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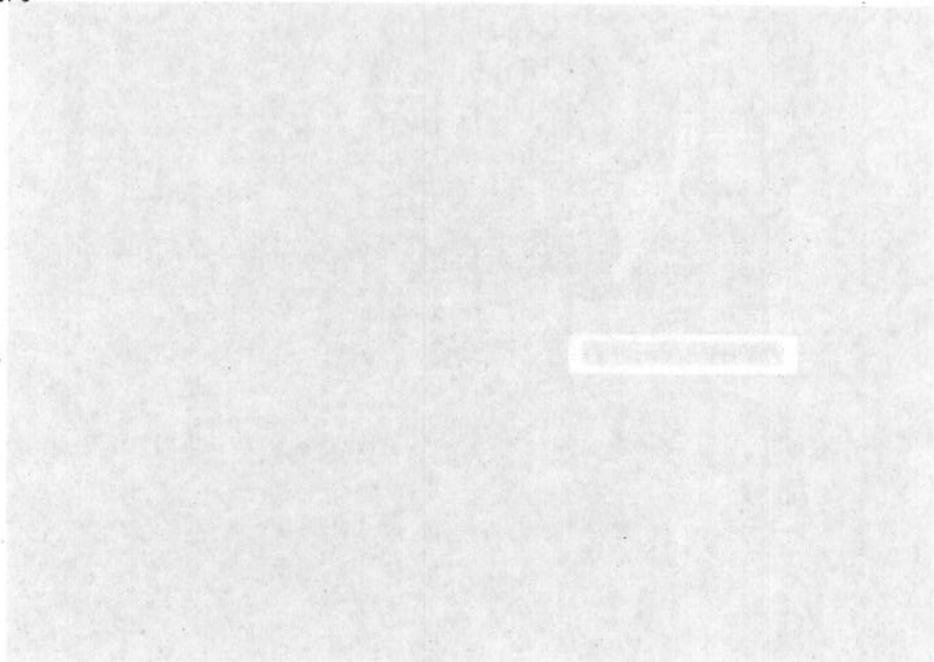
# ENVIRONMENTAL INCIDENT NOTIFICATION REPORT

## WESTERN BASIN DREDGING AND DISPOSAL PROJECT

### Incident No. 014 36.3144-E-13.3.1-014 Oil Spillage Forklift Workshop 20111106

6<sup>th</sup> of November 2011

Revision No. 0



<input type="checkbox"/> Yes, data
<input type="checkbox"/> Gladstone Harbour Centre Formwork

**ENVIRONMENTAL INCIDENT NOTIFICATION REPORT**  
**WESTERN BASIN DREDGING AND DISPOSAL PROJECT**  
*Incident No. 014 Oil Spillage Forklift Workshop*

**Release/Event Details**

**Project:** Western Basin Dredging and Disposal Project

**Development Approval No.** SPDE01443011

**Registered Operator** VAN OORD – DREDGING INTERNATIONAL JOINT VENTURE

**Date of Release/Event:** 6/11/2011      **Date of Notification:** 6/11/2011

**Time of Release/Event:** 16:00      **Time of Notification:** 17:08

**VODI Project Contact:** Environmental Officer S. Veenstra

P: 0749752243      M: 0487301533

E: vsi@vodi.com.au

**Location of Release/Event:** VODI workshop area  
*(pictorial reference on map below)*



Figure 1: Location of release/event.

<p>EPA's Pollution Hotline (1300 130 372) or local office (4971 6500) notified of release/event?</p>	<p><input type="checkbox"/> Yes, date:</p> <p><input type="checkbox"/> Gladstone Harbour Control Pollution Hotline was informed</p>
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**ENVIRONMENTAL INCIDENT NOTIFICATION REPORT**  
**WESTERN BASIN DREDGING AND DISPOSAL PROJECT**  
*Incident No. 014 Oil Spillage Forklift Workshop*

**Detailed Description of Release/Event**

On Sunday the 6<sup>th</sup> of November 2011 at 16:00, the Bobcat forklift spilled hydraulic oil in the VODI workshop area. During operations the accumulator of the forklift failed, resulting in the spillage of an estimated 75 to 100 litre of hydraulic oil on the soil surface.

Immediately after the incident the spillage, the oil spill contingency and response plan was executed. By means of spill absorbent material and oil pads the spilled fuel was contained and further dispersion was prevented. As follows the contaminated soil surface was removed manually and by means of a wheel loader.

Contaminated soil is temporary stored in a designated 10m<sup>3</sup> skip and will be processed and by a certified waste contractor.

After the investigation team has been formed the investigation will be started up. Reports are expected shortly and will be included in the incident investigation report. Appropriate preventive and mitigating actions will be included, based on the investigation reports.

