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Subject: Chemicals 2005 2nd Qtr incident telecon

Ladies & Gentlemen,
many thanks for you valuable contribution to today's incident telecon. Please find following the minutes from the meeting. Please get back to me if you have any comments.
Regards
Grahame

Chemicals Incident telecon minutes: 2nd Qtr 2005

1. Status of action items arising from last teleconference.

- Spill reporting and recording criteria. Discussion at MTA workshop. (Discussed at MTA workshop, Shanghai and HSE OPs LT meeting, Saigon. Under review)
- PBU incident tracking. New criteria as a result of base chems re-organization. Changes needed in SAP QN. (Aw implementation of changes)
- Phenol incidents: Follow up at MTA Workshop (Discussed at MTA workshop. New Phenol vapour return system at SDPRC to be commissioned mid Aug)

2. Significant incidents 2nd Qtr 2005.

The following incidents and follow ups were discussed in detail.(SAP QN number at beginning):

(7121) MV Team Saturn enroute to APME from USG and one day outside Panama suffered tank explosion (3C) Tank contained Shell Toluene. No injuries or pollution. Although Class

declared vessel seaworthy, despite severe structural damage to tank, all Shell cargoes were transferred to Team Tiger at significant cost to the business.

- (7155) LTI to barge crew member when hand injury sustained during entry into locks of the Higman tow "Bethesda & MMI 3018. Crewman slipped and hand crushed between barge and rubber mooring dolphin.
- (7483) During start of loading at Norco, slight leak (<1kg) BD at manifold. Transfer stopped and packing gland repaired.
- (7632) MV Hyde Park (not on charter) suffered steering failure and struck moored BD barge Kirby 17803 at Port Neches. Structural damage caused flooding of some void spaces. No injuries or product release. Barge sent to shipyard for repairs.
- (7891) After loading of benzene at Shell Deer Park, crewman of Kirby 30012 splashed with product while disconnecting x-over hose.. (MTC) Full face shield not being used.

Shell Chems incidents recorded in other systems (e.g. SCIPR):

- 7th May. Stolt Egret during disconnection of loading arm at Moerdijk had a 600 litre spill of EB into the drip tray. This was due in part to some miscommunication between the ship and shore especially with regard to clearance of the shore line. (Incident type: Spill. Consequence, no pollution)
- 11th May. MV Zircon during mooring at Berre, mooring rope caught in bow thruster. Vessel moored without further incident. Boatmen had asked for two ropes to be lowered but only took one to shore. (Incident type: Unsafe act/condition. Consequence: Near miss)
- 31st May. Stolt Kite at Stanlow. On completion of loading, crew disconnected hose without permission and with use of ships crane. This contrary to Stanlow rules. Apparent miscommunication between ship and shore. (Incident type: Unsafe act/condition. Consequence: Near miss)
- 7th June. During mooring of barge "Stolt Variante" at Moerdijk, crew member caught hand between mooring rope and winch drum resulting in severe injuries to finger including loss of part of one finger. (Incident type: unsafe act/condition. Consequence: LTI, non reportable contractor)

3. Trends / commonalities / learning's.

Largest single incident type was spills / releases and groundings. For spills there were 5 in the quarter but of these only 1 spill was greater than 10 kg and total volume spilt was 38 kg. Largest consequence was 3rd party asset damage (9), mostly from collisions and allisions. Collisions are of most concern with potential consequences for both pollution and personnel injury / fatalities. Follow ups need to focus on compliance with regulations, navigation in confined waters and competence/experience of towboat personnel.

4. Claims / contaminations.

No new items of significance.

5. Action items.

- Discuss development of HSE Marine Logistics case with STASCO's John Aitkin.(Grahame)
- Follow up on incident reporting requirements with Helmut Kauss (Paul S)

6. AOB

Next quarterly telecon 3rd week Oct (Probably 20th Oct)
