

# Caltex Talkingpoint

## SHIPPING PLAYS A VITAL ROLE IN CALTEX'S SUPPLY CHAIN

- Caltex takes delivery of approximately 120,000 barrels\* of crude oil on average each day at its refineries at Lytton in Brisbane and Kurnell in Sydney.
- The annual value of this Australian and imported crude oil – which is refined into petrol, diesel, jet fuel, lubricants and other products that keep the nation running – exceeds \$7 billion.
- To meet demand Caltex also imports fuel that has been refined overseas.
- To handle these vital cargoes Caltex relies on ships of different sizes and capacities. Crude oil is carried in Aframax-size vessels that carry between 580,000 – 800,000 barrels when fully loaded and the giant Suezmax-size vessels that can carry between 985,000 – 1,100,000 barrels. Refined products are generally carried in MR (medium range) vessels that carry between 240,000 – 400,000 barrels.

\* 1 barrel = 159 litres

### A Suezmax tanker

The *Energy Sprinter* at Kurnell refinery  
275 metres long and 50 metres wide



### An Aframax tanker

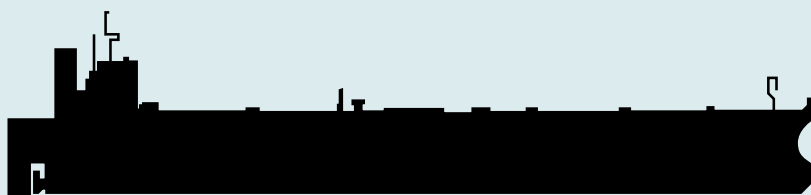
The *Pacific Wave* at Lytton refinery  
250 metres long and 42 metres wide



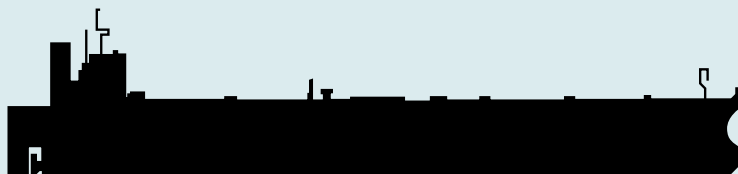
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## LARGER SHIPS FROM FURTHER AFIELD

- Most crude oil shipments are delivered to the Lytton and Kurnell refineries by Aframax-size vessels that can carry up to 800,000 barrels and have a draft of up to 14.2 metres. They are on average 250 metres long and 42 metres wide. Aframax ships mainly bring crude oil from Caltex's traditional Australian supply sources in Victoria and Western Australia's Northwest Shelf, as well as New Guinea, Indonesia, Vietnam and Malaysia.
- Partly to achieve economies of scale, Caltex recently began to import crude oil in bigger ships from further afield. These Suezmax-size giants can carry up to 1.1 million barrels and are about 275 metres long and 50 metres wide.
- With a draft of up to 17.2 metres, Suezmax ships are unable to enter Brisbane or Botany Bay fully loaded. The Port of Brisbane was recently dredged and made deeper to handle ships with draft of up to 14.2 metres – work which was partly funded by Caltex. Kurnell's crude berth can take ships with draft of up to 11.6 metres.
- Caltex's biggest delivery was the recent cargo of 875,000 barrels of crude oil from the Congo Republic in West Africa in a Suezmax tanker – the *Energy Sprinter* – the largest tankship ever to enter Botany Bay.
- Caltex's imports of refined products such as petrol and diesel generally come in MR-size vessels which can carry up to 400,000 barrels, chiefly from Singapore, Taiwan or South Korea. They are around 180 metres long and 32 metres wide.
- Caltex has long term charters on two product ships, *MV Barrington* and *MV Palmerston*, which allow Caltex to reliably deliver products from its refineries to North Queensland terminals or terminals in other states. The vessels also provide a "pipeline" between our refineries in Sydney and Brisbane allowing both intermediate and finished products to be transferred between the two locations.



Suezmax 120-200,000 tonnes deadweight\*



Aframax 80-100,000 tonnes deadweight



MR 25-45,000 tonnes deadweight

\* The weight that can be carried by a ship including cargo and fuel