The GPC environmental representative was notified of the environmental incident at 17:08 by telephone.

**Cause of Release/Event**

Under investigation.

**Resulting Effects of Release/Event**

A total volume estimated to be 75 to 100 litres of hydraulic oil was spilled on to the soil surface. Oil absorbing pads and additional absorbent material was applied to prevent further dispersion of the spilled fuel.

**Risk ranking : 2 / M**

Refer to Matrix below	Risk Ranking	Due Date / Status
	TBA	TBA
	TBA	TBA

What are the consequences?	How likely is it to occur?			
	Very likely Could happen anytime	Likely Could happen some time	Unlikely Could happen, but very rarely	Very unlikely Could happen, but probably never will
<b>Environmental disaster</b> Resulting in permanent Environmental damage	1/H	1/H	1/H	2/M
<b>Environmental Nuisance</b> Resulting in permanent Environmental damage	1/H	1/I	2/M	3/M
<b>Environmental Harm</b> No permanent damage. Temporary nuisance	1/H	2/M	2/M	3/L
<b>No Impact</b> Minor Spill Contained at site and cleaned up	2/M	2/M	3/L	3/L

**Corrective Actions Taken to Mitigate Environmental Harm and/or Nuisance Caused by the Release/Event**

No	Action/s Taken	Responsible Person	Due Date / Status
1.	Execution of Oil Spill Response and Contingency Plan	Gery Wantens	Successful

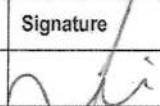
**Proposed Actions to Prevent a Recurrence of the Release/Event**

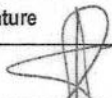
No	Action/s Taken	Responsible Person	Due Date / Status
1.	TBA	TBA	TBA
2.	TBA	TBA	TBA

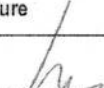
**Results of Sampling (if applicable) Performed in Relation to the Release/Event**

Photographs attached

**ENVIRONMENTAL INCIDENT NOTIFICATION REPORT**  
**WESTERN BASIN DREDGING AND DISPOSAL PROJECT**  
*Incident No. 014 Oil Spillage Forklift Workshop*

Environmental Officer / Supervisor to sign		
Environmental Officer / Supervisor	Signature	Date
S. Veenstra		7 <sup>th</sup> of November 2011

Deputy Project Director to sign		
Deputy Project Director	Signature	Date
S. De Beenhouwer		7 <sup>th</sup> of November 2011

Project Director to sign		
Project Director	Signature	Date
H. Pol		7 <sup>th</sup> of November 2011

Close out GPC Environmental Representative		
Environmental Officer / Supervisor	Signature	Date
M. Herzel		



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# ENVIRONMENTAL INCIDENT REPORT

## WESTERN BASIN DREDGING AND DISPOSAL PROJECT

### Incident No. 011 Fuel Spillage Tug Pedro

27<sup>th</sup> of October 2011

Revision No. 1

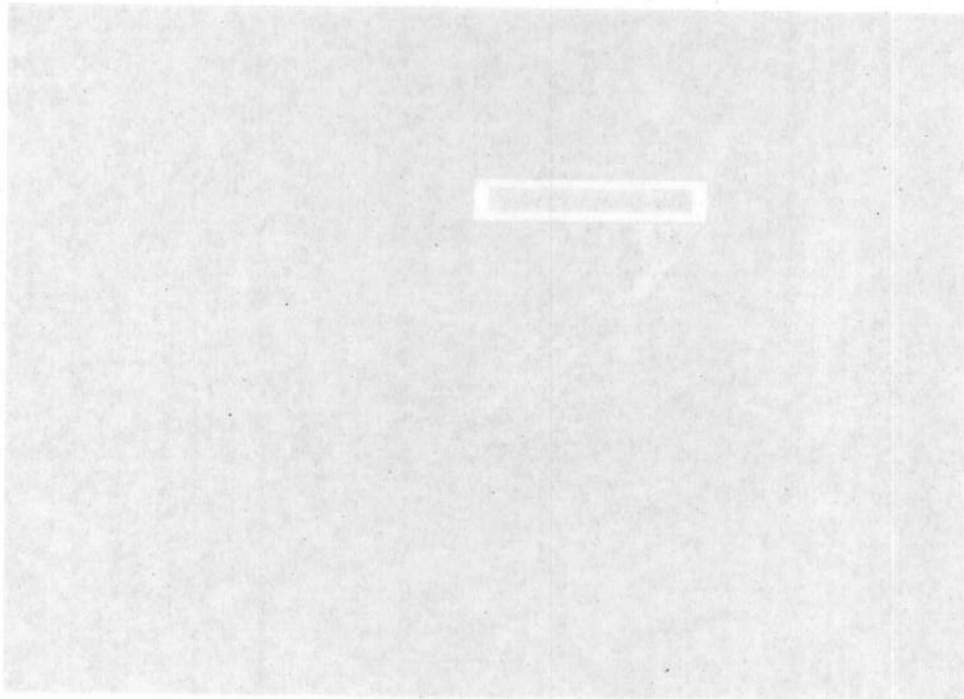


Figure 1: Location of release event

<input checked="" type="checkbox"/> Yes (date: 18/10/11)	EPA's Pollution Hotline (1300 135 372) or local office (4871 8800) notified of release event?
<input checked="" type="checkbox"/> Gladstone Harbour Control Pollution Hotline was informed	

