

Post Start-Up Compliance Report – Bulk Liquids Berth 2 at Port Botany

March 2014

NSW Ports

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1. Introduction

1.1 Purpose of this Document

This is the Post-Start Up Compliance Report for the Bulk Liquids Berth 2 development. This report has been prepared by NSW Ports in accordance with the Minister's Condition of Approval (CoA) 4.3 as stated below:

Three months after the commencement of project operations, the Proponent shall submit to the Director-General, a Post-Start Up Compliance Report verifying that:

- a.) the Emergency Plan required under condition 2.2(a) is in place and effective and that at least one emergency exercise has been conducted; and*
- b.) the Safety Management System required under condition 2.2(b) has been fully implemented and that records required by that system are being kept on site.*

1.2 Background

As at 31 May 2013, NSW Ports became the new land owner at Port Botany, responsible for landside port management including the BLB2 facility.

The development of the BLB2 will ensure New South Wales has adequate berth capacity to satisfy existing and future forecast demands for the import and export of bulk liquids including chemical, petroleum and gas products. The construction of the BLB2 will also reduce demurrage costs for ships delivering or receiving the products.

Project Approval of BLB2 was determined by the NSW Minister for Planning on 20 March 2008 (Major Projects Application 07_0061). The Conditions of Approval have been modified and amended as follows:

- a) By letter from the Director-General, dated 22/12/10 (your reference: S07/00205);
- b) By letter from the Director-General, dated 24/12/10 (your reference: S07/00205);
- c) By letter from the Director-General, dated 14/4/11 (your reference: 11/03374-1);
- d) under section 75W of the Environmental Planning and Assessment Act 1979 (EP&A Act) on 28 April 2011 (07_0061 MOD 1);

1.3 Project Description

The construction and operation of the BLB2 consists of the following key relevant components:

- A central working platform and working area, with berthing face (including bollards and fenders) and pipe manifold / marine loading arm arrangements;

- Adjacent berthing dolphins on each side of the working platform designed to accommodate the maximum design length vessel;
- Two mooring dolphins on each side of the working platform (four in total);
- Walkways (catwalks) connecting the dolphins and working platform;
- An access bridge structure connecting the working platform with the shore, providing vehicle access and pipeline support structures;
- Support infrastructure including fire control facilities (pumps, foam/water monitors and associated tanks), amenities buildings and services such as water, sewer, electrical and communications;
- Berth fit out, including fire fighting monitors and operator shelter; and
- Pipelines to user facilities including support and access structures such as pipe racks and culverts.

1.4 Location

The BLB2 has been constructed adjacent to the existing Bulk Liquids Berth 1, at the south western end of Brotherson Dock and to the west of Fishburn Road, adjacent to Vopak and the Elgas Cavern. The site's location is shown in Figure 1.



Figure 1: Location of BLB2 infrastructure

On 31 May 2013, NSW Ports purchased the 99 year lease rights for Port Botany from the NSW Government. The BLB2 development has been constructed and will operate over land owned by the NSW Government (i.e. Port Botany Lessor Pty Limited and the NSW Roads and Maritime Services). The BLB2 development occupies the following allotments:

- Part of Lot 52 DP 1182618 (formally part of Lot 7 DP 1126332).
- Part Lot 456 DP 1137279.

1.5 Project Update

Practical completion of the main berth construction works was achieved on 12 April 2013, with minor defects works being undertaken by the main contractor after this date. The two terminal operators (Vopak and Terminals) commenced installation of their pipeline infrastructure in October 2013.

Terminals operations on BLB2 commenced on 4 December 2013 and Vopak operations commenced on 9 January 2014. Hence the Post Start Up Compliance Report is due to be submitted to the Department of Planning and Infrastructure (DP&I) by 4 March 2014.

2. Emergency and Safety Management

2.1 BLB2 Emergency Plan

a.) the Emergency Plan required under condition 2.2(a) is in place and effective and that at least one emergency exercise has been conducted

The BLB2 Emergency Plan (the Plan) was developed by NSW Ports and submitted to DP&I for approval on 26 September 2013. Approval of the Plan from DP&I was received 16 October 2013. The Plan has been successfully implemented during operations of BLB2.

