



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

TECHNICAL NOTE

TECHNICAL NOTE NUMBER: TN 032

DATE: 19 October 2020

LOCATION: Gas Import Jetty Works

EES/MAP BOOK REFERENCE: Section 7.9 of EES Technical Report A: Marine biodiversity; Section 7.10.4 of EES Technical Report A: Marine biodiversity, Section 7.1.2 of Attachment I to the EES – Matters of National Environmental Significance Report

SUBJECT: Response to RFI 104 - Section 12.1 Risk methodology

SUMMARY EES Technical Report A assessed risks and potential impacts on the marine environment from oil or fuel spills from LNG tankers or the FSRU in the event of accident or collision. The assessment concluded there is a residual consequence of major and a residual likelihood of rare with mitigation applied, resulting in a residual risk rating of medium.

REQUEST: Advise whether the risks of oil or fuel spills from LNG tankers or the FSRU in the event of accident or collision have been assessed.

NOTE:

1. The risk of and potential impacts associated with oil or fuel spills from LNG tankers and the FSRU in the event of accident or collision have been assessed in the EES.
2. Risk ID ME 43 in EES Technical Report A: Marine biodiversity considers the likelihood and consequence of contamination occurring as a result of spills from vessels (FSRU or visiting LNG carriers).
3. Section 7.9.2 of EES Technical Report A: Marine biodiversity includes discussion on the types of sources of contamination including small and large diesel spills and LNG spills.
4. Section 7.9.4 of EES Technical Report A: Marine biodiversity includes a detailed assessment of potential contaminant spills during operation of the Project including from the FSRU and visiting LNG carriers.
5. Section 7.9.5 of EES Technical Report A: Marine biodiversity includes an overview of the measures in place and that would be implemented for the Project to manage potential spills.
6. Table 7-25 of EES Technical Report A: Marine biodiversity summarises the contamination risks to the marine environment from construction and operation of the Project. Risk ID ME 43 has

a residual consequence of major and a residual likelihood of rare with mitigation applied, resulting in a residual risk rating of medium.

7. Section 7.1.2 of Attachment I to the EES – Matters of National Environmental Significance Report uses the risk and impact assessment of potential oil or fuel spills presented in EES Technical Report A: Marine biodiversity to summarise potential impacts from this risk on Matters of National Environmental Significance.
8. Captain Chris Noon, in his Expert Witness Statement (Document 69), notes the following as relevant to EES Technical Report K: Safety, hazard and risk assessment:

7.2.5 The DNV-GL QRA referenced in the report (Tech. Report K section 6.4), has considered appropriate hazards and risks associated with approach, mooring, ship to ship transfers, and ship and berth collisions at the Crib Point Jetties. From an operational perspective the methodology and measurable factors used in the study appear reasonable. Mitigation measures whilst not documented will be down to vessel design standards under the vessel Classification rules and the existing operating standards and protocols as set out in the Port of Hastings SEMP, Port Operating Handbook, Harbour Master Directions. (Refer section 8.7 of this statement).

7.2.6 Tech. Report K report correctly states that the FSRU must hold a suite of applicable international maritime certificates but only references the Safety Management Certificate and, Certificate of Fitness. It should also be mentioned that it is mandatory that these vessels have a valid International Oil Pollution Prevention Certificate, (IOPP). This confirms the vessels' systems are in compliance with the 'International Convention for the Prevention of Pollution from Ships'. (MARPOL). (Refer paragraph 8.1.3)

7.2.7 Overall key rules, legislation, industry conventions, recommended guidelines and regulatory approval applicable to the FSRU and LNG carriers are correctly identified with descriptions explaining how each piece of legislation impacts on the whole port operation. Notwithstanding this, compliance of the Port Operating Handbook and the Harbour Master Directions by all stakeholders in the port is a mandatory obligation under the Marine Safety Act 2010 to ensuring safety and the protection of the environment.

9. The DNV-GL QRA (Document 128) considers the likelihood of vessels colliding with the FSRU and the risk of such a collision resulting in a release from the LNG cargo tank. A summary of results is provided at Table 4-1.
10. Refer also to Dr Ian Wallis' witness statement (Document 70) and reply to expert evidence (Document 163) which further addresses risks of spills.
11. Although these risks have been assessed in the EES, the risks of oil or fuel spills from LNG tankers arriving at and departing from the Port of Hastings are properly categorised as impacts associated with the existing, ongoing, policy-supported use of the Port for port activities.

CORRESPONDENCE: N/A

ATTACHMENTS: N/A