## Release/Event Details

Project: Western Basin Dredging and Disposal Project

Development Approval No. SPDE01443011

Registered Operator VAN OORD – DREDGING INTERNATIONAL JOINT VENTURE

Date of Release/Event: 16/10/2011 Date of Notification: 16/10/2011

Time of Release/Event: 12:15 Time of Notification: 12:17

VODI Project Contact: Environmental Officer K. Paridaens

P: 0749752243 M: 0487301533

E: pko@vodi.com.au

Location of Release/Event: Southeast of North Passage Island, at small craft anchorage  
 (pictorial reference on map below)



Figure 1: Location of release/event.

EPA's Pollution Hotline (1300 130 372) or local office (4971 6500) notified of release/event?

- Yes, date: 16/10/11
- Gladstone Harbour Control Pollution Hotline was informed

**Detailed Description of Release/Event**

On Sunday the 16th of October 2011 at 12:15 the Tugboat Pedro experienced a fuel spillage from its fuel tanks at the back of the ship.

At the moment of the incident the Pedro was moored at the small craft anchorage, for a safety inspection. Coordinates for the incident are 151° 10,197 E; 23° 46,192 S.

The tugboat crew suspect that an increased temperature, due to the warm weather, caused the air in the fuel centre after fuel tank to expand and push some fuel up into the ventilation pipe. It is suspected that waves generated by a passing ship caused the tug to rock and some of the fuel to spill out of the pipe onto the deck. Some of the fuel, spilled onto the deck, ran into the water at the roll bar. The crew estimates the amount of fuel lost to be less than 1 litre.

Immediately after the spillage was discovered, the oil spill contingency and response plan was executed. Oil absorbent pads and powder were use to contain and clean up the remaining fuel on deck. Assistance was provided by the auxiliary vessels Voe Jarl to track and clean up as much of the fuel on the water as possible.

The back fuel tanks were pumped partially into the front fuel tanks to avoid further problems. Harbour master was informed immediately. VODI Environmental officer, GPC and DERM were informed as soon as possible.

At the time of the incident back fuel tanks were only 90% full.

**Additional information**

On request of VODI, an inspection was performed on the Pedro by GO Marine Surveyors, 2 days after the event (see attached report). The inspection report confirms the cause of the fuel spill and includes mitigating measures.

After the incident Bhagwan Marine have also instructed all Masters not to fill the centre aft fuel tank.

**Cause of Release/Event**

Fuel spill from fuel tank through breather pipe onto deck, caused by thermal expansion of air. Unawareness of crew caused fuel to leak from deck into the water.

**ENVIRONMENTAL INCIDENT REPORT**  
**WESTERN BASIN DREDGING AND DISPOSAL PROJECT**  
 Incident No. 011 Fuel spillage tug Pedro

VAN OORD – DREDGING INTERNATIONAL JOINT VENTURE

**Resulting Effects of Release/Event**

Less than 1 litres of fuel was spilled in the water.

Pads and powder were used to clean up the fuel. Voe Jarl provided assistance for tracking and cleaning up fuel in the water.

Used pads and powder were collected in double plastic bags and sealed. They will be disposed as outlined in the Oil spill prevention plan and Waste management plan. Replacements have been sent to the vessel.

**Risk ranking : 2 / M**

Refer to Matrix below	<b>Risk Ranking</b>	<b>Due Date / Status</b>
	Unlikely	Could happen but very rarely
	Environmental Harm	No permanent damage / Temporary nuisance

What are the consequences?	How likely is it to occur?			
	Very likely Could happen any time	Likely Could happen some time	Unlikely Could happen, but very rarely	Very unlikely Could happen, but probably never will
Environmental disaster Resulting in permanent Environmental damage	1/H	1/H	1/H	2/M
Environmental Nuisance Resulting in permanent Environmental damage	1/H	1/H	2/M	2/M
Environmental Harm No permanent damage. Temporary nuisance	1/H	2/M	2/M	3/L
No Impact Minor Spill Contained at site and cleaned up	2/M	2/M	3/L	3/L

