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Professor Malcolm Tull has an international reputation for his research in maritime economics and maritime economic history. He was a joint editor of the *International Journal of Maritime History* from 2000-2008, the author of *A Community Enterprise: the History of the Port of Fremantle, 1897 to 1997* (1997), an Area Editor for the *Oxford Encyclopaedia of Maritime History* (2007), co-editor of *Port Privatisation: The Asia-Pacific Experience* (2008) and co-editor of *Historical Perspectives on Fisheries Exploitation in the Indo-Pacific* (2014). His recent research has been on fisheries socioeconomics and the impact of climate change on fishing communities.

Professor Malcolm Tull has a wide background in administration at Murdoch University, having performed a key role in the early development of the Murdoch Business School and serving as the Dean from 2008-2012. Malcolm is a Fellow of Murdoch University's Centre for Asian Studies and Centre for Fish and Fisheries Research. Since 2008 Malcolm has served as an elected Vice-President of the International Maritime Economic History Association (IMEHA). He is organising IMEHA's next conference in Perth in 2016. From 2008-2011 Malcolm was President of the Economic Society of Australia Inc., Western Australian Branch. Malcolm continues to teach and to supervise honours and postgraduate students in the School of Management and Governance. For more details see <http://profiles.murdoch.edu.au/myprofile/malcolm-tull/>.

Maritime Infrastructure and Heritage Dynamics

The coastlines of most maritime nations are richly endowed with long-lasting infrastructures; some are obsolete but most continue to service the needs of trade, shipping, fishing and recreational users. Breakwaters, jetties, wharves, dry-docks, slipways, cargo sheds, cranes, all represent the physical evidence of large amounts of investment in maritime infrastructure by both public and private actors. Maritime transport is a dynamic, globalised industry, and has experienced rapid political, economic and technological change, which has provided both challenges and opportunities, especially for infrastructure providers. Technological changes, such as the introduction of containerisation in the 1970s, made many wharf facilities, otherwise useable for many more years, redundant. Obsolete infrastructure can be scrapped or restored and adapted for alternative uses, especially if it has historic or architectural merit. In the late 20th Century waterfront redevelopment provided an opportunity to revitalise many inner city areas as obsolete port facilities were redeveloped for a variety of residential, commercial and recreational purposes. In the 21st century climate change has increased the risk of extreme events such as storms, floods and tsunamis, which can cause considerable damage to coastal infrastructure, especially if facilities are poorly located or built. Shipping companies, port authorities, container operators and other infrastructure providers have to improve adaptive capacity and resilience in order to cope with these challenges.

The aim of this paper is to examine how heritage policies with regard to maritime infrastructure have evolved and can assist with the development of sustainable future

scenarios for infrastructure development. The case study method is used to help identify long run adaption pathways for infrastructure providers. The paper also aims to highlight the contribution maritime history can make to understanding issues of heritage dynamics.



The cruiseship *Oriana* leaving the Inner Harbour, Port of Fremantle, c.2003. The Western Australian Maritime Museum, which opened in 2002, is in the foreground.