

Meeting minutes

Meeting purpose:	Gore Bay Terminal GCA Engagement Forum	
Date:	06 November 2017	Time: 6:00pm
Location:	Cove Room, Lane Cove Civic Centre, 48 Longueville Road, Lane Cove	
Attendees:	Michele Stromquist (MSt) (SafeWork NSW); Andrew Battye (AB) (SafeWork NSW) Stuart Warden (SW) (Greenwich Community Association); Merri Southwood (MSo) (Greenwich Community Association); David Wilson (DWI) (Lane Cove Council); Nick Adams (NA) (Viva Energy); James Crowden (JC) (Viva Energy); Julie Seymour (JS) (Viva Energy); Poppy Papadopoulos (PP) (Viva Energy)	
Apologies:	Christine Mitchell (CM) (NSW EPA); James Goodwin (JG) (NSW EPA); Craig Bennett (CB) (Viva Energy)	
Chairperson:	Michele Stromquist	
Minute taker:	Poppy Papadopoulos	

Brief summary

Item		Outcome	Resp.
1.	Welcome and Apologies	Welcome and apologies noted. Acknowledgement of Country MSo thanked MSt for the array of people present from the Emergency Services at the last meeting. GCA submitted questions ahead of the meeting	MSt
2.	Confirmation of previous minutes	Previous minutes accepted and confirmed. Minutes published on Lane Cove Council's website.	MSt DWI
3.	Overview of fuel pipelines Infrastructure, integrity process safety management post Buncefield incident. In	NA gave an overview of the fuel pipelines Viva Energy own and operate in N.S.W: Two pipelines which run from Gore Bay Terminal to Clyde Terminal (GB-CLY) and Clyde Terminal to Sydney Airport (Mascot). The GB-CLY pipeline provides a significant proportion of NSW's liquid fuel needs (petrol, diesel, jet fuel). The Mascot pipeline is a single product pipeline providing jet fuel to Sydney Airport. Historically the GB-CLY pipeline transferred large amounts of crude	NA

<p>particular look at reverse flow scenarios in the pipeline</p>	<p>oil to the former Clyde Refinery. For the majority of its operational life, the GB-CLY pipeline operated bi-directionally, transporting both blending components and finished products from the former Clyde Refinery to Gore Bay Terminal for blending of fuel oil at Gore Bay, or for export to the Geelong Refinery or elsewhere.</p> <p><u>Vessels</u> <i>MSo asked about the types of fuels that are loaded into vessels at Gore Bay, thinking only fuel oil was loaded. SW asked about whether vessels have separate storage compartments</i> NA clarified that vessels load both marine diesel and fuel oil. NA explained that vessels have different storage compartments to allow multiple fuel grades to be transported.</p> <p><u>Pipeline operation & maintenance</u> <i>SW asked about maintenance of the pipeline, software used, operator training, leak detection system and pipeline shut downs.</i> NA described the safeguarding and reliability process which involves operator training, interface management between Gore Bay and Clyde Terminals, software systems and a leak detection system which is algorithm-based for pressure and mass balance parameters. The pipeline shuts down if communications shut down. [Topic was also discussed in Regulation & Standards section].</p> <p><u>Fuel storage</u> <i>MSo asked about the reduced storage at Clyde, which has seen a significant reduction in tank storage as a result of converting the former Clyde Refinery to a Terminal, and the impact this may have at Gore Bay Terminal (such as an option for storing other fuels) given the pipeline can operate in both directions.</i> NA explained that what is stored at Gore Bay Terminal is not related to operation of the pipeline. Product cannot be trucked out of Gore Bay Terminal. The reduction in storage at Clyde is a result of not requiring tanks for storage of the components and intermediates during the manufacture (refining) of fuel products. The tanks at Gore Bay Terminal are currently configured to store fuel oil and diesel. Products that cannot be offloaded at Gore Bay stay on the vessel and are not discharged (options in this circumstance include selling the cargo or offloading at a different terminal). <i>MSo enquired about other options to import fuel</i> <i>a) from Newcastle:</i> NA responded this is not an option used by Viva Energy due to the duration and complexity</p>	
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	<p>of the supply arrangements. Viva Energy no longer has a Terminal in Newcastle.</p> <p><i>b) from Port Botany for aviation fuel, given two new berths have been approved for construction, and whether this would be an option for Viva Energy:</i> NA responded that Viva Energy is not familiar with the development as we have enough storage within our own facilities. The Port Botany facilities are well utilised and service a range of industries. Sydney Airport also has a high demand and both (jet fuel) pipelines (from Kurnell/Botany and Clyde) are required to operate to meet demand.</p> <p><i>SW asked about secondary fuel storage capacity at Botany Bay.</i> NA gave an overview of the Sydney Airport jet fuel storage arrangements (JUHI) and product quality testing of fuel batches. Supply of jet fuel to Sydney Airport relies on all associated pipelines to be operating and trucking the product would be inadequate and inefficient.</p> <p><u>Additional Pipelines</u></p> <p><i>MSo enquired whether there was a preferred supplier of fuel for the proposed Badgery's Creek Airport and whether another pipeline will be constructed</i></p> <p>NA informed the group that these decisions are at a Federal and State Government level. The cost of constructing a new pipeline is substantial.</p> <p><u>Licensing</u></p> <p><i>MSo requested to understand what agreements are in place with other Councils in regards to the GB-CLY pipeline - it is understood that the Licence agreement with Lane Cove Council is tenuous.</i></p> <p>NA informed that agreements with other Councils are a mix of easements and licences which is for historical reasons.</p> <p><i>MSo commented that Shell could have brought the Gore Bay pipeline under the Pipelines Act, such as to own an easement as this is not the case with a Licence and is an 'opportunity missed'.</i></p> <p>NA responded that the Gore Bay pipeline was constructed prior to the Pipelines Act and even if it were not, easements would still have to be negotiated so it is not an 'opportunity missed'. All of our pipelines are operated to the same high standards, irrespective of Licensing.</p> <p><i>MSo noted that Lane Cove Council have had a Licence Agreement with Viva Energy for its pipeline for a long time, which expired in 2007, and that Council had never completed an inspection of Viva Energy's maintenance records and whether this would change. There was no</i></p>	
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4.	Pipelines Regulations	<p>MSt provided an overview of the regulation of the GB-CLY pipeline. The pipeline pre-dates the Pipelines Act. The process to bring the pipeline under the Pipelines Act would involve Ministerial actions and currently there is no 'appetite' to do so. The pipeline is regulated by SafeWork for its inspection, testing and maintenance and is not required to be given to another agency to be regulated.</p> <p><u>Regulation & Standards</u></p> <p><i>MSo acknowledged that there is greater interest that the pipeline is kept operating and enquired who prosecutes if there is an incident. In addition asked whether the length of the pipeline is too long for it to be regulated by SafeWork.</i></p> <p>MSt clarified that the length of the pipeline is not relevant. MSo outlined Regulation 328 of the Work, Health & Safety (WH&S) Regulations applies to pipelines and Schedule 11 applies to pipelines that convey hazardous chemicals in a public space and is not regulated/covered under the Pipelines Act. Clauses 389, 390 and 391 of the WHS Regulations outline the Duty of Owners and Operators of pipelines, including managing pipelines. SafeWork regulate 43 pipelines under these Regulations. The contents page of the Australian Standard was provided to GCA.</p> <p>AB explained that a lot of the SafeWork regulation is undertaken via Major Hazard Facilities (MHF) of which such pipelines are connected to, which is a heavily regulated area. An evidence based regulation approach is adopted as MHFs go through a lengthy process to be licensed.</p> <p>NA also clarified that Viva Energy operates its pipelines across NSW and Victoria to the same standards. Viva Energy was the first industry member in Victoria to have a Pipeline Management System (PMS) approved by the Victorian regulator, Energy Safe Victoria (ESV) for one of its Victorian pipelines and two Viva Energy pipeline</p>	