**Corrective Actions Taken to Mitigate Environmental Harm and/or Nuisance Caused by the Release/Event**


No	Action/s Taken	Responsible Person	Due Date / Status
1.	Execution of Oil Spill Response and Contingency Plan	Joe Mueller	Partially successful


**ENVIRONMENTAL INCIDENT REPORT**  
**WESTERN BASIN DREDGING AND DISPOSAL PROJECT**  
 Incident No. 011 Fuel spillage tug Pedro

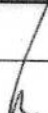
VAN OORD - DREDGING INTERNATIONAL JOINT VENTURE

Proposed Actions to Prevent a Recurrence of the Release/Event			
No	Action/s Taken	Responsible Person	Due Date / Status
1.	Limit amount of fuel taken onboard to 85% of ship's capacity, distributed evenly over front and aft tanks.	Vessel Master / Tugs superintendants	Ongoing
2.	Thorough technical investigation on board the Pedro by GO Marine Surveyors.	Third party / Tug superintendant	Completed
3.	No longer fill central aft fuel tanks on Pedro and sister vessels	Tug superintendant / Vessel owner	Ongoing
4.	Adjustments to Pedro and sister vessels in accordance with recommendations by GO Marine Surveyors (e.g. drip trays; see attached report)	Tug superintendant	Ongoing
5.	Inspection of all sister vessels on site for potential similar problems. Adjustments to tug boats where required	Tug superintendant	Ongoing
6.	Reinforce Contingency Response Procedures	Environmental Officer	Ongoing
7.	Perform Toolboxes concerning Environmental Incident Procedures for Vessel Master and Superintendants	Environmental Officer	Ongoing

Results of Sampling (if applicable) Performed in Relation to the Release/Event
<input type="checkbox"/> Photographs attached

Environmental Officer / Supervisor to sign		
Environmental Officer / Supervisor	Signature	Date
K. Paridaens		27 <sup>th</sup> of October 2011


Deputy Project Director to sign		
Deputy Project Director	Signature	Date
S. De Beenhouwer		27 <sup>th</sup> of October 2011

Project Director to sign		
Project Director	Signature	Date
Herm Pol		27 <sup>th</sup> of October 2011

**ENVIRONMENTAL INCIDENT REPORT**  
**WESTERN BASIN DREDGING AND DISPOSAL PROJECT**  
 Incident No. 011 Fuel spillage tug Pedro

VAN OORD - DREDGING INTERNATIONAL JOINT VENTURE  
 WESTERN BASIN DREDGING AND DISPOSAL PROJECT  
 Incident No. 011 Fuel spillage tug Pedro

**Close out GPC Environmental Representative**

Environmental Officer / Supervisor	Signature	Date
M. Herzel		27th of October 2011

Task	Status	Responsible Party	Notes
Perform Testboxes concerning Environmental Incident Procedures for Vessel Master and Superintendant	Ongoing	Environmental Officer	
Reinforce Contingency Response Procedures	Ongoing	Environmental Officer	
Inspection of all sister vessels on site for potential similar problems. Adjustments to tug boats where required	Ongoing	Tug superintendant	
Adjustments to Pedro and sister vessels in accordance with recommendations by GPC Marine Surveyors (e.g. GPC trays; see attached report)	Ongoing	Tug superintendant	
No longer fill central fuel tanks on Pedro and sister vessels	Ongoing	Tug superintendant/Vessel owner	
Thorough technical investigation on board the Pedro by GPC Marine Surveyors	Completed	Third party / Tug superintendant	

Results of sampling of water and sediment is attached to the Report Form

Photographs attached

Environmental Officer / Supervisor

K. Parizans

Signature: 

Date: 27th of October 2011

Project Director

S. De Beersma

Signature: 

Date: 27th of October 2011

Project Director

Herm Pol

Signature: 

Date: 27th of October 2011



18<sup>th</sup> October 2011

To: Nico Billet  
Project Manager  
VODI JV

**Subject: PEDRO 1 – Pollution Incident Report**

Dear Nico,

As requested, I went onboard the PEDRO 1 at 10:00 hrs on 18<sup>th</sup> October 2011 while the vessel was in the Port of Gladstone to investigate the cause of the pollution incident and provide recommendations to prevent future occurrences.