Emergency exercises have been conducted with NSW Fire and Rescue on five occasions since operations commenced to test operations of the fire draughting system. The fire system is also tested prior to the arrival of each ship to ensure all facets of the system are functional. Furthermore, BLB Operations Officers are trained in the use of the emergency systems.

The details of a complete facility emergency exercise conducted on 20 January 2014 are provided below and in Appendix A.

“Exercise Botany” – 20 January 2014

Exercise details:

The exercise was conducted on the 20th January 2014 and involved the whole of the BLB complex with the exercise testing alarms and procedures on both Bulk Liquids Berths 1 and 2.

A number of personnel were involved including:

- Elgas staff and contractors – Pipeline operator
- NSW Ports BLB staff – Facility operator
- Origin staff – Charterer of the vessel (JS Cougar)
- Captain and crew of the JS Cougar

The exercise was conducted for 45 minutes between 11:45am and 12:30pm. At 12:45pm a de-brief was held on board JS Cougar.

The Exercise Log kept by the Captain of the JS Cougar is provided in Appendix A which has complete details of the exercise conducted.

Key discussion points from the exercise:

- The ability to hear radio messages due to “continual sounding of the alarms”

There were four alarms sounding initially, the ships warning whistle, the ships general alarm, the BLB alarm and the BLB fire alarm. After the ship’s initial warning using the ships whistle, the remaining alarms continued to sound.

Outcome: Whilst it makes communication difficult it is important that alarms stay active as a warning to all that there is a situation at play that is not under control. Shutting off some alarms is to be considered by the incident controller as the incident plays out.

- Hold up of Ambulance access to berth due to possibility of gas vapour on berth.

The emergency exercise advised that the gas leak was controlled by ship’s crew. The fire water sprays were off and the fixed shore gas detectors had not alarmed. However, there was no independent gas check via a portable gas detector prior to allowing a vehicle to go onto the berth.

The ambulance staff therefore decided to carry portable equipment to the berth. In the meantime Elgas staff conducted a check of the area and in conjunction with the ship’s deck officer agreed the ambulance could access the berth.

Discussion involved the fact that Elgas have portable gas detectors on site but not at the berth.

NSW Ports have portable gas detectors but no staff to operate supply from the store. Comment was made by Origin that the loading master at Westernport always carries a personal gas monitor on his belt.

Outcome: In the event of a real emergency NSW Fire & Rescue will have portable gas detectors on their vehicles.

- Maintenance of staff presence of BLB Office

NSW Ports have only one BLB Officer on duty. In the event of an incident the Officer is required to man the fire control tower to assist with control of fire water. This leaves the access to the BLB open and means there is no one to count heads if an evacuation is required and no one to direct emergency services.

Outcome: NSW Ports have a security service that can be called to attend the BLB gate. Sydney Ports Corporation response staff and available staff from the BLB User Group may also be able to assist. (Note – the Fire Brigade have been told where to go (Fire control tower) if they arrive and no one is about).

Feedback from the exercise:

Overall, all those involved in the emergency exercise were comfortable with the exercise and the results.

From NSW Ports' perspective the exercise highlighted some deficiencies in procedures and administrative actions which have all been now addressed in documentation reprints and induction training content.

2.2 BLB2 Safety Management System

b.) the Safety Management System required under condition 2.2(b) has been fully implemented and that records required by that system are being kept on site.

NSW Ports prepared Safety Management procedures for BLB2 that were incorporated into a Safety Management System (SMS) for the facility. The SMS was submitted to DP&I for approval on 30 October 2013. Comments on the SMS requesting amendments and clarification of some issues were received from DP&I by email on 6 November 2013. A revised SMS incorporating the requested updates and information was re-submitted to DP&I for approval on 7 November 2013.

