



Hermes Maritime
Shipping & Logistics

Australia's Coastal Highway

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Submission to the Strategic Fleet Taskforce

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1. Preliminary

During one of my attendances at the IMO, a member of the Swedish delegation suggested to me that the words of our national anthem should be amended as follows:

Australians all let us rejoice
For we are young and free
We've golden soil and wealth for toil
Our home is girt by ~~sea~~ BEACH,

his point being, that these words properly reflect our population's understanding of the waters surrounding our coastline.

It is a huge pity that those in other maritime nations understand Australia's "sea-blindness" better than we, who have long suffered this affliction.

The Strategic Fleet Taskforce will be well aware of the detrimental impact this has on the Australian economy and our national security - in terms of both securing our supply chains and the defence of the nation – so it's not my intention to repeat all of those arguments in this submission.

2. Strategic Fleet (SF) – an overview



- a) A SF will need to ensure Australian's have uninterrupted access to energy, that those communities affected by extreme weather events have access essential supplies and that remote communities, for example those of the Torres Strait, are serviced by a reliable transport system.
- b) A SF should ensure that the nations' revenues, for example royalties on export minerals, are secured against the risk of interruptions caused by conflict. We should not lose sight of the fact that we live in a region that is becoming increasingly unstable.
- c) A SF should, in times of conflict, have the capability to be efficiently integrated into the nation's defence force to provide a logistical support.
- d) A SF needs to have a presence in the nation's import/export container trades and a feeder service, where necessary, to supplement it.
- e) The SF should take account of changes currently in the pipeline for existing ships and new-builds. This includes sustainability and carbon-neutral initiatives, and the SDG's emerging from the UN's Agenda 2030.

- f) The establishment of the SF should take account of the IR history in Australia's maritime industry and establish modern structures that facilitate the collaboration and cooperation with all industry stakeholders. This is necessary to ensure the strategic fleet is not the victim of IR disharmony at a time it is needed.
- g) The SF should ensure a foundation for the education of Australians in maritime skills and maritime innovation. The country is almost bereft of the essential knowledge and experience required of a maritime industry. This situation is at critical stage
- h) The SF should work in cooperation with energy companies towards carbon-neutrality and the availability e-fuel bunkers at strategic locations around our coast.
- i) Looking to the future, the SF should be used as a catalyst for establishing Shipping Green Zones around our coastline. This should start on the Queensland (Great Barrier Reef) coast. Shipping Green Zones (SGZ) can be defined to sensibly meet the current levels of advancement towards carbon-neutrality; e.g. the initial requirement of an SGZ might require those ships engaged in liner trades between Queensland ports to operate on clean fuels only. This can later be expanded (sensibly) to include other ships.




3. Strategic Needs

The map that follows attempts to show the nation's strategic needs in terms of energy, revenues, remote/stranded communities and Container/RoRo trades.

a) Energy

-  Crude Oil Imports
-  Refined Products Imports and Domestic trade

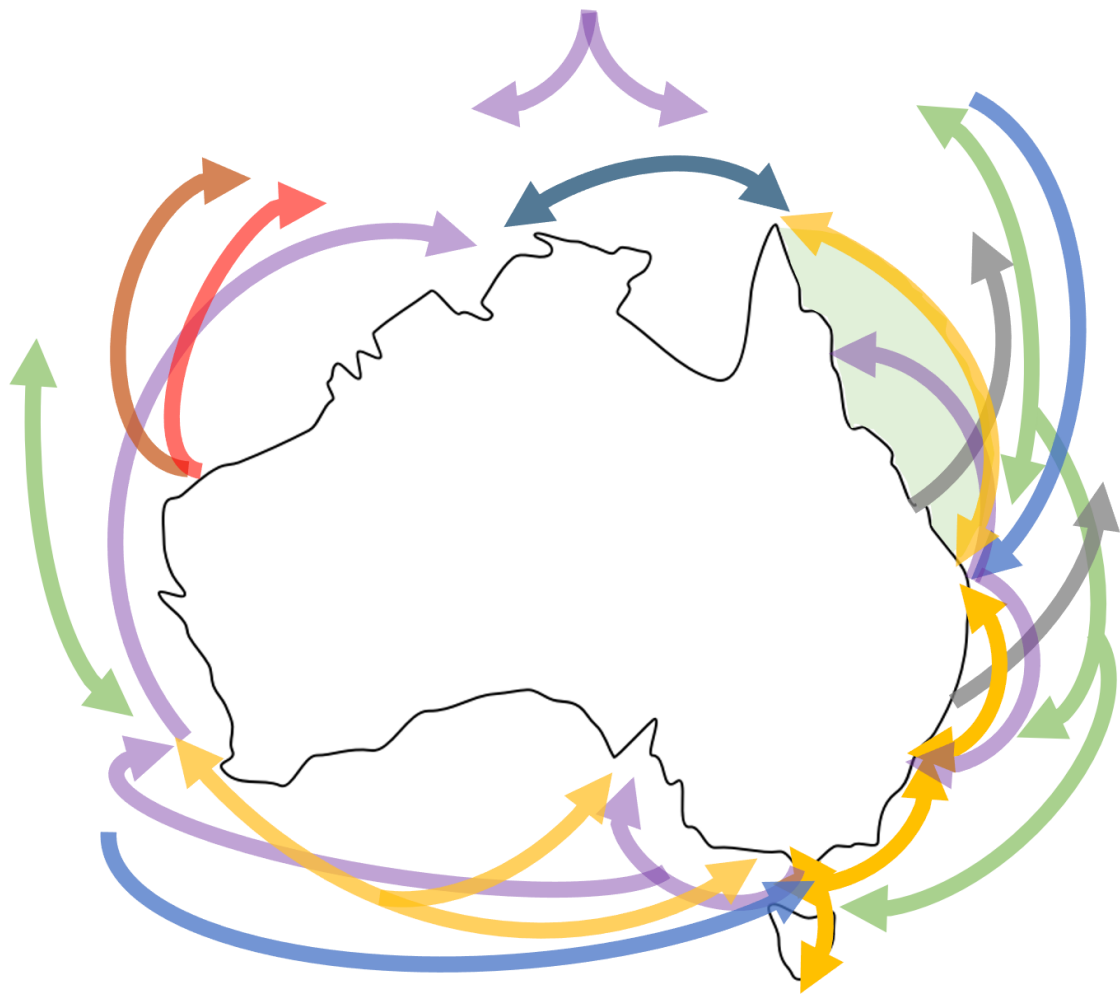
b) Revenues

-  Coal Exports
-  Iron Ore Exports
-  LPG/LNG Exports

c) Remote/Coastal Communities









- Torres Strait Islands, Gulf of Carpentaria and NT communities
- Domestic Container/RoRo trades (coastal communities)
- Overseas Container trades


- Green Zone



4. Vessel Types

The following suggests the vessel types required for each of the identified strategic trades.

-  Crude Oil tankers
-  Refined Products tankers
-  Bulk Carriers
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-  LPG/LNG Tankers
-  Landing craft
-  RoRo vessels and feeder container ships (circa. 700 teu)
-  Container ships (circa. 4000 teu)

-  Green Zone (e-fuels)

5. Further Information

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