After inspecting the vessel, onboard documentation and speaking to the crew it would appear the following sequence of events may have occurred:

1. There are 3 fuel storage tanks located at the stern of the vessel (Port, Centre & Starboard)
2. The starboard and centre fuel tank vents are located on the starboard aft quarter (Refer Photo 1)
3. The tanks were filled to the normal capacity a few days prior to the incident
4. The crew maintain a slight list to starboard so that water can drain from the shower
5. As a result of the list and the fact the starboard fuel tank was at 88%, some fuel gathered in the horizontal section of the vent pipe causing a U bent effect
6. The air inside the fuel tank would certainly have expanded due to the ambient weather conditions and could not naturally vent due to the U bend effect created by the fuel
7. It would appear that the build up in pressure was sufficient to cause some of the fuel to be pushed out of the vent and onto the aft deck

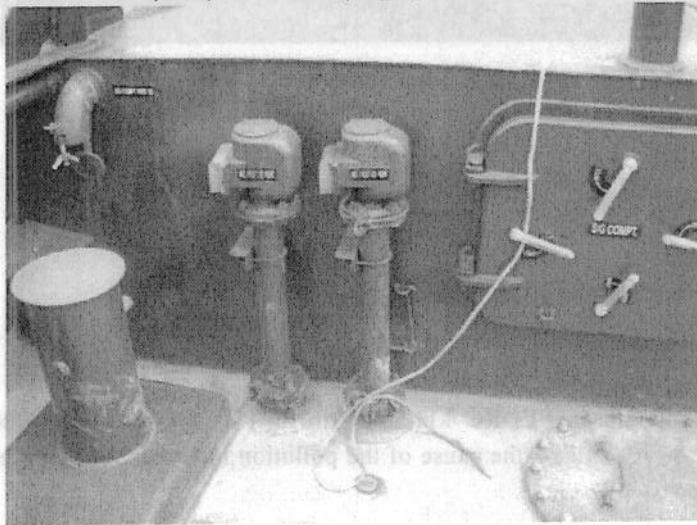
I am of the opinion that the starboard fuel tank vent design cannot be changed without significant modifications. However, it would be relatively easy to fabricate a small tray that is connected onto the flange between the vent pipe and the vent unit similar to the examples in Photo 2 & 3. To fabricate and install this style of drip tray would not require hot work and could be done by shore-side technicians and installed by crew.

I have also been informed that Bhagwan Marine have sent an internal circular to the all Masters informing them of the situation and instructing them not to fill the centre aft fuel tank.

Kind regards

Gary Owens  
Director  
GO Marine Surveyors P/L

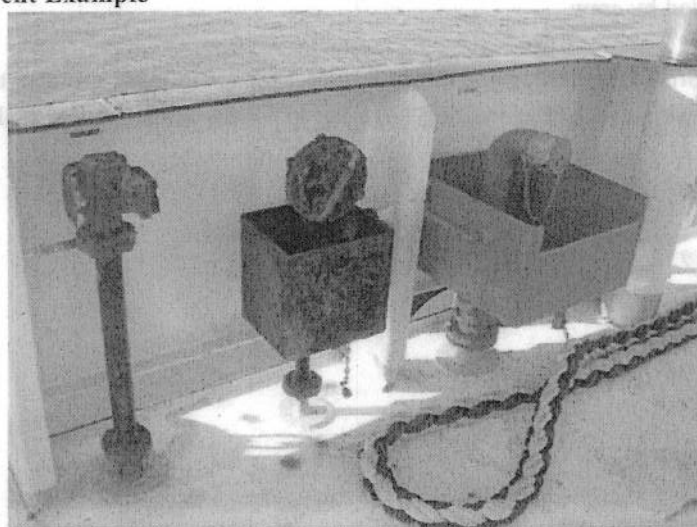
**Photo 1: PEDRO 1 Starboard (Left) & Centre (Right) Fuel Tank Vent**



**Photo 2: Tank Vent Example**



**Photo 3 - Tank Vent Example**





ENVIRONMENTAL INCIDENT REPORT  
WESTERN BASIN DREDGING AND DISPOSAL PROJECT  
001 Oil Spill from dredging into China Bay



