 February, please.

-
- The Australian Maritime Safety Authority (AMSA) is the national maritime safety and environment regulator. It is the responsible authority for regulation of the Maritime Labour Convention, 2006 and its requirements in Australia. This includes inspecting vessels and responding to complaints to ensure seafarers' working and living conditions meet international standards.
-

Kindly,

s22(1)(a)(ii)

Workplace Compliance Section | Workplace Exploitation Branch
Entitlements Safeguards Division
Australian Government Department of Employment and Workplace Relations
Phone (03) 9920 4602
dewr.gov.au

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From: s22(1)(a)(ii) @dewr.gov.au>
Sent: Friday, 13 February 2026 2:33 PM
To: s22(1)(a)(ii)
Cc: Infrastructure-s22(1)(a)(ii); s22(1)(a)(ii); s22(1)(a)(ii); SCOTT, Megan; s22(1)(a)(ii)
Subject: RE: INFO REQUEST [COB 13/02]: Role of AMSA [SEC=OFFICIAL]

You don't often get email from s22(1)(a)(ii) @dewr.gov.au. [Learn why this is important](#)

Thanks, s22(1)(a) and Team. This is helpful and much appreciated. We have amended our advice.

Hope you all have good weekends!

Cheers,

s22(1)(a)(ii)

From: s22(1)(a)(ii) @infrastructure.gov.au>
Sent: Friday, 13 February 2026 2:15 PM
To: s22(1)(a)(ii) @dewr.gov.au>
Cc: Infrastructure-s22(1)(a)(ii) @infrastructure.gov.au>; s22(1)(a)(ii) @dewr.gov.au>; s22(1)(a)(ii) @dewr.gov.au>; SCOTT, Megan <Megan.Scott@infrastructure.gov.au>; s22(1)(a)(ii) @infrastructure.gov.au>
Subject: Re: INFO REQUEST [COB 13/02]: Role of AMSA [SEC=OFFICIAL]

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Hi s22(1)(a)(ii) - no worries at all.

Thanks for checking in. I also reached out to AMSA to confirm that they were comfortable with the draft red text.

We're okay with the draft red text below. However, AMSA did raise an issue with the last dot point in the draft response

AMSA have suggested deleting the last sentence in the last dot point as it may be misleading as to AMSA's role. I've copied their comment below:

~~Vessels that do not fall within the coverage of the Fair Work Act will instead fall back to being covered by the MLC wages and conditions under AMSA's responsibilities. [I would delete this part as it's a bit confusing AMSA is not responsible for MLC wages and conditions - this is the flag state's responsibility - our role is to respond to complaints and conduct port states control inspections to ensure compliance. The red bullet points cover this aspect]~~

Hope that's helpful and have a lovely weekend.

Cheers

s22(1)
(a)

s22(1)(a) (he/him)
(pronounced Rit-tee)

Director • Legislation and Safety / Maritime and Shipping Branch • Surface Transport Emissions and Policy Division

P s22(1)(a)(ii) • M s22(1)(a)(ii) • E s22(1) @infrastructure.gov.au
GPO Box 594 Canberra, ACT 2601 () (ii)

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I recognise and respect their continuing connection to the land, waters and communities.

I pay my respects to Elders past and present and to all Aboriginal and Torres Strait Islanders.

s22(1)(a)(ii)

From: s22(1)(a)(ii) @infrastructure.gov.au>
Sent: Thursday, 19 February 2026 3:43 PM
To: Parliamentary AMSA
Cc: AMSA Liaison; s22(1)(a)(ii); s22(1)(a)(ii)
Subject: Re: Query on a Min Corro (MC26-003274) [SEC=OFFICIAL]

OFFICIAL

Thanks s22(1)(a)(ii) appreciate your assistance - I'll bounce this one back to Department of Health.

Cheers
 s22(1)(a)

OFFICIAL

From: AMSA Parliamentary <parliamentary@amsa.gov.au>
Sent: Thursday, 19 February 2026 15:22
To: s22(1)(a)(ii) @infrastructure.gov.au>
Cc: AMSA Liaison <AMSA.Liaison@infrastructure.gov.au>; s22(1)(a)(ii) @infrastructure.gov.au>; s22(1)(a)(ii) @infrastructure.gov.au>; Parliamentary AMSA <Parliamentary@amsa.gov.au>
Subject: RE: Query on a Min Corro (MC26-003274) [SEC=OFFICIAL]

OFFICIAL

Hi s22(1)(a)(ii)

Thanks very much for this email.

I agree the complaints raised appear to be commercial, and therefore a matter between the constituent and Princess Cruises. We agree it would not be appropriate for the constituent to receive a response from AMSA on the issues raised.

Please let me know if you need anything further in order to progress.

Many thanks,

s22(1)(a)(ii)

s22(1)(a)(ii) (she/her)
 SENIOR GOVERNMENT RELATIONS OFFICER
 GOVERNANCE, CORPORATE SERVICES
 AUSTRALIAN MARITIME SAFETY AUTHORITY

Ngunnawal/Ngambri Country
 18 Marcus Clarke Street, Canberra, ACT 2601
 GPO Box 2181, Canberra ACT 2601

p s22(1)(a)(ii)
 e s22(1)(a)(ii) @amsa.gov.au | www.amsa.gov.au

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From: s22(1)(a)(ii)@infrastructure.gov.au>
Sent: Thursday, 19 February 2026 2:55 PM
To: AMSA Parliamentary <parliamentary@amsa.gov.au>
Cc: AMSA Liaison <AMSA.Liaison@infrastructure.gov.au>; s22(1)(a)(ii)@infrastructure.gov.au>; s22(1)(a)(ii)@infrastructure.gov.au>
Subject: Query on a Min Corro (MC26-003274) [SEC=OFFICIAL]

OFFICIAL

OFFICIAL

Hi s22(1)(a)(ii)

Hope you're both doing well, and grateful for your assistance.

A min corro sent to Minister Butler has come to us through the system from the Department of Health, with a note saying for referral to AMSA.

The email is a complaint about how the constituent was treated when she was unwell on a two-week cruise (from Brisbane to New Zealand).

On my reading of the email, I'm not sure the query sits neatly within AMSA's remit. The complaints appear to be largely a commercial matter between Princess Cruises and it would not be appropriate for the constituent to receive a response from the Dept or AMSA, but welcome your views.

I'm happy to bounce this back to Department of Health unless AMSA takes a different view.

Thanks

s22(1)(a)

s22(1)(a)

Director • Legislation and Safety / Maritime and Shipping Branch

E s22(1)@infrastructure.gov.au

P s22(1)(a)(ii)

M s22(1)(a)(ii)

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