	<p>specialists also sit on the Australian Standards technical committee.</p> <p>NA gave an overview of how the integrity of pipelines are monitored: through obtaining information by ‘intelligent’ pigging, analysing and examining the data and identifying areas of focus. The recent works in Shell Park were as a result of this process which identified of an area that required a section of the pipeline to be re-coated.</p> <p>NA also explained that where proponents intend developing a property where the pipeline is within close proximity, or within the pipeline measurement length, they are required to contact us. In some situations, a Safety Management Study (SMS), performed by an independent and appropriately experienced third party may be required. Outcomes from this process can become a DA condition of consent for the proponent. Impact on sensitive land uses are managed through this process. Viva Energy also undertakes workshops with Councils to inform and educate planners and engineers about the presence of its pipelines and when to contact Viva Energy.</p> <p><u>Works & Development near Pipelines</u></p> <p><i>MSo and SW requested to understand what the triggers were (during the development application process) to contact Viva Energy and whether a Section 149 Certificate will show the presence of the pipeline</i></p> <p>NA explained that Viva Energy is contacted through Dial Before You Dig (DBYD). We also undertake workshops with Councils which include their planners, to inform Viva Energy of relevant development activity and also work with large developers as early in the process as possible, where we can. A Section 149 Certificate shows the presence of the pipeline as these are shown on easements within property titles.</p> <p>MSt outlined that excavation works near pipelines are covered under Regulations 304, 305 and 306 of the WH&S Regulation and a DBYD is requirement which is regulated. In some instances an SMS may be required.</p> <p><i>SW commented that the route of the pipeline is not publically disclosed and whether DBYD shows the location of the pipeline.</i></p> <p>JDC clarified that the route of the pipeline has markers which has our 24 hour contact details and also advises that works must not commence until we are contacted. In addition to undertaking a DBYD call, as diagrams on DBYD are indicative, the proponent must undertake exploratory ‘pot-holing’ to verify the exact position of the pipeline prior to commencing works. Regular pipeline</p>	
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5.	Public Liability Insurance	MSo requested information on what type of public liability insurance Viva Energy has to understand what the position would be to cover a potential major incident.	

		Viva Energy provided the pipelines publications to GCA noting that they are required to be updated to reflect the updated WHS Regulations 2017.	
6.	Viva Energy Pipelines Publications	Provided publications to GCA: Community Information – Pipelines & Easements, Community Information – Maintenance works on Pipelines (publications required to be updated to reflect update in the WHS Regulations from 2011 to 2017)	PP
7.	LEMP Information	Provided letter from the Willoughby/Lane Cove Local Emergency Management Committee to GCA that is going to residents' next rate notice	DWI
8.	Preparation of next agenda and forum date	The next meeting will cover topic #10 Ship movements, controls and emissions Next Meeting: First week in February.	MSt

Actions from previous meeting (6 November)

Agreed actions	Timeframe	Responsibility	Status
Arrange next meeting	1 month	MSt/ DWI (venue)	
Provide information on Viva Energy's Public Liability Insurance	Before next meeting	NA	Viva has provided advice in an email dated 5/12/17 in relation to PL cover and ballpark amount.

Actions from 7 August meeting

Agreed actions	Timeframe	Responsibility	Status
Provide information on LEMP to residents	Next rates notice	LCC	Completed
Provide Pipelines publications to GCA	Before next meeting	PP	Completed
Provide an overview of council liaison program and Pipeline Management System	Next Meeting	Viva Energy	Completed
LEMO to be present at next meeting and provide an overview of how they interact with pipeline	Next Meeting	LCC	Outstanding