



Tapping in

News about Bulk Liquids Industry Association Inc

Autumn 2016 Edition

Welcome

Welcome to a new year at the BLIA. [*Gordon Lasker President*]

We are going to kick off 2016 with our first meeting of the year in Sydney on Tuesday 19 April 2016 to be held at the Cruising Yacht Club of Australia, Darling Point.

Mark and Sandra Williams trade as Sanmar Consulting. Mark will discuss our collective Chain of Responsibility obligations. As you know this is a pertinent topic covering our road transport needs and will be beneficial in gaining an understanding of the segments of our very broad industry.

Lee Stringer manager of Safe Load Program at Viva Energy will join Mark in a panel discussion to answer questions.

The meeting will include lunch and drinks in the dining area overlooking the harbour. Further details will be forthcoming with your invitation.

Weather permitting this will be a wonderful setting and I encourage everyone to attend.

Finally, The Victorian state government continues to struggle with gaining parliamentary approval to sell the leasehold for the Port of Melbourne so until that can be resolved the status remains

Look forward to seeing you all at our upcoming Sydney meeting!



Tapping in

News about Bulk Liquids Industry Association Inc

Port Phillip Sea Pilots



[Stolt Ajisai Chosen as this ship is typical of the ships utilising No1 Maribyrnong]

The Port Phillip Sea Pilots are charged with the safe conduct of all commercial vessels entering and departing from Port Phillip. This includes all berths and terminals in Melbourne, Geelong and Westernport. *[Captain John Carroll provided this insight]*

The variety of ship types and cargoes and their particular destinations make for both a complex and challenging operation.

Melbourne’s historic ‘river’ berths have been gradually absorbed into the cityscape; the Bolte Bridge effectively drawing a line at the entrance to the old Victoria Dock – now Victoria Harbour. South Wharf, Vic Dock 24 and Appleton Dock remain in use for a variety of dry and bulk cargoes with Swanson Dock still the primary container handling area.

Bulk petroleum facilities are located at Gellibrand Pier, Holden Dock and No. 1 Maribyrnong.

In Geelong, although under new ownership, the old Shell refinery still operates at capacity whilst Lascelles Wharf and the Corio berths plus the Bulk Grain



Tapping in

News about Bulk Liquids Industry Association Inc

facility maintain the trade of grain, fertilizer, steel products and wood-chips. No.1 Lascelles is equipped to receive Sulphuric Acid in bulk for the fertilizer works.

In Westernport , the Port of Hastings is reduced to the Long Island Point Refinery (ESSO/BHP) exporting both crude and refined product from Bass Strait and Crib Point, now purely a tank-farm receiving imports of refined petroleum products from overseas. The old Lysaght berth now operated by BlueScope Steel imports and occasionally exports domestic and overseas steel products.

The most interesting destination, although lesser in volume, than other terminals, is the Coode Island facility! This is located at the western end of Coode Island at the mouth of the Maribyrnong River.

The berth has been extensively renovated in recent years and in the main accommodates vessels up to 130 metres in length. Occasionally larger vessels of approximately 160 metres length can safely be handled.

The close proximity of the Yarraville berths makes for a limited margin of error, particularly on arrival. Upon occasion vessels (over beam) are required to temporarily vacate No.5 Yarraville when a tanker is entering or leaving the Maribyrnong berth.

Given that this berth at No.1 Maribyrnong addresses the needs of an astonishing variety of bulk liquids; from tallow and molasses through to a cocktail of highly toxic and dangerous chemicals we shall take a snapshot view of a pilotage from sea (outside Port Phillip Heads) to the berth at No. 1 Maribyrnong.

Pilot boarding is effected 5 miles SW of Point Lonsdale; the inbound vessel is given a course and speed (usually 10/12 knots) to produce a suitable lee for the pilot launch. Once this is achieved the launch moves alongside the ship and the Pilot is transferred.



Tapping in

News about Bulk Liquids Industry Association Inc

Once on the bridge the Pilot communicates with the Captain his intentions and discusses any matters which may affect the pilotage. Course is then set for the Rip... the narrow gap between Pt. Lonsdale and Pt. Nepean... where tidal streams regularly reach 5 or 6 knots ... and on rare occasions up 8/9 knots

With the Entrance negotiated the ship is coned in an Easterly direction along the South Channel passing Portsea, Sorrento, Rosebud and Dromana on the starboard side. The South Channel is a natural deep water “cut” carved out by glacial action 40/50,000 years ago. Maintenance dredging is required to maintain constant depth.

From boarding, we have a voyage of 49 nautical miles (82 km). This will take an average of 4hours 30 mins to complete.

Once clear of the South Channel a Northerly course is shaped for the 23 mile run up to the Fawknor Beacon which marks the entrance to the Port Melbourne Channel.

On approaching the breakwater speed will be gradually reduced for the river transit. If a tug is needed it will meet the ship at the river entrance and be ready to assist as necessary.

Slowing almost to a stop under the West Gate Bridge the ship will be swung at the mouth of the Maribyrnong River then “reversed” (known as stern-boarding) into the berth.

Mooring lines are run with the assistance of line boats to dolphins to the North and South of the terminal. Spring lines are made fast to the wharf itself. Once the ship is properly secured and the gangway landed the Pilot can depart.

The real business of the terminal can then commence.



Tapping in

News about Bulk Liquids Industry Association Inc

The Port Phillip Sea Pilots have been operating in Victoria for over 175 years. We are proud of our enduring role in facilitating the business and trade which ensures the economic vitality of our nation.