NSW Ports sent follow up emails to DP&I on 22 November 2013 and 11 February 2014 requesting confirmation that the revised SMS was suitable and approval be given. As of 21 February 2014, no final approval has been received from DP&I on the SMS. The email correspondence with DP&I on this matter has been provided in Appendix A.

However, the SMS in its revised version has been implemented and the facility has been operating in accordance with this document since operations commenced in early December.

All records that are relevant to, and required under the SMS are kept at the BLB 1 Site Office and are available for inspection at any time by the relevant authorities.

Appendix A – Ship Time Log of Emergency Exercise

M/T 'JS Cougar'

Capt. T.Koehler

"EXERCISE BOTANY" – Time log

Date: 20.01.2014

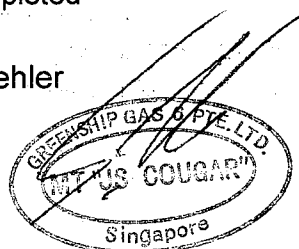
Local time zone: Standard time -11 (all times given in local time)

Time Event

- 11:47 Emergency 'EXERCISE BOTANY' commences
- 11:47 pressure gauge at liquid manifold port side no.1 burst / AB Baclagan injured
- 11:48 gangway watchman BSN Buenaventura sees the accident and activates the shore ESD which is located near the gangway
- 11:48 BSN Buenaventura informs OOW - 3/O Paliwoda by VHF radio
(Remark: Captain Koehler listens as usual in on ship's VHF working channel and confirms understanding of the situation.)
- 11:48 3/O Paliwoda notifies 'Bulk Liquid Terminal' by VHF radio and requests to be informed as soon as shore's ESD activation is confirmed
- 11:48 ship's navigation bridge manned by Capt. Koehler & Ship's General alarm activated
- 11:48 ship's sprinkler system activated
- 11:49 terminal's ESD activation is confirmed & ship's ESD is activated
- 11:50 liquid Propane spill from damaged pressure gauge ceased
- 11:50 crew Muster completed, ship's emergency squad commences preparations
- 11:51 ship's Emergency squad is assembled fully equipped under BA and PPE rescue of AB Baclagan from the manifold area commences
- 11:51 AB Baclagan is rescued from the gas zone and brought to a safe location near ship's accommodation ladder, commencement of medical first aid treatment by 2/O Sikora
- 11:51 notification to Botany Bay port authorities by Capt. Koehler on VHF ch.13
- 11:52 ship's Emergency squad returns to the manifold area
the shut off valve of the damaged pressure gauge at liquid manifold #1 port side is
- 11:52 closed by ship's emergency squad, Propane vapor release stopped
- 11:55 local ambulance arrives on scene
- 11:56 AMSA notified
- 11:58 charterers Origin notified
- 11:59 agents "Inchcape notified"
- 12:01 HSKG Mr. Rene Hamann notified
- 12:04 AB Baclagan placed on a stretcher and is being transported to shore
- 12:05 HSKG Mrs.Katja Engelmann notified
- 12:20 Emergency "EXERCISE BOTANY" is completed

Botany Bay, 20.01.2014

Capt. T.Koehler



M/T 'JS Cougar'
Capt. T.Koehler

"EXERCISE BOTANY" – General information

> Type of emergency exercise

Minor Propane liquid spill & gas release and severe injury of one crewman during cargo operations

> Location of the exercise

Vessel alongside at 'Bulk Liquids Terminal' berth #1, Botany Bay, Australia

> Date & Time of Incident

20.Jan.2014 , 00:47 UTC

> Name & nationality of other vessel or installations involved:

'Bulk Liquids Terminal', Botany Bay, Australia

> Details of personnel casualties

1 injured crew member / Name: Baclagan, Kris Antony Mendoza
Rank: AB / Dob: 05.10.1986 / Nat.: Filipino

> Course of events & personnel injuries sustained

During loading operations the a/m crewman was checking the pressure at ship's manifold when the gauge suddenly burst. Liquid Propane and glass splinters sprayed into the crewman's eyes. He fell onto the deck knocked himself unconscious and sustained severe laceration to the skull and uncontrolled bleeding from the head.

