

FINANCIAL INSTITUTIONS ENERGY INFRASTRUCTURE, MINING AND COMMODITIES TRANSPORT TECHNOLOGY AND INNOVATION PHARMACEUTICALS AND LIFE SCIENCES

Criminalisation of Seafarers An Australian Perspective

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Criminalisation of Seafarers

- 1. Appropriate Policy Responses
- 2. Fair Treatment of Seafarers in Prosecutions



- Targeting of seafarers for prosecution
- Reasons for increase in prosecutions
- An appropriate target? The failure to address management
- Regulatory landscape in Australia



- Growing trend towards the imposition of custodial sentences.
- International conventions protecting seafarers:
 - MARPOL and UNCLOS, article 230.
- IMO Casualty Investigation Code



- Circumvention of article 230 by imposition of "holding charges"
- Policy choice influenced by political tension
- Legislative scheme in Australia
 - Navigation Act 2012 (Cth)
 - Protection of the Sea (Prevention of Pollution from Ships) Act 1983 (Cth)
 - *Crimes Act 1914* (Cth)
 - Great Barrier Reef Marine Park Act 1975 (Cth)
 - Environment Protection and Biodiversity Conservation Act 1999 (Cth)
- Sheng Neng 1 case



- Interfering with the course of justice
 - "Rena"
 - Crimes Act 1914 (Cth) s 43
 - Absolute liability offence
 - Section 11.1(1) of *Criminal Code 1995* (Cth)
- Navigation Act 2012 (Cth)



- Comparison with other regulatory frameworks
 - Workplace Occupational Health & Safety
 - Environmental Regulation



- Recent international OH&S Developments: A Sign of Things to Come?
 - -Harmonised work health and safety legislation
 - Duty on "person that conducts a business or undertaking" (PCBU) to do what is "reasonably practicable" to ensure health and safety.
 - Jowett's case (UK decision) recklessness 6 months sentence
 - -Australia up to 5 years imprisonment and penalties up to \$600,000.



- Environment Protection Authority v Hanna [2013]
- 3 month custodial sentence dumping waste containing asbestos
- sentence suspended on basis of good behaviour bond
- payment of EPA's costs



2. Fair Treatment in Prosecutions

- Recent survey results
- International responses IMO Guidelines
- Protection needed
 - Legal representation and advice
 - Assistance provided by owners (sometimes)
 - Labour organisations Nautilus (the union for maritime professionals)



Conclusion

- Criminalisation common feature for seafarer risk
 - Custodial sentences feature regularly despite prohibition article 230 UNCLOS
 - Aggravated offences
 - Sheng Neng 1
 - acts falling outside pollution offences Crimes Act & Navigation Act perverting course of justice
 - Trends in other areas harmonised OH&S laws
 - extend to persons who conduct a business or undertaking
 - "reasonably practicable" obligations (Jowett's case on recklessness 6 months imprisonment)
 - ISM Code and the "fat cats"
 - difficulty of causation
 - systemic root cause analysis of incidents TAIC
- More to do
 - ensure support for seafarers



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