

# The Grill

The subject for the Grill this week is Peter van Duyn, maritime industry expert from the Institute for Supply Chain and Logistics at Victoria University. MEGAN TRAN asked the questions.

**Tell us about yourself.**

I am currently engaged by the Institute for Supply Chain and Logistics (ISCL) at Victoria University as a maritime industry expert on a part-time basis and I run my own small consulting business. At ISCL, I have project managed several research studies which involved investigating the import and export container logistics supply chain at a number of Australian ports.

**Where did you work previously?**

Patrick Corporation – I was the general manager of the Patrick container terminal sites in Brisbane, Sydney, Melbourne and Fremantle with a combined workforce of 1300 employees.

**How did you get started in the industry?**

I started as an apprentice deck officer with Shell Tankers in The Netherlands, obtained my Master Mariner certificate and came ashore after 11 years at sea.

**You spent the early part of your career in the Netherlands, what's life like there?**

Working conditions were very similar to Australia but the weather here is much nicer! Standing out on the bridge of a ship in winter in the North Sea is not much fun.

**Tell us about your positions on the Dutch Orange Day Committee.**

I am the president and each year we organise a multicultural festival with a Dutch flavour in the Melbourne CBD.

**You arrived in Australia in 1983, what was your impression?**

I had been to Australia previously during my sailing career and having travelled around the world I thought it would be a good country to live in.

**When you arrived, did it live up to your expectations?**

It certainly was (and still is) a wonderful place to live in although I had to get used to a more relaxed atmosphere. It has become a lot more cosmopolitan and multicultural over the 30 years I have lived here.

**Where do you see yourself in 10 years' time?**

Riding my push-bike through Europe with my wife.

**How do you achieve a work/life balance?**

By working part-time and having flexible hours. What is your plan B if you were not in the industry? I would be a maritime historian or a professional rally driver. At my age, being a maritime historian is probably a safer option.

**What's your funniest story?**

I worked as a deck boy on a small Dutch coasting vessel and we were moored in Falmouth (in the south-west of England) where the tidal difference is about six metres, so the ship would sit on the bottom during low tide. The master (who was also the owner) asked us to jump over the side during low tide, stand in the mud and paint the ship side before the tide came back in.

**What's an ideal weekend for you?**

Going for a 70 to 80 km push-bike ride with a mate and a coffee, with cake afterwards.

**If you could name a vessel what would you call it?**

Espero, which means "hope" in Esperanto.

**What's one thing about the industry you would like to change?**

The sometimes adversarial approach that exists between employees (unions) and employers.

**What's one thing you wish you were better at?**

Riding my pushbike faster up a hill.

**Where's your favourite holiday destination?**

A camping ground on the Victorian coast near Orbost where we usually go with my family over Christmas. It's bliss with no mobile phone reception and no electricity.

**What world leader would you invite for dinner?**

The Dutch right-wing politician Geert Wilders, to try and convince him of the errors of his views.

**What would you cook?**

A Dutch delicacy called "raw herring with onions". Whenever I go back to The Netherlands this is one of the first things I eat.



Joshua Senczak (left) and Brent Murphy (far right) at the controls of the new automated stacking cranes, watched by Acting Prime Minister Warren Truss, Hutchison Ports Australia CEO, Steve Gumley and Isnan Rahman of Brisbane Container Terminals.



## third major stevedore operational

new terminal cannot be overstated given that it is a new entrant into a duopoly market and that it is the first to introduce automated stacking-crane technology.

HPH deputy chairman John Meredith commented that the development of the terminal was "extremely significant" for HPH and demonstrates the company's commitment to the Australian market.

The terminal was blessed by Father Bill Pearson (Anglican), chaplain to the Mission to Seafarers Brisbane.

Father Pearson lead the delegates in

the reading of Psalm 67 ("Let God be gracious to us and bless us"), followed by Psalm 8 ("O Lord, our sovereign, how majestic is your name").

Finally, deputy PM Warren Truss, in officially opening the facility, commented that Brisbane Container Terminals represents another significant step in the development of the port of Brisbane.

"This is a real high-tech enterprise, it is fantastic to see the automation and the way in which this terminal will operate," he said.

Australia last week the long-coast al oper- (HPH), Warren Brisbane Dr Steve of the



## ings of unease over coastal regime, just one year ago

# Looking back in maritime history

They also suggested an independent body should undertake a comparative review of the impacts of Australia's and NZ's different regulatory approaches to coastal shipping in each economy and on trans-Tasman trade, given NZ had a more liberal approach than Australia.

"NZ's experience suggests that while Australian cabotage can directly benefit local shipowners and maritime workers, it does so at the expense of the wider community," the report said.

Australia's cabotage reforms meant vessels are required to obtain a license and employ crew under Australian conditions and rates of pay while engaging in coastal

ships to Australian registered ships.

Meanwhile, NZ liberalised its coastal shipping and largely removed its cabotage regime in 1994.

International operators are allowed to compete on coastal routes against domestic operators as part of an international voyage, if they do not operate in NZ for longer than a continuous period of 28 days.

After cabotage was removed, the number of NZ-flagged freight vessels declined, according to the report.

By January 2013, international ships carried around 70% of coastal cargo in NZ, both in full domestic cargo and repositioned empty con-

According to the joint report, the main reasons put forward to support cabotage and industry assistance for the Australian shipping industry were to prevent Australian vessels from 'unfair' competition from subsidised foreign-flagged vessels.

It was also said to support jobs for Australian seafarers, as well as to maintain the industry for other strategic purposes, especially national security and defence.

Consequently, any recommendation for the Australian government to adopt a broad cost-benefit framework and draw on the experience of NZ with its different regulatory approach, worried union bod-