



Tapping in

News about Bulk Liquids Industry Association Inc

Welcome

To the initial edition of the BLIA Newsletter

A survey of members was recently conducted.

Overwhelmingly members indicated that BLIA is meeting its purpose.

Statement of Purpose

-  To collectively represent the interests of companies engaged in the import, export or chartering, storage or shipping of bulk liquid cargoes in Australia on common issues.
-  To provide a forum and information exchange for companies engaged in the import, export or chartering, storage or shipping of bulk liquid cargoes in Australia and their service providers.
-  To provide networking opportunities for companies engaged in the import, export or chartering, storage or shipping of bulk liquid cargoes in Australia and their service providers.

Seventy-five percent of respondents requested that the Association produces a Newsletter. So this is the first issue and your feedback will be the determinant of future editions. Suggestions about timing and content and any other matter should be sent to Michael Halley Secretary by email: -

michael.halley1@bigpond.com

Notes about the survey

Only around one third of the members surveyed responded, but those who did were quite positive about your association. The Committee of Management will analyse the detail and address issues raised. The response percentage is basically in line with that which is generally received in response to invitations to meetings.



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The survey did not ask for respondents' identification so the details of those members who provided comments remain confidential. President Gordon Lasker or Vice President Greg Croaker would be interested to have a chat if you feel more information is available.

Alignment with other industry groups

Having declared that BLIA is a worthy industry advocacy group it was also felt that BLIA should form an association with other industry bodies. This procedure is already in place with BLIA and PACIA making a joint submission to Government and the Port of Melbourne Corporation regarding extension of leases at Coode Island.

Whilst no executive connection exists, information is already received from Shipping Australia, the Company of Master Mariners and Australian Ship Owners Association. Any salient information is copied to members. Interestingly members rated this as personally beneficial but of lesser value to their company.

The National Bulk Tanker Association Inc, PACIA and the Chemical Distribution Institute are associate members of BLIA

Should you be a member of other industry groups and consider an association would be of benefit please send details.

Who do we represent?

On the survey one question asked about a description of the discipline that covered members.

The respondents came from only a few of the segments listed so more work needs to be done to get a better understanding of our membership. One respondent castigated us for not categorising Product Owner!



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Whilst 80% of the respondents regularly attend meetings they represent only a small percentage of the actual membership.

What are we doing?

The notes of the last general meeting were circulated to members. Here are the action items arising from that meeting:-

- ❖ PoMC to liaise with stakeholders on updating developments for planned works at Holden Dock and No 1 Maribyrrong – Michael Halley will initially be the contact but once the stakeholders have been involved Ian Rice and Andrew Styzinski be part of a sub-committee to interact with the PoMC and report back
- ❖ Members to be provided with a written update on the legislation changes with respect to the introduction of roll stability systems for prime movers or trailers - Cameron Dunn
- ❖ An update to be provided for members on the status of refurbishment at BLB1 in Port Botany – Gordon Lasker---- *see below*
- ❖ A sub-committee is to be formed to collate feasibility works for BLB3 in Port Botany – Greg Croaker
- ❖ Determine why a number of members did not respond to the survey. As part of this an updated list of members with full contact details will be issued and posted to the web site – Michael/Gordon
- ❖ Review suitability of next planned meeting date of December 4th in Sydney – Executive

Where are we at?

In response to the recent BLIA action item on BLB1 maintenance Gordon Lasker spoke with Wayne Ashton, Bulk Liquids Berth Manager at NSW Ports and his response is as follows;

ELGAS formally requested 2 shutdown days on 29 July and 1 August 2014 to conduct some maintenance on their marine loading arm. During the shutdown, NSW Ports conducted some concrete testing on the berth, Road Bridge and sea wall, and the status is that the concrete is in better condition than initially thought. However, some work is needed and 2 x 1 week periods will be scheduled for 1st quarter 2015 after consultation and timing consideration with all port users. During this period, BLB2 will be fully operational. NSW Ports will work with the users to minimize any disruption to gas supplies and VOPAK bitumen to BLB1. It will more than likely be a joint shutdown as ELGAS are looking to scaffold and paint their marine loading arm.



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Gas or hot air!

Two of our members are involved in the distribution of gas.

In the most recent issue of the Port of Tacoma new magazine [pacificgateway] there are two stories of interest. A methanol export plant is being planned to convert natural gas to ethanol for shipment to an olefin producer in Asia.

Meanwhile Totem Ocean Trailer Express [TOTE] a shipping line that serves Alaska is retrofitting two of its ships to operate on liquefied natural gas [LNG]. Two LNG fired ships for the Puerto Rico trade are on order.

It is claimed that the alternative fuel will reduce CO₂e substantially including 100% of sulphur dioxide emissions.

Obviously the supply of cheap gas to American industry had a bearing on the TOTE decision.

AS far back as a year ago a story in the *Economist*

<http://www.economist.com/news/business/21589870-capitalists-not-just-greens-are-now-questioning-how-significant-benefits-shale-gas-and>

Discussed the renaissance of American Industry due to the availability of low priced gas

Until only a few years ago, America was importing a sizable share of natural gas, and companies were seeking to build import — not export — terminals.

Fracking, or hydraulic fracturing, changed all that. By breaking apart shale with powerful blasts of chemical-laced water, this drilling method extracted enough natural gas from rock to set off a record boom in U.S. production. The USA now produces more natural gas than any other country.

Australian political will seems to be less inclined to encourage cheap gas for local industry.



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National Heavy vehicle Regulations

Ignorantia juris non excusat or ***ignorantia legis neminem excusat*** (Latin for "ignorance of the law does not excuse" or "ignorance of the law excuses no one") is a legal principle holding that a person who is unaware of a law may not escape liability for violating that law merely because he or she was unaware of its content.

With recent issues regarding hazmat truck crashes and inspections it is worth knowing that Austroads Glossary of Terms – Fifth Edition, July 2014, Publication No: AP-C87-14 has been brought up to date and published. See →

<https://www.nhvr.gov.au/files/201409-0062-glossary-of-common-terms.pdf>

Everyone in the supply chain – not just the driver or operator – shares the responsibility for ensuring breaches of road laws do not occur. In addition, corporate entities, directors, partners and managers are accountable for the actions of people under their control. This is the 'chain of responsibility'.

So it may be worth your while having a read of the 32 pages in the link noted above.

Your taxes at work USA style

When NASA started sending astronauts into space, they quickly discovered that ball-point pens would not work in zero gravity. To combat this problem, NASA scientists spent a decade and \$12 billion developing a pen that writes in zero gravity, upside-down, on almost any surface including glass and at temperatures ranging from below freezing to over 300 C.

The Russians used a pencil.