# LNG

## Port Dredging

### Project Delivery Group

Release Event Details

PO Box 10068  
Brisbane Qld 4001

Telephone: +61 7 4976 1333  
Facsimile: +61 7 4976 1542



**Port of Gladstone**  
*Growth, Prosperity, Community.*

## ENVIRONMENTAL INCIDENT REPORT

## WESTERN BASIN DREDGING AND DISPOSAL PROJECT

### 001 Oil Spill from dredging into China Bay

15/07/2011

Revision No. and HB Reference

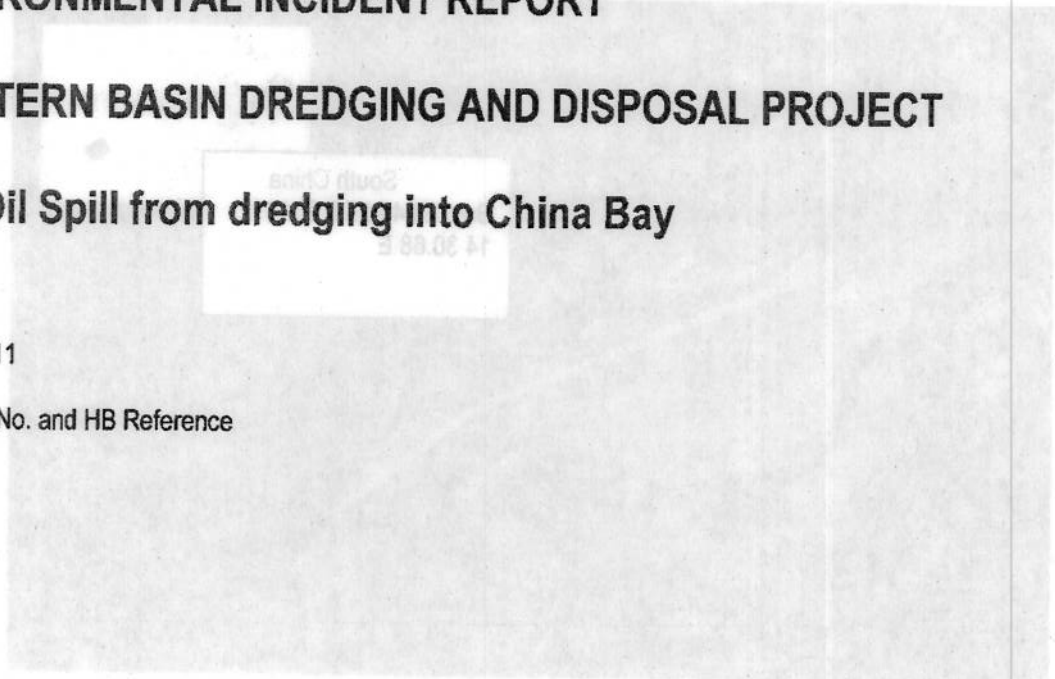


Figure 1: Location of release event.

<input checked="" type="checkbox"/> Yes, date: 14/07/2011 <input type="checkbox"/> No	EPA's Pollution Hotline (1300 130 372) or local office (4871) notified of release event?
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## Release/Event Details

**Project:** Western Basin Dredging and Disposal Project

**Development Approval No.** SPDE01443011

**Registered Operator** Coastal Dredging Company

**Date of Release/Event:** 14/07/2011      **Date of Notification:** 15/07/2011

**Time of Release/Event:** 15:30      **Time of Notification:** 15:00

**LNG Project Contact:** Robert Ferguson

P: 0478313906      M: 0478313906

E: rferguso@bechtel.com

**Location of Release/Event:** South China Bay GLNG MoF  
*(pictorial reference on map below)*

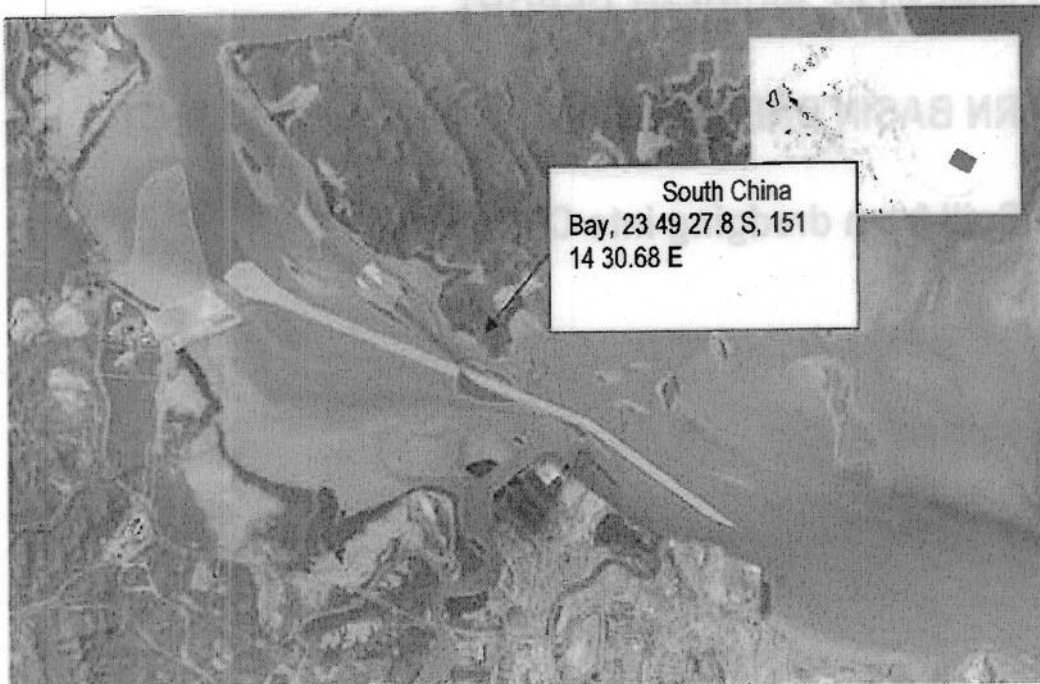


Figure 1: Location of release/event.

EPA's Pollution Hotline (1300 130 372) or local office (4971 6500) notified of release/event?

- Yes, date: 14/07/2011  
 No

## Release/Event Details

### Detailed Description of Release/Event

The dredge excavator mounted on the Jackup 1 Barge had a hydraulic hose fail, this caused a discharge of approximately 20 litres of Panolin oil into the water. The excavator was shut down immediately and oil spill response equipment was deployed.

### Cause of Release/Event

Failure of a hydraulic hose on the dredge excavator arm.

### Resulting Effects of Release/Event

Nil, spill was contained and recovered within the marine environment.

### Corrective Actions Taken to Mitigate Environmental Harm and/or Nuisance Caused by the Release/Event

No	Action/s Taken	Responsible Person	Due Date / Status
1.			
2.			
3.			
4.			

**Results of Sampling (if applicable) Performed in Relation to the Release/Event**

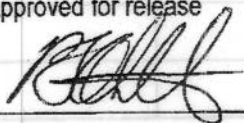
The dredge excavator mounted on the barge had a hydraulic hose fail, this caused a discharge of approximately 50 litres of Fuel Oil into the water. The excavator was shut down immediately and all response equipment was deployed.

Sampling results attached

**Proposed Actions to Prevent a Recurrence of the Release/Event**

No	Action/s Taken	Responsible Person	Due Date / Status
1.			
2.			
3.			
4.			

Approved for release



PO Box 1399  
Gladstone Qld, 4680

# ENVIRONMENTAL INCIDENT REPORT

## WESTERN BASIN DREDGING AND DISPOSAL PROJECT

### Incident No 007 Hydraulic Oil Spillage Kobelco SK45T Excavator

6<sup>th</sup> of September 2011

Revision No. 0

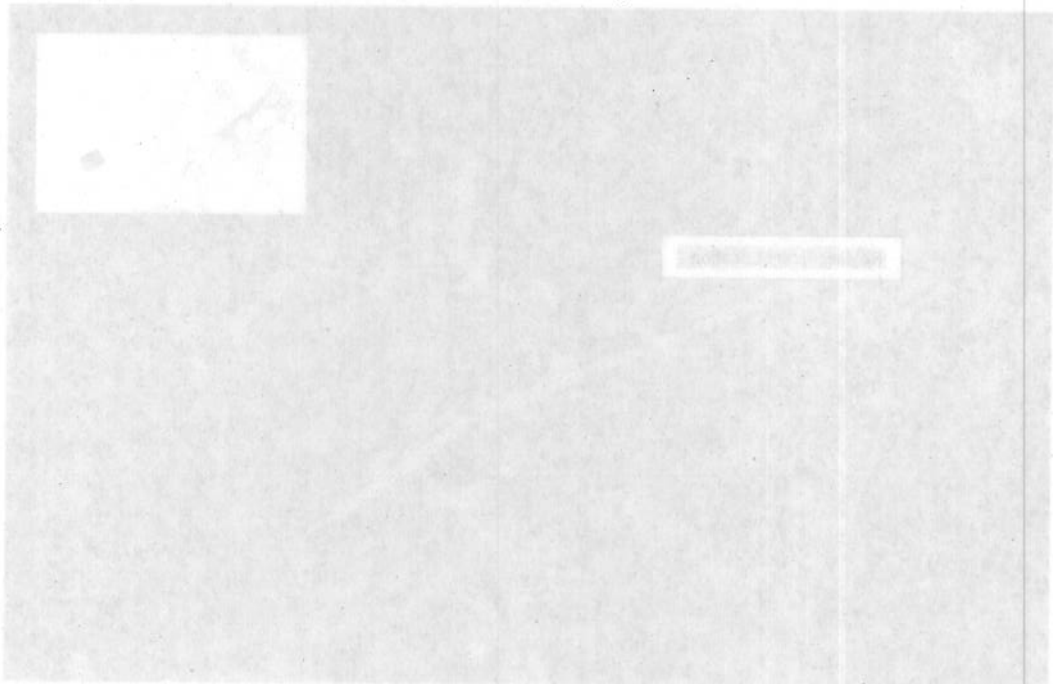


Figure 1: Location of release event

<input type="checkbox"/> Yes, date <input type="checkbox"/> Gladstone Harbour Control Pollution Hotline was informed	EPA's Pollution Hotline (1300 130 372) or local office (4871) notified of release event?
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**ENVIRONMENTAL INCIDENT REPORT**  
**WESTERN BASIN DREDGING AND DISPOSAL PROJECT**  
 Incident No. 007 Hydraulic Oil Spillage Kobelco SK45

## Release/Event Details

**Project:** Western Basin Dredging and Disposal Project

**Development Approval No.** SPDE01443011

**Registered Operator** VAN OORD - DREDGING INTERNATIONAL JOINT VENTURE

**Date of Release/Event:** 2/09/2011      **Date of Notification:** 6/09/2011

**Time of Release/Event:** 10:50      **Time of Notification:** 09:00

**VODI Project Contact:** Environmental Officer S. Veenstra

P: 0749752243      M: 0487301533

E: vsi@vodi.com.au

**Location of Release/Event:** Corner Temporary Shore Access - Northern Temporary Haul Road near WBRA  
*(pictorial reference on map below)*



Figure 1: Location of release/event.

