

1 Q. **Re: B-7, Upgrade Marine Terminal – Holyrood \$5,859,600 in 2012**

2 In Volume I, Tab 3, page 15, it is stated in the Hatch report, completed in April 2011,
3 that “...it is noted that all ships docking at the facility in 2009 and 2010 were near
4 the ideal length for the existing jetty”, and that “...Hydro adopt measures restricting
5 the docking tankers to a minimum length of 525 feet and a maximum length of 656
6 feet.” Since the size of modern vessels has been used in the justification of this
7 expenditure, please explain why this size restriction cannot continue to be used to
8 delay certain aspects of the proposed extensive renovation.

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11 A. The recommendations from the Hatch report are intended to mitigate the risks
12 associated with berthing vessels while considering the condition of the terminal at
13 the time of the assessment. Hatch does not project a timeframe for the efficacy of
14 its recommendations but it is understood that an upgrade is required in the near
15 future. Hatch notes that the fenders have reached the end of their design life and
16 since modern double hulled vessels tend to have more freeboard than single hulled
17 vessels there is a higher risk that wind conditions can exert more force on the
18 fenders and jetty than older single hulled vessels. Ballasting operations are
19 sometimes possible to minimize freeboard and maintain the ships height to within
20 the loading arm limits but the modern double hulled ships remain higher than
21 single hulled vessels during the discharge process.