

Peak Body Consultation Template

ORGANISATION.....Tasmanian Polar Network.....

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DATE...4th June 2020.....

Question	Comment
<ul style="list-style-type: none"> • What impacts are currently being seen by your sector or members (including clients/households/individuals as relevant in your context) and what impacts are anticipated in the coming weeks and months? 	<p>The Tasmanian Antarctic science sector has been significantly impacted by the COVID-19 pandemic. These impacts have included:</p> <ul style="list-style-type: none"> • Cancellation of national and international-scale conferences and meetings which were scheduled to be held in Hobart. <ul style="list-style-type: none"> ○ The two week Committee for Antarctic Research (SCAR) 2020 Open Science Conference which was expected to attract over 1200 scientists from around the world. This event enables the international polar science community to come together on a two-yearly basis to discuss various aspects of polar science. ○ The six day Council of Managers of National Antarctic Programs (COMNAP) AGM which was expected to attract 300 operational and logistics managers from 30 national Antarctic programs (NAPs) ○ Bluelink Science Meeting – a meeting of the Bluelink partners in Hobart (Australian Navy, CSIRO, IMOS, Bureau of Meteorology) – ~200 people to discuss Australia’s main oceanographic forecasting model. ○ The two week CCAMLR Annual Meeting – 300+ international delegates ○ International Seabird Conference – 1500 delegates • Cancellation and rescheduling of operational and research voyages, especially by the RV Investigator. • Delay in the delivery of the <i>RV Nuyina</i> due to COVID-19 at the shipyard will have knock-on impacts on field seasons and other fieldwork and collection of data. As field

	<p>programs and data collection are planned on long-term timescales this event has compounded issues around short-term funding cycles in various Antarctic research programs</p> <ul style="list-style-type: none"> • Uncertainty as to what other nation's Antarctic programs will be capable of in the next season, as well as their willingness to support other programs through the Hobart Antarctic gateway– including Australia's. Korea has already notified a reduced program and no port calls or flights through Tasmania. Italy is looking at a reduced number of flights, should they be able to operate under the CV-19 scenario, • An inbound trade mission by the Korean Institute of Polar Research that was planned under an Australia-Korea Foundation Grant is postponed indefinitely and reduced trade opportunities for Tasmanian manufacturers and research institutions. • The Polar Research Institute of Japan had a project under way to establish a seasonal office in Hobart, which will now be on hold. • The Australian Antarctic Division is operating a reduced season of less voyages and expeditioners, starting later than usual.
<ul style="list-style-type: none"> • What factors are likely to shape the medium and longer-term impacts for your sector/members? 	<ul style="list-style-type: none"> • The single most important factor is government support to facilitate an operational environment for the Tasmanian Antarctic gateway during 2020-21 summer. This would involve the establishment of access to Antarctic for overseas National Antarctic Programs (NAP's) expeditioners and AAD's via air and sea through Hobart. This will build Tasmania's reputation as a seamless Antarctic gateway, and can be leveraged in the medium and long term to attract additional NAPs to Hobart, • The timing of the lifting of travel restrictions or a suitable process for exemptions are central to a successful operational gateway. • The assurance of the safety of research vessel crew members and expeditioners from any 'second wave' infections to enable deployment. • Clarity on capability from other national Antarctic programs (via COMNAP).

	<ul style="list-style-type: none"> • Securing the Macquarie Point Antarctic and Science Precinct would enable the long term growth of the sector to occur and create a new globally significant precinct, which will attract researchers, tourists, students and commercial interests to Hobart and Tasmania. • Investment in the Tasports wharf infrastructure in Hobart will secure berths for our new icebreaker and research vessel, and for visiting icebreakers and research vessels, Hobart port has experienced up to four Antarctic and marine science vessels visiting in one day,
<ul style="list-style-type: none"> • What data or information can currently be provided to the Council on the nature and magnitude of impacts for your sector/members? 	<ul style="list-style-type: none"> • A list of cancelled meetings and conferences (that would have attracted international and domestic visitors), and expected attendance, is set out below: <ul style="list-style-type: none"> ○ ○ IMOS QAQC Summit (~20) ○ SCAR COMNAP 2020 -1200 + 300 Pax \$2,542,500.00 + \$273,300.00 ○ Sub-Antarctic Forum – 120 Pax + \$249,120.00 ○ Bluelink Science Conference – 100 Pax ○ CCAMLR Annual Meeting – 300+ Pax \$2,283,600.00 ○ International Seabird Conference? \$1,730,000.00 ○ Antarctic and Southern Ocean Forum 2020 \$124,560.00 ○ Joint Expert Group on Human Biology & Medicine 2020 \$207,600.00 ○ Other extreme medicine/Antarctic medicine/space medicine meetings ○ \$207600.00 based on 100 delegates for 3 days <p>TOTAL Impact estimated \$ 7,618,280.00</p>
<ul style="list-style-type: none"> • What mitigation measures are currently in place that aim to address these impacts? 	<ul style="list-style-type: none"> • Rescheduling for some meetings • Future bids will be required to re-win events, including future funding support, • Changes to, and rescheduling of, research programs and projects • Discussions on impacts of breaks in data time-series