> Present status

The crewman was rescued from the manifold area and brought to a safe location where he is presently receiving first aid attendance by vessel's staff. He is still unconscious but with vital functions intact. Shore parties are informed. An ambulance is said to be on the way and is expected to arrive at the vessel shortly.

> Vessel's requirements

Immediate medical assistance is required from shore. Terminal was informed. An ambulance is said to be underway and is expected to arrive at the vessel shortly.

> Details of cargo spill and present status

An estimated amount of less than 100 liters of liquid Propane (UN#1978) has spilled through the broken manifold gauge. At present cargo operations are suspended. All cargo line valves and the pressure gauge shut off valve are closed. The gas release has stopped. The integrity of ship's cargo piping system is fully restored.

> Details of Intended actions

The immediate priority is first aid, medical attention and transport of the casualty to a local hospital. After an imperative investigation and clearance by local authorities the broken manifold gauge will be replaced by ship's staff (spare pressure gauges are o/b). Cargo operations are expected to resume late this afternoon.

> Actions being taken on board

The gas release and injury to the crewman was immediately noted by ship's gangway watchman who activated without any delay the shore ESD and informed the OOW. Ship's OOW informed the terminal and at the same time activated ship's ESD. Captain had listened in to ship's internal communication manned the ship's control center (the navigation bridge) and activated ship's General Alarm. The release of liquid product through said broken gauge ceased shortly after the activation of shore's and ship's ESD systems. Within a short period of time ship's emergency response team was assembled equipped with PPE and BA. The injured crewman was rescued from the manifold area. Subsequently the shut off valve of the broken manifold pressure gauge was closed. The activation of ship's deck sprinkler system has been considered but was found inappropriate due to following reasons:

- a minor amount of released gas
- a heavy injured crewman lying on deck
- a favorable wind direction causing the small gas cloud to drift away from the terminal and ship's accommodation block

> Weather & sea Conditions during the exercise

Wind SE 2-4 knots, overcast sky, rain & frequent thunder storms accompanied by heavy downpours, air temperature 17 dc, sea state calm (in port)

> Estimated time of next report

N/A, this is an exercise only, in case of a real scenario the next report would follow as soon as the medical status of the injured crewman is known and cargo operations have resumed.

Botany Bay, 20.01.2014

Capt. T.Koehler



Appendix B – Email correspondence with DP&I regarding the Safety Management System

Alison Wedgwood

From: Shane Hobday
Sent: Tuesday, 11 February 2014 4:07 PM
To: 'Ingrid Ilias'
Cc: Alison Wedgwood
Subject: FW: FW: BLB 1 & 2 Safety Management System

Hi Ingrid,

I assume based on no response from the Department that the revised BLB 1 & 2 Safety Management System submitted on 7 November 2013 was ultimately deemed acceptable. We have been operating in accordance with this document since the first ship at BLB 2 on 8 December 2014.

Regards

Shane

Shane Hobday
General Manager, Operations

NSW Ports

Brotherson House | Level 2, Gate B103 Penrhyn Road | Port Botany NSW 2036
PO Box 297 | Botany NSW 1455
T: 1300 922 524 | **D:** +61 2 9296 4902 | **M:** 0417 265 672
E: Shane.Hobday@nswportsbotany.com.au | www.nswports.com.au



From: Ingrid Ilias [<mailto:Ingrid.Ilias@planning.nsw.gov.au>]
Sent: Monday, 25 November 2013 2:21 PM
To: Shane Hobday
Cc: Lisa Mitchell
Subject: RE: FW: BLB 1 & 2 Safety Management System

Hi Shane

I note your deadline. Unfortunately, our hazard person is on leave and will not be back to the office until 29 November. I will endeavour to get him to review your revised SMS as a matter of priority on his return to the office.

regards
Ingrid

Ingrid Ilias
Environmental Planning Officer
Major Project Assessments
Department of Planning
23-33 Bridge Street
SYDNEY NSW 2000
Ph: 9228 6411
Fx: 9228 6366

Email: ingrid.ilias@planning.nsw.gov.au

>>> Shane Hobday <Shane.Hobday@nswportsbotany.com.au> Friday, 22 November 2013 3:34 pm >>>

Thanks Ingrid. The first ship is currently scheduled for 4/12 and this is only outstanding issue.

