



Tapping in

News about Bulk Liquids Industry Association Inc

Summer 2016 Edition

President's parable

Our meeting in Sydney on Thursday 24 November was the prelude to a cruise on Sydney Harbour. The cruise, offered to all members of BLIA was jointly sponsored by the Association and Intertek Australia.

The day was fine and sunny and even folks from the South marvelled at the beauty of the harbour and developments around the foreshore.

Networking and new contacts was the order of the day.

Responding to members' wishes a guest presenter was arranged for the meeting.

Richard Greenwood of RG Chemical Safety [www.rgchem.com.au] enlightened the assembly about the development and adoption of the The Globally Harmonized System of Classification and Labelling of Chemicals [GHS] providing consistency in the information offered to users of chemicals and their hazards.

The model was the global consistency provided by the Dangerous Goods system to Transportation, and a key element was that the GHS would agree with Dangerous Goods where they overlap. Changes extend to cover health issues relating to the regular exposure that occurs for chemical users, and generally does not occur in the transport industry. Two UN subcommittees work together to try to maintain consistency across these different purposes.

The adoption of the national model Work Health and Safety legislation, agreed by all Australian state and territory governments coincided with the introduction in Europe of GHS labelling elements. It was timely, for without it



Tapping in

News about Bulk Liquids Industry Association Inc

Australia could well have had workplace classification and labelling systems even more fragmented than those we have now.

Mr Greenwood did note that WA, Victoria and the ACT have not adopted the national model legislation.

Finally, the sale of the Port of Melbourne is complete. A comprehensive introduction to the new owners that took control on 1 November 2016 is detailed on our web site home page.

Briefly →

- ❖ *The Lonsdale Consortium (the Consortium) as the successful bidder for a fifty year lease of the Port of Melbourne's commercial operations and assets.*
- ❖ *Mr Brendan Bourke has been appointed Chief Executive Officer (CEO) of Port of Melbourne*
- ❖ *The Consortium comprises the Future Fund, Queensland Investment Corporation (QIC), Global Infrastructure Partners (GIP) and Borealis Infrastructure who are amongst the largest and most experienced global infrastructure investors with significant expertise in managing large scale infrastructure assets like the Port of Melbourne.*
- ❖ *Having regard to the port's proud history, the Lonsdale Consortium has elected to retain the existing "**Port of Melbourne**" operating name and brand, ensuring familiarity and relevance to all stakeholders.*
- ❖ *The Reference Tariff Schedules for 2016-17 covering the prescribed service fees and charges remain **unchanged to 30 June 2017.***

Meanwhile over at Fremantle

Whilst the privatisation of most Australian Ports is complete some conjecture applies to the Fremantle deal.



Tapping in

News about Bulk Liquids Industry Association Inc

Addressing the Ports Australia Conference in Melbourne on 20 October Australian Competition and Consumer Commission (ACCC) chairman, Mr Sims, singled out one aspect of the initial proposal to privatise the last State-owned capital city port in Australia as an example of what not to do.

He questioned moves by "fiscally challenged" State governments to sometimes "sweeten deals for port buyers" by putting in place "arrangements that ensure little to no prospect of future competition".

"What the ACCC is concerned about is governments seeking to boost one-off sale proceeds through privatisation processes at the expense of creating a competitive market structure or putting in place appropriate regulation to curb monopoly pricing," Mr Sims said.

"This effectively provides one off proceeds but places a 'tax' on future generations of Australians."

The full presentation by Mr Sims was comprehensively covered by *Mal Gill* a reporter for *Farm Weekly*→

<http://www.farmweekly.com.au/news/agriculture/agribusiness/general-news/sims-criticises-port-deal-sweetener/2754077.aspx?storypage=2>

Slurry with a fringe on top!

Century mine operated by Minmetals Resources Ltd (MMG) was Australia's largest open-cut zinc mine.

Located at Lawn Hill, 250km north-west of Mount Isa in the Lower Gulf of Carpentaria, the mine began open-pit production in 1999 and worked continuously until 2015.

During its 16 years of operation, Century produced and processed zinc and lead concentrates at Lawn Hill. The product was transferred in slurry form along a 304km underground pipeline to Century's Port facility at Karumba for



Tapping in

News about Bulk Liquids Industry Association Inc

shipping to smelters in Australia, Europe and Asia. The processing of ore at Karumba was completed in January 2016 but the facility is being kept at “turnkey” for possible new ventures.

Mining was completed at Century in August 2015, with final processing of Century-sourced ore occurring in November 2015.

The last ore to be processed at Century was 450,000 tonnes that had been mined as part of Dugald River’s scoping trial, and then trucked to Lawn Hill.

The processing of ore entailed several crushing processes with a final material being about fifty five microns in size. [A micron is 1/1000 of a millimetre.]

Once processed the zinc concentrates were thickened into a slurry form which resembles a thick liquid or paste of about 37% solids. The zinc concentrate slurry was stored in tanks in preparation for transfer to Karumba along the underground slurry pipeline. The pipeline is about 30 centimeters in diameter, and is located between 800 to 150 millimetres underground.

A single pump station at Lawn Hill pressurised the concentrate slurry, providing the driving force to propel the product over 300 km through to Karumba.

Monitoring spools are located at various lengths along the pipeline to measure flow and pressure rates, with teams at Century’s Lawn Hill and Karumba sites continuously monitoring pipeline operations. It takes about three days for a batch of concentrate to reach Karumba.

Once received at Century’s Port facility at Karumba, the zinc and lead concentrates were dewatered and stockpiled prior to transfer to the *MV Wunma*, custom-built for operations on the shallow Norman River channel and Gulf waters. The *MV Wunma* then transported concentrates to export ships anchored in a designated area offshore.



Tapping in

News about Bulk Liquids Industry Association Inc



National Bulk Tanker Association

National Bulk Tanker Association [NBTA] is an associate of BLIA.

In September it conducted the Bulk Tanker Day in Sydney at Eastern Creek

In the spirit of associate conduct BLIA members were given NBTA privileges.

Our Public Officer Shayne Johnson [Western Tank Services] attended and reported as follows:-

I was out at Bulk Tanker day 2016 and it was great.

It was fast paced, varied and interesting. The stats and conclusions out of the various stakeholders were genuinely compelling, and changed my views in particular about driver fatigue.

A highlight for me was the emergency response mock drill. I also like the interaction of the industry suppliers/sponsors – sometimes I fear that at these events it can get side-tracked by people trying to flog equipment/services. They had limited time and caused them to be focused.

The Tanker operators were greatly concerned about the consistency of roller testing breaks in regards to NSW bringing in a benchmark 4.5 kilo newton tonnes breaking force. There was generally a consensus that there needs to be



Tapping in

News about Bulk Liquids Industry Association Inc

some more thought in terms of how they bench mark and the time frame of the toll out. It was a hot topic!

Unfortunately it also highlighted to me how little most of the operators of tanker equipment understand and how little they are prepared for the condition reports of the EPA of the state of their tanks. The EPA being involved in the five year Hydro static process is going to highlight a lot of issues, from my understanding of dealing with their equipment.

I would encourage BLIA members to be at the 2017 bulk tanker day.

Hydraulic Water Power

Whilst walking in Collins Street Melbourne I noted the development around the Rialto Building and the now *Intercontinental Hotel*. My “memory stick” flashed and I recalled as a young supernumerary clerk I often visited offices in the Rialto Building. The original façade was retained when the office block was converted to a hotel.



The interesting aspect of the building and the adjacent Olderfleet was that the lifts were operated by waterpower.

The density of Melbourne’s buildings by growing upwards was delayed until hydraulic lifts allowed buildings to be more than three or four storeys. The



Tapping in

News about Bulk Liquids Industry Association Inc

boom-time 1880s coincided with the formation of the Melbourne Hydraulic Power Company in 1886.

The resultant increase in floor values promoted the demand for more floor space. The Australian Building at the north-west corner of Flinders Lane and Elizabeth Street (1888) was comparable to the American skyscrapers. Height increases coincided with steel construction and improved fire resistance of buildings.

The mains were a mixture of 4-inch (100 mm) and 6-inch (150 mm) pipes. The water was extracted from the Yarra River until 1893, after which it was drawn from the Public Works Department's supply. There were some 16 miles (26 km) of mains by 1897.

The steam pumps were replaced by new electric pumps, located in the Spencer Street power station, which thus supplied both electric power and hydraulic power to the city. The hydraulic system continued to operate under municipal ownership until December 1967

The Melbourne Hydraulic Power Company began operating in July 1889. Expansion was rapid, with around 70 machines, mainly hydraulic lifts; connected to the system by the end of 1889, and a third steam engine had to be installed in mid-1890, which more than doubled the capacity of the system.

A fourth pumping engine was added in 1891, by which time there were 100 customers connected to the mains. A second pumping station was added in 1901, and in 1902, 102 million gallons (454 mega litres) of pressurised water were used by customers.

The system was operated as a commercial enterprise until 1925, after which the business and its assets reverted to the City of Melbourne, as specified by the original Act..



Tapping in

News about Bulk Liquids Industry Association Inc

Sydney also had hydraulic power up until 1975 and at the peak had over 80 kilometers of pipelines servicing nearly 2400 metropolitan lifts, at least some of which were in the Queen Victoria Building.

Next meeting

A meeting schedule for next year will be drawn up by the Committee.

The Industry Liaison Sub-committee under Allan Whale's management will organise a guest speaker for the meeting.

In the interim we wish all readers a safe and happy Christmas season.