<ul style="list-style-type: none"> • What impacts are not being mitigated or for which there is no plan in place to mitigate? 	<ul style="list-style-type: none"> • Many meetings are simply cancelled outright or already committed for future years (e.g. SCAR and COMNAP)
<ul style="list-style-type: none"> • What responses, both within the sector and more broadly, are front-of-mind and over what timeframes - what should be stopped, what should continue and what should be started? 	<ul style="list-style-type: none"> • Uncertainty about the next few seasons of Antarctic logistics is front of mind, and a commitment by Tasmanian government is required to collaborate with Australian government, AAD and TPN to facilitate seasonal Antarctic transits and logistics operations of both AAD and National Antarctic programs. • Rescheduling of science voyages to turn around equipment/infrastructure (e.g. deep-water moorings) and efforts to maintain long-term data time-series are being prioritised. •
<ul style="list-style-type: none"> • What would help create or build business/consumer/community confidence? 	<ul style="list-style-type: none"> • Decision to proceed with the Antarctic & Science Precinct at Macquarie Point presents a once-in-a-generation opportunity to create a global hub of Antarctic and science excellence. This hub will act as an attractor for growth and jobs in high-earning sectors, and can be leveraged together with Tasmania's already excellent Antarctic gateway reputation. In addition it can act as a visible boost to Tasmania's emerging credentials as powerhouse for renewable energy and climate change due to the world-leading climate science being conducted in Tasmania, and renewable energy solutions being able to be demonstrated in the precinct • Facilitation of a smooth 2020-21 Antarctic season for NAP's will build Tasmania's reputation as world best Antarctic gateway, and together with the Antarctic and science precinct will build confidence in the customer base and attract more international business to Tasmania. • A range of top priorities (Attachment 1) for the Antarctic sector was identified in a study conducted by DuMonde group for TPN in 2018. Pursuing a revised list of priorities post-COVID-19 is the sector's best opportunity to gain traction and pursue the next growth phase.

	<ul style="list-style-type: none"> • To build a strong Antarctic science sector it will be necessary to continue engagement with the Australian government to fund high level Antarctic research in Hobart to secure science jobs beyond the current funding. • To support the Centre for Antarctic, Remote and Maritime Medicine (CARMM) as an ideal vehicle to engage with the Australian Space Agency to pursue funding opportunities for Tasmania on the back of the Australian Antarctic program. •
<ul style="list-style-type: none"> • What would help your sector/members re-employ where there have been reductions in jobs, or grow employment levels? 	<ul style="list-style-type: none"> • Certainty and clarity of gateway operational environment and facilitation of overcoming travel restrictions would enable greater levels of forward planning and recruitment across the sector.

Attachment I

Market Analysis of Domestic and International Opportunities for Tasmania's Antarctic and Southern Ocean Sector (DuMonde Consultants, 2018)

Top 10 Antarctic and Southern Ocean Market Opportunities

Code	Opportunity
R02	Hobart Research Infrastructure (Macquarie Point Antarctic & Science Precinct)
G02	RSV Nuyina – Resupply, Support and Sustainment
G01	Support and maintenance for the new vessel for the French Antarctic Program
R08	Federal budget for Australian Antarctic science research and expeditions
R01	Krill Research for Krill Fishery Management
P03	Extended Hobart International Airport Runway – Services, Sustainment and Support
G03	Project Runway (Davis Station) – Prefabricated Structures, Research and Transport
P01	International Conferences and Annual Meetings in Hobart, Tasmania
S01	Hobart as food and medicine supplier to the Antarctic
R03	Creation of Centre for Antarctic, Remote and Maritime Medicine (CARMM)

Code: E – Engineering and Construction; G – Gateway Infrastructure; L – Logistics; P – Professional Services and Support; R – Research, Education and Training; S – Specialised Remote and Maritime Equipment Services

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