Regards

Shane

Shane Hobday

General Manager, Operations

NSW Ports

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E: Shane.Hobday@nswportsbotany.com.au | www.nswports.com.au



From: Ingrid Ilias [<mailto:Ingrid.Ilias@planning.nsw.gov.au>]
Sent: Friday, 22 November 2013 10:55 AM
To: Shane Hobday
Cc: Lisa Mitchell
Subject: Re: FW: BLB 1 & 2 Safety Management System

Shane

I will follow it up with Ramez and let you know. I understand he has been out of the office this week.

regards
Ingrid

Ingrid Ilias
Environmental Planning Officer
Major Project Assessments
Department of Planning
23-33 Bridge Street
SYDNEY NSW 2000
Ph: 9228 6411
Fx: 9228 6366
Email: ingrid.ilias@planning.nsw.gov.au

>>> Shane Hobday <Shane.Hobday@nswportsbotany.com.au> Wednesday, 20 November 2013 6:00 pm >>>

Hi Ingrid,

Any update following my feedback on the Department's comments.

Regards

Shane

Shane Hobday

General Manager, Operations

NSW Ports

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E: Shane.Hobday@nswportsbotany.com.au | www.nswports.com.au



From: Shane Hobday

Sent: Thursday, 7 November 2013 5:22 PM

To: 'Ingrid Ilias'

Cc: Lisa Mitchell; Ramez Aziz

Subject: FW: BLB 1 & 2 Safety Management System

Ingrid,

Oops forgot the attachment

Shane

Shane Hobday

General Manager, Operations

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E: Shane.Hobday@nswportsbotany.com.au | www.nswports.com.au



From: Shane Hobday

Sent: Thursday, 7 November 2013 5:02 PM

To: 'Ingrid Ilias'
Cc: Lisa Mitchell; Ramez Aziz
Subject: RE: BLB 1 & 2 Safety Management System

Ingrid,

Thank you for the prompt review and feedback. Please find the attached revised version of the BLB1 & 2 Safety Management System and responses (in red) to the issues the Department has raised.

Regards

Shane

Shane Hobday
General Manager, Operations

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From: Ingrid Ilias [<mailto:Ingrid.Ilias@planning.nsw.gov.au>]
Sent: Wednesday, 6 November 2013 10:52 AM
To: Shane Hobday
Cc: Lisa Mitchell; Ramez Aziz
Subject: BLB 1 & 2 Safety Management System

Shane

The Department's Hazards Branch has reviewed the submitted Safety Management System for BLB 1 & 2 and has the following comments:

The SMS proposed by NSW Ports for BLB 1&2, as presented in the submitted manual (V1.0), appears to have all the building blocks of a comprehensive SMS. However, with the exception of the "Change Management" element, is lacking on details and does not always provide the necessary links and references to safety related procedures and the mechanisms for ensuring adherence to these procedures.

NSW Ports response: Our understanding is that the SMS Manual is not intended to contain every procedure, checklist and form within the NSW Ports system but rather to provide a framework for detailing the overall structure of the system. Representatives of DP&I are welcome to come to site to review the documents listed in Table 2 or nominate which documents you wish to be provided with copies.