Liquefied Natural Gas Exports

Australia Pacific LNG, Origin's joint venture with ConocoPhillips and Sinopec, has celebrated the export of its first liquefied natural gas cargo, with the *Methane Spirit* departing Curtis Island on 9 January.

"This represents a landmark moment in the history of Origin. Together with our partners, we have been working towards this milestone for more than seven years," Origin Managing Director Grant King said.

"These are incredibly large, complex projects and exporting the first cargo is a tremendous achievement for the Origin team that led delivery of the upstream operations".

"It's important to acknowledge the contribution of more than 15,000 workers, as well as the support of our customers, landholders, communities, suppliers and governments at the local, state and federal level."

Learn more about [APLNG's first cargo](#)

USA back into exporting crude oil

The first crude oil shipment exported from the United States, after a 40 year ban, left from Corpus Christi, Texas on the last day of 2015.

NuStar Energy and ConocoPhillips loaded a vessel with light crude oil pumped from the Eagle Ford Shale of South Texas at NuStar's North Beach Terminal at Port Corpus Christi. The crude is to be sold to the international trading company Vitol.



Tapping in

News about Bulk Liquids Industry Association Inc

U.S. oil production for 2015 from shale formations is expected to reach 5.2 million barrels of oil equivalent per day. By 2020 the shale total is forecast to reach 8 million barrels a day. By sometime around 2019, the United States is expected to be self-sufficient in liquids production.

The compound annual growth rate production from shale plays calls for a 2015 to 2017 increase of just 2%, but that rises to 12% for the period to 2020. From total hydrocarbon production of around 15.2 million barrels of oil equivalent per day in 2015, U.S. production is expected to grow to around 22 million barrels a day.

Source: [US to Be Self-Sufficient by 2019 as Crude Oil Production Rises - EOG Resources, Inc. \(NYSE:EOG\) - 24/7 Wall St. http://247wallst.com/energy-economy/2016/02/10/us-to-be-self-sufficient-by-2019-as-crude-oil-production-rises/#ixzz4011fB200](http://247wallst.com/energy-economy/2016/02/10/us-to-be-self-sufficient-by-2019-as-crude-oil-production-rises/#ixzz4011fB200)

Sulphuric Acid train derailment

The derailment of a 26 wagon freight train at Julia Creek on 27 December 2015 was widely reported. The train left Townsville, an east coast port city, and was headed for Phosphate Hill, 1,000 kilometres inland.

The derailed Aurizon train, which had about 819,000 litres of sulphuric acid, was potentially an environmental disaster with acid leaking near the adjacent Julia Creek. The remoteness of the site was aggravated by the fact that the area was flooding after heavy rains earlier in the week.

All of the train's 26 tank wagons derailed but only one ruptured and the spill was about 30,000 litres of the acid.

The rail industry has always been over zealous about safety when transporting bulk liquids that are generally hazardous. A mandatory system of coupling tank wagons together is for the wagons to be equipped with what are called shelf couplers that are designed to prevent disengaging in event of an accident or derailment.



Tapping in

News about Bulk Liquids Industry Association Inc

This derailment is a clear example that although all wagons were derailed only one was ruptured.

Safety Data Sheets

A Safety Data Sheet (SDS), previously called a Material Safety Data Sheet (MSDS), is a document that provides information on the properties of hazardous chemicals and how they affect health and safety in the workplace. For example an SDS includes information on:

- the identity of the chemical,
- health and physicochemical hazards,
- safe handling and storage procedures,
- emergency procedures, and
- disposal considerations.

The SDS should always be referred to when assessing risks in the workplace.

Code of Practice for Preparation of SDS

Safe Work Australia's Code of Practice for the Preparation of Safety Data Sheets for Hazardous Chemicals, provides detailed guidance on how to prepare a SDS for workplace chemicals. This code of practice should be used where the chemical has been classified according to the GHS.

Remoteness no barrier

A new gas-fired power station is now providing cleaner and cheaper electricity to one of the largest remote Indigenous communities in the Northern Territory.

The \$13.9 million station commissioned by the Territory Government sits just outside the community of *Wadeye*, which is about 300 kilometres south west of Darwin.



Tapping in

News about Bulk Liquids Industry Association Inc

The station replaced a diesel power plant when it started operating in November 2015.

Traditional owner Ernest Perdjert said the community was happy about the new gas plant because the diesel station was loud and expensive.

The new power station taps into a gas pipeline which runs from the Blacktip gas field in the Joseph Bonaparte Gulf, past Wadeye, to Daly Waters.

One reason the plant was built was to meet the power needs of Wadeye's growing population of 3,000 people.

Plans are also underway to connect the nearby communities of Palumpa and Peppermenati to the gas supply.

AirCarbon Plastics

The Body Shop is about to start pulling the plastic for some of its packaging from thin air.

It plans to use a special plastic composed of greenhouse gases from the atmosphere to make bottle lids and containers for its popular body butters. By 2020, the new packaging should reduce the company's use of plastics made from oil by 70 percent.

A company called Newlight Technologies creates the plastic, which is produced using methane collected from farms and natural gas refineries. The gas is then contained in a 50-foot reactor, where enzymes absorb the carbon and oxygen and rearrange the particles into a solid plastic, dubbed "AirCarbon." That substance is melted down and dried into translucent pellets that can be processed the same way as oil based substrates.