EPA's Pollution Hotline (1300 130 372) or local office (4971 6500) notified of release/event?	<input type="checkbox"/> Yes, date: <input type="checkbox"/> Gladstone Harbour Control Pollution Hotline was informed
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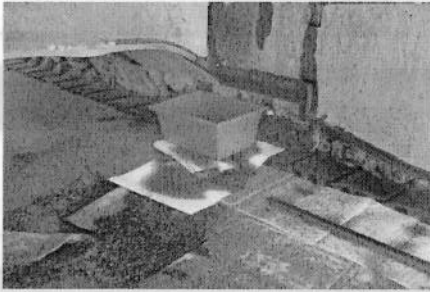

**ENVIRONMENTAL INCIDENT REPORT**  
**WESTERN BASIN DREDGING AND DISPOSAL PROJECT**  
 Incident No. 007 Hydraulic Oil Spillage Kobelco SK45

VAN OORD – DREDGING INTERNATIONAL JOINT VENTURE

1.	Execution of Oil Spill Response and Contingency Plan	Siebe Veenstra / Wieland Lievens	Successful
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Proposed Actions to Prevent a Recurrence of the Release/Event			
No	Action/s Taken	Responsible Person	Due Date / Status
1.	Additional visual check of hydraulic system of driving mechanism prior operating	Operator	Ongoing
2.			
3.			

**Results of Sampling (if applicable) Performed in Relation to the Release/Event**

Photographs attached

Environmental Officer / Supervisor to sign		
Environmental Officer / Supervisor	Signature	Date
S. Veenstra		6 <sup>th</sup> of September 2011

## Release / Event Details

### Detailed Description of Release/Event

On Friday 2<sup>nd</sup> of September at 11:00 Kobelco SK45 T excavator experienced an on land oil spill. during transposition from Weir-box No. 3 to the VODI workshop area.

When moving the excavator the operator Trevor Puhi was notified by ABI personnel that the excavator was losing oil. After stopping the excavator the defect causing the oil leakage from the right hand track driving mechanism became apparent. The leakage had caused an oil trail of approximately 50 meters between the corners of the temporary shore access and the Northern temporary haul road.

After the spillage became apparent to the operator, he notified the Reclamation Foreman Edwin Mechele who accordingly notified VODI Supervisor Wieland Lievens and Environmental Officer Siebe Veenstra.

In addition ABI Environmental Officer (EO) Tibor de Jong was notified by ABI personnel present at the location.

After arrival of Environmental Officer Tibor de Jong the site of the event was secured by traffic pylons. Accordingly a drip tray was placed containing the source of spillage. Oil boom and oil absorbing patches were placed to contain and remove oil from the soil surface.

After the arrival of the VODI Supervisor and Environmental Officer (11:30), oil absorbent pellets was used to remove spilled oil from the surface.

After the excavator was repaired, the used oil absorbent material was collected (contaminated bin bags) and disposed in the designated waste bin from where it is collected by a certified waste contractor. By means of a grader the top of the soil surface was scraped off.

The total amount of oil lost can be considered minor and is estimated to be between 10 and 15 litres.

### Cause of Release/Event

Damaged/broken hydraulic hose right hand track driving mechanism

### Resulting Effects of Release/Event

Between 10 and 15 litres of hydraulic oil was spilled on the road from the excavator driving mechanism. Oil spilled was contained and recovered by means of absorbing boom, patches and absorbent pellets. After the clean-up operation no remainders of oil were visible on the soil surface.

### Corrective Actions Taken to Mitigate Environmental Harm and/or Nuisance Caused by the Release/Event

No	Action/s Taken	Responsible Person	Due Date / Status
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ENVIRONMENTAL INCIDENT REPORT  
 WESTERN BASIN DREDGING AND DISPOSAL PROJECT  
 Incident No & Short Description



Approved by					
No	Name	Position	Signature	Date	Status
1.	John Broomhead	Revd. PM		23.8.2011	Approved
2.	Peter O'Sullivan	General Manager		23.8.11	Approved for release
3.	Melanie Herzel	Env. Specialist		23/8/11	Close Out