Since the NSW Ports SMS is intended to be the umbrella SMS for all BLB 1&2 operations regardless of the facility user at any point in time, it is important to enhance the robustness of the system by addressing some deficiencies in the SMS Manual, for example;

- The interface between the port SMS and the various users SMSs is not clearly explained. **NSW Ports response:** The scope for the NSW Ports SMS and Terminal Companies is detailed in a number of sections of the NSW Ports SMS, e.g. Section 2 and as appropriate in the final paragraph of each section in Section

7. Could the DP&I explain in more detail how they would like the interface requirements to be more clearly explained.

- Absence of reference to “ship to shore” safety management and associated procedures. **NSW Ports response:** These are detailed in the BLB 1 and 2 Operations Manual and are available to DP&I for further review as above.
- Section 6.6 (Reviews & Audits) does not adequately describe the protocols for the proposed audits, nor the frequency at which they will take place. **NSW Ports response:** Checklists for the inspections are available for review as indicated above. Frequencies have been added to Section 6.6.
- Table 2 summarising the port procedures, forms, and checklists does not appear to be adequately comprehensive. A number of forms and checklists are either missing or not referenced. Reference to controlled document numbers is absent. **NSW Ports Response:** Where applicable specific references have been added. NSW Ports does not use controlled document numbers rather controls its documents using a “Descriptive Title and an effective date”.
- “Safety Critical” equipment have not been identified. **NSW Ports response:** NSW Ports contends that the safety critical equipment at BLB 1 and 2 is owned, operated and maintained by the Terminal Companies (e.g. shore isolation valves and ESDs) although we would agree the fire fighting systems on BLB 1 & 2 are close to being safety critical. There are rigorous preventative maintenance procedures already in place for the fire systems on both berths which involve regular checks on their integrity (weekly, monthly, 6 monthly, annually, 3 yearly and 5 yearly) the checklists and records are available as above..
- The SMS element for the “Identification of Hazards, Assessment and Control of Risks” is at the core of any good framework for the management of safety. The information provided under this element is rather generic and does not explain how risks are identified and managed for the BLBs, and the extent of the integration of risk management practices with all other activities at the facilities (e.g. the use of fit for purpose risk assessment tools, risk registers, relevant procedures and forms, etc...). **NSW Ports response:** NSW Ports does not store any hazardous materials at BLB 1 and 2. As discussed in Section 7.1, the identification of potential hazardous events and therefore risk assessment of the materials transferred at BLB 1 and 2 is the responsibility of the Terminal Companies. NSW Ports hazardous events are largely associated with the NSW Ports operational requirements and maintenance activities. The potentially hazardous events are controlled via approved procedures and permits to work.
- Under Pre-Startup Safety Review (PSSR) NSW Ports did not demonstrate how they intend to implement this element for managing the forthcoming startup of operations at BLB 2. This is a good opportunity to develop a comprehensive and specific PSSR procedure and checklist. **NSW Ports response:** Comprehensive commissioning procedures and checklists are in place for the fire fighting system and spillage retrieval system at BLB 2 and are available on request.
- It is important to identify groups of employees and contractors to receive various types of training, and the validity periods for such training. It is unclear how this process is managed, and if there is a plan to in place to implement the intent of this element over the next 12 months, for example. **All terminal company staff operating at BLB 1 and/or BLB2 are required to undertake a NSW Ports BLB 1 & 2 induction, which is valid for 2 years and is linked to their access card. The records of those inducted are held at the site by the BLB Manager. There are specific duties nominated in the BLB 1 and BLB 2 Operations Manual for the NSW Ports staff namely the BLB Officer and BLB Manager. Competency based training packages are currently being finalised for the BLB 2 Fire Fighting system, spillage retrieval system and gangway supplementing the BLB Officer Training Guide referenced in Table 2. This training is expected to commence in the week starting 18 November 2013.**

While the necessary Safety Management System elements are mentioned in the manual, the document does not contain sufficient detail in order to demonstrate the adequacy of the proposed management system, its implementation planning, and depth of reach. Therefore the manual in its current form does not provide the desired level of operational safety assurance. The Department requires the document to be revised with the purpose of providing additional details in line with the comments above, and resubmitted for review.

Please contact me if you have any queries. Alternatively you can contact Mr Ramez Aziz on 9228 6108 from our Hazards Branch if you have specific questions.

regards

Ingrid

Ingrid Ilias
Environmental Planning Officer
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