# Chevron ABU
# Consolidated Oil Pollution Emergency Plan (OPEP)

**In the event of a spill, read pages 3 – 10 first.**

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**Controlled document**

# Chevron ABU

# Consolidated Oil Pollution Emergency Plan (OPEP)

## Document information

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|---|---|---|---|
| **Document Number** | ABU-COP-02788 | **Revision** | 1.4 |
| **Document Owner** | Andy Symonds | **Department Owner** | ABU Emergency Management |

## Revision history

| Rev No. | Description | Date | Prepared By | Approved By |
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| 0.1 | Issued for internal Review | 29 January 2020 | M Daly | A Bartels |
| 1.0 | Issued for NOPSEMA and DIMRS Review | 28 March 2020 | M Daly | A Bartels |
| 1.1 | Issued in response to NOPSEMA and DMIRS comments and Approved for Use | 11 September 2020 | M Daly | A Bartels |
| 1.2 | Routine amendments | 23 January 2023 | M Daly | M Lorkin |
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## Approvals

| | Name | Signature | Date |
|---|---|---|---|
| **Author:** | Michael Daly (ABU HSE Specialist) | | |
| **Checked:** | Shane Waldeck (ABU Regulatory Affairs Lead) | | |
| **Checked:** | Andy Symonds (ABU Oil Spill Coordinator) | | |
| **Approved:** | Mark Lorkin (Safety Services Supervisor – HSE & OE) | | |

## How to use this OPEP in an event of a spill

**Pages 4 to 10 contain alert procedures and initial response actions:**

- OPEP Quick Reference Guide
- Alert Procedures and Initial Response Actions Guide (Figure A)
- Initial (First-strike) Response Actions Checklist (Table A)
- IEMT and PEMT Initial Action Checklist (Table B)

**WHY: Sections 1 - 2 contain background information only:**

- OPEP Purpose and Scope
- Response Document Interface
- Spill Response Framework (Control Agencies and Jurisdictional Authorities)
- Spill Response Levels

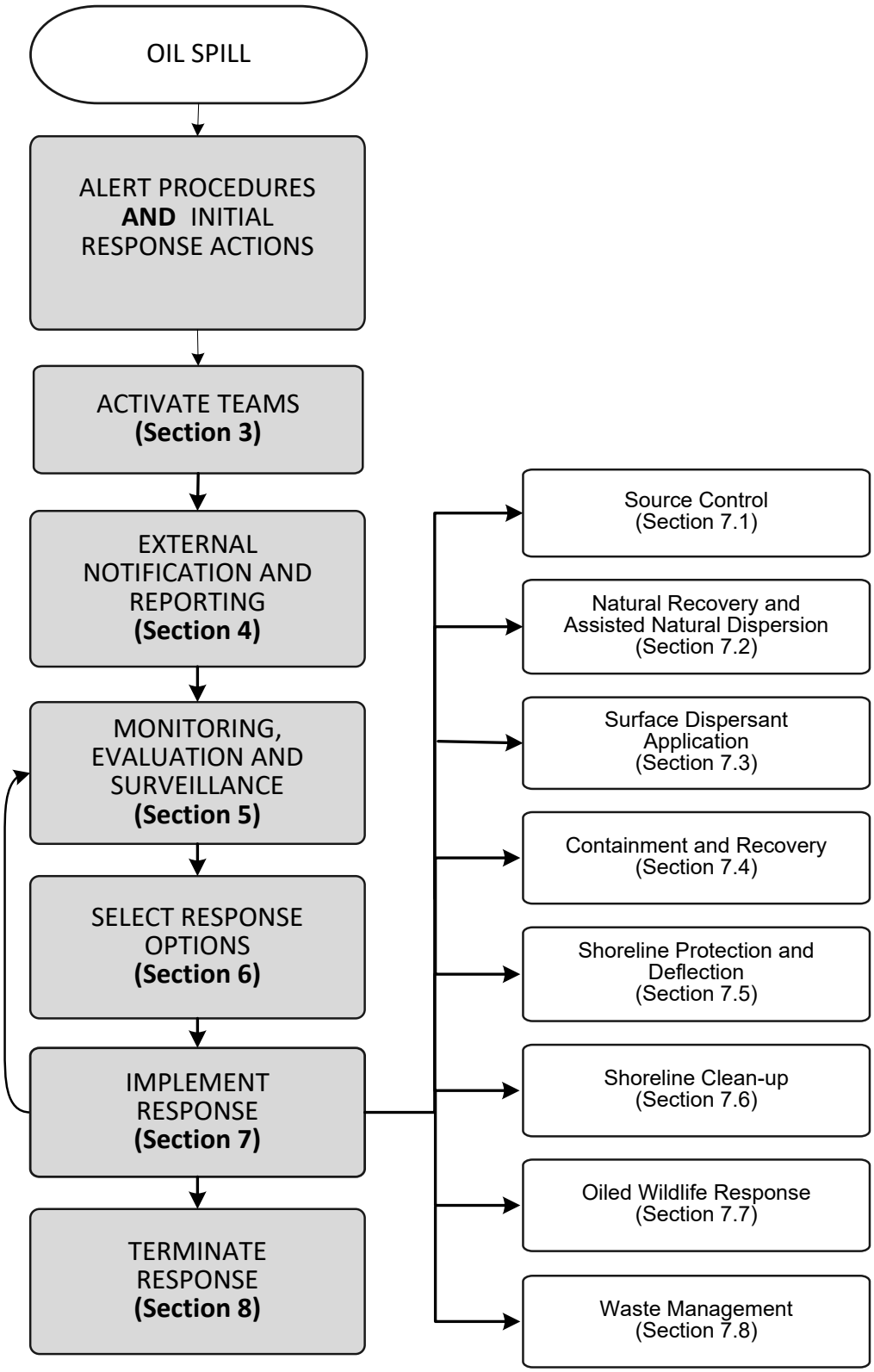
**WHAT: Sections 3 - 8 contains process information on what the EMT needs to do when responding to a spill:**

- Emergency Management and IAP Planning
- Response Team Activation (Internal and External)
- Notifications
- Monitoring, Evaluation and Surveillance Overview and Tactics
- Strategic and Operational NEBA
- Preliminary Response Option Identification
- Overview, Tactics and Performance Standards for all Response Options

**HOW: Appendix A – Appendix C contains implementation information (guides and checklists) for how the EMT should responding to a spill:**

- Notification Thresholds and Reporting Responsibilities (Appendix A)
- Monitoring, Evaluation, and Surveillance Implementation Guide (Table B1 in Appendix B)
- Assisted Natural Recovery Implementation Guide (Table B2 in Appendix B)
- Surface Dispersant Application Implementation Guide (Table B3 in Appendix B)
- Containment and Recovery Implementation Guide (Table B4 in Appendix B)
- Shoreline Protection and Deflection Implementation Guide (Table B5 in Appendix B)
- Shoreline Clean-up Implementation Guide (Table B6 in Appendix B)
- CAPL Spill Response Arrangements (Appendix C)

## Quick Reference Guide




If an emergency occurs where human safety is at risk, the actions in this document may not be implemented.

## Alert Procedures and Initial Response Actions

If an oil spill occurs, the observer and their immediate supervisors must follow procedures to alert on-site and Chevron Australia (CAPL) personnel of the incident. Figure A outlines the **alert procedures and initial response actions**. Table A and Table B help guide response personnel through the initial key steps of this OPEP during a Level 2 (Tier 2) or Level 3 (Tier 3) spill. Further response option information is available in the relevant parts of Section 7.

Table A summarises the initial (first-strike) actions for the **credible spill scenarios covered by the applicable Environmental Plans**. Table B lists the **initial actions to be carried out by the Emergency Management Teams (EMT) (Installation EMT [IEMT] and Perth EMT [PEMT])** once stood up.

A comprehensive ABU Emergency Contact Directory (Ref. 12) lists emergency contact details for all CAPL operations.

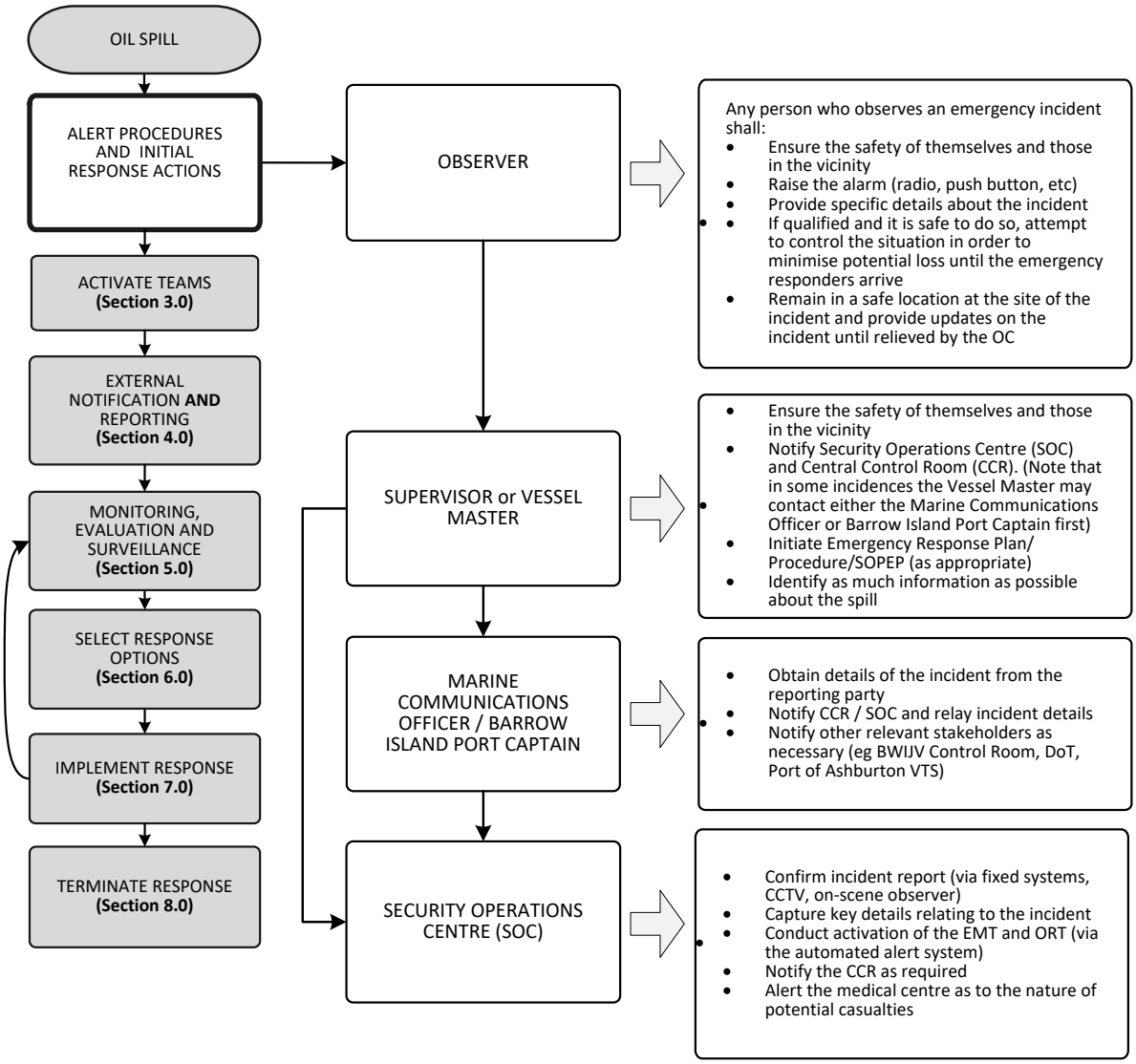



**Figure A: Alert Procedures and Initial Response Actions Guide**

## Table A: Initial (First-strike) Response Actions Checklist – Alert Procedures and Initial Response Actions

| Responsibility | Task | Comment | Complete |
|---|---|---|---|
| Observer – first person at scene | Ensure their own safety and the safety of those nearby before taking any actions | | ☐ |
| | Raise the alarm (radio, tetra, etc.) and provide specific details about the incident | | ☐ |
| | If qualified and if it is safe to do so, attempt to control the source of the spill | Steps may include:<br>• single-point control (righting overturned container, patching hole in ruptured container, move to secondary bunding, etc.)<br>• transfer equipment control (shut down pumps, close valves, isolate source, etc.) | ☐ |
| | Remain in a safe location at the site of the incident and provide updates on the incident until relieved by the On-Scene Commander (OC) | | ☐ |
| Supervisor / OIM or Vessel Master<br><br>(*e.g. spills from vessels, spills from or adjacent to offshore facilities, spills from product loading facilities)* | Ensure their own safety and the safety of those nearby before taking any actions | | ☐ |
| | Take immediate actions to control the source of the spill<br><br>If source control is not possible, ensure vessel safety by clearing the immediate vicinity of the spill, if possible | Take appropriate steps as described in the relevant Emergency Response Plan (ERP)/Procedure/Vessel Procedures/Shipboard Oil Pollution Emergency Plan (SOPEP) to stop, minimise, or control the escape of oil into the environment. | ☐ |
| | In all instances (where possible), notify the relevant Security Operations Centre (SOC) and the Central Control Room (CCR)<br><br>**Barrow Island SOC: (08) 9184 3581**<br>**Wheatstone SOC: (08) 9184 7444** | Vessel Masters: For incidents that occur within the:<br>• Port of Barrow Island (which includes the Gorgon and BWIJV Projects): Contact either the Marine Communications Officer (office hours only) or the Gorgon Marine Superintendent via the SOC in the first instance.<br>• Port of Ashburton (which includes the Wheatstone Marine Terminal): Contact Ashburton VTS (Pilbara Ports Authority) on VHF Channel 14 in the first instance and WHS Marine Superintendent via the SOC thereafter. | ☐ |

| Responsibility | Task | Comment | Complete |
|---|---|---|---|
| | Identify as much information as possible about the spill incident, including but not limited to:<br>• any injuries, other hazards<br>• location and coordinates, if known<br>• oil type<br>• source of oil<br>• volume of spill<br>• spill rate (if applicable)<br>• if controlled or continuing to spill<br>• weather, tide, and current details<br>• any nearby habitat/shoreline type, proximity to inland waterways, etc.<br>• apparent trajectory of the spill | Information to help identify the oil type includes:<br>• signs on nearby tanks or pipelines from which the substance could have originated<br>• labelling on packaging<br>• visible sheen on water surface<br>• vessel's Oil Record Book (if relevant; contains information on volumes and content in each tank)<br>• Safety Data Sheets | ☐ |
| | For all vessel spills in Commonwealth Waters, regardless of whether the vessel is engaged in a petroleum activity or not, verbally notify Australian Maritime Safety Authority (AMSA), **as soon as practicable**, to inform them of the incident | Refer to Table A1 for verbal and written reporting requirements, including links to POLREP forms. When preparing the POLREP [1], provide as much information as possible | ☐ |
| | For all spills from facilities or vessels engaged in petroleum activities (see Section 2.1), verbally notify NOPSEMA **as soon as practicable and within 2 hours**, to inform them of the incident | Refer to Table A1 for verbal and written reporting requirements | ☐ |
| | For all spills in State Waters, or moving towards State Waters, verbally notify the Western Australian (WA) Department of Transport (DoT), **as soon as practicable**, to inform them of the incident | Notify WA DoT Maritime Environmental Emergency Response Unit (MEER) and provide a POLREP as soon as possible. Refer to Table A1 for verbal and written reporting requirements | ☐ |

[1] Some details may be limited in the initial POLREP. Aim to get the initial report submitted as soon as possible and follow up with more detail as it becomes available.

| Responsibility | Task | Comment | Complete |
|---|---|---|---|
| Wheatstone Marine Superintendent / Gorgon Marine Superintendent *(For spills within State or Port Boundary Waters)* | Contact the SOC and the CCR and relay the incident details | On Barrow Island and where the report has come through the Marine Communications Officer (office hours only) or via the SOC, notify the Gorgon Marine Superintendent and relay the incident details | ☐ |
| | For vessel incidents, collect all relevant details from the reporting party | Information to collect includes location, metocean conditions, and vessel pre-arrival information (fuel tank volumes and products) | ☐ |
| | Notify other relevant stakeholders as necessary (BWIJV Control Room, DoT, Port of Ashburton VTS, etc.) | Refer to Table A1 for verbal and written reporting requirements | ☐ |
| | Begin to work through the First Strike Action Checklist | • Wheatstone IEMT OSR First Strike Checklist (Appendix E, Ref. 51)<br>• Barrow Island IEMT OSR First Strike Checklist (Appendix E, Ref. 52) | ☐ |
| | If required, contact Svitzer Tugs and place them on standby for a response | | ☐ |
| | If required, contact the Warehouse and Supply Chain Management Superintendents and place them on standby for a response (equipment and logistics) | | ☐ |
| SOC and the CCR Supervisor | Capture key details relating to the incident from the reporting party | Confirm the incident report (via fixed systems, closed-circuit television [CCTV], on-scene witness) | ☐ |
| | Activate, via the automated alert system, the ORT, and/or the relevant EMTs | | ☐ |
| | If required, initiate emergency shutdown and depressurise or isolate (process, power, water, etc) | Initiate remotely activated systems (if required) | ☐ |
| On-Scene Commander (OC) | Confirm the nature and location of incident with the SOC or CCR | | ☐ |
| | Establish the Command Post (CP) upwind of the incident and establish site control by securing the perimeter where practicable | Conduct risk assessment; assess the nature of the emergency, and safe approach routes to determine the potential CP location | ☐ |
| | Communicate directly with Emergency Response Team (ERT) members upon deployment to the incident scene and confirm resource/equipment requirements | | ☐ |

## Table B – IEMT and PEMT Initial Action Checklist

Note: The IEMT should provide this checklist to the PEMT when each SITREP is issued and when incident control is handed over from the IEMT. These tasks should be carried out until the first planning meeting, when objectives, tactics, and further actions will be developed.

| Responsibility | Task | Comment | Complete |
|---|---|---|---|
| Planning Section Chief | Determine relevant regulatory plans (EPs, Safety Cases etc.) and obtain a copy | Flesh out performance standards and their timing requirements related to a spill and ensure they are included when developing the Incident Action Plan (IAP)<br>Performance Standards are contained within asset specific Environment Plans (EPs) and this OPEP | ☐ |
| Incident Commander (IC) | Receive and evaluate initial incident report<br>Take control of the incident<br>Confirm the category of the incident and determine whether the Level 3 EMT should be partially or fully activated | Establish the emergency management structure for the incident<br>Communicate with the OC to receive information on the incident category and potential | ☐ |
| IC / Planning Section Chief | Determine the Control Agency and Jurisdictional Authority framework based on the source and location of the spill | Refer to Section 2.1 and Table 2-1 | ☐ |
| Planning Section Chief | Determine what external notifications have been made by the IEMT and other relevant parties (e.g. Vessel Master) | Refer to Table A1 for verbal and written reporting requirements<br>Populate ICS Form – Notification Status Report with all notifications made | ☐ |
| IC | For Level 2–3 spills, notify and place on standby oil spill response organisations (e.g. Australian Marine Oil Spill Centre [AMOSC], Oil Spill Response Limited [OSRL]) and any other support organisations (e.g. monitoring providers) | Refer to Table 2-2<br>AMOSC Duty Officer: 0438 379 328 (request Core Group availability [management and operations])<br>OSRL Duty Officer: +65 6266 1566 | ☐ |
| IC | EMT IC to engage with the Crisis Advisor who will in turn liaise with Crisis Management Team (CMT) if required.<br>Notify the CMT of incident | | ☐ |
| Planning Section Chief / Environmental Unit Lead (EUL) | Understand the hydrocarbon characteristics and how it will behave and weather<br>Discuss results with IC, Operations Section Chief, Situational Leader, and Planning Section Chief | Run ADIOS2 if required. Download ADIOS software from GIL Options Panel if required<br>Details on ABU products can be found in Chevron ABU – Oil Properties and Dispersion Application Applicability (Appendix E, Ref. 53) | ☐ |

| Responsibility | Task | Comment | Complete |
|---|---|---|---|
| Planning Section Chief / Operations Section Chief / Logistics Section Chief | Begin Monitor, Evaluate, and Surveillance (MES) activities to gain situational awareness (Section 5 in this OPEP has a detailed response guide, which should be used by the EMT in the event of a Level 2/3 spill)<br>Use data to begin to build the Common Operating Picture (COP) | Key tasks include:<br>• Fate and trajectory modelling<br>• Surveillance programs (aerial- and vessel-based)<br>• Metocean and weather data collection<br>• Tracking buoys<br>• Satellite tracking<br>Ensure the Logistics Section Chief (and wider EMT in general) are notified of any support requests | ☐ |
| Planning Section Chief / EUL | Identify sensitive resources at risk, based on the nature and scale of the spill | Fill out the ICS-232 Form (Sensitive Receptors) and notify the Operations Section Chief of results | ☐ |
| EUL | Review the strategic net environmental benefit analysis (NEBA) in the OPEP (Section 6.4.1) and commence operational NEBA (Section 6.4.2) using the standard template (Appendix E, Ref. 61) | Consult with Operations Section Chief to understand timing requirements for when the operational NEBA will be required (e.g. before the Preparation for Tactics Meeting, Tactics Meeting | ☐ |
| EUL | Implement the Operational and Scientific Monitoring Plan (OSMP; Ref. 8) | Consult the OSMP's Quick Reference Guide (Appendix E, Ref. 54) or applicable components and implementation guidance | ☐ |
| Operations Section Chief | Confirm which first-strike response activities have begun on site<br>Continue to liaise with the OC for ongoing first-strike response activities and brief the IC / EMT as needed | | ☐ |
| EUL | Begin working through the PEMT EUL EMT Checklist – Oil Spill (Appendix E, Ref. 55) | Determine who from the EUL Team you need support from and make contact<br>Contact the Oil Spill Response Coordinator (0439 191 853) | ☐ |

# Contents

## Tables

## Figures

# 1 Introduction

## 1.1 Purpose

This Oil Pollution Emergency Plan (OPEP) outlines specific emergency response options and tactics to respond effectively to an oil spill, should a spill occur where Chevron Australia Pty Ltd (CAPL) is the Nominated Titleholder (Commonwealth) or Operator (State). This document is applicable for all of CAPL's operations and is to be used for each Environment Plan (EP) that is submitted to NOPSEMA and DMIRS following this document's initial acceptance.

The objectives of this OPEP are to:

- clearly define the oil spill emergency response arrangements and capabilities that are in place for CAPL's Australian Business Unit (ABU) activities
- guide CAPL emergency management teams (EMTs) on emergency response option selection and implementation
- detail the arrangements and capabilities in place to monitor, evaluate, and survey oil pollution to inform response options
- outline the arrangements and capability that will be in place for monitoring the effectiveness of response options and ensuring that the Environmental Performance Objectives (EPO) (as detailed in CAPL EPs) are met.

This OPEP addresses the requirement for an Oil Spill Contingency Plan under the State and Commonwealth legislation:

- Western Australian (WA) Petroleum (Submerged Lands) (Environment) Regulations 2012
- WA Petroleum and Geothermal Energy Resources (Environment) Regulations 2012
- WA Petroleum Pipelines (Environment) Regulations 2012 (referred to collectively as Petroleum [Environment] Regulations 2012)
- Commonwealth Offshore Petroleum and Greenhouse Gas Storage (Environment) Regulations 2023 (OPGGS(E)R).

## 1.2 Scope

This OPEP covers the response to Level 2 and 3 marine hydrocarbon releases to marine or coastal waters from assets / activities within the north-west region of WA that are under the operational control of the ABU (see Figure 1-1). Project-specific emergency conditions are defined in each of CAPLs activity-specific EP's and are summarised in Table 1-1.

**Table 1-1: Summary of Operating Assets Covered by this OPEP**

| Asset | Infrastructure Summary | Spill Scenarios |
|---|---|---|
| Wheatstone (Development and Production) | Producing and infill wells, and the Wheatstone Platform, all located within Commonwealth Waters; Commonwealth and State Waters components of the trunkline; Marine Terminal area at Ashburton North | Spill scenarios include:<br>• the release of marine diesel oil (MDO), intermediate fuel oil (IFO), or Heavy Fuel Oil (HFO) at all asset locations, including CAPL's operations within the Port of Ashburton and in adjacent waters including the Port of Onslow |

| Asset | Infrastructure Summary | Spill Scenarios |
|---|---|---|
| | | • the loss of condensate and produced fluids from the hydrocarbon system, including wells and trunkline<br>• an oil, gas, or condensate release arising from a LOWC event during drilling and completions of infill wells (not yet scheduled) or production well intervention activities |
| Gorgon (Development and Production) | Producing wells and future production wells in Commonwealth Waters; Commonwealth and State Waters component of the feed gas pipeline; liquefied natural gas (LNG) jetty on Barrow Island; Gorgon domestic gas (DomGas) pipeline including pipeline and subsea installation and pre-commissioning | Spill scenarios include:<br>• an MDO/HFO spill arising from a vessel collision or grounding or failure of the mobile offshore drilling units (MODUs) in Commonwealth Waters<br>• the release of MDO or HFO from vessels operating within the Port of Barrow Island or adjacent State Waters<br>• a Gorgon or Jansz condensate leak arising from a major defect in the production pipeline (in scope for both State and Commonwealth Waters)<br>• a Gorgon or Jansz condensate release arising from a loss of well control (LOWC) during well intervention, abandonment, or infill drilling (Commonwealth Waters only) |
| Exploration & Appraisal Drilling[1]<br>(Gorgon, Wheatstone, or other JV / Sole entity) | Exploration or appraisal wells commonwealth or state waters | Spill scenarios include:<br>• An oil, gas, or condensate release arising from a LOWC event during drilling, formation evaluation, well testing or well abandonment<br>• An MDO/HFO spill arising from a vessel collision or grounding or failure of the MODU |
| Barrow Island Joint Venture (BWIJV) | Exploration and production operations on Barrow Island and surrounding areas; tanker loading line for Barrow Island crude offtake | Spill scenarios include:<br>• failure of the tanker loading line<br>• a spill arising from a vessel collision or grounding |
| Thevenard Island Retirement Project | Care and maintenance and decommissioning of the no longer operational Thevenard Island facilities. Includes decommissioning of onshore facilities and offshore infrastructure in the waters surrounding Thevenard Island. | Spill scenarios include:<br>• a MDO spill arising from a vessel collision |

1. *Locations (permits and fields) associated with exploration and appraisal drilling are detailed in the drilling activity specific Environmental Plans*

Further detail on the emergency events for the operating assets listed in Table 1-1 are defined in each activity-specific EP.

Figure 1-1 shows the locations of the operating assets outlined in Table 1-1.

This OPEP covers oil spills to the marine environment (State and/or Commonwealth Waters), where a coordinated response may be required, and supports the Incident Action Planning (IAP) process outlined in Section 3.2.1. It does not cover spills to the terrestrial environment on Barrow Island or Ashburton

North, nor does it cover a leak of hydrocarbon gas from the Gorgon DomGas pipeline.

Although Level 1 oil spill events are considered minor by comparison (Table 2-2) and are not addressed in detail in this OPEP, the Alert Procedures and Initial Response Actions listed in Table A apply to all Level 1, 2, and 3 spills until the scale of the emergency is determined. Level 1 spills are addressed in more detail in CAPLs individual EPs.

This OPEP complements, but does not duplicate, the detailed response options and capabilities relating to source control in the event of a LOWC, as detailed in activity specific ABU Source Control Emergency Response Plan (SCERP) and its supporting documents.

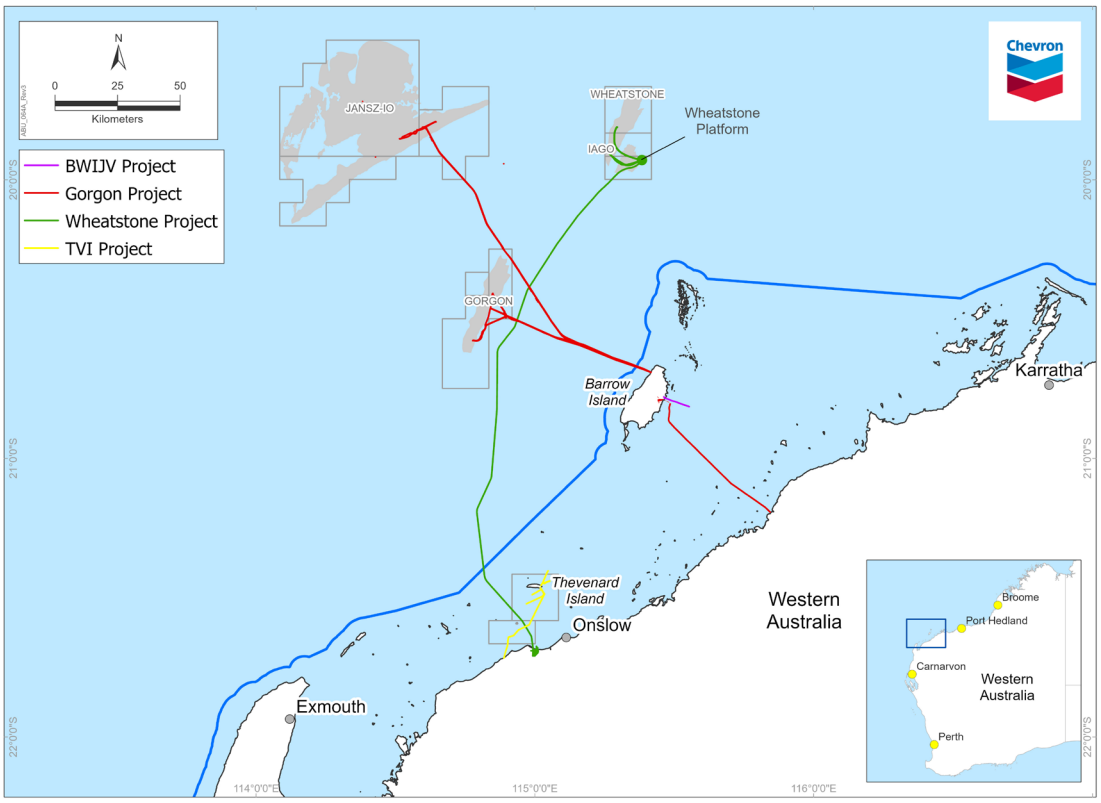



**Figure 1-1: Location Overview of operating assets considered in the Consolidated OPEP**

## 1.3 Response Documentation Interface

This OPEP interfaces with CAPLs EPs, which provide detailed information regarding the existing environment and risks to environmental, socioeconomic, or cultural receptors. The EPs also demonstrate that appropriate management controls are in place to reduce the potential for environmental impacts to occur as a result of operations and maintenance to a level as low as reasonably practicable (ALARP) and acceptable. These EPs also assess response options that will reduce impacts and risks to ALARP and evaluate the potential impact and risks of implementing these response options.

CAPL's hydrocarbon pollution preparedness and response documentation hierarchy is presented in Figure 1-2.

This OPEP is consistent with, and supports, the procedures and resources provided in the CAPL and external documents listed in Table 1-2.

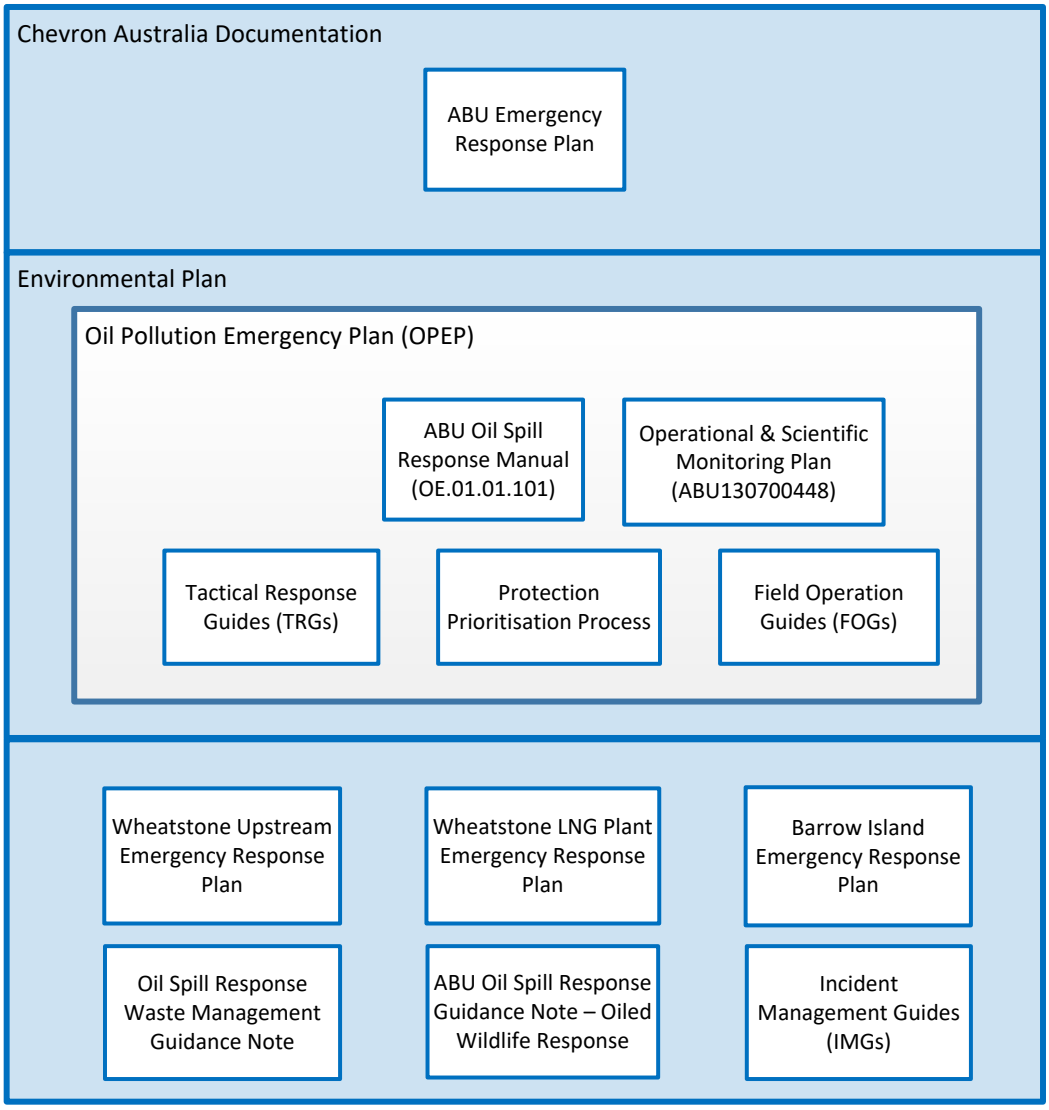



**Figure 1-2: Hydrocarbon Pollution Preparedness and Response Documentation Hierarchy**

**Table 1-2: Documents that Interface with this OPEP**

| Document Title | Summary of Interface with this OPEP |
|---|---|
| **CAPL Plans** | |
| ABU Emergency Response Plan (ERP; Ref. 14) | This ERP describes the emergency management, governance, and coordination arrangements for the Perth EMT (PEMT) for emergency incidents across the ABU. |
| Wheatstone Upstream Emergency Response Plan (Ref. 16)<br>Wheatstone LNG Plant Emergency Response Plan (Ref. 17) | These ERPs describe the emergency management system in place to prevent or mitigate emergency situations; maintain preparedness; respond to incidents safely, rapidly, and effectively; and restore or resume affected operations. |

| Document Title | Summary of Interface with this OPEP |
|---|---|
| Barrow Island Emergency Response Plan (Ref. 18) | This ERP describes the emergency management system in place to prevent or mitigate emergency situations; maintain preparedness; respond to incidents safely, rapidly, and effectively; and restore or resume affected operations. In accordance with conditions extending from the *Barrow Island Act 2003* (WA), the Gorgon Gas Treatment Plant (GTP), BWIJV, and supporting operations provide a joint approach to security and emergency response issues on Barrow Island. |
| Oil Spill Response Manual (OSRM) (Ref. 15) | The OSRM provides a framework for oil spill response across all CAPL operations, projects, assets, and activities. The OSRM centralises procedures for oil spill response management and is an overarching document that supports the development of OPEPs for CAPL.<br>The OSRM is intended for use by Installation EMTs (IEMTs) and the Asset EMT to support oil spill response management and decision-making. |
| Operational and Scientific Monitoring Plan (OSMP) (Ref. 8) | The OSMP describes the types of environmental monitoring that may be implemented in the event of an emergency condition that results in an oil spill to marine or coastal waters. The OSMP is the principal tool for determining the extent, severity, and persistence of environmental impacts from an oil spill. It comprises two types of monitoring: operational and scientific. |
| ABU Source Control Emergency Response Plans (SCERP) – Activity Specific | The activity specific SCERPs provide an integrated and systematic approach to source control incident management that provides the basic policies and procedures designed to guide well operations personnel in the event of a source control incident. Developed and approved on a campaign basis and in accordance with Regulation 22 (9a) of the OPGGS(E)R, these documents will provide the Source Control Branch within the EMT with guidance and checklists for implementing source control strategies in the event of a LOWC; these strategies may include BOP intervention, well capping, top kills, dynamic well kill with a relief well, subsea dispersant application, etc.. |
| Oil Spill Response Waste Management Guidance Note (Ref. 13) | This guidance note provides CAPL with a rapid planning tool to manage waste generated during an oil spill emergency. In conjunction with the Waste Management Plan (WMP) Template (contained within the Appendices of the Guidance Note) and Decontamination Plan Template (Ref. 10), this guidance note focuses on preventing further health, environment, and safety (HES) impacts; tracking and reporting waste; reducing waste volumes; and treating, recycling, or disposing waste at approved facilities. |
| ABU Oil Spill Response Guidance Note – Oiled Wildlife Response (Ref. 9) | The Oiled Wildlife Response (OWR) Guidance Note provides Chevron responders with specific information relating to oiled wildlife response preparedness (Part A of the Guidance Note) and operations (Part B of the Guidance Note) in the event of an oil spill Section 7.7 in this OPEP summarises this guidance note, which helps CAPL to:<br>• effectively activate and manage initial response activities relating to OWR<br>• support OWR agencies<br>• conduct OWR in compliance with internal fauna management practices, where practicable.<br>This guidance complements and bridges to the Western Australian Oiled Wildlife Response Plan (WAOWRP) (Ref. 19) and the Western Australia Oiled Wildlife Response Manual (Ref. 20), prepared by the WA Department of Biodiversity, Conservation and Attractions (DBCA) and the Australian Marine Oil Spill Centre (AMOSC). |

| Document Title | Summary of Interface with this OPEP |
|---|---|
| ABU Protection Prioritisation Process (Ref. 32) | This process outlines and ranks the receptors (i.e. values or resources) at risk and helps CAPL understand which receptors should take priority in terms of protection from a spill. |
| Incident Management Guides (IMGs) | IMGs provide personnel with written instructions, guidance, and information to help them at the critical early stage of a serious or major incident and provide sufficient hazard information to enable informed decisions on the safety of those responding to the incident. IMGs have been developed for the Gorgon Marine Terminal and BWIJV Tanker (Export) Loading Line. |
| Field Operation Guides (FOGs) | FOGs contain instructions, position descriptions, checklists, and diagrams. They are used by field personnel who are responsible for emergency response and coordination during both planned events and emergencies. |
| Tactical Response Guides (TRGs) | TRGs provide ERTs with pre-identified response options and tactics that may suit that particular location in typical conditions. The suggested tactics are intended to be flexible and may be modified to meet the actual circumstances of an incident. Note: In the event of a spill, not all TRGs will be implemented; those sites most at risk will be identified through the operational Net Environmental Benefit Analysis (NEBA) process and prioritised accordingly. |
| **External Plans** | |
| National Plan for Maritime Environmental Emergencies (NATPLAN; Ref. 1) | The NATPLAN sets out Australia's obligations under international conventions with respect to managing maritime environmental emergencies, including national arrangements, policies, and principles. |
| State Hazard Plan – Maritime Environmental Emergencies (MEE) (Ref. 3). | State Hazard Plan – MEE is the primary State emergency management plan for marine oil pollution (MOP) incidents. It helps the WA Government prevent, prepare for, respond to, and recover from MOP emergencies within the State so as to minimise the effects of MOP incidents occurring in State Waters. |
| Western Australian Oiled Wildlife Response Plan (WAOWRP) (Ref. 19);<br>Western Australian Oiled Wildlife Response Manual (Ref, 20) | The WAOWRP and the Western Australian Oiled Wildlife Response Manual have been prepared in collaboration with the Department of Transport and the Australian Marine Oil Spill Centre (AMOSC) on behalf of the petroleum industry.<br>The Plan establishes the framework for responding to potential or actual oiled wildlife impacts in WA waters, within the framework of an overall maritime environmental emergency and guides OWR agencies (DBCA and the petroleum industry) on how to approach to an oiled wildlife marine pollution incident in WA. The Manual aims to standardise operating procedures, protocols and processes for oiled wildlife response. |
| AMOSC Australian Industry Cooperative Oil Spill Response Arrangements (AMOSPlan; Ref. 25) | AMOSPlan is a voluntary mutual aid plan administered and funded by the oil industry through AMOSC. AMOSC provides guidelines for spill response strategies throughout Australia for member companies and is responsible for hiring and maintaining response equipment and resources at the request of member companies or AMSA. |
| Subsea Dispersant Monitoring Plan: API Technical Report 1152 (Ref. 21) | CAPL will use the Industry Recommended Subsea Dispersant Monitoring Plan: API Technical Report 1152 (Ref. 21) to monitor and inform the effectiveness and potential impacts of subsea dispersant application (if implemented) during source control. |

| Document Title | Summary of Interface with this OPEP |
|---|---|
| Pilbara Ports Authority - Port of Ashburton Marine Pollution Contingency Plan (Ref. 28), and<br>Western Australian Department of Transport (DoT) Oil Spill Incident Management Plan (Ref. 29) | These plans describe the spill response arrangements for a MOP in either State (DoT) or port authority (PPA) waters. Following a first-strike response from CAPL, and once the Control Agency assumes incident command, the applicable Control Agency will either implement their own Plan or continue to implement CAPL's OPEP. |

# 2 Spill Management Arrangements

## 2.1 Control Agencies

The responsibility for an oil spill depends on the location and origin of the spill. The NATPLAN (Ref. 1) sets out the divisions of responsibility for an oil spill response, using these terms:

- **Control Agency:** The organisation assigned by legislation, administrative arrangements, or within the relevant contingency plan, to control response activities to a maritime environmental emergency. Control Agencies have the operational responsibility for response and clean-up activities but may have arrangements in place with other parties to provide response assistance under their direction.
- **Jurisdictional Authority:** The agency responsible for verifying that an adequate spill response plan is prepared and, in the event of an incident, that a satisfactory response is implemented. The Jurisdictional Authority is also responsible for initiating prosecutions and the recovery of clean-up costs on behalf of all participating agencies.

Table 2-1 summarises the designated Control Agency and Jurisdictional Authority for Commonwealth and State Waters and for vessel and petroleum activity spills, which is described in detail below.

### Commonwealth Waters

These arrangements apply in Commonwealth Waters:

- Petroleum Titleholders are the Control Agency for all spills (Level 1 to 3) from offshore petroleum activities or facilities in Commonwealth Waters. Petroleum activity spills include those from fixed platforms, floating storage and offloading (FSO) systems, MODUs and subsea infrastructure. It also includes vessels undertaking construction, decommissioning, and pipelaying activities in the titleholder's operational area, which are considered facilities. A 'facility' is defined by Schedule 3, Part 1, Clause 4 of the Commonwealth *Offshore Petroleum and Greenhouse Gas Storage Act 2006*.
- The Australian Maritime Safety Authority (AMSA) is the Control Agency for vessel (shipping) spills in Commonwealth Waters from vessels not undertaking offshore petroleum activities, such as vessels undertaking seismic activities, supply vessels, or support vessels.
- As the Titleholder, CAPL will carry out first-strike response activities (e.g. aerial surveillance operations) until AMSA or a nominated NATPLAN agency arrives to assume incident command (as the Control Agency). CAPL will continue to implement the monitoring, evaluation, and surveillance (MES) activities outlined in this OPEP as deemed necessary by the Control Agency.

### State or Port Authority Waters

These arrangements apply in WA:

- For MOP incidents in State Waters, the Chief Executive Officer, DoT is the Hazard Management Agency (HMA) for marine oil pollution and marine transport emergencies in WA and is responsible for ensuring effective prevention, preparedness, response, and recovery to these hazards within the State.

- Petroleum Titleholders are the first-strike / Control Agency for Level 1 spills in State Waters, unless otherwise agreed with DoT.
- DoT is the Control Agency for Level 2/3 spills in State Waters resulting from an offshore petroleum activity or vessel (in accordance with the State Hazard Plan – MEE [Ref. 3]), This is regardless of whether the source of the spill is in Commonwealth or State Waters.
- For Level 1 vessel spills within designated port authority limits, the port authority is the Control Agency. For Level 2/3 vessel spills in port authority waters, the Control Agency role may fall with the port authority or DoT; this will be determined by the HMA in consultation with the port authority.
- As the Petroleum Titleholder, CAPL will conduct the first-strike response (e.g. aerial surveillance operations) for all marine pollution incidents in State or port authority waters until DoT or a nominated NATPLAN agency arrives to assume incident command. CAPL will continue to implement the MES activities outlined in this OPEP as deemed necessary by the Control Agency.

DoT has developed an Offshore Petroleum Industry Guidance Note (OPIGN) – Marine Oil Pollution: Response and Consultation Arrangements (Ref. 23), which applies to offshore petroleum activities.

In the event of a MOP incident from CAPL's petroleum activities:

- The CAPL Incident Commander will report the incident to the State Maritime Environmental Emergency Coordinator as part of the 'activation of teams' process.
- DoT will provide a liaison officer to the CAPL EMT who will guide and support CAPL. This deployment may include additional personnel (with various technical or subject matter expertise) to form a liaison team, as agreed between DoT and CAPL.
- In accordance with OPIGN guidance, CAPL will provide a support team to the DoT Incident Management Team (IMT) that will fulfil roles as outlined in Appendix 3 of the OPIGN (Ref. 23); this will include a CAPL Support Team Leader who will be the Petroleum Titleholder Deputy Incident Commander. The initial CAPL support team will comprise 11 people (including the Support Team Lead), as stated in Appendix 3 of the OPIGN and internally in the Chevron Australia DoT OPIGN IMT Support Team Implementation Guide (Ref. 24). The ongoing composition of the team will be determined between DoT and CAPL, based on the severity of the spill and commensurate with the level of introduced risk. Figure 2-1 outlines the CAPL support team model.

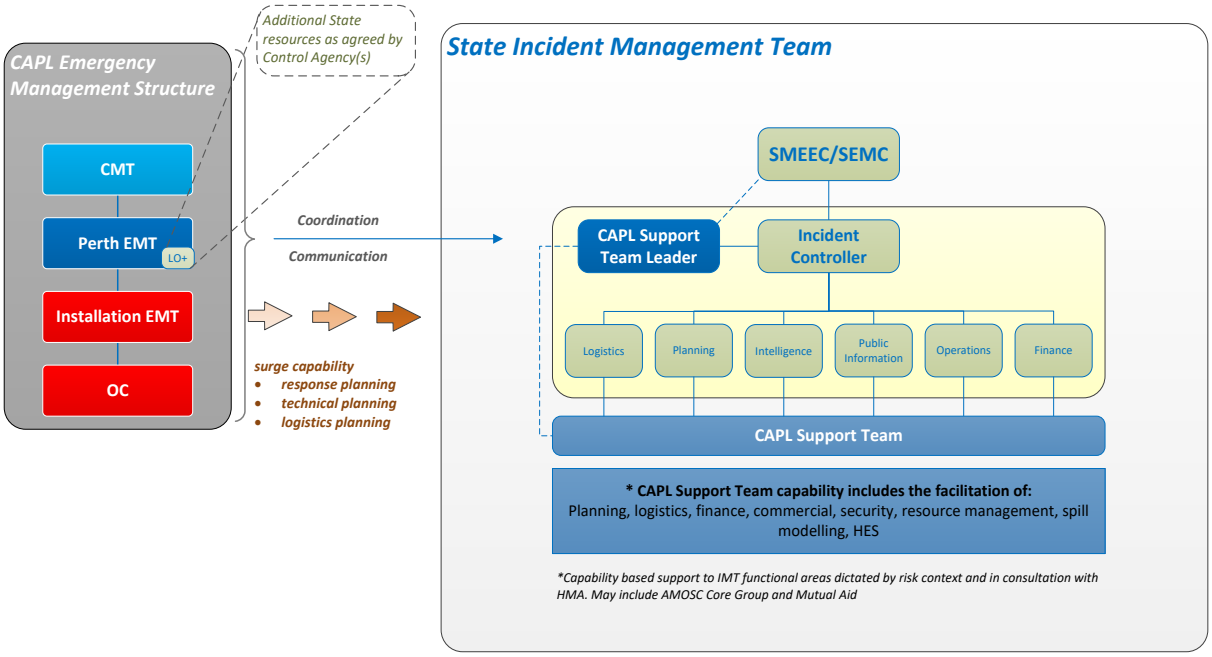



**Figure 2-1: CAPL Support Team Model**

Figure 3-1 shows the EMT activation process, and how DoT and CAPL would interact during the response operations.

CAPL will comply with legislative requirements regarding cost recovery for oil pollution incidents that may occur as a result of the petroleum activities covered by the EPs.

**Table 2-1: Hazard Management Agency and Controlling Agency Arrangements**

| Jurisdictional Boundary | Spill Source | HMA / Jurisdictional Authority | Control Agency | |
|---|---|---|---|---|
| | | | Level 1 | Level 2/3 |
| Commonwealth Waters (3–200 nm from territorial/state sea baseline) | Offshore petroleum activity MOP (1) | National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA) | Petroleum Titleholder | Petroleum Titleholder |
| | Vessel marine pollution (2) | AMSA | AMSA | AMSA |
| State Waters (waters to 3 nm from the mainland and some areas around offshore atolls and islands) | Offshore petroleum activity MOP | Chief Executive Officer, DoT | Petroleum Titleholder | DoT |
| | Vessel marine pollution | Chief Executive Officer, DoT | DoT | DoT |
| Port Authority waters (gazetted port boundary) | Offshore petroleum activity MOP | Chief Executive Officer, DoT | Petroleum Titleholder | DoT |
| | Vessel marine pollution | Chief Executive Officer, DoT | Port Authority | Port Authority / DoT (3) |

1. *Includes a 'Facility', such as a fixed platform, FSO, MODU, subsea infrastructure, or a construction, decommissioning, and pipelaying vessel, as defined by Schedule 3, Part 1, Clause 4 of the Commonwealth* Offshore Petroleum and Greenhouse Gas Storage Act 2006.
2. *Vessels are defined by Australian Government Coordination Arrangements for Maritime Environmental Emergencies (Ref. 30) as a seismic vessel, supply or support vessel, or offtake tanker.*
3. *In the event of a Level 2/3 incident in port authority waters, the Control Agency role may fall with the port authority or DoT and will be determined by the HMA in consultation with the port authority. The Control Agency will be the agency deemed most capable of performing that role.*

### 2.1.1 Multi-jurisdictional Incident Coordination

Multi-jurisdictional incidents (i.e. a Commonwealth and State Waters MOP emergency resulting from the same incident) will be managed in accordance with the NATPLAN (Ref. 1), State Hazard Plan – MEE (Ref. 3), and the DoT OPIGN (Ref. 23).

The coordination arrangements for multi-jurisdictional incident response will depend on the risk, severity, and impact of the incident for each jurisdictional and Control Agency area. The following measures, based on the NATPLAN and DoT OPIGN, may be considered as part of an agreed incident management framework:

- appoint a lead Control Agency or lead EMT for particular response management functions
- establish a Joint Strategic Coordination Committee to direct and prioritise activities, and resolve conflicts
- transition incident control between jurisdictions
- use a coordination plan to formalise the arrangements.

## 2.2 Spill Level Classification

The incident level will determine where the resources will be drawn from to respond to the spill and the level of incident management needed to manage the response effort. If a spill occurs where effective response is considered beyond the capabilities within a level, the response will be escalated immediately to the next level.

The decision to escalate a response to a higher level (as defined in Table 2-2) will be made by the responsible Control Agency (Table 2-1). If the response level is undetermined, then a worst-case scenario should be assumed when activating resources, as it is always possible to scale down the response effort.

Table 3-3 shows the links between oil spill classification and CAPL's EMT activation.

**Table 2-2: Oil Spill Severity and Response**

| Characteristic | Level 1<br>Minor or simple | Level 2<br>Moderate or complex | Level 3<br>Major, complex / compound |
|---|---|---|---|
| **CAPL Emergency Classification** | | | |
| **Teams Involved** | **On-site Response Team** | | |
| | *Inform Level 2 EMT* | **Installation EMT** | |
| | *Inform Level 3 EMT* | | **Perth EMT** |
| | *Inform Crisis Management Team* | | **Crisis Management Team** |
| **Type of Emergency** | | | |
| **Type of response** | First-strike | Escalated | Campaign |
| **Duration of response** | Single shift | Multiple shifts<br>Days to weeks | Extended response<br>Weeks to months |
| **Resources required** | Resourced from within one area | Requires intra-state resources | Requires national or international resources |
| **Consequence of Emergency** | | | |
| **People** | Potential for serious injuries | Potential for loss of life | Potential for multiple loss of life |
| **Environment** | Isolated impacts or with natural recovery expected within weeks. | Significant impacts and recovery may take months. Monitoring and remediation may be required. | Significant area and recovery may take months or years. Monitoring and remediation will be required. |
| **Asset** | Minor site or building damage; Negligible damage | Localised substantial damage; Partial to major site shut down | Total loss of production; Total site shutdown |
| **Reputation** | Local and regional media coverage | National media coverage | International media coverage |

# 3 Activate Teams

## 3.1 Response Team Activation

The level of activation of CAPL's EMTs and external resources is tied to the oil spill severity (Table 2-2) and is commensurate with the level of introduced risk. If the spill severity is undetermined, assume the worst case when activating resources, as it is always possible to scale down.

Figure 3-1 and Figure 3-2 show the EMT activation process for spills in or entering State Waters and vessel spills in Commonwealth Waters, respectively. The initial action tables (Table A and Table B) list the activation actions of key on-scene and EMT team members.

## 3.2 Emergency Management

Emergency management involves managing resources to command, control, coordinate, and manage an effective response. This includes incident management (command and control) of Level 2 and 3 emergency events and on-scene activities to allocate, stage, and direct resources, and minimise significant impacts from on-scene operations. Such management includes, but is not limited to:

- notify, activate, and mobilise resources, plans, and procedures used by the EMTs (e.g. TRGs, IMGs, IAPs)
- activate MES activities (e.g. NEBA) and use initial and ongoing inputs to emergency management and response decision-making
- manage on-scene resources (e.g. response personnel, access routes, staging areas, waste coordination activities)
- engage community and stakeholders (e.g. internal teams, government agencies, response contractors).

CAPL has existing Emergency Command Centres at the Wheatstone Platform, the Wheatstone Gas Plant (Ashburton North), Barrow Island, and Perth and will use the most appropriate ECC or combination of ECCs based on the location and severity of the spill. Potential staging areas include the Wheatstone Gas Plant (Ashburton North), Onslow, and Barrow Island.

### 3.2.1 Incident Action Planning (IAP) Process

The IAP process ensures that response operations reflect adequate ongoing planning to effectively use resources, develop strategies, and implement response options.

Like all aspects of emergency management and incident command, the process can be scaled to the size and complexity of the incident.

If multi-jurisdictional responses occur, a lead Control Agency status may be appointed in accordance with the NATPLAN (Ref. 1). In these instances, and depending on the severity of the spill, a strategic IAP may be issued that defines high-level objectives, priorities, and resource allocation, with subsequent operational and tactical IAPs developed at the jurisdictional level. Requirements for IAP compilation and approval are to be agreed between Control Agencies.

The IAP process should begin as soon as the response is initiated. The basic steps of the IAP process are:

- Evaluate the situation.
- Develop objectives for the incident.
- Assign resources to achieve the objectives.
- Review and evaluate IAP based on response effectiveness.

Each main emergency management function contributes to this planning process by contributing information, analysis, and direction that is ultimately incorporated into an IAP. The IAP ensures that the EMTs work towards the strategic and/or tactical objectives set during the operational period and ensures a coordinated response. A documented IAP will be developed if these criteria are met:

- the response, clean-up, and recovery are expected to last more than one day
- the response requires shift changes of personnel and/or equipment
- more than one facility, company, or a third party is involved in managing response operations
- response resources from contractors, mutual aid, or external parties are used.

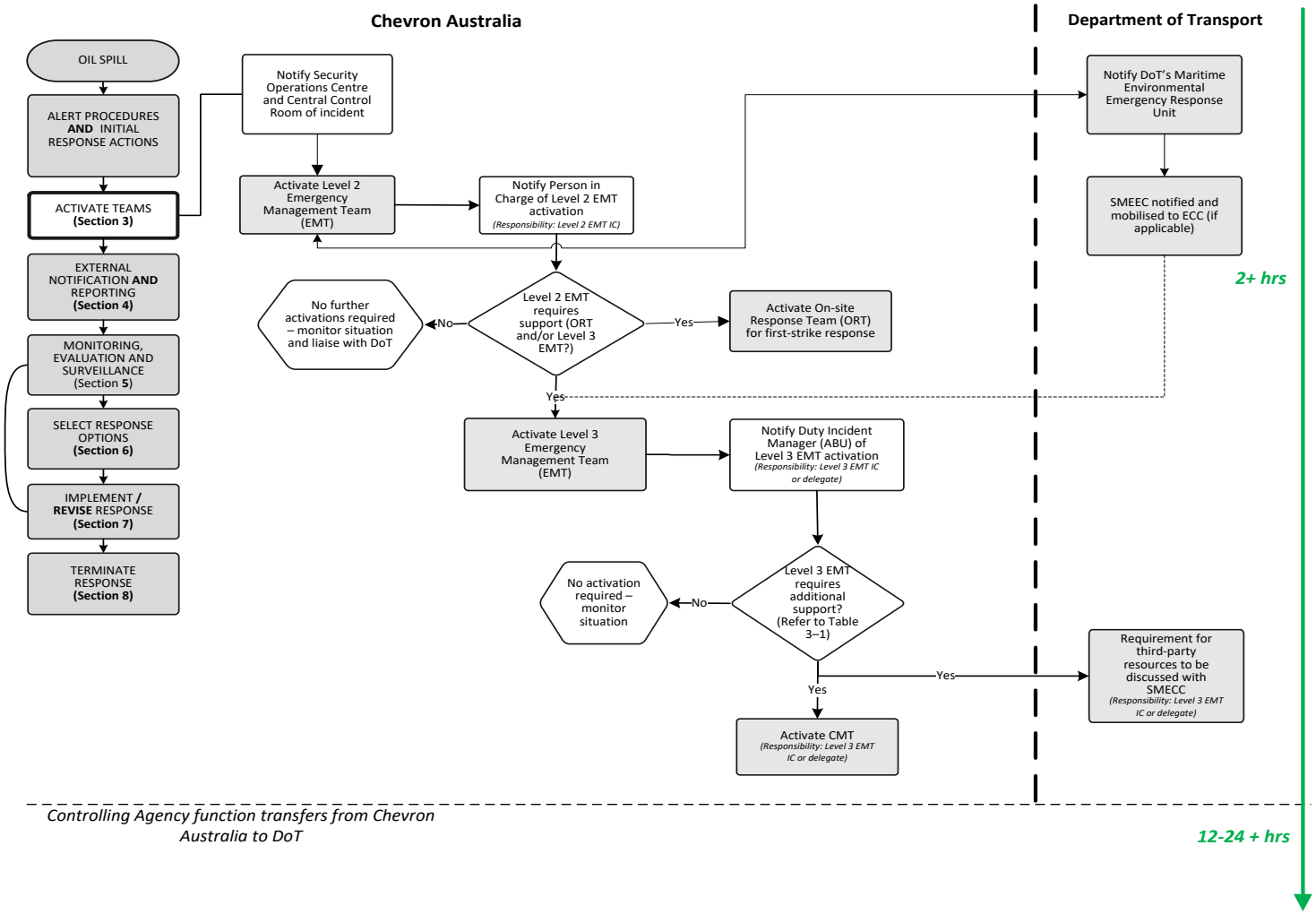



**Figure 3-1: Emergency Management Team Activation Guide – Offshore Petroleum Activity Spills (including vessel) Entering or in State Waters**

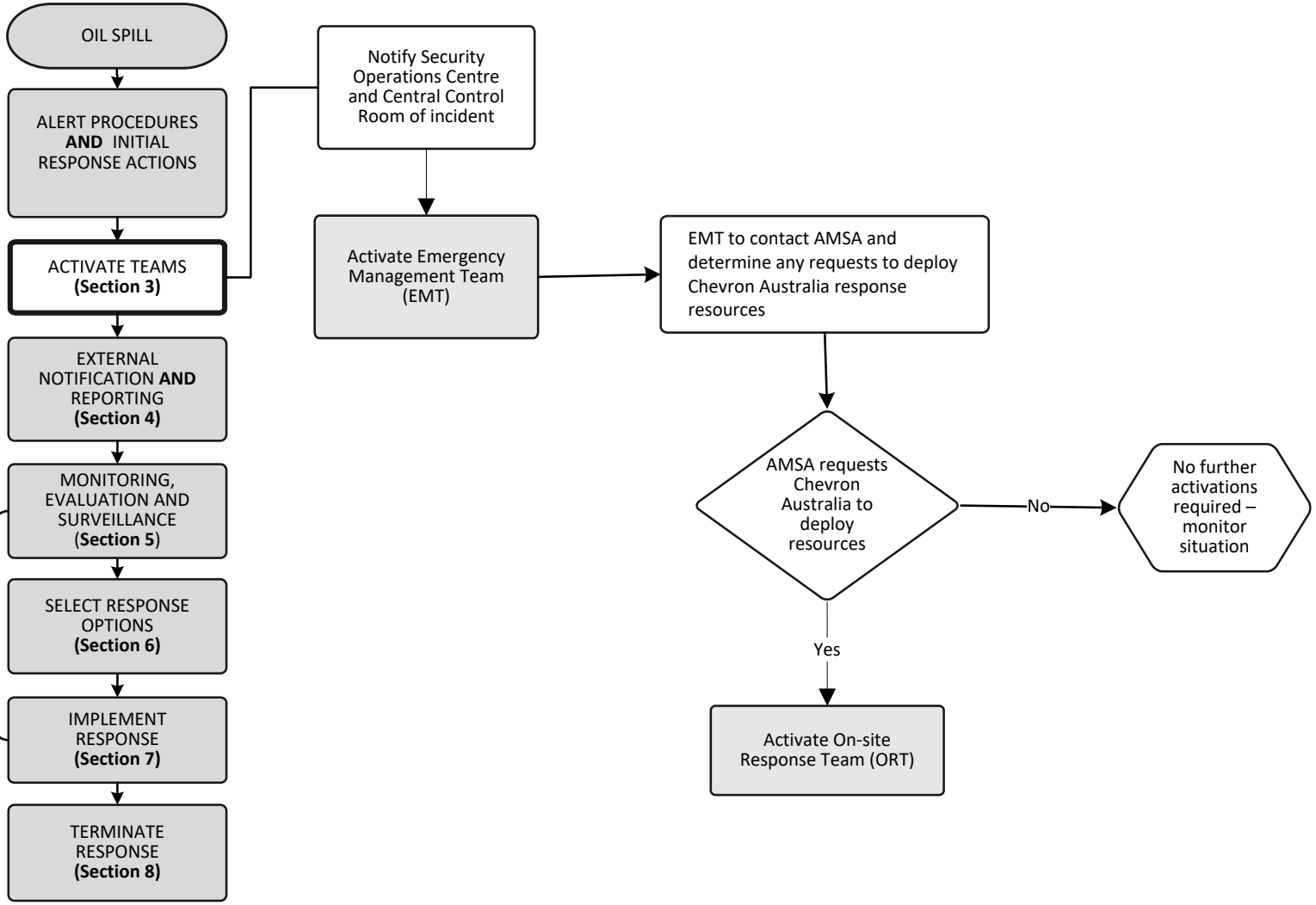



**Figure 3-2: Emergency Management Team Activation Guide – Vessel Spills in Commonwealth Waters**

## 3.3 Activation of Internal and External Resources

The EMT can activate several internal and external support agencies if additional support is required to respond to the emergency event. Response resources will be activated either in sequence or simultaneously, depending on the severity of the spill.

### 3.3.1 Internal Resource Activation

CAPL maintains internal resources (trained personnel and equipment) across its assets that gives it a first-strike response capability and allows it to support an ongoing response. Personnel can fulfil roles in the ORT, EMT, and CMT and receive training for these roles. Table 3-1 provides a summary of CAPL's capabilities and activation procedures for the internal support services across CAPL's assets. For further capability information, refer to Appendix C and Appendix F.

**Table 3-1: Activation of Internal (CAPL) Response Resources**

| Asset / Agency | Support Services |
|---|---|
| Wheatstone Platform (Commonwealth Waters) | **Platform Emergency Response Activation Procedure**:<br>Platform 24-hour emergency response number: (08) 9184 7777.<br>The ORT has a limited capability for events not occurring on the platform.<br>Support vessels at the platform will have:<br>• satellite tracking buoy.<br>The EMT has Level 2 emergency management capability for incidents involving the platform, hydrocarbon system, and support activities, including:<br>• ECC<br>• communications for notification, activation, and mobilisation activities<br>• scenario-specific IMGs for major accident/incident events.<br>Information on these resources is detailed in the Wheatstone Upstream ERP (Ref. 16). |
| Wheatstone LNG Plant<br>(Ashburton North) | **Wheatstone LNG Plant Emergency Response Activation Procedure**:<br>Wheatstone LNG Plant 24-hour emergency response number: (08) 9184 7444<br>The ORT has an initial response capability for events occurring within the LNG Plant boundary, materials offloading facility (MOF), product loading facility (PLF), and surrounding coastline for up to 160 km.<br>The LNG Plant has a stockpile of nearshore and shoreline equipment including:<br>• shore-sealing and sheltered waters boom<br>• dispersant spray system, small quantity of dispersant<br>• nearshore containment booms and sweep system<br>• range of small- and medium-capacity skimmers, pumps, hoses, and power-packs<br>• temporary floating and land-based storage<br>• additional site management and personal protective equipment (PPE).<br>The ORT has a first-strike capability for events originating from the Wheatstone asset and support activities, or potentially affecting the Wheatstone Asset.<br>The EMT has a Level 3 emergency management capability for incidents involving the Wheatstone Asset, LNG Plant, and support activities, including:<br>• ECC<br>• communications for notification, activation, and mobilisation activities |

| Asset / Agency | Support Services |
|---|---|
| | • scenario-specific IMGs for all major accident/incident events.<br>Information on these resources is detailed in the Wheatstone LNG Plant ERP (Ref. 17). |
| Gorgon GTP (Barrow Island) | **Gorgon GTP – Emergency Response Activation Procedure**:<br>Gorgon GTP 24-hour emergency response number: (08) 9184 3581.<br>The ORT has an initial response capability for events occurring within the Gorgon GTP boundary, MOF, PLF, Barrow Island coastline, and incidents with the potential to impact Barrow Island.<br>The Gorgon GTP has a stockpile of nearshore and shoreline equipment including:<br>• shore-sealing and sheltered waters boom<br>• dispersant spray system, small quantity of dispersant<br>• range of small- and medium-capacity skimmers, pumps, hoses, and power-packs<br>• temporary floating and land-based storage<br>• additional site management and PPE.<br>The Barrow Island EMT has Level 3 emergency management capability for incidents involving the Gorgon GTP, Barrow Island Asset, and support activities, including:<br>• ECC<br>• communications for notification, activation, and mobilisation activities<br>• scenario-specific IMGs for major accident/incident events.<br>Information on these resources is detailed in the Barrow Island ERP (Ref. 18). |
| ABU (Perth) | **PEMT Activation Procedure**:<br>The PEMT has the capability to respond to a Level 3 emergency management incident and access to regional and world-wide support to scale up the response to incidents involving the CAPL operations and support activities, including:<br>• ECC<br>• communications for notification, activation, and mobilisation activities<br>• scenario-specific IMGs for all major accident/incident events. |
| Chevron Worldwide Emergency Response Resources | **Chevron Corporation's Worldwide Emergency Response Resources Activation Procedure**:<br>Chevron emergency information centre 24-hour number: +1 510 231 0623.<br>These resource teams are available worldwide:<br>• Chevron Advisory and Resources Team<br>• Chevron Asia–Pacific Regional Response Team<br>• Chevron Worldwide ERT<br>• functional teams providing expert and specialised services.<br>Information on these resources is detailed in the ABU ERP (Ref. 14).<br>When Chevron Corporation's worldwide emergency response resources arrive, they are integrated into CAPL's EMTs. |

### 3.3.2 External Resource Activation

CAPL has numerous agreements in place with oil spill response organisations (OSROs) and support organisations involved in storing, maintaining, and mobilising Level 2/3 spill response resources (Appendix C).

OSROs and support organisations that CAPL can call on in the event of a Level 2 or 3 spill are outlined below. The EMT is responsible for activating OSROs and

support organisations as outlined in the initial response (Table B), with more detailed activation instructions provided in Table 3-2.

**Table 3-2: External Oil Spill Response Agency Support Services and Activation**

| Support Agency | Support Services |
|---|---|
| Wild Well Control | **Wild Well Control Activation Procedure:**<br>Drilling Manager (or delegate) contacts Wild Well Control via 24-hour emergency number: +1 281 784 4700<br>**Expertise, resources, and equipment**:<br>• Preparing blowout contingency plans specific to the business unit<br>• Mobilising well control specialists and engineers to the well site and to the business unit's onshore office<br>• Providing logistics support for well control equipment<br>• Planning and implementing intervention procedures<br>• Planning and drilling relief wells<br>• Designing and implementing dynamic well kills or other special kill procedures. |
| AMOSC | **AMOSC Activation Procedure**:<br>Initial call (as early as possible) to 24-hour emergency number: 0438 379 328<br>The PEMT Operations Section Chief (or delegate) is responsible for making the activation.<br>Verbal notification should be as soon as practical.<br>If subsea first-response toolkit (SFRT) services are required, written notification in the form of a completion of the Order Form and Contract Note (Ref Appendix A extract from AMOSC SFRT Service Contract) is required.<br>CAPL is a participating company in AMOSC and can call on AMOSC personnel and equipment to support oil spill response. Under the AMOSPlan (Ref. 25), CAPL can access mutual aid from other company resources (equipment and personnel) within the industry.<br>**Equipment**:<br>AMOSC's stockpiles of equipment include dispersant, containment, recovery, cleaning, absorbent, and communications equipment. Equipment is located in Geelong, Fremantle, and Exmouth. The AMOSC contract also enables activation of fixed-wing aerial dispersant contract (FWADC) capability.<br>A subsea first-response toolkit (SFRT) is located at Oceaneering in Jandakot; this toolkit's 500 $m^3$ of dispersant for subsea dispersant injection (SSDI) is located at Hamilton Hill.<br>Oiled wildlife equipment available in WA:<br>• 2 OWR kits (Broome, Exmouth)<br>• 1 oiled wildlife container (Fremantle)<br>Additional equipment is based in Geelong, if required. |
| AMSA | **AMSA Activation Procedure**:<br>Initial request to the Environment Protection Duty Officer via the 24-hour emergency response centre on 1800 641 792 or (02) 6230 6811.<br>This verbal request must be followed by written confirmation within three hours.<br>**Resources**:<br>AMSA maintains nine strategic equipment stockpiles (four in WA [Fremantle, Exmouth, Dampier, and Broome]), including these resources:<br>• aerial surveillance support |

| Support Agency | Support Services |
|---|---|
| | • dispersants<br>• 2 OWR kits (Fremantle, Karratha)<br>• advisory services and personnel. |
| WA DoT | **DoT Maritime Environmental Emergency Response (MEER) Unit 24-hour number: (08) 9480 9924**<br>DoT will respond to CAPL's request to mobilise its equipment to respond to an oil spill in State Waters in accordance with the State Hazard Plan – MEE (Ref. 3).<br>**Resources**:<br>• State Response Team, Regional Response Team, and National Response Team for rapid deployment to support CAPL's EMTs<br>• DoT spill response equipment stockpiles are retained in the three main locations around the State (Karratha, Fremantle and Albany). |
| DBCA | **DBCA Activation Procedure:**<br>Notify the DBCA State Duty Officer: (08) 9219 9108<br>DBCA have expert advisors that may provide assistance and guidance to CAPL's EMTs. |
| OSRL | **OSRL Activation Procedure**:<br>24-hour emergency number: **+65 6266 1566** (Singapore)<br>The PEMT Operations Section Chief (or delegate) is responsible for making the activation.<br>Verbal notification should be as soon as practical.<br>Written notification is required in the form of completion of OSRL Notification and Mobilisation Forms as a minimum (as per the Subscribers Agreement with OSRL)CAPL has a contract with OSRL, which includes providing support functions, equipment, and personnel to meet a wide range of oil spill scenarios.<br>**Personnel**:<br>Personnel are on standby and available 24 hours a day, 365 days a year with equipment and logistics support to initiate, mobilise, and sustain a response; these personnel comprise:<br>• 1 senior oil spill response manager<br>• 1 oil spill response manager<br>• 15 oil spill response specialists / oil spill responders<br>• 1 logistics service branch coordinator.<br>Technical advisors and additional response personnel may be provided at CAPL's request and OSRL's discretion.<br>**Equipment and Services**:<br>Equipment will be mobilised from the most appropriate location to provide the most timely and effective response, and includes:<br>• wide range of packaged equipment suited to various spill scenarios, including dispersant and aerial dispersant application systems, with global access to ~5000 $m^3$ of dispersant<br>• global aerial dispersant coverage (using various aerial platforms and application systems)<br>• logistics support<br>• oil spill modelling and access to satellite imagery.<br>OSRL own, store, and provide the incident owner with the capping stack and dispersant toolkit, which are located at their four bases around the world. OSRL also provide the communications with Oceaneering and Trendsetter. Note: OSRL only provides communications with these companies when OSRL owns the equipment ordered; therefore, if CAPL uses the AMOSC SFRT from Oceaneering in Jandakot, OSRL will provide no contact or |

| Support Agency | Support Services |
|---|---|
| | communication with Oceaneering for the equipment, as this is owned by AMOSC – see above.<br>To facilitate a "call-out" of subsea capping services from OSRL, 4 documents must be provided to OSRL :<br>1. Initial Mobilisation Form :<br>2. Oil Spill Notification Form:<br>3. Subsea Response Equipment Selection and Configuration Form:<br>4. Deployment Indemnity Form :<br>Refer to activity-specific SCERPs for further details. |
| RPS Group | **RPS Modelling Duty Officer – 0408477196**<br>Refer to the Activate Oil Spill Modelling Request Procedures (Appendix E, Ref. 56) for a quick reference guide for activating spill response modelling procedures with RPS Group.<br>CAPL has an agreement in place with RPS Group to allow rapid marine hydrocarbon spill modelling capability to be activated at any time during activities, for Level 2–3 spills.<br>AMOSC can also run modelling on behalf of CAPL, if required, as part of contracting arrangements with RPS Group |
| Aircraft providers | CAPL has contracts in place with various aviation providers including Bond Aviation, Cobham Aviation, and other specialist companies. Details of contracted companies are available from CAPL's aviation department. |
| Vessel providers | CAPL has contracts in place with various marine providers including Mermaid Marine, Svitzer Towage, and other specialist companies. Details of contracted companies are available from CAPL's marine department. |
| Operational and scientific monitoring providers | These providers deliver the activated operational and scientific monitoring plans for the duration of the monitoring programs. The services from these providers include operational readiness to enable fast deployment of personnel and resources during a response. |

Table 3-3 outlines when these external resources may be mobilised, in line with the severity of the spill.

**Table 3-3: Activation of External Response Resources**

| Emergency Response Organisation | Level 1 | Level 2 | Level 3 |
|---|---|---|---|
| Worldwide Emergency Response Resources | | | |
| AMOSC | | | |
| WA DoT | | | |
| AMSA | | | |
| OSRL | | | |
| WA DBCA | | | |

*Key:*

| | | | | | |
|---|---|---|---|---|---|
| | *Mobilised* | | *Possibly or partially mobilised* | | *Not likely to be mobilised* |

### 3.3.3 Equipment Availability

CAPL's ABU Oil Spill Equipment Register (Ref. 11) provides CAPL spill responders with an accurate listing of the equipment type and quantity available, and its storage location. The register also includes equipment from other providers that CAPL has access to, including from AMSA, AMOSC, WA DoT, and OSRL.

The register is used in conjunction with this OPEP; however, it is maintained separately to ensure it is current.

Equipment maintained at three strategic locations (Barrow Island, Onslow and Dampier) undergoes scheduled maintenance on an annual basis. Maintenance is carried out by AMOSC and monthly status reports are provided to Chevron to indicate the availability and status of equipment.

**Table 3-4: Capability – Emergency and On-Scene Management**

| Response Activity | CAPL | | Support Agency and Contractor | | Termination Criteria |
|---|---|---|---|---|---|
| | Capability | Implementation Time* | Capability | Implementation Time* | |
| **Emergency Management** | **Processes** | | | | |
| | • Relevant ERP (as per Table 1-2 in Section 1.3), which will be one of:<br>– Wheatstone Upstream ERP (Ref. 16)<br>– Barrow Island ERP (Ref. 18)<br>• OSRM (Ref. 15)<br>• IMGs | Within 2 hours | • AMOSPlan (Ref. 25)<br>• NATPLAN (Ref. 1)<br>• State Hazard Plan – MEE (Ref. 3) | Within 6 hours | Response operations have ceased |
| | **Facilities and Equipment** | | | | |
| | • Wheatstone Upstream Platform ECC<br>• Wheatstone Downstream LNG Plant ECC<br>• Barrow Island ECC<br>• Perth ECC | Within 2 hours | Not applicable (N/A) | N/A | N/A |
| | **Personnel** | | | | |
| | • Wheatstone Platform EMT (Level 2)<br>• Barrow Island EMT (Level 2)<br>• Wheatstone LNG Plant EMT (Level 3)<br>• PEMT (Level 3)<br>• CAPL Support Team | Within 2 hours | • Chevron Regional and Worldwide Response Teams (remote assistance)<br>• AMOSC Advisors<br>• NATPLAN Advisors | Within 12 hours | Response operations have ceased |
| **On-Scene Management** | **Processes** | | | | |
| | FOGs, including:<br>• Standard operating procedures (SOPs)<br>• TRGs | Within 12 hours | N/A | N/A | N/A |
| | **Equipment** | | | | |
| | • CAPL spill response equipment stock (at Wheatstone LNG Plant, Barrow Island, and Dampier) | Within 24 hours | • NATPLAN stocks (Exmouth, Dampier/Karratha, Onslow)<br>• AMOSC equipment (Exmouth, Perth, Geelong) | Within 24 hours | Response operations have ceased |
| | **Personnel** | | | | |
| | • Wheatstone LNG Plant ORT<br>• Barrow Island ORT | Within 12 hours | • AMOSC Core Group<br>• State/National Response Team | Within 24 hours | Response operations have ceased |

** For this table, CAPL minimum implementation time commences from when the EMT is mobilised and set up in the Emergency Command Centre (ECC). Support Agency and contractor minimum implementation time commences from when the support agency or contractor is activated by the EMT.*

## Table 3-5: Environmental Performance – Emergency Management

| Environmental Performance Objectives(s) | Environmental Performance Standard(s) | Measurement Criteria |
|---|---|---|
| EPO E1 – Manage personnel and resources through a systematic planning process with competent personnel to protect identified environmental values and sensitivities | **Emergency Management** | |
| | E1a) CAPL EMT will ensure operational and scientific monitoring is initiated during the initial IAP process. | Records show CAPL EMT initiated operational and scientific monitoring during the initial IAP process. |
| | E1b) CAPL EMT will ensure initial response is conducted in accordance with planned strategies and strategic NEBA protection priorities as outlined in this OPEP. | Records show CAPL EMT ensured initial response was conducted in accordance with planned strategies and strategic NEBA protection priorities as outlined in this OPEP. |
| | E1c) CAPL EMT will undertake incident management, including IAP development for each operational period, in accordance with the relevant ERP(s) to identify at-risk values and sensitivities; select response objectives, options, and tactics; and allocate resources to implement agreed response objectives, options, and tactics. | Records show CAPL EMT undertook incident management, including IAP development for each operational period, in accordance with the relevant ERP(s) to identify at-risk values and sensitivities; select response objectives, options, and tactics; and allocate resources to implement agreed response objectives, options, and tactics. |
| | E1d) CAPL EMT will ensure an operational NEBA is conducted during development and review of IAPs. | Records show CAPL EMT ensured an operational NEBA was conducted during development and review of IAPs. |
| | E1e) CAPL EMT will ensure the response is terminated in consultation with the relevant Jurisdictional Authority as defined in this OPEP. | Records show CAPL EMT ensured the response was terminated in consultation with the relevant Jurisdictional Authority as defined in this OPEP. |
| | E1f) IAPs and operational NEBAs will be developed daily, or at a frequency determined by the incident Commander (IC). | Records show that IAPs and operational NEBAs were developed daily, or at a frequency determined by the IC. |
| EPO E2 – Develop, implement, and maintain emergency response arrangements to ensure continued preparedness for emergency events and assure the ability to implement a response | **Emergency Preparedness** | |
| | E2a) CAPL will complete an annual capability verification of trained personnel to ensure identified response capability is maintained. | Records show CAPL completed an annual capability verification of trained personnel to ensure identified response capability is maintained. |
| | E2b) CAPL will complete an annual capability verification of drills and exercises to ensure identified response capability is maintained. | Records show CAPL completed an annual capability verification of drills and exercises to ensure identified response capability is maintained. |
| | E2c) CAPL will develop, implement, maintain, and annually test contract arrangements for access to third-party service providers and logistics capability, as detailed in Table C1 of this OPEP. | Records show CAPL has developed, implemented, maintained, and annually tested contract arrangements for access to third-party service providers and logistics capability as detailed in Table C1 of this OPEP. |

# 4 External Notification and Reporting

The **EMT Liaison Officer** is **responsible for coordinating all external notifications and reporting**. This task may be delegated to other appropriate members of the EMT, at the discretion of the Liaison Officer and/or IC. Table A1 lists suitable EMT positions that may assist the Liaison Officer with notifications.

Figure 4-1 shows the process for determining the appropriate external notification and reporting requirements for this OPEP. Appendix A lists additional information for external notification and reporting, including relevant legislation and responsible parties, and has links to spill notification and reporting forms. Notifications and reporting should be undertaken by the IC in the EMT (or delegate).

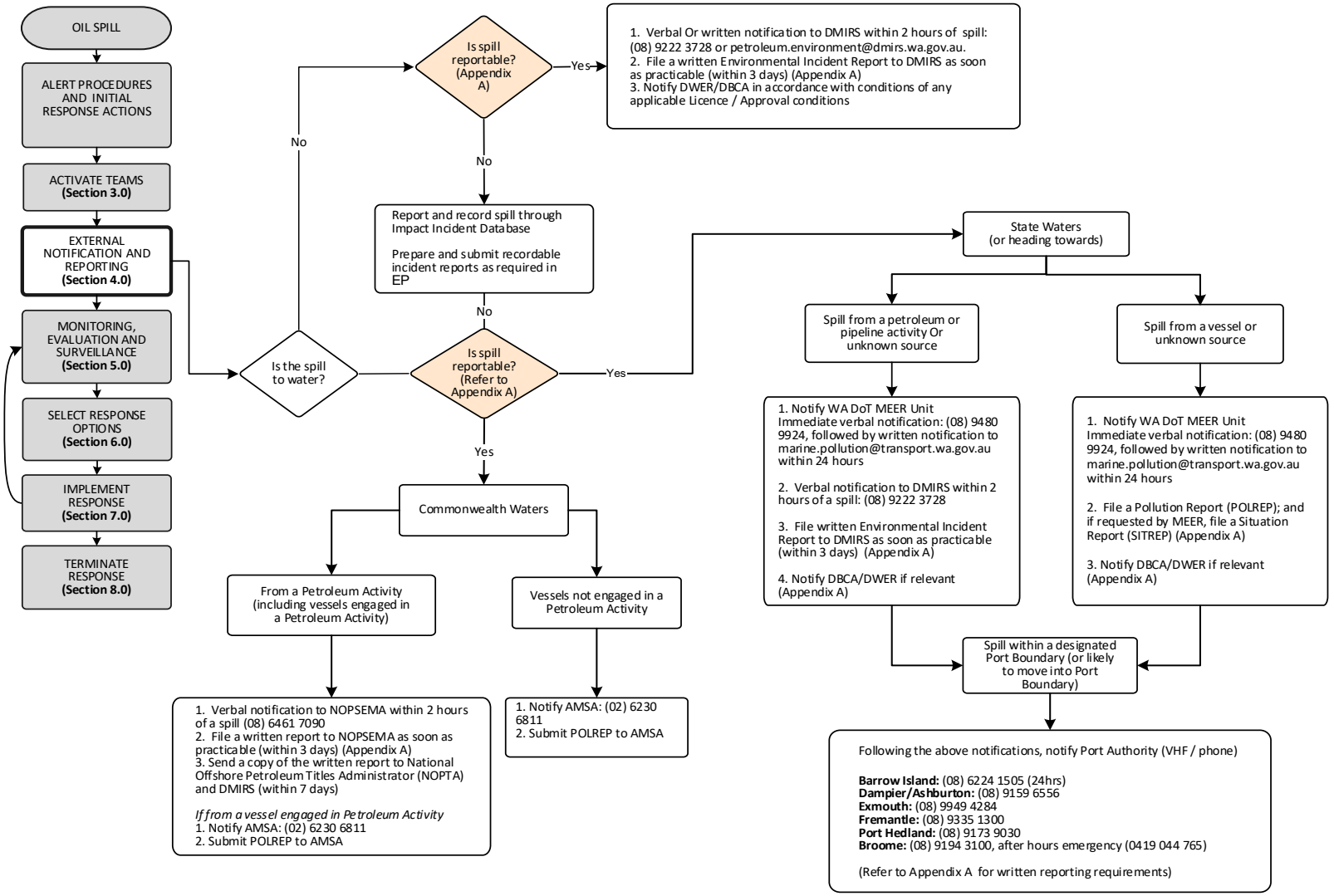



**Figure 4-1: External Notification and Reporting Guide**

# 5 Monitoring, Evaluation, and Surveillance

**Table 5-1: EMT Information for MES – Objective, Initiation Criteria, and Termination Criteria**

| | |
|---|---|
| **Objective** | To acquire and maintain situational awareness and assess the effectiveness of response options during a spill event to inform EMT decision-making. This strategy will be implemented continuously for all types of spills. |
| **Initiation criteria** | To commence for every spill to water as soon as the spill occurs. This may range from very simplistic visual observation only, through to more involved monitor and evaluate tactics. |
| **Termination criteria** | • For visible oil observation, when the spill is no longer visible to surveillance personnel. Specifically, a 'silvery/grey' sheen, as defined by the Bonn Agreement Oil Appearance Code (BAOAC), is no longer observable; or<br>• For subsurface oil observation, when subsurface plume is no longer detected using fluorometry; and<br>• Agreement is reached with Jurisdictional Authorities (i.e. AMSA/DoT) and stakeholders to terminate the incident response. |

## 5.1 Overview

Oil spill MES is important for anticipating resources at risk of exposure, directing response resources, and evaluating the effectiveness of response techniques. Accurate, timely, and ongoing information about a spill's location, extent, and movement is critical to spill response decision-making and provides ground-truthing of spill trajectory modelling.

MES should be conducted throughout the response duration, potentially along with other response options, as determined by the process outlined in Section 6. MES of an oil spill helps determine whether further action is required; helps inform the decision-making for prioritising the protection of sensitive receptors; and provides valuable information for conducting NEBA, coordinating other response options, and continually assessing the effectiveness of those spill response options.

## 5.2 Tactics

This OPEP includes MES tactics that may be used to evaluate the parameters and potential trajectory of the spill. One or more of these tactics may be used:

- **Fate and Weathering Modelling (FM**) – uses computer modelling and computational techniques to estimate the weathering of an oil spill
- **Trajectory Modelling (TM)** – uses computer models and computational techniques to estimate the speed and direction of movement, weathering spread patterns, and impacts of an oil spill
- **Tracking Buoy Deployment (TB)** – uses a buoy deployed to the water surface to track an oil slick's movement
- **Visual Observation (from aircraft and/or vessels) (VO)** – trained observers on aircraft or vessels use standard references to characterise oil slicks. VO is the most common surveillance and reconnaissance tactic
- **Remote Sensing (RS)** – uses remote sensing technologies to identify oil slicks.

The OSMP (Ref. 8) is triggered when initiation criteria for the various assessment components are met. Those MES tactics associated with protecting environmental receptors are addressed in the OSMP, and include:

- oil characterisation
- chemical dispersant efficacy assessment
- oil in water assessment
- oil in sediment assessment
- rapid (oiled) shoreline assessment
- rapid seabird and shorebird assessment
- rapid marine megafauna assessment
- fish tainting assessment.

Initiation and termination triggers for those tactics are detailed in the OSMP.

Figure 5-1 outlines the process for selecting MES tactics. If multiple tactics are applicable and feasible, they should be implemented.

Table 5-2 lists environmental performance objectives, standards, and measurement criteria. The resource capability required to implement this strategy is included in Appendix C (Table C1), which outlines the spill response capabilities and arrangements that CAPL has in place across the business.

## 5.3 Implementation

Table B1 (in Appendix B) guides the ORT, IEMT, and EMT on tasks and responsibilities that should be considered when implementing this response strategy. The IC is ultimately responsible for implementing the response and therefore, depending on the circumstances of the spill, they may determine that some tasks be varied, should not be undertaken, or should be reassigned.

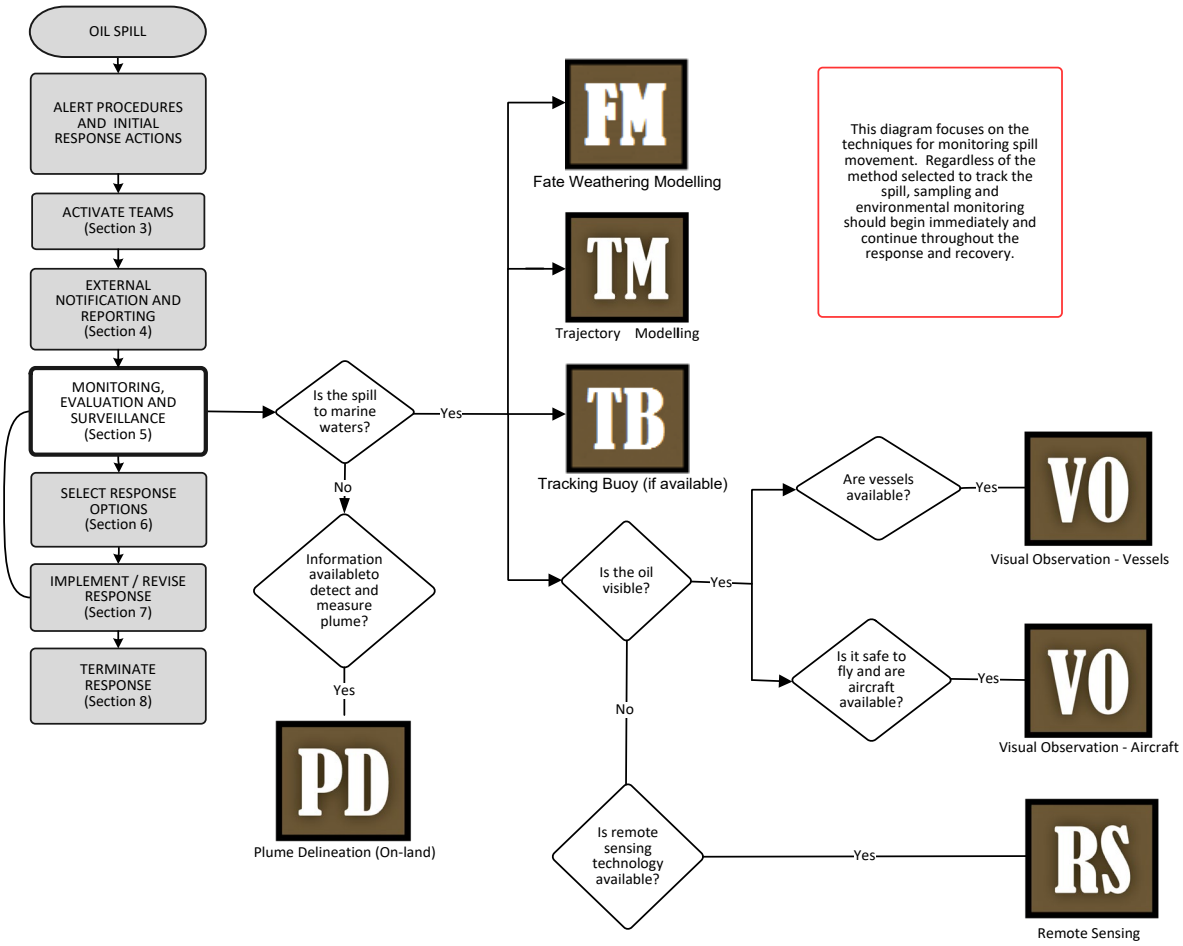



**Figure 5-1: Monitoring, Evaluation, and Surveillance Decision Guide**

*Note: This decision guide helps identify applicable and feasible MES tactics. If multiple tactics are applicable and feasible, they should be implemented.*

**Table 5-2: Environmental Performance – MES**

| Environmental Performance Objective(s) | Environmental Performance Standard(s) | Measurement Criteria |
|---|---|---|
| EPO E3 – Manage and inform emergency event decision-making and resource allocation to protect identified environmental values and sensitivities by providing daily MES data to EMTs | **Monitor, Evaluation, and Surveillance (MES)** | |
| | E3a) CAPL EMT will conduct trajectory modelling to determine fate and behaviour of a spill within 3 hours of EMT activation. | Records show CAPL EMT conducted trajectory modelling to determine fate and behaviour of a spill within 3 hours of EMT activation. |
| | E3b) CAPL ORT will deploy tracking buoy (for spills originating at the Wheatstone Platform) within 2 hours of EMT activation. For spills originating from other locations, the CAPL ORT will deploy tracking buoy within 6 hours of EMT activation. | Records show CAPL ORT deployed tracking buoy within 2 hours of EMT activation for spills originating at the Wheatstone Platform and within 6 hours of EMT activation for spills originating from other locations. |

| Environmental Performance Objective(s) | Environmental Performance Standard(s) | Measurement Criteria |
|---|---|---|
| | E3c) CAPL EMT will conduct aerial surveillance with trained personnel to track and quantify surface and shoreline oil within 8 hours of EMT activation. | Records show CAPL EMT conducted aerial surveillance with trained personnel to track and quantify surface and shoreline oil within 8 hours of EMT activation. |
| | E3d) If shoreline contact is predicted, CAPL will undertake shoreline assessment with at least one trained oil spill responders within 12 hours of receipt of the modelling predicting shoreline contact | Records show CAPL ORT undertook shoreline assessment with at least one trained oil spill responders within 12 hours of receipt of the modelling predicting shoreline contact |
| | E3e) CAPL EMT will use the Upstream and Gas Oil Spill Response Planning Guidance: Appendix B Response Tactics Guide (Ref. 26) to identify and quantify surface and shoreline oil during training, exercises, and MES operations. | Records show CAPL EMT used the Upstream and Gas Oil Spill Response Planning Guidance: Appendix B Response Tactics Guide (Ref. 26) to identify and quantify surface and shoreline oil during training, exercises, and MES operations. |
| | E3f) CAPL will conduct aerial surveillance daily to direct offshore, nearshore, and onshore response operations to surface and shoreline oil in accordance with authorised IAP. | Records show CAPL conducted aerial surveillance daily to direct offshore, nearshore, and onshore response operations to surface and shoreline oil in accordance with authorised IAP. |
| | E3g) CAPL will annually review spill response arrangements, as detailed in Table C1 of this OPEP, to demonstrate capability, logistics and timeframes remain valid. | Records show CAPL has annually reviewed spill response arrangements, as detailed in Table C1 of this OPEP, to demonstrate capability, logistics and timeframes remain valid. |

# 6 Response Option Strategy Selection

Not all response options and tactics are appropriate for every oil spill. Different oil types, spill locations, and volumes require different response options and tactics (or a combination of these) to be effective. The response strategies chosen will be subject to their ability to be executed safely and effectively. Any timeframes given for implementing response strategies are always subject to suitable conditions being available to safely implement the strategy.

This OPEP incorporates all response options and tactics that may be appropriate for the credible spill scenarios presented in the individual EPs. The response option selection process described in this Section (and outlined in Figure 6-1) considers the specific spill parameters when deciding which spill response options and tactics to implement. The EMT takes the lead role in selecting response options and tactics.

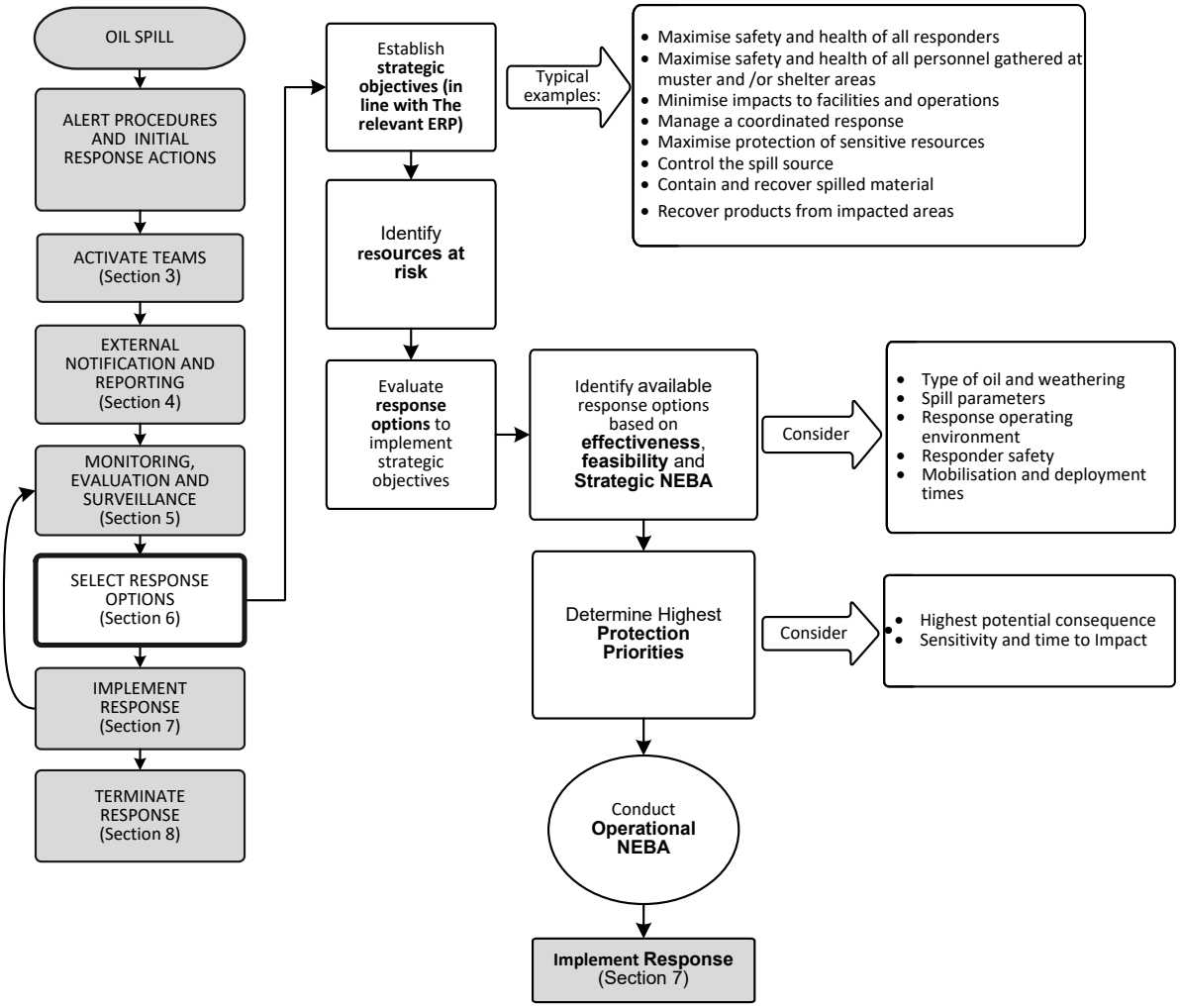



**Figure 6-1: Response Option Selection Process**

## 6.1 Response Objectives

For spills where CAPL is the Control Agency, the response objectives are to develop and implement appropriate and effective response strategies that are commensurate to the scale, nature, and risk of the spill. Incident objectives will be set in an objectives meeting, to be held within the first operational period.

Guidance on how to draft and test these objectives is detailed in ABU ERP (Ref. 14).

## 6.2 Implementation Timing

The time to implement each response option detailed in Section 6.5 varies depending on the initial and ongoing response requirements.

Where minimum implementation times are outlined in this OPEP (including within performance standards), they are based on these assumptions:

- For the purposes of this OPEP, implementation is defined as when mobilisation (of people, equipment, or third-party contractors) has commenced for the core activity described.
- If an emergency occurs where human safety is at risk, minimum implementation times may vary.
- For safety and efficiency reasons, oil spill response operations will not be conducted at night. Therefore, implementation times are considered paused during night-time hours (e.g. if an incident is reported at 1700 hours and the sun sets at 1800, only one hour of 'implementation time' is considered to have elapsed until sunrise the following day).

Factors outside of CAPLs control (e.g. weather) may affect activation, mobilisation, and implementation times.

## 6.3 Identification of Resources at Risk

Effective planning and implementation of the strategic objectives requires that sensitive environmental receptors are identified and then prioritised for protection. CAPL's Oil Spill Protection Prioritisation Process (Ref. 32) describes the manner in which ecological and socioeconomic receptors are assessed and assigned a sensitivity ranking which generally aligns with the process utilised by the WA DoT.

The document describes the background and method for identifying ecological and social protection priorities in relation to potential oil spill impacts from CAPL's north west shelf operations. Prioritising the importance of receptors helps to determine response needs for an oil spill. Understanding the presence of these receptors, how they are affected by hydrocarbons, why they are important, and how to effectively protect them is a crucial step in oil spill preparedness. The activity specific EP's consider the protection priorities that fall within the activity specific spill scenario EMBA to guide the strategic direction of the response through informing decisions made around tactical planning and response option selection.

The identification and prioritisation of resources at risk also assist's with the development of other oil spill planning tools, such as Strategic and Operational NEBAs and tactical response guides.

## 6.4 Net Environmental Benefit Analysis (NEBA)

NEBA is way to compare the net environmental benefits associated with multiple management alternatives. With specific reference to oil spills, NEBA is the process of considering advantages and disadvantages of different spill response options (including no response) to arrive at a spill response decision that results in the lowest overall environmental and social impacts. NEBA is undertaken throughout an emergency response and involves four main steps (Figure 6-2). The process identifies sensitive environmental receptors and prioritises those

receptors for protection so that the strategic objectives of the response can be established.

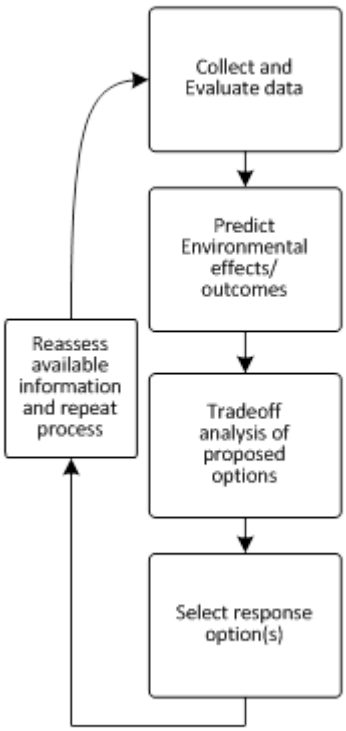



**Figure 6-2: Main Steps in NEBA Process**

### 6.4.1 Strategic NEBA

Selecting the response strategies to use often involves making trade-offs (e.g. health and safety, feasibility, flexibility, effectiveness), based on which environmental receptors should receive priority protection. A strategic NEBA is undertaken in the planning phase (pre-spill)—its objectives are to select appropriate response control measures to support the development of the OPEP and to identify the response options available in the 'response toolbox'.

This OPEP services multiple EPs with differing spill scenarios, EMBAs and worst-case impacts (including maximum shoreline loadings, length of shoreline contacted, and surface exposure). As such, it is not feasible to develop multiple individual strategic NEBAs to cover all scenarios assessed in the EPs. Rather, using a holistic EMBA described in the ABU Protection Prioritisation document (Ref. 32), multiple strategic NEBAs (Appendix E, Ref. 60) were completed using generalised scenarios and oil types applicable to CAPL activities and operations. Hydrocarbons represented in the worst credible spill scenarios within activity specific EPs were grouped into oil types as defined by the International Tanker Owners Pollution Federation Ltd (ITOPF) classification system:

- Group 1 – Including Iago, Wheatstone, and Jansz condensate; Wheatstone trunkline fluids; and Wheatstone flowline fluids
- Group 2 – Including MDO, Gorgon condensate, Barrow Island crude and Gorgon/Jansz mixed trunkline fluids
- Group 3/4 – Including HFO and IFO (depending on blend).

The strategic NEBAs were developed considering a spill of each oil type within the combined EMBA and all possible response strategies identified as applicable, as per the EPs. After considering the benefits and drawbacks of each response option on the ecological, social, and economic receptors in the combined EMBA, the response options that were determined to minimise the impacts to the environment and people were pre-selected. A summary of the outputs of the Strategic NEBAs, which represents CAPLs identification of preliminary response options, are outlined in Table 6-1.

The strategic NEBAs and associated preliminary identification of response options (Section 6.5) will guide the initial response by the EMT and ORT once they are activated and mobilised. Once the IAP cycle commences, an operational NEBA will be conducted for each operational period using information obtained from MES to inform response option decision-making, with response option selection and implementation updated accordingly.

### 6.4.2 Operational NEBA

Operational NEBA will be conducted throughout the response. Operational NEBA considers the overall incident objectives—determined at the time of a spill—and the feasibility and effectiveness of the response options in the operating environment. The Planning Section in the EMT will lead the NEBA process and document the outcomes. Key steps for undertaking an operational NEBA are summarised in Figure 6-3.

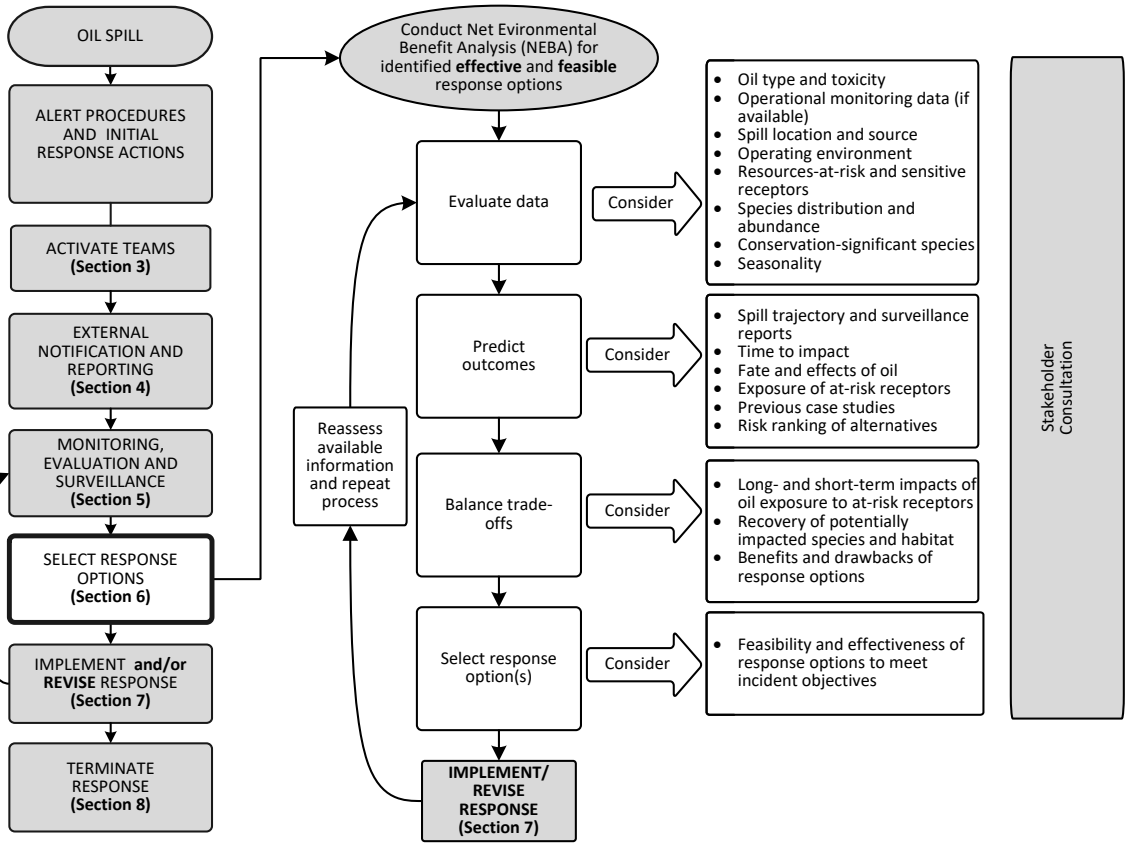



**Figure 6-3: Operational NEBA Process**

## 6.5 Preliminary Response Option Identification

A pre-spill strategic NEBA (Appendix E, Ref. 61) was completed to identify the potential net environmental benefit to key sensitive receptors associated with implementing potential spill response options. Table 6-1 summarises the outcomes of the strategic NEBA process and outlines response options that may result in a net environmental benefit based on the generalised hydrocarbon spill scenarios. Given the broad scale of the strategic NEBA, it is particularly important that during a response, the EUL in the EMT ensures a spill response operational NEBA is conducted using the most up-to-date information available.

Primary response options are the principal methods that were assessed to have a net environmental benefit of managing the spill. Additional secondary (contingency) response options are those that may be used to supplement the primary response option or that may be appropriate under specific circumstances

In an emergency event, consider the results from preliminary screening within the context of specific spill parameters when deciding which spill response options and tactics to implement.

## Table 6-1: Preliminary Screening of Event Response Options

*Note: Factors that can vary or change the outcomes of the results of the preliminary screening include hydrocarbon characteristics, environmental conditions, safety considerations, proximity to shore, and the outcomes of an operational NEBA.*

| Strategy | Group 1 Hydrocarbons | Group 2 Hydrocarbons | Group 3/4 Hydrocarbons |
|---|---|---|---|
| **Source Control** | **Primary Response Option** – Source Control is the primary response option for pipeline and drilling-related emergency spill scenarios. Source control activities will occur in a staged approach, commencing with shut-in or SFRT (debris clearance), capping stack, and relief well drilling. | **Primary Response Option** – Source Control is a primary response for pipelines and vessel-based spills. Options include engineering controls aboard the vessel and/or assistance from alternative support vessels. | |
| **Monitor, Evaluate, and Surveillance** | **Primary Response Option** – MES is applicable and helpful in all spill events. This strategy has several tactics (e.g. tracking buoys, aerial surveillance) and is scalable according to the nature and scale of a spill. NEBA will always support implementing MES given the clear benefits in maintaining situational awareness throughout the duration of a spill event and because there are few or no environmental impacts associated with its implementation. This strategy intentionally duplicates some tools outlined in the OSMP (Ref. 8). | | |
| **Assisted and Natural Recovery** | **Primary Response Option** – Natural Recovery and Assisted Natural Recovery is an effective response to reduce spill volume through natural weathering (e.g. evaporation) and fate processes. Assisted natural recovery is highly effective for Group 1 oils, and mechanical assistance (e.g. propeller wash) can help increase the natural recovery rates of Group 2 oils. | | **Not Recommended**[1] – Due to the persistent nature of HFO/IFO, natural recovery is not an appropriate response. |
| **Subsea Dispersant Injection (SSDI)** | **Primary Response Option** – If a source control option is used for a LOWC event, SSDI may be used to remove volatiles and disperse the hydrocarbons within the water column before they reach the surface. Dispersibility tests completed under laboratory conditions indicate that dispersants may be effective on fresh Gorgon, Jansz, and Wheatstone products over a 1- to 2-day window; however, dispersant application should be carried out in parallel with OSMP effectiveness monitoring. | | **Not applicable to surface spills** |
| **Surface Dispersant Application**[2] | **Secondary Response Option** – Generally, CAPL's Group 1 hydrocarbons are very light and will spread into a thin layer when on the sea surface. In the event of a continuous release of a Group 1 hydrocarbon surface application is possible and can be an effective technique to support increased entrainment of persistent components. This is supported by dispersibility tests on fresh CAPL products over a 1- to 2-day window. | Discharges of Group 2 oils may either be continuous (e.g. Jansz LOWC) or instantaneous (e.g. MDO / BWI Crude spill). The application of surface dispersant for each will vary:<br>**Continuous – Secondary Response Option** – Refer to Group 1 justification<br>**Instantaneous – Not Recommended** – Instantaneous Group 2 oils (e.g. diesel) have high natural spreading, dispersion, and evaporation rates in the marine | **Not Recommended** – In most cases the use of dispersant on a Group 3 / 4 hydrocarbon spill will be neither effective nor feasible due to its persistent nature and the properties of the oil as it weathers (increased viscosity and pour point). After 24-48 hours on the surface, Group 3 / 4 hydrocarbons become weathered, inhibiting the effectiveness of the dispersant to reduce the surface tension in the oil/water interface and thus disperse the oil. Consequently, the window of opportunity to use dispersant is narrow and in |

| Strategy | Group 1 Hydrocarbons | Group 2 Hydrocarbons | Group 3/4 Hydrocarbons |
|---|---|---|---|
| | However, for spill events that are limited in duration (e.g. pipeline rupture) it is unlikely that a surface dispersant application technique can be implemented prior to hydrocarbons naturally dispersing to thin sheens (and small surface concentrations) and prior to the hydrocarbon weathering to a point where efficacy is significantly reduced.<br>If a NEBA confirms chemical dispersants have the potential to provide an effective response, they may be used where the response option meets technical requirements (e.g. CAPL-preferred dispersants, >20 m water depth, approvals in place – see Section 7.3 for more information). Dispersibility tests completed under laboratory conditions indicate that dispersants may be effective on fresh Gorgon, Jansz, and Wheatstone products over a 1- to 2-day window; however, dispersant application should be carried out in parallel with OSMP effectiveness monitoring. | environment. It is likely that the oil on the surface will be too thin, resulting in the dispersant "punching" through the thin layer of oil.<br>Application in these conditions would introduce more chemicals into the marine environment, for little to no benefit. | most scenarios it is not feasible to mount an effective response using surface dispersant application before the oil becomes too weathered for the dispersant to be effective.<br>**Continuous – Secondary Response Option** – Note that there may be scenarios where Group 3 / 4 hydrocarbons are lost to the marine environment over a prolonged period (e.g. slow leak from ruptured tank), allowing for surface dispersant application on the fresh oil. In these scenarios, surface dispersant application may be applicable when other more effective response options (e.g. Containment and Recovery) are not possible and some dispersants approved for CAPL use will be effective on different Group 3 / 4 hydrocarbons if applied to the fresh oil. Due to the persistent and viscous nature of this product, it is expected that repeated application and / or increased dispersant dosage ratios will be required to achieve the recommended treatment rate of dispersant. Consideration should be given to any impacts this may cause on sub-surface receptors and the location of spraying.<br>CAPL recommends **not applying dispersant within the 20 m bathymetry contour** to avoid sensitive receptors, unless exceptional circumstances exist and NEBA confirms a net environmental benefit, and if the response option meets OSRM (Ref. 15) requirements.<br>Monitoring and evaluation of surface dispersant application effectiveness and ecological impacts should continue before and throughout the response operation. |

| Strategy | Group 1 Hydrocarbons | Group 2 Hydrocarbons | Group 3/4 Hydrocarbons |
|---|---|---|---|
| **Containment and Recovery** | **Secondary Response Option** – Group 1 and 2 hydrocarbons are volatile and rapidly spreading products. Containment and recovery of these products is likely to be inefficient and resource intensive.<br>When used in conjunction with other response strategies, containment and recovery can provide a beneficial supporting strategy that targets patches of weathered hydrocarbons to reduce the hydrocarbon volumes available to impact the shoreline. These activities will generally target swathes / patches of weathered surface hydrocarbons not targeted by other offshore response techniques. | | **Primary Response Option** – Given the high persistence and low natural dispersion of HFO/IFO, containment and recovery is a primary response option for all Group 4 hydrocarbon spills. Mobilisation of containment and recovery resources (internal and external) should occur as soon as possible after the incident occurs. |
| **Shoreline Protection and Deflection** | **Primary Response Option** – Shoreline Protection and Deflection is a primary response option for all nearshore spills. In this response option, booming systems physically block or deflect the oil to reduce the impact to shorelines and sensitive environments. Decisions for protection priorities will initially be established by the EMTs (Asset and Perth) and consider aspects such as resource importance, likelihood of impact, time to impact, availability of resources, and accessibility. Shoreline protection and deflection activities would involve mobilising personnel and equipment to remote coastal environments, which may result in physical disturbance to intertidal and shoreline habitats. An Operational NEBA should be completed prior to the response been implemented to demonstrate there would be an overall benefit to receptors. | | |
| **Shoreline Clean-up** | **Primary Response Option** – Shoreline Clean-up occurs after impact; however, preparations for shoreline clean-up should be made as soon as predictions indicate a possible shoreline impact. DoT IC (as Control Agency) approval is required before commencing shoreline clean-up in State Waters. Pre-oiled shoreline assessments should also be carried out as part of this tactic to evaluate shoreline conditions before impact, establish shoreline segments, remove natural debris, set clean-up priorities, and identify suitable tactics. Shoreline clean-up activities would involve mobilising personnel and equipment to remote coastal environments, which may result in physical disturbance to intertidal and shoreline habitats. An Operational NEBA should be completed prior to the response been implemented to demonstrate there would be an overall benefit to receptors. | | |

*1. This information shouldn't contravene an operational NEBA that demonstrates there is a net environmental benefit to leaving oil in situ rather than recovering – eg HFO in mangroves*

*2. During a response to either a shipping or offshore petroleum activity MOP incident in State waters, regardless of source, the use of dispersants requires the written consent of the State.*

Further detail on the implementation tactics of these response options can be found in Appendix B of this OPEP, the Upstream and Gas Oil Spill Response Planning Guidance: Appendix B: Response Tactics Guide (Ref. 26), and the OSRM (Ref. 15).

# 7 Implement Response

This Section describes the implementation of response option(s) selected using the process described in Section 6. All response options that may be implemented in the event of a spill associated with CAPL operations and activities are included in this Section (Figure 7-1). Only those deemed appropriate for the spill incident (refer to the response option selection process outlined in Section 6) will be implemented.

MES will occur throughout the response activity to inform the effectiveness of the response options selected.

Each response option section is structured to include:

- objective, implementation and termination criteria
- an overview of the response option
- a summary of tactics for implementation

An Implementation Guide for each response option, which comprises task checklists for relevant EMT positions and response team to consider (if relevant to the spill incident and parameters), is provided in Appendix B. The tasks and responsibilities described in these checklists are to guide response teams. Depending on the nature and scale of the spill and the specific spill parameters, the IC may determine that some tasks be varied, should not be undertaken, or that responsibilities be reassigned.

Further and more detail on implementing the response options can be found in the Upstream and Gas Oil Spill Response Planning Guidance: Appendix B: Response Tactics Guide (Ref. 26) and the OSRM (Ref. 15).

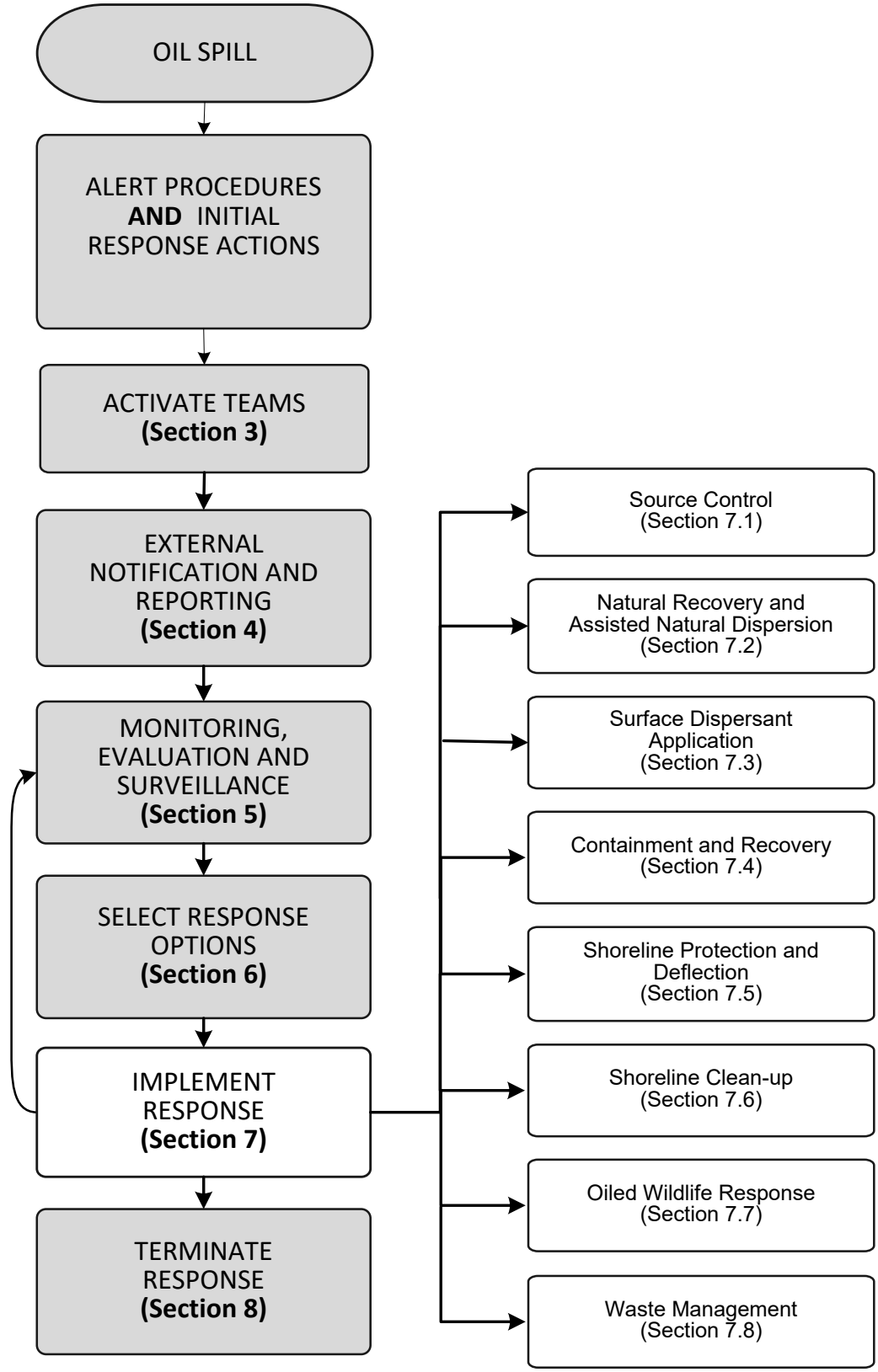



**Figure 7-1: Response Option Implementation**

## 7.1 Source Control

**Table 7-1: EMT Information for Source Control – Objective, Initiation Criteria, and Termination Criteria**

| | |
|---|---|
| **Objective** | The objective of source control is to reduce the amount of product released to the environment, thereby minimising the environmental impact. It is the initial action for all emergency events (vessel, well, or pipeline) and implemented where possible, but the intent is primarily for a LOWC incident. In these instances, source control is implemented by installing subsea equipment (capping stack or blowout preventer [BOP]) at the wellhead and/or relief wells. |
| **Initiation criteria** | Source control is initiated for any emergency event where the source of the hydrocarbon spill can be controlled, reduced, or stopped (including, but not limited to, Level 2–3 LOWC, pipeline rupture, or vessel spill). |
| **Termination criteria** | When flow from the source has been fully controlled (e.g. successful capping stack engagement or relief well intersection and well kill) and/or agreement has been reached with the jurisdictional authority relevant to the spill to terminate the response. |

### 7.1.1 Overview

Source control is the primary response option for drilling-related emergency spill scenarios. It involves stopping the discharge of hydrocarbons from the source of the spill, which may be from a vessel or subsea well.

If the source of the spill is a vessel, then the vessel owner is responsible for undertaking source control, as per its Shipboard Oil Pollution Emergency Plan (SOPEP).

If the source of the spill is a LOWC or well blowout, then source control typically involves subsea well intervention, which includes the methods outlined below. Note: SSDI may be used for a LOWC event. Because subsea dispersant application is a component of a source control response, it is included as a source control response activity and is not described in other sections of this OPEP.

### 7.1.2 Tactics

Source control is the initial action for all emergency events and is described in the vessel response procedures and/or platform/trunkline/flowline isolation/facility emergency operating procedures and therefore is not fully described in this OPEP as part of the initial response activities. Table 7-2 lists the criteria for implementing source control for LOWC and vessel incidents.

#### 7.1.2.1 LOWC Tactics

The activity-specific SCERPs will be the primary response procedure used to plan and respond to a LOWC event. The body of the main document provides information on the consistent aspects of a source control response, such as addressing arrangements for the provision of Source Control EMT personnel and detail the logistics, mobilisation, and transport of key LOWC equipment (such as SFRT, capping stack, MODU etc). Appendices to the document will provide more activity / well specific information for implementing the source control strategies (e.g. capping stack plans and well specific relief plans).

This document outlines further documents and resources that would be used by the Source Control Branch to plan and mobilise all applicable source control strategies.

The source control strategy involves applying industry-accepted subsea well intervention methods to cap, contain, and kill the well. The methods outlined below are strategies available to CAPL for a LOWC source control response.

**Subsea First-response Toolkit (SFRT)**

This Toolkit provides the capability to assess the well site and prepare the well and surrounding area for installing the capping stack. The SFRTs comprise three sets of equipment, designed to address specific aspects of the source control incident:

- **Debris Clearance:** This contains equipment for site surveys (to obtain a clear understanding of the site, even in low or zero visibility) and an array of debris removal equipment to allow the site to be cleared to make room for the larger equipment required. Debris clearance will be performed from a vessel with work-class remotely operated vehicles (ROVs) and a crane, all of which will be provided by CAPL independently of the SFRT.
- **Blowout Prevention (BOP) Intervention System:** Once sufficient debris has been cleared from the incident site to allow access to the BOP and well, BOP intervention will be performed to attempt to function the BOP and isolate or reduce the loss of containment from the well. This system contains equipment for a first attempt to shut in the BOP, and comprises a subsea accumulator package, charging skids, and a manifold. All equipment is operated by ROV once deployed.
- **Subsea Dispersant Injection:** SSDI aims to disperse hydrocarbons close to the release point and minimise the amount of hydrocarbons reaching the sea surface. This technique helps break up the oil droplets so that they are dispersed, diluted, and biodegraded more rapidly in the water column, reducing the amount of surface hydrocarbons drifting towards sensitive receptors. An additional benefit of this technique is that it can reduce the volume of volatile organic compounds (VOCs) from reaching the surface close to the release site, which is beneficial to the health and safety of personnel involved in any source control operations.

The SFRT includes a system of manifolds, jumpers, and wands that distribute dispersant to the point of leakage at the seabed. This is the most efficient way of ensuring that the minimum volume of oil/condensate sits on the sea surface around the area of operation and is essential to ensure a safe working environment for vessels during the incident. The SFRT does not include the downline from the surface vessel to the seabed—this will be provided by CAPL independently of the SFRT.

The SFRT is owned by AMOSC through a consortium of gas and petroleum gas industry operators, and is maintained by Oceaneering, a third-party contractor. In the event of a well control incident, CAPL will mobilise the AMOSC SFRT from Perth to Dampier for transfer to a suitable vessel for transport and deployment at the incident location. In addition, as a member of OSRL, CAPL can request a Subsea Incident Response Toolkit as an alternative or backup to the SFRT—this toolkit would be mobilised from Norway or Brazil.

SSDI monitoring is a component of the ABU OSMP (Ref. 8) and will be implemented when the associated initiation criteria for Chemical Dispersant Efficacy Assessment (OPS2) are triggered. Monitoring data obtained will help determine the effectiveness of SSDI application and the potential environment

effects, all of which are used to guide termination decision points for SSDI operations.

**Capping Stack**

A capping stack is designed to be installed on a subsea well and provides a temporary means of sealing the well until a permanent well kill can be performed either through a relief well or well re-entry. After sufficient debris has been removed, the well may be capped at the source by using a dedicated capping stack or a standard subsea BOP stack run on riser to connect to the wellhead (after removing the existing BOP stack).

Capping stack compatibility varies from well to well and can also depend on the extent of blow out, type and rate of discharge, and damage to an individual well, which would only be known at the time of the spill and assessed via the SFRT and accompanying ROVs. Depending on damage and capping stack compatibility, CAPL may use one of four subsea capping stacks it has access to under the OSRL Master Supplementary Agreement.

If conditions prevent direct vertical access to the wellhead or BOP, an Offset Installation Equipment (OIE) system may be used to support well intervention operations. This system may help deploy the capping stack offset from an incident site and is compatible with OSRL's 15K capping stacks located in Brazil and Norway. The offset distance will be determined by the type and rate of discharge from the well, and prevailing weather and current conditions at the well site. The OIE is owned and operated by Saipem and is located in Italy. CAPL has access to this equipment via the agreement with OSRL.

Because of the volatile nature of the gas released from a high-rate gas well of the type typically drilled by CAPL, capturing the gas at the wellhead and diverting it to a processing facility on a surface vessel (i.e. containment) is not considered risk-acceptable. The integrity of such a temporary processing train for gas could not be assured with an acceptable degree of risk.

**Relief Well Drilling**

In parallel with plans to install the capping stack, a relief well may be drilled from an offset location to intersect the incident well and provide a conduit through which heavy fluid can be pumped to kill the incident well. The weighted fluid counterbalances the upward pressure from the reservoir fluid, thereby dynamically controlling the source. Once controlled, the incident well is filled with a suitably weighted fluid to re-establish a hydrostatic barrier in the wellbore. A relief well requires mobilising a suitable MODU to the location adjacent to the incident well.

#### 7.1.2.2 Vessel Source Control Tactics

Vessel source control options include:

- engineering controls aboard the vessel (e.g. stripping pumps, shutoff valves, and diversion to other tanks)
- alternative support vessels contracted for patch installation / salvage
- alternative support vessels to store transfer product from the leaking vessel.

The tactics selected will be specific to individual vessels and more information will be detailed in:

- each vessel's SOPEP
- NATPLAN (Ref. 1).

**Table 7-2: Source Control Application Criteria**

| Criteria | Relief Well | Subsea Well Intervention / Capping Stack | Vessel |
|---|---|---|---|
| **Location and water depth** | All | Capping stack up to 3800 m*<br>Subsea dispersant ≤3000 m** | Capping Stack – 250 T AHC crane minimum<br>OIE – 600 T AHC crane minimum<br>SSDI – 50 T AHC crane + 2 ROVs |
| **Oil type** | Group 1 – Including Iago, Wheatstone, and Jansz condensate; Wheatstone trunkline fluids; and Wheatstone flowline fluids<br>Group 2 – Gorgon condensate, Barrow Island crude, and Gorgon/Jansz mixed trunkline fluids | | Group 2 – MDO<br>Group 3/4 – IFO/HFO |
| **Environmental conditions** | All | Site risk assessment | Site risk assessment |
| **Window of opportunity** | Applicable at any time | Applicable at any time | Applicable at any time |
| **Safety** | Atmospheric monitoring will be conducted on the surface to establish exclusion zones and safe operating areas. | | |
| ** Depth based upon plume modelling of VOCs, atmospheric monitoring around the release location, and ability to deploy within safe zone*<br>*** Depth based upon ROV deployment capability and length of umbilicals* | | | |

### 7.1.3 Implementation

Allowing for the potential size and complexity of a LOWC source control response, specific implementation guidance for all aspects of a response are documented in the SCERP and its supporting documents. These plans describe CAPL's needs (and capability) to implement a LOWC source control response.

The resource capability required to implement this strategy is included in Appendix C (Table C1), which outlines the spill response capabilities and arrangements that CAPL has in place across the business.

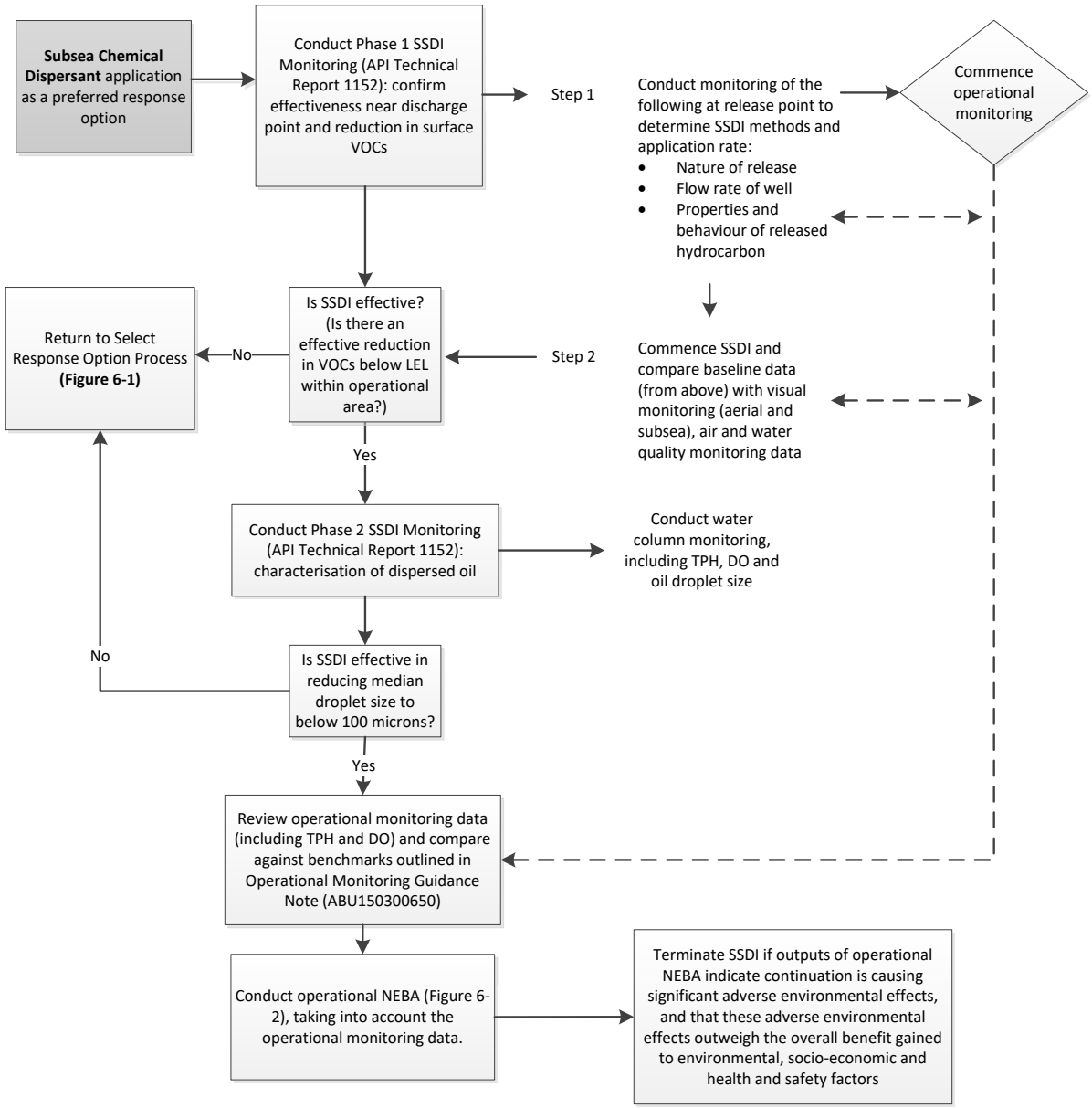



**Figure 7-2: Subsea Dispersant Operations Decision Guide**

**Table 7-3: Environmental Performance – Source Control**

| Environmental Performance Objective(s) | Environmental Performance Standard(s) | Measurement Criteria |
|---|---|---|
| EPO E4 – Reduce the volume of hydrocarbons released during a LOWC and impacts on values and sensitivities by implementing source control arrangements | **Source Control** | |
| | E4a) Upon confirmation of a LOWC, the CAPL EMT will, within two hours of mobilisation and in accordance with the SCERP, complete contract activation for:<br>• SFRT including SSDI and debris clearance (via AMOSC contract)<br>• OSRL capping stack and additional dispersant stocks | Records confirm, upon confirmation of a LOWC, the CAPL EMT, within two hours of mobilisation and in accordance with the SCERP, completed contract activation for:<br>• SFRT including SSDI and debris clearance (via AMOSC contract) |

| Environmental Performance Objective(s) | Environmental Performance Standard(s) | Measurement Criteria |
|---|---|---|
| | | • OSRL capping stack and additional dispersant stocks |
| | E4b) Upon confirmation of a LOWC, the CAPL EMT will, within 12 hours of mobilisation and in accordance with the SCERP commence mobilisation of:<br>• SFRT including SSDI and debris clearance<br>• OSRL capping stack and additional dispersant stocks | Records confirm, upon confirmation of a LOWC, the CAPL EMT, within 12 hours of mobilisation and in accordance with the SCERP commenced mobilisation of:<br>• SFRT including SSDI and debris clearance<br>• OSRL capping stack and additional dispersant stocks |
| | E4c) Upon confirmation of a LOWC, components of the OSMP (Ref. 8) (OPS1 [oil characterisation] and offshore monitoring components of OPS3 [oil in water]) will be implemented within 48 hours of the individual component's initiation trigger being met. Operational monitoring data will inform the operational NEBA, as it becomes available | Records confirm that components of the OSMP (Ref. 8) (OPS1 [oil characterisation] and offshore monitoring components of OPS3 [oil in water]) were implemented within 48 hours of the individual component's initiation trigger being met, and operational monitoring data informed the operational NEBA, as it became available |
| | E4d) A relief well will be drilled and the well killed within the timeframes specified in the applicable Environmental Plan | Records confirm that a relief well was drilled and the well killed within the timeframes specified in the applicable Environmental Plan |
| | E4e) Components of the OSMP (Ref. 8) (OPS1 [oil characterisation] and offshore monitoring components of OPS3 [oil in water]) will be implemented within 48 hours of the individual component's initiation trigger being met. Operational monitoring data will inform the operational NEBA, as it becomes available | Records confirm that components of the OSMP (Ref. 8) (OPS1 [oil characterisation] and offshore monitoring components of OPS3 [oil in water]) were implemented within 48 hours of the individual component's initiation trigger being met, and operational monitoring data informed the operational NEBA, as it became available |
| | E4f) CAPL will annually review spill response arrangements, as detailed in Table C1 of this OPEP, to demonstrate capability, logistics and timeframes remain valid. | Records show CAPL has annually reviewed spill response arrangements, as detailed in Table C1 of this OPEP, to demonstrate capability, logistics and timeframes remain valid. |

## 7.2 Natural Recovery and Assisted Natural Dispersion

**Table 7-4: EMT Information for NR and AND – Objective, Initiation Criteria, and Termination Criteria**

| | |
|---|---|
| **Objective** | To allow hydrocarbons to naturally dissipate and break down through natural physical and chemical processes. At times, mechanical mixing energy (e.g. vessel propellers) may be required to increase dissipation. |
| **Initiation criteria** | There are no initiation criteria for natural recovery as natural processes will begin acting on hydrocarbons immediately. The NEBA process will determine if natural recovery is used as the primary response option or as an option that complements other response options. The NEBA will guide the implementation of assisted natural dispersion under certain metocean conditions. |
| **Termination criteria** | For assisted natural dispersion, a decision to terminate the response will be made when:<br>• it is determined that assisted natural dispersion is unlikely to reduce overall impact effectively (NEBA);<br>• agreement is reached with jurisdictional authorities (i.e. AMSA, DoT) and stakeholders to terminate the incident response;<br>• it is deemed unsafe for this response option to continue; or,<br>• the response technique is proving ineffective. |

### 7.2.1 Overview

Natural recovery (NR) refers to leaving the oil in place to be broken down through natural processes. Natural recovery may be a component of a response option that also involves more active clean-up options or as a primary approach if other response options are not feasible, or present unacceptable safety risks, or may cause net environmental harm.

Assisted Natural Dispersion (AND) is a variation of natural recovery, where mixing energy (e.g. using a boat propeller or high-pressure spraying) is added to a marine oil spill to help disperse the oil.

### 7.2.2 Tactics

Although no direct tactics are needed to implement offshore natural recovery, it may be an appropriate response strategy to complement other intervention-based response strategies, or as a primary response strategy if other strategies are likely to cause a greater impact than leaving the oil to degrade naturally. NR may also be recommended as the only viable response option during inclement weather (e.g. tropical cyclones, high seas, strong winds) when responding with other intervention-based response strategies could place personnel at risk. In such conditions the natural energy of the ocean increases dissipation and dispersion rates.

Under certain spill scenarios, AND may be used to add mixing energy to the slick in very calm sea and wind conditions. Under such scenarios, vessels could use these tactics to increase mixing energy:

- **Vessel propeller wash**: Manoeuvring a vessel through the slick and using the agitation caused by the propeller wash to break up the slick
- **High-pressure spraying**: Using fire hoses or other high-pressure spraying systems to add mixing energy to an on-water slick and enhance break-up.

NR and AND is not recommended for Group 3 and 4 oils, which are generally more recoverable (boom and skimmer). Group 3 and 4 oils are more persistent and less biodegradable, have little or no evaporation or dissolution (especially Group 4 oils), and weather slowly (especially Group 4 oils).

The process for selecting which tactic to apply is outlined in Table 7-5. Figure 7-3 lists roles and responsibilities and provides prompts and potential tasks to undertake (if relevant) for implementing AND. The resource capability required to implement this strategy is included in Appendix C (Table C1), which outlines the spill response capabilities and arrangements that CAPL has in place across the business.

**Table 7-5: NR and AND Application Criteria**

| Criteria | Recommended | | Not Recommended | |
|---|---|---|---|---|
| | Natural Recovery | AND | Natural Recovery | AND |
| **Oil type** | For light, non-persistent hydrocarbons, such as ITOPF Group 1–2 hydrocarbons (e.g. MDO, condensate, hydraulic oil) | | For persistent hydrocarbons, such as ITOPF Group 3–4 hydrocarbons (crude oil, IFO, HFO) | |
| **Slick thickness** | Sheen or slick too thin for dispersants or containment and recovery | | Slick thick and continuous enough to treat with dispersants or contain and recover | |
| **Water depth** | Depends on NEBA | >10 m | Depends on NEBA | <10 m |
| **Sea state** | Depends on NEBA | Calm seas (waves <1 m) | Depends on NEBA | Heavy seas (waves >2.5 m) |

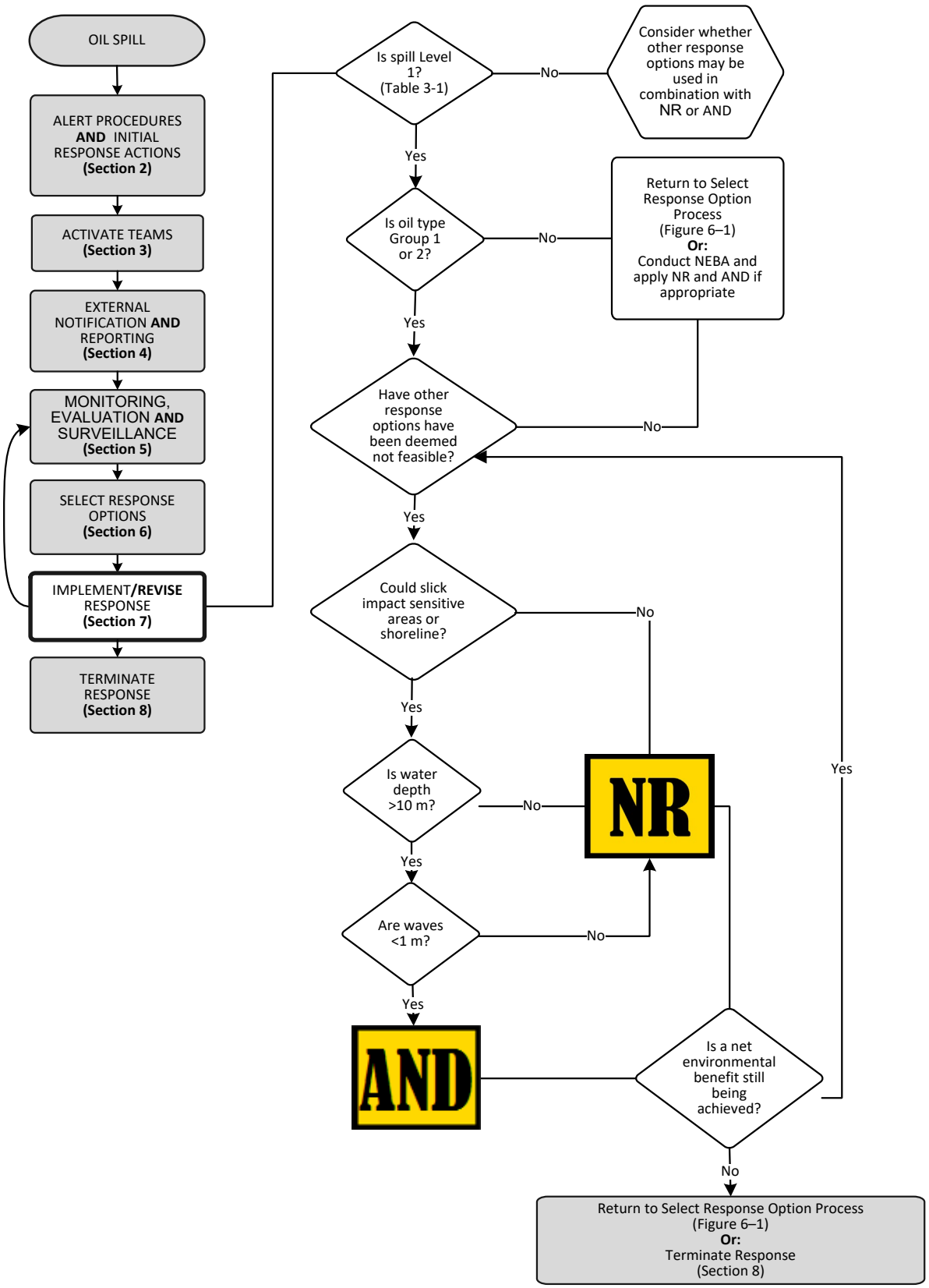



**Figure 7-3: NR/AND Operations Decision Guide**

### 7.2.3 Implementation

Table B2 (in Appendix B) guides the ORT, IEMT, and EMT on tasks and responsibilities that should be considered when implementing this response strategy. The IC is ultimately responsible for implementing the response and therefore, depending on the circumstances of the spill, they may determine that some tasks be varied, should not be undertaken, or should be reassigned.

Note: NR is not included in Table B2 (in Appendix B) as specific NR tasks are not required to be implemented. If NR is considered an appropriate response option, continual MES and NEBA will be undertaken, as per the overarching response implementation process.

Further detail on implementing this response option can be found in the Upstream and Gas Oil Spill Response Planning Guidance: Appendix B: Response Tactics Guide (Ref. 26) and the OSRM (Ref. 15).

## 7.3 Surface Dispersant Application

**Table 7-6: EMT Information for Surface Dispersant Application – Objective, Initiation Criteria, and Termination Criteria**

| | |
|---|---|
| **Objective** | Use chemical dispersants on surface water slicks to enhance the breakdown of oil into smaller droplets and enhance dispersion into the water column and natural biodegradation |
| **Initiation criteria** | Surface dispersant application will be only be used once these criteria are met:<br>• an operational NEBA and field testing demonstrate an environmental beneficial outcome prior to application; and,<br>• all relevant approvals required for surface dispersant application have been given, as per the OSRM (Ref. 15) |
| **Termination criteria** | Surface dispersant application will be terminated when:<br>• agreement has been reached with the jurisdictional authority relevant to the spill to terminate the response<br>• NEBA suggests that continuation of dispersant application may cause greater damage than residual oil left on water<br>• visual tests and/or dispersant effectiveness monitoring indicates that dispersant application is no longer effective |

### 7.3.1 Overview

The objective of applying surface chemical dispersants to on-water oil slicks is to help break down oil into smaller droplets and help disperse the oil into the water column. Dispersants lower the interfacial tension of oil and promote the formation of small droplets that become submerged in the water column, where the natural attenuation and biodegradation processes can substantially reduce the volume of oil. Dispersant application has a limited window of opportunity, as the ability for the dispersants to break up the hydrocarbons typically decreases as the product weathers.

Subsurface dispersant application is covered in Source Control (Section 7.1) and is not considered in this Section.

### 7.3.2 Tactics

The decision to use surface dispersants depends on the nature and scale of the oil spill, including hydrocarbon type and proximity to the resources at risk of exposure. Several tasks must be carried out before making a decision to implement surface dispersant application as a response option—these are summarised below; the OSRM (Ref. 15) provides further information to help EMTs carry out dispersant operations:

- **NEBA**: An appropriate NEBA is completed before dispersant application to consider how the activity (to spray chemical dispersant) will change the patterns of hydrocarbon exposure, and what environmental sensitivities and resources at risk are within the EMBA. The NEBA considers the spill trajectory (sourced from oil spill trajectory modelling and other MES information) in relation to sensitive receptors, water depths, tide, current, and hydrocarbon type.
- **Approval and Permitting**: If surface dispersant use is planned within State Waters, written DoT authorisation (as the HMA) is required before they can be applied. In Commonwealth Waters, NOPSEMA provides prior approval of dispersant use upon acceptance of the EP/OPEP that identifies dispersants as

an appropriate response option. AMSA may also need to be consulted to advise on spills that occur in Commonwealth Waters if the vessel is not conducting a petroleum activity.

- **Dispersant Selection**: The efficacy of dispersants on different oil products varies significantly. AMSA administers an Oil Spill Control Agent (OSCA) Register (Ref. 33), which details the dispersant's efficacy, toxicology, and biodegradation potential. CAPL will prioritise the use of dispersants on this register that have the greatest efficacy on hydrocarbon products relevant to CAPL's projects and operations. These prioritised dispersants are identified in the OSRM (Ref. 15) and are available through support agency stockpiles. Other dispersants may be considered if approved and listed on the OSCA Register, depending on availability and time required to mobilise the dispersant to the incident site and the outcome of the NEBA.

  Further information on dispersants can be found on the dispersants webpages recently published on the Ipieca website. This includes information on dispersants and guidance on their use, technical information, sources of dispersants information, good practice guidance and peer reviewed papers. It also details other sources of information on dispersants, including the IMO, oil spill responder organizations, environmental protection agencies and scientific and research bodies.

Tactics involved in applying surface dispersants include:

- **Pre-application field testing**: Surface dispersant application should be preceded by suitable efficacy testing to ensure the dynamics of the natural environment and the hydrocarbon properties are amenable to the specific dispersant type being used. Basic (Tier 1) field testing (using the Special Monitoring of Applied Response Technologies (SMART) monitoring protocol for dispersant application to monitor effectiveness) must be carried out before application. Dispersant efficacy testing is an operational monitoring component under the OSMP (Ref. 8).
- **Ongoing Efficacy Testing**: Once the dispersant is determined to be effective, application should be accompanied with ongoing efficacy monitoring throughout the response. Dispersant efficacy testing is an Operational Monitoring component under the OSMP (Ref. 8) and will be carried out by the OSMP team.
- **Vessel Application**: Vessel dispersant application can be undertaken by dedicated response vessels or by vessels of opportunity fitted with AFEDO spray sets to apply dispersants.
- **Aerial Application**: As part of CAPL's AMOSC membership, it has access to its FWADC. This capability and operational considerations are outlined in the Fixed Wing Aerial Dispersant Operational Plan (Ref. 51) and Aerial Dispersant Operations Plan for Marine Oil Spills Off The Western Australian Coastline (Ref. 52). Key aspects of the FWADC include:
  - Four x 24/7 standby aircraft in four zones – north (NT), east (NSW), south (SA) and west (WA).
  - Inclusion of an annual exercising and drill programme, the provision of a qualified air attack supervisor, and access to a pool of compliant aircraft within Australia.

- Assurance that up to four aerial dispersant aircraft will be on-station within existing FWADC flight times and parameters to the NW Shelf operating area
- Additional aircraft over and above this will be drawn from a 'best endeavours' pool of air frames (27 known compliant airframes, believed to be up to 60 potential air frames) that operate within Australia.

If this capability is required, AMOSC will activate its contract with AMSA, which shall provide CAPL with aircraft and dispersants. If additional aerial dispersant capability is required, CAPL can activate OSRL, who can supply its Hercules aircraft from Malaysia.

Monitoring and evaluation of surface dispersant application effectiveness and ecological impacts should continue throughout the response operation.

Table 7-7 lists the criteria for applying surface dispersants. Figure 7-4 shows the process for implementing this response option and assessing dispersant effectiveness. The resource capability required to implement this strategy is included in Appendix C (Table C1), which outlines the spill response capabilities and arrangements that CAPL has in place across the business.

**Table 7-7: Surface Chemical Dispersant Application Criteria**

| Criteria | Recommended | Not Recommended |
|---|---|---|
| Location and water depth | Outside 20 m bathymetry contour | CAPL recommends not applying surface dispersant within the 20 m bathymetry contour to avoid sensitive receptors, unless exceptional circumstances exist and NEBA confirms a net environmental benefit |
| Dispersant | Select dispersant from dispersant list, as referenced in the OSRM (Ref. 15) (always conduct field tests to confirm effectiveness before applying dispersant) | |
| Environmental conditions | • Sea temperature >15 °C<br>• Waves 0.2 to 4 m<br>• Winds 4 to 27 knots<br>• Beaufort Scale 2 to 6<br>• Safe to operate vessel or aircraft | • Sea temperature <15 °C<br>• Waves <0.2 m or >4 m<br>• Winds <4 knots or >28 knots |
| Oil Type | • Refer to OSMP (Ref. 8) | |
| Oil properties | • Lower–middle range viscosity*<br>• Non-emulsified oils**<br>• Pour point lower than seawater temperature<br>• Average oil appearance BAOAC 4 (as minimum)*** | • High or very low viscosity*<br>• Emulsified oil (stable emulsions)**<br>• Pour point higher than seawater temperature<br>• Average oil thickness <0.05 mm or >10 mm |
| Window of opportunity | • Oil would not have significantly weathered by the time surface dispersant application occurs<br>• Refer to spill Fate Weathering Modelling conducted (Section 5) | • Oil would have significantly weathered by the time surface dispersant application occurs<br>• Refer to spill Fate Weathering Modelling conducted (Section 5) |
| Dosage | Follow manufacturer recommendations for dosage ratio (dispersant to oil) and monitor to assess effectiveness. (Dispersed plume should appear grey or coffee-coloured in the water column. Over-dosing creates a milky white plume; under-dosing leaves a visible slick on the sea surface.) | |

| Criteria | Recommended | Not Recommended |
|---|---|---|

** Very low viscosity oils will naturally dissipate and do not require dispersant application. Some very low viscosity oils may contain residual, persistent components that are amenable to dispersant.*

*** Emulsification tendency can be predicted based on oil properties or fate and effect models. A general rule is that oils with asphaltene content >0.5% or combined nickel and vanadium content greater than 11 ppm will tend to form stable water-in-oil emulsions that will make them poor candidates for dispersant application.*

**** Dispersants may be applied to thicker slicks (up to 10 mm) if sufficient wave energy is present (>1.8 m wave height)*

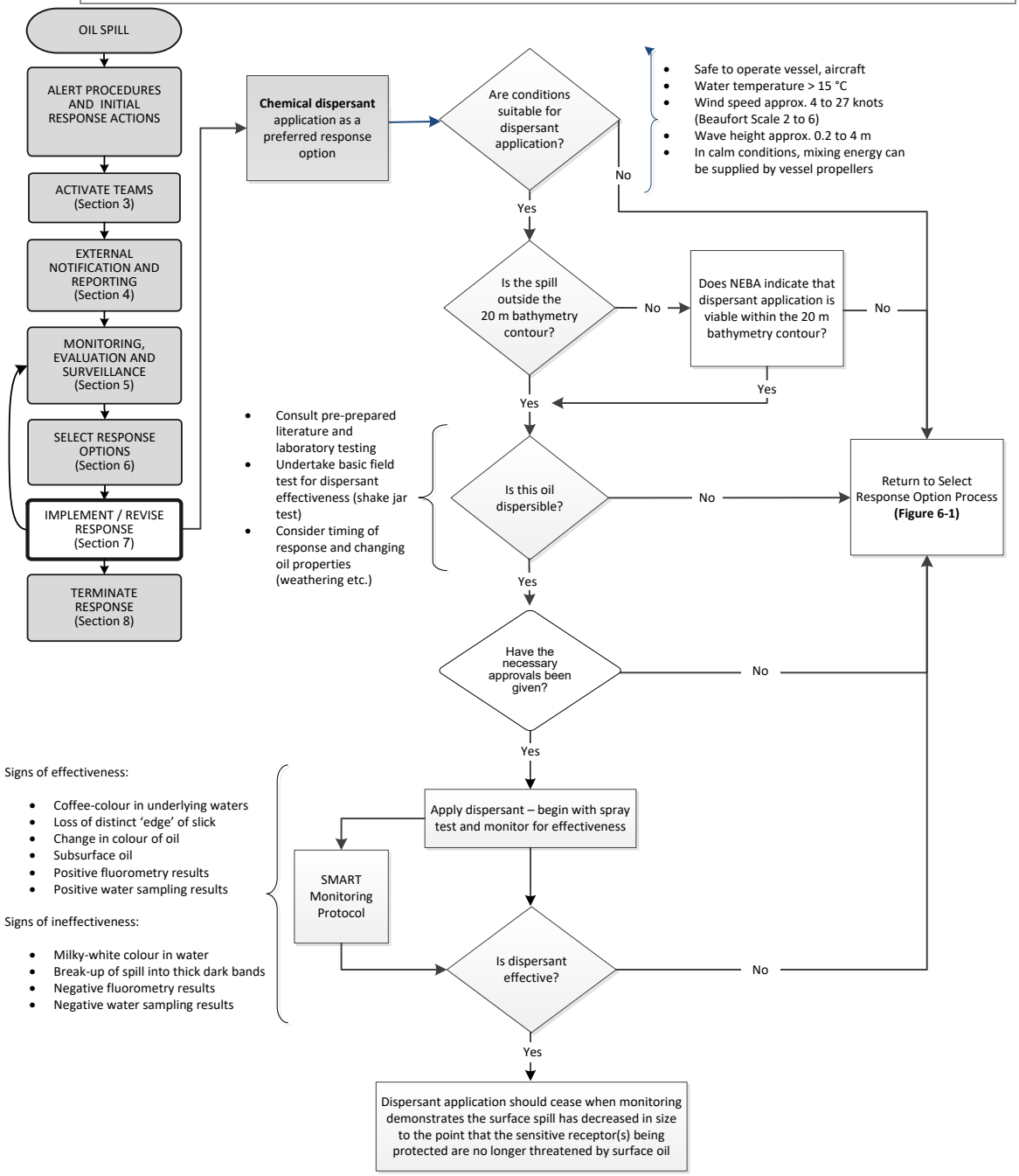



**Figure 7-4: Surface Dispersant Operations Decision Guide**

### 7.3.3 Implementation

Table B3 (in Appendix B) guides the ORT, IEMT, and EMT on tasks and responsibilities that should be considered when implementing this response strategy. The IC is ultimately responsible for implementing the response and therefore, depending on the circumstances of the spill, they may determine that some tasks be varied, should not be undertaken, or should be reassigned.

Further detail on implementing this response option can be found in the Upstream and Gas Oil Spill Response Planning Guidance: Appendix B: Response Tactics Guide (Ref. 28) and the OSRM (Ref. 15).

**Table 7-8: Environmental Performance – Surface Dispersant Spraying**

| Environmental Performance Objective(s) | Environmental Performance Standard(s) | Measurement Criteria |
|---|---|---|
| EPO E5 – Reduce the volume of hydrocarbons contacting nearshore and onshore values and sensitivities during an emergency event by enhancing natural dispersion through the use of surface dispersant spraying | **Surface Dispersant Spraying** | |
| | E5a) If dispersant application is selected, CAPL EMT will identify vessel availability through existing contracts within 12 hours of EMT activation | Records show CAPL EMT identified vessel availability through existing contracts within 12 hours of EMT activation |
| | E5b) If dispersant application is selected, CAPL EMT will mobilise a minimum of one identified, contracted vessel within 24 hours to Onslow, Dampier, or Barrow Island (subject to Barrow Island quarantine requirements) for equipment and test kit loading | Records show CAPL EMT mobilised a minimum of one identified, contracted vessel within 24 hours to Onslow, Dampier or Barrow Island (subject to Barrow Island quarantine requirements) for equipment and test kit loading |
| | E5c) If dispersant application is selected, CAPL ORT will undertake aerial surveillance with trained personnel to direct offshore response operations to surface oil in accordance with the authorised IAP | Records show CAPL ORT undertook aerial surveillance with trained personnel to direct offshore response operations to surface oil in accordance with the authorised IAP |
| | E5d) If dispersant application is selected, CAPL will resource dispersant operations with equipment packages in accordance with the authorised IAP | Records show CAPL resourced dispersant operations with equipment packages in accordance with the authorised IAP |
| | E5e) Surface dispersant application will continue for the duration of the event in accordance with the IAP, until operational NEBA determines there is no net environmental benefit, and termination criteria has been met, consistent with Section 8 of this OPEP | Records show that surface dispersant application continued for the duration of the event in accordance with the IAP, until operational NEBA determined there was no net environmental benefit, and termination criteria was met, consistent with Section 8 of this OPEP |
| | E5f) CAPL will annually review spill response arrangements, as detailed in Table C1 of this OPEP, to demonstrate capability, logistics and timeframes remain valid. | Records show CAPL has annually reviewed spill response arrangements, as detailed in Table C1 of this OPEP, to demonstrate capability, logistics and timeframes remain valid. |

## 7.4 Containment and Recovery

**Table 7-9: EMT Information for Containment and Recovery – Objective, Initiation Criteria, and Termination Criteria**

| | |
|---|---|
| **Objective** | Containment and recovery involves concentrating floating surface oil so that it can be mechanically recovered, with the aim of removing oil from the surface before it can impact sensitive receptors |
| **Initiation criteria** | Containment and recovery will be initiated for Level 2 or Level 3 spills when:<br>• a NEBA demonstrates that the response strategy is likely to result in a net environmental benefit, and<br>• it is safe to do so |
| **Termination criteria** | Containment and recovery operations will be terminated when:<br>• the response technique is proving ineffective;<br>• sea state or weather conditions do not allow for effective or safe operation; or,<br>• agreement has been reached with the jurisdictional authority relevant to the spill to terminate the response |

### 7.4.1 Overview

Containment and recovery involves concentrating and containing floating surface oil with booms and removing it with specialised skimmers. Removing oil from the marine environment in this way can minimise damage to sensitive receptors, making this a viable response option for some Group 2 (and above) oil types (depending on the parameters of the spill). Industry experience has shown that the efficiency of on-water containment and recovery operations can vary widely depending on various constraints, and recovery is usually limited to between 5% and 20% of the initial spilt volume. On-water containment and recovery is often considered the primary or preferred response option due to the perceived neutral net impact of its operation on the environment; however, its effectiveness must be considered when selecting a response option during the NEBA process. Where possible, this technique should be used alongside other available response options to achieve the most appropriate, multifaceted response strategy.

### 7.4.2 Tactics

Several tactics are available to contain and recover oil on water. Typically, on-water containment and recovery is a recommended response option for some Group 2 (and above) oil types (depending on the parameters of the spill) and is implemented using a range of different types of booms and skimmers.

Typical tactics used alone or in combination to contain and recover oil include:

- **Containment Booming (C)**: A fixed-booming strategy used on water to contain and concentrate oil to make it easier to recover using skimmers
- **Passive Recovery (PR)**: Uses sorbent materials to pick up spilt oil from the water's surface
- **Marine Recovery (MR)**: On-water recovery of oil that is already contained or concentrated
- **Shoreside Recovery (SR)***: Uses skimming systems to remove pooled oil from the shoreline to reduce impacts to sensitive receptors

- **Free-oil Recovery (FoR)**: Uses active booming techniques to corral and recover small slicks
- **Transfer and Storage of Oily Liquids (TS)**: Collects oil and oily liquids.

** This is more typically a shoreline clean-up tactic and is likely to form part of the Shoreline Clean-up response option (see Section 7.6).*

Figure 7-5 outlines the process for selecting on-water containment and recovery tactics.

As with all response options, the overall effectiveness of containment and recovery can be limited by operational, environmental, and/or logistical constraints, including:

- **Operational Constraints**: The recovery rate of oil will vary based on the type of skimmer used and weathering phase of the collected hydrocarbon. CAPL and its third-party support agencies have access to various skimmer types (weir, disc, mop, belt etc.); the operational constraints of each type of skimmer should be considered when planning this response option. Ultimately, the total rate of recovery will be dependent on the number of vessels and skimmers used and the environmental conditions.
- **Waste Storage Constraints**: Storing the recovered oil, oily liquids, and oiled debris is a critical component of containment and recovery. Based on skimmer recover rates, the oil-to-water ratio could be as low as 1:10. Therefore, the storage capacity of the vessel undertaking the operation is a major constraint; the EMT should prioritise vessels with a crane and large storage capacities for containment and recovery operations. Decanting oily liquids/water from temporary storage may reduce oily water volumes; however, this may result in hydrocarbons being released. Therefore, decanting oily water from offshore operations will be performed with approval from the Prescribed Officer (WA DoT for State Waters or AMSA for Commonwealth Waters) and relevant HMA.
- **Environmental Constraints**: The efficiency and success of containment and recovery operations depends on the type of hydrocarbon and the metocean conditions (e.g. visibility, wave height, current speed, wind speed).
- **Safety Constraints**: Containing oils with high volatile components may create a fire or explosion risk. The EMT must understand the characteristics of the product spilt and the associated exposure risk before implementing a response.

For spills to water, containment and recovery may be appropriate if the selection criteria outlined in Table 7-10 and Figure 7-5 are met.

The resource capability required to implement this strategy is included in Appendix C (Table C1), which outlines the spill response capabilities and arrangements that CAPL has in place across the business.

**Table 7-10: On-water Containment and Recovery Spill Criteria**

| Criteria | Recommended | Not Recommended |
|---|---|---|
| Spill characteristics | • Extended operations<br>• Large patches or continuous release<br>• Fresh or emulsified product | • Low volume spills of light hydrocarbons<br>• Spills located or moving a long way offshore (>200nm from shore)<br>• Situational dependant |

| Criteria | Recommended | Not Recommended |
|---|---|---|
| Oil type | • Persistent components of Group 1 and 2 oils<br>• Some Group 2 oils and above | • Minor to moderate spills of Group 1 and 2 oils tend to evaporate quickly, reducing the opportunity to contain and recover<br>• Containing oils with high volatile components may create a fire or explosion risk |
| Environmental conditions | • Waves <1 m for nearshore systems<br>• Waves <1.8 m for offshore systems<br>• Winds <25 knots<br>• Current <0.75 knots at boom face* | • Wave heights >1.8 m<br>• Current >0.75 knots at boom face* |
| ** Boom angle can be adjusted to reduce current drag; some systems are designed to operate in higher-current environments.* | | |

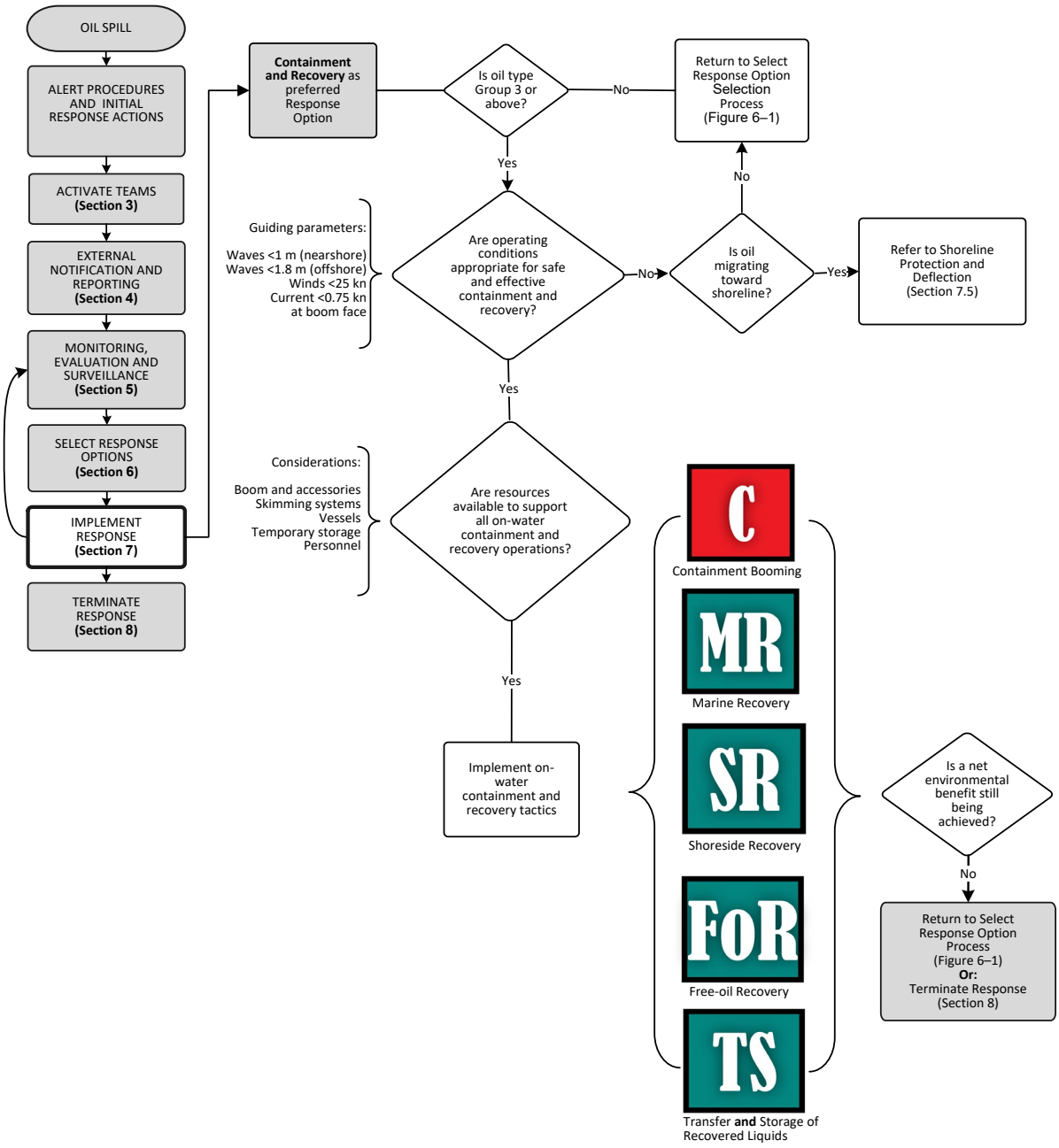



**Figure 7-5: On-Water Containment and Recovery Decision Guide**

### 7.4.3 Implementation

Table B4 (in Appendix B) guides the ORT, IEMT, and EMT on tasks and responsibilities that should be considered when implementing this response strategy. The IC is ultimately responsible for implementing the response and therefore, depending on the circumstances of the spill, they may determine that some tasks be varied, should not be undertaken, or should be reassigned.

Further detail on implementing this response option can be found in the Upstream and Gas Oil Spill Response Guidance: Appendix B: Response Tactics Guide (Ref. 26) and the OSRM (Ref. 15).

## Table 7-11: Environmental Performance – Containment and Recovery

| Environmental Performance Objective(s) | Environmental Performance Standard(s) | Measurement Criteria |
|---|---|---|
| EPO E6 – Maximise the recovery of floating hydrocarbons to reduce the risk of surface oil contacting nearshore and onshore values and sensitivities during an emergency event by containing and recovering surface oil | **Containment and Recovery** | |
| | E6a) If containment and recovery is selected, CAPL EMT will use the Upstream and Gas Oil Spill Response Planning Guidance: Appendix B: Response Tactics Guide (Ref. 26) to plan, coordinate, implement, and terminate offshore operations during training, exercises, and containment and recovery operations | Records show CAPL EMT used the Upstream and Gas Oil Spill Response Planning Guidance: Appendix B: Response Tactics Guide (Ref. 26) to plan, coordinate, implement, and terminate offshore operations during training, exercises, and containment and recovery operations |
| | E6b) If containment and recovery is selected, CAPL EMT will complete identification of vessel availability through existing contracts within 12 hours of EMT activation | Records show CAPL EMT completed identification of vessel availability through existing contracts within 12 hours of EMT activation |
| | E6c) If containment and recovery is selected, CAPL ORT will commence containment and recovery operations within 24 hours of EMT activation | Records show CAPL ORT commenced containment and recovery operations within 24 hours of EMT activation |
| | E5d) If containment and recovery is selected, CAPL will resource containment and recovery operations with equipment packages in accordance with the authorised IAP | Records show CAPL resourced containment and recovery operations with equipment packages in accordance with the authorised IAP |
| | E6e) If containment and recovery is selected, CAPL ORT will undertake containment and recovery operations during daylight hours only on BAOAC Code 4 (discontinuous true oil colour) or Code 5 (continuous true oil colour) and/or ITOPF crude/fuel oil type subject to weather limitations | Records show CAPL ORT carried out containment and recovery operations during daylight hours only on BAOAC Code 4 (discontinuous true oil colour) or Code 5 (continuous true oil colour) and/or ITOPF crude/fuel oil type subject to weather limitations |
| | E6f) Containment and recovery will continue for the duration of the event in accordance with the IAP, until operational NEBA determines there is no net environmental benefit, and termination criteria have been met, consistent with Section 8 of this OPEP | Records show that containment and recovery continued for the duration of the event in accordance with the IAP, until operational NEBA determined there was no net environmental benefit, and termination criteria were met, consistent with Section 8 of this OPEP |
| | E6g) CAPL will annually review spill response arrangements, as detailed in Table C1 of this OPEP, to demonstrate capability, logistics and timeframes remain valid. | Records show CAPL has annually reviewed spill response arrangements, as detailed in Table C1 of this OPEP, to demonstrate capability, logistics and timeframes remain valid. |

## 7.5 Shoreline Protection and Deflection

**Table 7-12: EMT Information for Shoreline Protection and Deflection – Objective, Initiation Criteria, and Termination Criteria**

| | |
|---|---|
| **Objective** | To reduce hydrocarbon contact and protect sensitive shoreline receptors before a spill reaches identified high-priority shoreline sites |
| **Initiation criteria** | Shoreline protection and deflection will be initiated for Level 2 or Level 3 spills when:<br>• shorelines with protection priorities will potentially be impacted; or<br>• NEBA demonstrates that the response strategy is likely to result in a net environment benefit; and,<br>• approval has been obtained from the Control Agency |
| **Termination criteria** | Shoreline protection and deflection operations will be terminated (in consultation with the Control Agency) when:<br>• the NEBA has determined that shoreline protection is unlikely to reduce overall impact; or,<br>• shorelines in the path of oil cannot be practicably or safely protected; or,<br>• response technique is proving ineffective; or,<br>• agreement is reached with the jurisdictional authority relevant to the spill to terminate the response |

### 7.5.1 Overview

Shoreline protection and deflection involves using physical barriers to protect sensitive receptors from hydrocarbons, or to deflect hydrocarbons to other strategic areas where they may be more easily collected for recovery.

Selection of the appropriate protection technique for a shoreline depends not only on the type of shoreline and its sensitivity, but also on other factors, including type of oil, time until shoreline contact, metocean conditions, and shoreline accessibility.

Shoreline protection and deflection will take place within WA State Waters, which fall under the Control Agency responsibilities of DoT. Depending on the nature and scale of the spill, these arrangements will likely be in place:

- DoT will assume Control Agency responsibilities within 24-48 hours of the incident.
- CAPL will undertake first-strike protection and deflection activities if required until DoT assumes Control Agency responsibilities.
- On assuming Control Agency responsibilities, DoT will direct shoreline protection resources (equipment and personnel) provided by CAPL.
- CAPL will provide all relevant information on shoreline character and oiling collected as part of MES activities carried out under its control.

### 7.5.2 Tactics

CAPL has developed TRGs for sites of high environmental and/or socioeconomic sensitivity and vulnerability to oil spills. These TRGs include shoreline protection methods and planned deployment techniques. TRGs were developed for high-priority sites on Barrow Island, the WA mainland, and North West Shelf islands.

The TRGs provide teams with response options and tactics that may suit a particular location under typical conditions. The suggested tactics are flexible and may be modified to meet the actual circumstances of an incident. Note: If a spill occurs, not all TRGs will be implemented; those sites most at risk will be identified through the operational NEBA process and prioritised accordingly.

Typical tactics used for pre-impact shoreline protection and TRG implementation include:

- **Shoreline Containment (SC)**: Uses fixed-booming tactics to corral and concentrate oil for recovery
- **Exclusion Booming (EX)**: Uses a boom as a barrier to exclude spilt oil from specific areas
- **Diversion Booming (DV)**: Uses a boom to divert the flow of oil to a specific site where it can be recovered
- **Deflection Booming (DF)**: Uses a boom to redirect the flow of oil away from an area
- **Berms (Bunds), Dams, and Dikes (Bdd)**: Uses embankments and other physical barriers to exclude oil from sensitive areas and sometimes to concentrate it for recovery
- **Shoreside Recovery (SR)***: Uses skimming systems to remove pooled oil from the shoreline to reduce impacts to sensitive receptors
- **Passive Recovery (PR)**: Uses sorbent materials to collect oil and remove it from the environment. As a pre-impact tactic, sorbents are deployed ahead of the oil to prevent it from contacting sensitive receptors
- **Free-oil Recovery (FoR)**: Uses marine skimming systems to remove oil from the water surface before it reaches the shoreline
- **Non-oiled Debris Removal (DR)**: Removes debris from the shoreline to reduce potential contamination and reduce the waste stream.

** This is more typically a shoreline clean-up tactic, and likely to form part of the Shoreline Clean-up response option (see Section 7.6).*

Figure 7-6 outlines the process for selecting which shoreline protection and TRG tactics to apply.

The resource capability required to implement this strategy is included in Appendix C (Table C1), which outlines the spill response capabilities and arrangements that CAPL has in place across the business.

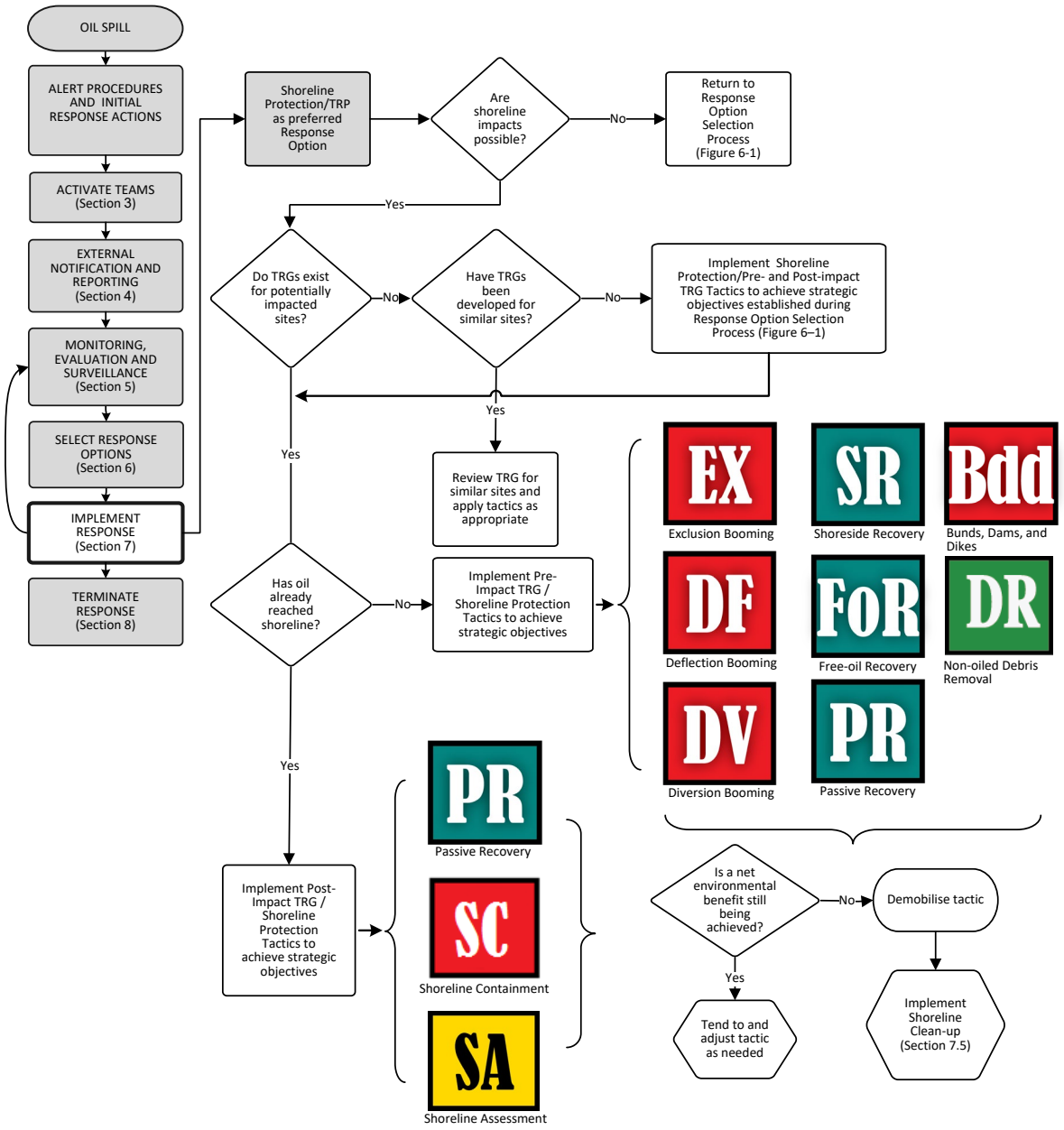



**Figure 7-6: Shoreline Protection and Tactical Response Plan (TRP) Decision Guide**

### 7.5.3 Implementation

Table B5 (in Appendix B) guides the ORT, IEMT, and EMT on tasks and responsibilities that should be considered when implementing this response strategy. The IC is ultimately responsible for implementing the response and therefore, depending on the circumstances of the spill, they may determine that some tasks be varied, should not be undertaken, or should be reassigned.

Further detail on implementing this response option can be found in the Upstream and Gas Oil Spill Response Guidance: Appendix B: Response Tactics Guide (Ref. 26) and the OSRM (Ref. 15).

## Table 7-13: Environmental Performance – Shoreline Protection and Deflection

| Environmental Performance Objective(s) | Environmental Performance Standard(s) | Measurement Criteria |
|---|---|---|
| EPO E7 – Reduce the risk of hydrocarbons contacting marine habitat values and sensitivities during an emergency event by implementing nearshore operations | **Shoreline Protection and Deflection** | |
| | E7a) If shoreline protection and deflection is selected, CAPL EMT will use the Upstream and Gas Oil Spill Response Planning Guidance: Appendix B: Response Tactics Guide (Ref. 26) to plan, coordinate, implement, and terminate operations during training, exercises, and shoreline protection and deflection operations | Records show CAPL EMT used the Upstream and Gas Oil Spill Response Planning Guidance: Appendix B: Response Tactics Guide (Ref. 26) to plan, coordinate, implement, and terminate operations during training, exercises, and shoreline protection and deflection operations |
| | E7b) If shoreline protection and deflection is selected, CAPL EMT will identify vessel availability through existing contracts within 24 hours of EMT activation | Records show CAPL EMT identified vessel availability through existing contracts within 24 hours of EMT activation |
| | E5c) If shoreline protection and deflection is selected, CAPL will resource shoreline protection and deflection operations with equipment packages in accordance with the authorised IAP | Records show CAPL resourced shoreline protection and deflection operations with equipment packages in accordance with the authorised IAP |
| | E7d) Shoreline protection and deflection will continue for the duration of the event in accordance with the IAP, until operational NEBA determines there is no net environmental benefit, and termination criteria has been met, consistent with Section 8 of this OPEP | Records show that shoreline protection and deflection continued for the duration of the event in accordance with the IAP, until operational NEBA determined there was no net environmental benefit, and termination criteria was met, consistent with Section 8 of this OPEP |
| | E7e) CAPL will annually review spill response arrangements, as detailed in Table C1 of this OPEP, to demonstrate capability, logistics and timeframes remain valid. | Records show CAPL has annually reviewed spill response arrangements, as detailed in Table C1 of this OPEP, to demonstrate capability, logistics and timeframes remain valid. |

## 7.6 Shoreline Clean-up

**Table 7-14: EMT Information for Shoreline Clean-up – Objective, Initiation Criteria, and Termination Criteria**

| | |
|---|---|
| **Objective** | To assess the extent and severity of shoreline oiling and apply clean-up tactics to remove as much oil as possible to minimise impacts on protection priorities |
| **Initiation criteria** | Shoreline clean-up will be initiated for Level 2 or Level 3 spills when:<br>• shorelines with protection priorities will potentially be, or have been, impacted; and<br>• NEBA demonstrates that the response strategy is likely to result in a net environment benefit; and,<br>• approval has been obtained from the Control Agency |
| **Termination criteria** | As directed by the Control Agency |

### 7.6.1 Overview

Shoreline clean-up is used to assess the extent and severity of shoreline oiling and apply clean-up tactics to remove as much oil as possible. Shoreline clean-up occurs after impact but aims to reduce the overall adverse impacts from a spill by removing oil from contaminated shorelines to prevent its remobilisation and/or cross-contamination (e.g. by foraging fauna).

As with other shoreline response options, shoreline clean-up will take place within WA State Waters, which fall under the Control Agency responsibilities of DoT. CAPL will undertake first-strike clean-up where required. On assuming Control Agency responsibilities, DoT will direct shoreline clean-up resources (equipment and personnel) provided by CAPL. CAPL will provide all relevant information on shoreline character and oiling collected as part of MES activities carried out under its control.

### 7.6.2 Tactics

The selection of the most appropriate shoreline clean-up tactics requires evaluating the degree and type of contamination, together with the length, nature, and accessibility of the affected coastline. Shoreline clean-up and treatment is an iterative process, requiring systematic surveys of impacted areas before, during, and after clean-up; systematic shoreline surveys are a crucial component of effective decision-making. Repeated surveys are needed to monitor the effectiveness and effects of ongoing treatment methods (i.e. changes in shoreline oiling conditions, as well as NR), so that the need for changes in methodology, additional treatment, or constraints can be evaluated.

Tactics that may be used alone or in combination to clean up oiled shorelines, include:

- **Shoreline Assessment (SA)**: Uses the oiled shoreline assessment (OSA) process (refer to OSMP, Ref. 8) to evaluate shoreline segments, establish clean-up priorities, and identify suitable tactics. Typically, this is the first step in any shoreline clean-up response
- **Natural Recovery (NR)**: Oiled shorelines are left untreated and the oil naturally degrades over time
- **Manual and Mechanical Removal (MMR)**: Removes oil and contaminated materials using machinery and/or hand tools

- **Washing, Flooding, and Flushing (Wff)**: Uses water, steam, or sand to flush oil from impacted shoreline areas
- **Sediment Reworking and Surf washing (SR)**: Uses various methods to accelerate natural degradation of oil by manipulating the sediment.

Considerations for selecting and applying shoreline clean-up tactics are included in Figure 7-7. Table 7-15 summarises the recommended treatment options based on shoreline type (green shading indicates the recommended option). Clean-up endpoints should be clearly established early in the process.

The resource capability required to implement this strategy is included in Appendix C (Table C1), which outlines the spill response capabilities and arrangements that CAPL has in place across the business.

**Table 7-15: Shoreline Clean-up Selection Factors by Shoreline Type, Oil, Degree of Oiling**

| Shoreline Type | ITOPF Oil Type | Degree of Oiling* | Shoreline Clean-up Tactic | | | |
|---|---|---|---|---|---|---|
| | | | Natural Recovery | Manual and Mechanical | Sediment Reworking | Flooding and Flushing |
| Exposed Rocky Shores | Group 1 | Light | X | X | X | X |
| | | Moderate | X | X | | X |
| | | Heavy | X | | | X |
| | Group 2 | Light | X | X | X | X |
| | | Moderate | X | X | | X |
| | | Heavy | X | X | | X |
| | Group 3/4 | Light | | X | | X |
| | | Moderate | | X | | X |
| | | Heavy | | | | X |
| Sandy Shores and Beaches | Group 1 | Light | X | X | X | X |
| | | Moderate | X | | | X |
| | | Heavy | | | | X |
| | Group 2 | Light | X | X | X | X |
| | | Moderate | X | X | | X |
| | | Heavy | | X | | X |
| | Group 3/4 | Light | | X | | |
| | | Moderate | | X | | |
| | | Heavy | | X | | |
| Artificial Structures | Group 1 | Light | X | X | | X |
| | | Moderate | X | X | | X |
| | | Heavy | | X | | X |
| | Group 2 | Light | X | X | | X |
| | | Moderate | X | X | | X |
| | | Heavy | | X | | X |
| | Group 3/4 | Light | | X | | X |

| Shoreline Type | ITOPF Oil Type | Degree of Oiling* | Shoreline Clean-up Tactic | | | |
|---|---|---|---|---|---|---|
| | | | Natural Recovery | Manual and Mechanical | Sediment Reworking | Flooding and Flushing |
| | | Moderate | | X | | X |
| | | Heavy | | X | | X |
| Sheltered Rocky Shores | Group 1 | Light | X | X | X | X |
| | | Moderate | X | X | X | X |
| | | Heavy | | | | X |
| | Group 2 | Light | X | X | X | X |
| | | Moderate | X | X | X | X |
| | | Heavy | | X | | X |
| | Group 3/4 | Light | X | X | X | X |
| | | Moderate | X | X | X | X |
| | | Heavy | | X | | X |
| Mud and Tidal Flats | Group 1 | Light | X | X | | X |
| | | Moderate | X | | | X |
| | | Heavy | | | | X |
| | Group 2 | Light | X | X | | X |
| | | Moderate | X | X | | X |
| | | Heavy | | | | X |
| | Group 3/4 | Light | X | X | | X |
| | | Moderate | X | | | X |
| | | Heavy | | | | X |
| Mangroves and Wetlands | Group 1 | Light | X | X | | X |
| | | Moderate | X | | | X |
| | | Heavy | | | | X |
| | Group 2 | Light | X | X | | X |
| | | Moderate | X | X | | X |
| | | Heavy | | | | X |
| | Group 3/4 | Light | X | X | | X |
| | | Moderate | | X | | X |
| | | Heavy | | | | X |
| ** Refer to OSRM (Ref. 15) for guidance on determining the estimated degree of oiling* | | | | | | |

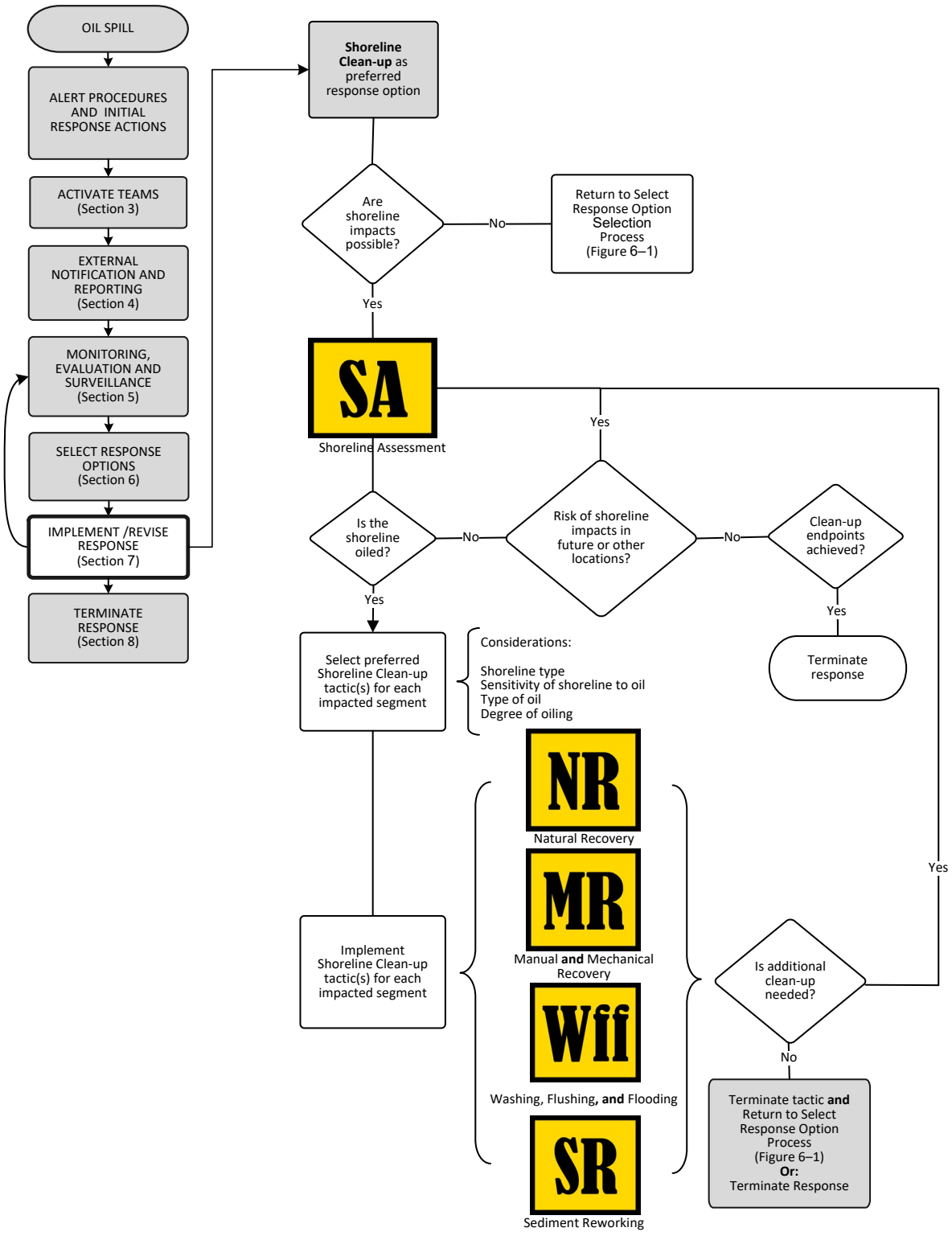



**Figure 7-7: Shoreline Clean-up Operations Decision Guide**

### 7.6.3 Implementation

Table B6 (in Appendix B) guides the ORT, IEMT, and EMT on tasks and responsibilities that should be considered when implementing this response strategy. The IC is ultimately responsible for implementing the response and

therefore, depending on the circumstances of the spill, they may determine that some tasks be varied, should not be undertaken, or should be reassigned.

Further detail on implementing this response option can be found in the Upstream and Gas Oil Spill Response Planning Guidance: Appendix B: Response Tactics Guide (Ref. 26) and the OSRM (Ref. 15).

**Table 7-16: Environmental Performance – Shoreline Clean-up**

| Environmental Performance Objective(s) | Environmental Performance Standard(s) | Measurement Criteria |
|---|---|---|
| EPO E8 – Reduce the risk of hydrocarbons contacting marine habitat values and sensitivities during an emergency event by implementing onshore operations | **Shoreline Clean-up** | |
| | E8a) If shoreline clean-up is selected, CAPL EMT will use the Upstream and Gas Oil Spill Response Planning Guidance: Appendix B: Response Tactics Guide (Ref. 26) to plan, coordinate, implement, and terminate operations during training, exercises, and shoreline clean-up operations | Records show CAPL EMT used the Upstream and Gas Oil Spill Response Planning Guidance: Appendix B: Response Tactics Guide (Ref. 26) to plan, coordinate, implement, and terminate operations during training, exercises, and shoreline clean-up operations |
| | E8b) If shoreline clean-up is selected, CAPL EMT will identify vessel and land-based logistics availability through existing contracts within 12 hours of EMT activation | Records show CAPL EMT identified vessel and land-based logistics availability through existing contracts within 12 hours of EMT activation |
| | E8c) If shoreline clean-up is selected, CAPL ORT will complete evaluation of shoreline segments, establish clean-up priorities, and identify suitable tactics within 6 hours of assessment completion | Records show CAPL ORT completed evaluation of shoreline segments, established clean-up priorities, and identified suitable tactics within 6 hours of assessment completion |
| | E8d) If shoreline clean-up application is selected, CAPL will resource shoreline clean-up operations with equipment packages in accordance with the authorised IAP | Records show CAPL resourced shoreline clean-up operations with equipment packages in accordance with the IAP |
| | E8e) CAPL will annually review spill response arrangements, as detailed in Table C1 of this OPEP, to demonstrate capability, logistics and timeframes remain valid. | Records show CAPL has annually reviewed spill response arrangements, as detailed in Table C1 of this OPEP, to demonstrate capability, logistics and timeframes remain valid. |

## 7.7 Oiled Wildlife Response

**Table 7-17: EMT Information for Oiled Wildlife – Objective, Initiation Criteria, and Termination Criteria**

| | |
|---|---|
| **Objective** | To reduce impact and damage to fauna threatened by a spill by implementing the ABU Oil Spill Response Guidance Note – Oiled Wildlife Response (Ref. 9) |
| **Initiation criteria** | OWR will be initiated when:<br>• MES activities and/or operational monitoring activities indicate wildlife are at risk of contact, or have been contacted, by the spill<br>• NEBA demonstrates that the response strategy is likely to result in a net environmental benefit |
| **Termination criteria** | OWR will be terminated when:<br>• agreement is reached with jurisdictional authorities and stakeholders to terminate the response, and<br>• no wildlife have been observed in the trajectory of the spill, and<br>• oiled wildlife have been successfully rehabilitated |

### 7.7.1 Overview

Oiled wildlife response (OWR) is a support function that is implemented alongside other response options if applicable and commensurate to the scale and nature of the spill. It includes wildlife hazing, pre-emptive capture, and capturing, cleaning, treating, and rehabilitating animals that have been oiled. It also includes collecting dead animals, performing post-mortem examinations, and disposing of dead animals that have succumbed to the effects of oiling.

The responsibility for an OWR depends on location and spill origin. These arrangements will apply for CAPL operations:

- If the OWR is required in State Waters, DBCA will be the Jurisdictional Authority and will support the Control Agency.
- As the Jurisdictional Authority, DBCA retains the responsibility and statutory authority to treat, protect, and destroy wildlife as outlined in the *Biodiversity Conservation Act 2016* (WA).
- For level 2/3 spills in State Waters, DBCA will lead the oiled wildlife response, under the control of the WA DoT
- For level 1 spills within or that enter WA State waters, CAPL will be the Control Agency, including for wildlife response.
- For all spills, CAPL will conduct the initial first-strike response actions for wildlife and continue to manage those operations until DBCA is activated as the lead agency for wildlife response and formal handover occurs
- CAPL will provide access to AMOSC oiled wildlife resources to assist DoT. Timely provision of equipment and personnel will be provided by AMOSC to DoT as the Control Agency/lead EMT through a combination of call-off contracts with suppliers, and by managing industry OWR response personnel through CAPL's Oiled Wildlife Advisor (OWA), who will also liaise with the lead agency of the response and advise CAPL's EMT.
- In Commonwealth Waters, the Commonwealth Department of Climate Change, Energy, the Environment and Water (DCCEEW). is the Jurisdictional

Authority for oiled wildlife. DCCEEW may delegate authority for oiled wildlife to DBCA.

- CAPL is the Control Agency for OWR in Commonwealth Waters.
- Where CAPL is the Control Agency for OWR in Commonwealth Waters, AMOSC will also provide the above-mentioned resources and be supported by DBCA, but would work under the direction of the CAPL's EMT.

The arrangements for OWR in WA are outlined in the WAOWRP (Ref. 19) and the Western Australian Oiled Wildlife Response Manual (Ref. 20). The WAOWRP and accompanying Manual have been developed by DBCA and AMOSC, on behalf of the petroleum industry, to define the minimum standards for OWR in WA as a sub-plan to the State Hazard Plan: MEE (Ref. 3). The WAOWRP can also be used to guide OWR in Commonwealth Waters; however, the OWR requirements in State Waters are typically greater.

### 7.7.2 Tactics

OWR tactics and techniques are intended to mitigate adverse wildlife impacts by reducing the number of animals that come into contact with spilt oil, capturing and rehabilitating oiled fauna, and removing oiled carcasses to reduce secondary impacts.

Supporting information on these activities is contained in the ABU Oil Spill Response Guidance Note – Oiled Wildlife Response (Ref. 9). This Guidance Note provides the CAPL EMT with ABU-specific information relating to an OWR; it aligns with the WAOWRP (Ref. 19), the Western Australian Oiled Wildlife Response Manual (Ref. 20), and this OPEP. Specifically, the OWR Guidance Note helps CAPL to:

- effectively activate and manage initial response activities relating to OWR
- guide oiled wildlife responders in planning, coordinating, implementing, and terminating OWR
- identify CAPL's OWR level of response capability and required resourcing
- support OWR agencies
- conduct OWR in compliance with internal fauna management practices, where practicable.

The OWR Guidance Note (Ref. 9) is the key document for an OWR. The tactics implemented for an OWR are outlined in this document, and align with those outlined in the WAOWRP (Ref. 19), as appropriate to the nature and scale of the incident.

Further information on the OWR techniques and implementing tactics addressed in Part B of the OWR Guidance Note (Ref. 9). The resource capability required to implement this strategy is included in Appendix C (Table C1), which outlines the spill response capabilities and arrangements that CAPL has in place across the business.

### 7.7.3 Implementation

OWR activities can be resource-intensive and may require additional personnel to be included within the EMT. The OWR team will be managed according to the typical EMT command structure; specifically, there will be wildlife roles within the planning, finance/administration, and logistics sections (as relevant to the nature

and scale of the spill and the potential size and complexity of the OWR). The operations section will contain all the field staff and activities, including oiled wildlife reconnaissance, which is outlined in further detail within the OSMP (Ref. 8). The IAP Wildlife Response Sub-plan will form the key management system that will provide control and oversight over the OWR.

Allowing for the potential size and complexity of an OWR, specific implementation guidance for OWR is contained in Part B of the OWR Guidance Note (Ref. 9); this guidance should be read in conjunction with the WAOWRP (Ref. 19) and Western Australian Oiled Wildlife Response Manual (Ref. 20). In some cases, the guidance in the OWR Guidance Note will provide additional detail to the WAOWRP and have greater linkages to other aspects of the response operation and response options and activities outlined in this OPEP (e.g. operational monitoring and MES).

**Table 7-18: Environmental Performance – Oiled Wildlife Response**

| Environmental Performance Objective(s) | Environmental Performance Standard(s) | Measurement Criteria |
|---|---|---|
| EPO E9 – Locate, identify, and treat avian and marine wildlife that are contacted by oil | **Oiled Wildlife Response** | |
| | E9a) If OWR is selected, CAPL EMT will use the OWR Guidance Note (Ref. 9) to plan, coordinate, implement, and terminate operations during training, exercises, and OWR operations | E7b) Records show CAPL EMT used the OWR Guidance Note (Ref. 9) to plan, coordinate, implement, and terminate operations during training, exercises, and OWR operations |
| | E9b) If OWR is selected, CAPL ORT will coordinate OWR operations with trained Oiled Wildlife Advisor with relevant government agencies within 4 hours of confirmed wildlife contact | Records show OWR operations with trained Oiled Wildlife Advisor were coordinated with relevant government agencies within 4 hours of confirmed wildlife contact |
| | E9c) If OWR is selected, CAPL EMT will identify availability of vessels and land-based logistics through existing contracts within 12 hours of response option selection | Records show identification of vessel and land-based logistics availability through existing contracts within 12 hours of response option selection |
| | E9d) If OWR is selected, CAPL EMT will mobilise at least one pre or post impact fauna package to priority locations in accordance with the authorised IAP | Records show that CAPL mobilised at least one pre or post impact fauna package to priority locations in accordance with the authorised IAP |
| | E9e) If OWR is selected, CAPL ORT will supervise OWR activities using two trained oiled wildlife responders per operation, with additional support personnel from CAPL (within 24 hours) and third-party service providers (within 48 hours) | Records show OWR activities were supervised using two trained oiled wildlife responders per operation, with additional support personnel from CAPL (within 24 hours) and third-party service providers (within 48 hours) |
| | E9f) OWR will continue for the duration of the event in accordance with the IAP, until operational NEBA determines there is no net environmental | Records show that OWR continued for the duration of the event in accordance with the IAP, until operational NEBA determined there was no net environmental |

| Environmental Performance Objective(s) | Environmental Performance Standard(s) | Measurement Criteria |
|---|---|---|
| | benefit, and termination criteria have been met, consistent with Section 8 of this OPEP | benefit, and termination criteria were met, consistent with Section 8 of this OPEP |
| | E9g) CAPL will annually review spill response arrangements, as detailed in Table C1 of this OPEP, to demonstrate capability, logistics and timeframes remain valid. | Records show CAPL has annually reviewed spill response arrangements, as detailed in Table C1 of this OPEP, to demonstrate capability, logistics and timeframes remain valid. |

## 7.8 Waste Management

### 7.8.1 Overview

Waste management is considered an important support function to the overall response effort, so it has no set objective, or initiation or termination criteria. However, it is a critical support function during a spill response, and is needed to manage the collection, storage, transportation, recovery, and/or disposal of liquid and solid wastes.

Some spill response strategies will generate solid and liquid waste that will require rapid management, storage, transport, and disposal. Such waste must be collected and removed quickly to ensure waste management does not create a bottleneck in response operations.

### 7.8.2 Tactics

Waste management requirements and tactics differ depending on the particular parameters of an incident and the response options and tactics deployed. For this reason, an incident-specific WMP will be prepared (using the Oil Spill Response Waste Management Plan Template contained within the Oil Spill Response Waste Management Guidance Note [Ref. 13]) in the event of an oil spill, to address and document the methods and procedures for waste management in response to the incident.

The overall objective of the WMP is to ensure the safe and efficient handling and disposal of all wastes generated by oil spill response, recovery, and clean-up activities, with an aim to:

- identify the types and quantities of wastes generated as a result of the spill
- establish and support the operation of temporary waste management areas
- source and deploy appropriate waste receptacles and resources
- facilitate the safe and efficient labelling, transport, and tracking of oiled wastes to appropriate waste management areas and facilities
- facilitate the appropriate storage, treatment, and recovery, and/or disposal of waste
- prevent further contamination of clean areas
- manage wastes in accordance with relevant Commonwealth and State regulations, and in consultation with relevant authorities.

Oily waste will also be generated during decontamination activities, which will occur at two stages in an oil spill response:

- during the response (waste management is required to prevent cross-contamination and ensure continuity of resources for the response)
- following response termination (waste management is required to ensure all equipment, vehicles, and vessels are decontaminated before they are returned to storage or next deployment).

The EMT should complete the Decontamination Plan Template (Ref. 10) in conjunction with the incident-specific WMP. The decontamination plan describes the approach used by ORTs to decontaminate personnel, vessels, and equipment during an oil spill response operation.

CAPL's approved third-party waste management contractor (see Contacts Directory, Ref. 12), a registered DMIRS-approved emergency responder, has sufficient resources (trained personnel and equipment) to ensure efficient and appropriate containment, storage, transport, treatment, recovery, and/or disposal of wastes associated with an oil spill.

The resource capability required to implement this strategy is included in Appendix C (Table C1), which outlines the spill response capabilities and arrangements that CAPL has in place across the business.

### 7.8.3 Implementation

The EMT must incorporate waste management into response planning from the beginning. The ABU Oil Spill Response Guidance Note – Waste Management (Ref. 13) provides the EMT with all the relevant information required for managing waste generated during an oil spill.

Waste produced as a result of an oil spill will be managed in accordance with this Waste Management Guidance Note (Ref. 13), along with MARPOL 73/78 (as appropriate to vessel class) and relevant Commonwealth and State regulations. CAPL will engage its waste management contractor to finalise the WMP at the time of a spill. The WMP will detail the types and volumes of waste that may be generated, finalise details of waste handling and storage, and provide detailed waste disposal plans. This WMP will be based on information in the Waste Management Guidance Note (Ref. 13), the Oil Spill Response Waste Management Plan Template (contained within the Guidance Note), and the Decontamination Plan Template (Ref. 10).

Specific implementation guidance for waste management is contained in Appendix A of the Waste Management Guidance Note (Ref. 13). The actions described in the Guidance Note guide the ORT, IEMT, and EMT on tasks and responsibilities that should be considered when implementing this response strategy. The IC is ultimately responsible for implementing the response and therefore, depending on the circumstances of the spill, they may determine that some tasks be varied, should not be undertaken, or should be reassigned.

**Table 7-19: Environmental Performance – Waste Management**

| Environmental Performance Objective(s) | Environmental Performance Standard(s) | Measurement Criteria |
|---|---|---|
| EPO E10 – Collect, segregate, package, and dispose of waste generated to a licensed facility from emergency event operations to minimise secondary contamination of coastal values and sensitivities | **Waste Management** | |
| | E10a) If waste management is selected as a response option, CAPL EMT will identify the availability of vessel and land-based logistics through existing contracts within 12 hours of EMT activation | Records show CAPL EMT identified vessel and land-based logistics availability through existing contracts within 12 hours of EMT activation |
| | E10b) If waste management is selected as a response option, CAPL EMT will activate the waste management contractor within 4 hours of EMT activation | Records show CAPL EMT activated the waste management contractor within 4 hours of EMT activation |
| | E10c) CAPL EMT will ensure all waste generated from emergency event operations is collected, | Records show CAPL EMT ensured all waste generated from emergency event operations is |

| Environmental Performance Objective(s) | Environmental Performance Standard(s) | Measurement Criteria |
|---|---|---|
| | accounted for, and tracked through to final disposal at a licensed facility | collected, accounted for, and tracked through to final disposal at licensed facility |
| | E10d) CAPL will annually review spill response arrangements, as detailed in Table C1 of this OPEP, to demonstrate capability, logistics and timeframes remain valid. | Records show CAPL has annually reviewed spill response arrangements, as detailed in Table C1 of this OPEP, to demonstrate capability, logistics and timeframes remain valid. |

# 8 Termination of Response and Demobilisation

The termination of a spill response includes ceasing response operations, demobilising equipment, post-incident reporting, reviewing and updating plans, restoring and recovering injured environments, and resupplying equipment.

In accordance with the NATPLAN (Ref. 1), the decision to terminate response operations is made in conjunction with relevant government authorities, which may include DoT and DMIRS for State Waters and AMSA and NOPSEMA for Commonwealth Waters. The response termination process may require days or weeks to complete, depending on the scope and scale of the response. Figure 8-1 summarises the process for terminating an oil spill response and the associated activities.

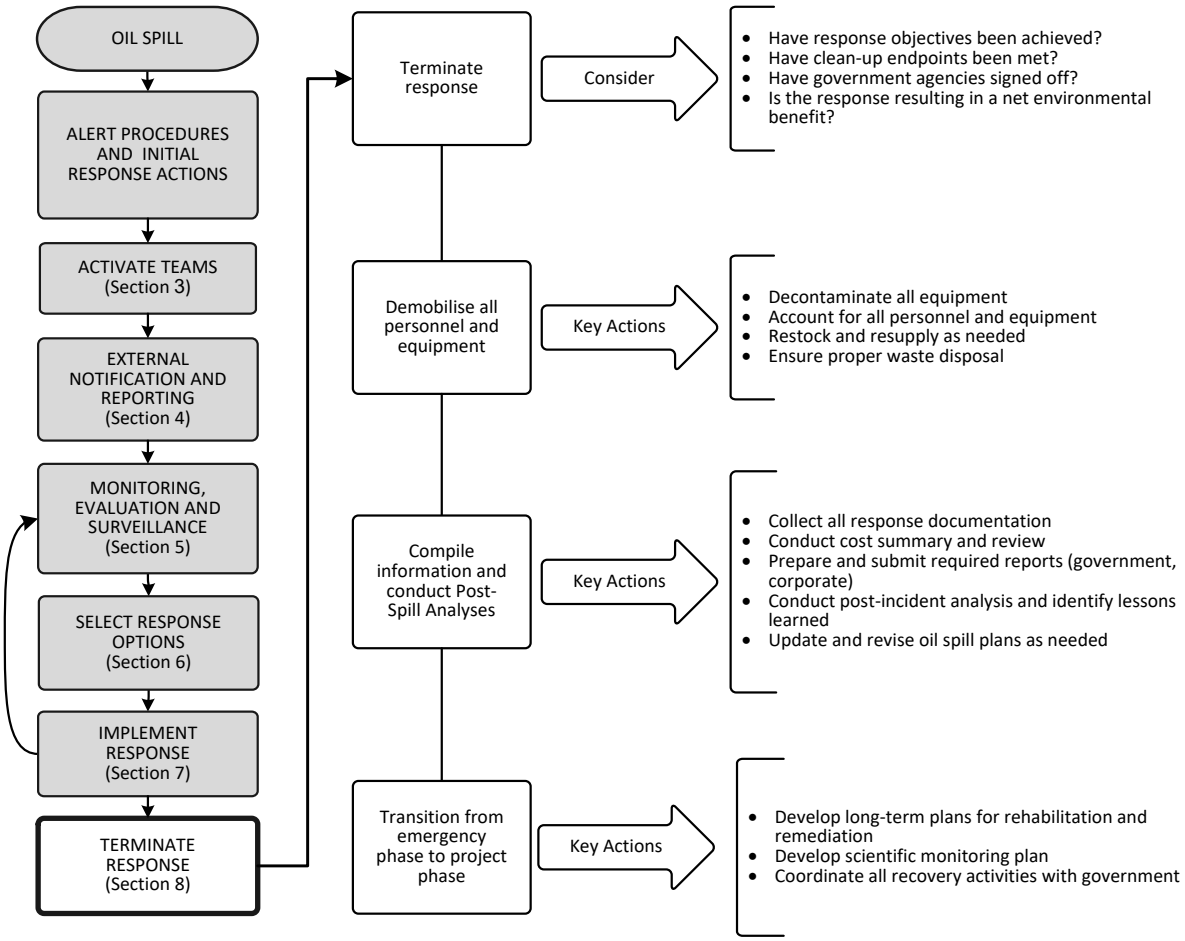



**Figure 8-1: Response Termination Process**

CAPL will conduct a post-incident response analysis, in the event of a spill associated with the EPs.

# 9 Review and Revise

This OPEP is required to be reviewed, and if applicable updated, to ensure maintenance of the response capability and confirm that all relevant information is accurate and that new information or improved technology is evaluated and used to adapt and improve the management of spills.

This document shall be reviewed, updated (if required) and submitted to DMIRS at least 14 days prior to the end of the 2.5 year period (from date of acceptance) and submitted to NOPSEMA within every 5 years from date of acceptance.

The document may also be reviewed and revised more frequently, if required, in accordance with the CAPL's Management of Change Procedure, as outlined in the activity specific EPs. This could include changes required in response to one or more of the following:

- Changes to the Activity described in the EP that affect oil spill response coordination or capabilities;
- Identification of a significant new or increased spill risk that affect oil spill response coordination or capabilities;
- Following testing of the OPEP (under regulation 14(8) of the OPGGS (E) Regulations) if improvements are identified; or
- After a Level 2/3 spill incident.

Significant modification to this OPEP and CAPL's oil pollution response arrangements that materially alters the basis upon which an activity specific EP (that this OPEP supports) was accepted may require that EP to be revised and submitted to NOPSEMA under regulation 17 of the OPGGS (E) Regulations.

# 10 Acronyms and Abbreviations

Table 10-1 defines the acronyms and abbreviations used in this document.

**Table 10-1: Acronyms and Abbreviations**

| Acronym / Abbreviation | Meaning |
|---|---|
| ~ | Approximately |
| < | Less/fewer than |
| > | Greater/more than |
| °C | Degrees Celsius |
| µm | Micrometre. 1 µm = $10^{-6}$ metre = 0.000001 metre or one millionth of a metre |
| 2D | Two-dimensional |
| ABU | Australian Business Unit |
| ADIOS2 | Automated Data Inquiry for Oil Spills |
| AHC | Active Heave Compensation |
| ALARP | As Low As Reasonably Practicable |
| AMOSC | Australian Marine Oil Spill Centre |
| AMOSPlan | Australian Industry Cooperative Oil Spill Response Arrangements |
| AMSA | Australian Maritime Safety Authority |
| AND | Assisted Natural Dispersion |
| API | American Petroleum Institute |
| BAOAC | Bonn Agreement Oil Appearance Code |
| Bdd | Berms (bunds), dams, and dikes |
| BOM | Bureau of Meteorology |
| BOP | Blowout Preventer |
| BWIJV | Barrow Island Joint Venture |
| C | Containment Booming |
| CAPL | Chevron Australia Pty Ltd |
| CCR | Central Control Room |
| CCTV | Closed-circuit Television |
| CMT | Crisis Management Team |
| Commonwealth | Commonwealth of Australia |
| Commonwealth Waters | Waters stretching from three to 200 nautical miles from the Australian coast |
| Control Agency | The organisation assigned by legislation, administrative arrangements, or within the relevant contingency plan, to control response activities to a maritime environmental emergency. Control Agencies have the operational responsibility for response and clean-up activities, but may have arrangements in place with other parties to provide response assistance under their direction. |
| COP | Common Operating Picture |
| Cp | Command Post |
| cP | Centipoise |

| Acronym / Abbreviation | Meaning |
|---|---|
| DBCA | Western Australian Department of Biodiversity, Conservation and Attractions |
| DCCEEW | Commonwealth Department of Climate Change, Energy, the Environment and Water |
| DF | Deflection Booming |
| DMIRS | Western Australian Department of Mines, Industry Regulation and Safety |
| DO | Dissolved Oxygen |
| DomGas | Domestic Gas |
| DoT | Western Australian Department of Transport |
| DPIRD | Department of Primary Industry and Regional Development |
| DR | (non-oiled) Debris Removal |
| DV | Diversion Booming |
| DWER | Western Australian Department of Water and Environmental Regulation |
| ECC | Emergency Command Centre |
| EMBA | Environment that May Be Affected |
| EMT | Emergency Management Team |
| EP | Environment Plan |
| EPO | Environmental Performance Objective |
| ERP | Emergency Response Plan |
| ERT | Emergency Response Team |
| EX | Exclusion Booming |
| FM | Fate and Weathering Modelling |
| FOG | Field Operation Guide |
| FoR | Free-oil Recovery |
| FSO | Floating Storage and Offloading |
| FWADC | Fixed-wing Aerial Dispersant Contract |
| $g/m^2$ | Grams per square metre |
| GIS | Geographic Information System |
| GPS | Global Positioning System |
| GTP | (Gorgon) Gas Treatment Plant |
| HES | Health, Environment, and Safety |
| HFO | Heavy Fuel Oil |
| HMA | Hazard Management Agency |
| IAA | Impact Assessment Area |
| IAP | Incident Action Plan / Planning |
| IC | Incident Commander |
| IEMT | Installation Emergency Management Team |
| IFO | Intermediate Fuel Oil |
| IMG | Incident Management Guide |

| Acronym / Abbreviation | Meaning |
|---|---|
| IMT | Incident Management Team |
| Insolation | Solar radiation received on a given body or over a given area |
| ITOPF | International Tanker Owners Pollution Federation Ltd |
| JHA | Job Hazard Analysis |
| Jurisdictional Authority | The agency responsible for verifying that an adequate spill response plan is prepared and, in the event of an incident, that a satisfactory response is implemented. The Jurisdictional Authority is also responsible for initiating prosecutions and the recovery of clean-up costs on behalf of all participating agencies. |
| $kg/m^3$ | Kilograms per cubic metre |
| km | Kilometre |
| LEL | Lower Explosive Limit |
| LNG | Liquefied Natural Gas |
| LOWC | Loss of Well Control |
| m | Metre |
| $m^3$ | Cubic metre |
| MDO | Marine Diesel Oil |
| MEE | Maritime Environmental Emergencies |
| MEER | Maritime Environmental Emergency Response (unit within DoT) |
| MES | Monitoring, Evaluation, and Surveillance |
| Metocean | Meteorological and oceanographic conditions |
| mm | Millimetre |
| MMR | Manual and Mechanical Removal |
| MoC | Management of Change |
| MODU | Mobile Offshore Drilling Unit |
| MOF | Materials Offloading Facility |
| MOP | Marine Oil Pollution |
| MR | Marine Recovery |
| N/A | Not Applicable |
| NATPLAN | The National Plan for Maritime Environmental Emergencies |
| NEBA | Net Environmental Benefit Analysis |
| NES | Matters of National Environmental Significance |
| nm | Nautical mile |
| NOPSEMA | National Offshore Petroleum Safety and Environmental Management Authority |
| NOPTA | National Offshore Petroleum Titles Administrator |
| NR | Natural Recovery |
| OC | On-Scene Commander |
| OIE | Offset Installation Equipment |
| OIM | Offshore Installation Manager |

| Acronym / Abbreviation | Meaning |
|---|---|
| OMP | Operational Monitoring Plan |
| OPEP | Oil Pollution Emergency Plan (this document) |
| OPGGS(E)R | Commonwealth Offshore Petroleum and Greenhouse Gas Storage (Environment) Regulations 2009 |
| OPIGN | Offshore Petroleum Industry Guidance Note |
| ORT | On-site Response Team |
| OSA | Oiled Shoreline Assessment |
| OSCA | Oil Spill Control Agents |
| OSMP | Operational and Scientific Monitoring Plan |
| OSRL | Oil Spill Response Limited |
| OSRM | Oil Spill Response Manual |
| OSRO | Oil Spill Response Organisation |
| OWA | Oiled Wildlife Advisor |
| OWR | Oiled Wildlife Response |
| PD | Plume Delineation |
| PEMT | Perth Emergency Management Team |
| Petroleum Activity | Any operations or works in an offshore area carried out for the purpose of:<br>(a) exercising a right conferred on a petroleum titleholder under the Act by a petroleum title; or<br>(b) discharging an obligation imposed on a petroleum titleholder by the Act or a legislative instrument under the Act |
| