GAS IMPORT JETTY AND PIPELINE PROJECT
ENVIRONMENT EFFECTS STATEMENT
INQUIRY AND ADVISORY COMMITTEE

TECHNICAL NOTE

TECHNICAL NOTE NUMBER:	TN 006
DATE:	25 September 2020
LOCATION:	Crib Point Jetty Works and Pipeline Works
EES/MAP BOOK REFERENCE:	Technical Report K
SUBJECT:	Response to RFIs 112-114
SUMMARY	The documents attached to this technical note are referred to in Appendix A to Technical Report K
REQUEST:	*See "Note" section below.*

NOTE:

[112] Explain how realistic it is to 'unhook' the FSRU in the event of a severe weather event and whether these risks have been assessed.

1. An extreme weather management plan will be prepared by AGL and Hoegh for approval by the Victorian Regional Channels Authority (**VRCA**). The plan will look at which forecast weather events will require the FSRU to be moved based on the results of the Dynamic Mooring Analysis.

2. In event of an emergency, the FSRU vessel will be able to disconnect its LNG cargo transfer system, let go the moorings, and move off the berth in thirty (30) minutes, or less.

3. The amount of time it takes to disconnect the FSRU will depend on a number of factors including the availability of tugs and the necessary equipment (i.e jetty quick release hooks and control panel), properly manned jetty (i.e. a qualified person on the jetty being able to release the FSRU mooring lines from the jetty Quick Release Hook panel and ship to shore link).

4. The FSRU will typically only need to be disconnected from the Crib Point Jetty in extreme weather events. In these situations, vessels will be moved based on weather forecasts and these forecasts will need to consider the operational limits such as availability of tug boats. The Master of the FSRU vessel will make decisions sufficiently in advance of any incoming storm, having regard to any notifications or instructions from the VRCA, Port of Hastings Development Authority and the Harbour Master.

5. No specific risk assessment has been completed for this activity but will be done in conjunction with VRCA, Port of Hasting Development Authority and the Harbour Master to ensure that the FSRU is moved sufficiently in advance of forecast severe weather as to minimise any risk

[113] Explain the process required to 'unhook' the FSRU, if and when required.

6. See paragraphs 1-5.

[114] Provide details of the likely location of any *"permanently attended remote control room"* (Technical Report K page iv) and confirm if the FSRU will be unmanned. Provide the processes that will be followed in the event an incident occurred at the FSRU.

7. This question has been included under the heading "Floating Storage Regasification unit". However, for completeness we have included information with respect to the control room in relation to both the FSRU and the pipeline works.

Crib Point Jetty Works – Control room

8. The location of the permanently attended control room for operation of the Crib Point Receiving Facility is yet to be determined.

9. The FSRU will be permanently manned.

10. Emergency response plans will be developed under the emergency management plan for the FSRU with other operators as the project develops. These will determine the processes that are followed in the event of an emergency and will be specific to the type of incident that may occur. This is further described in section 10 of Technical Report K – 'Emergency management and response'.

Pipeline Works – Control room

11. APA's existing Dandenong Control room will be the remote control room for operation of the Pakenham Delivery Facility. This facility operates 24 hours a day, 7 days per week, and currently controls the Dandenong LNG facility, transmission electricity assets and supports the Victorian Transmission System.

12. The Dandenong Control room is well placed to manage this additional workload.

CORRESPONDENCE: NA

ATTACHMENTS: NA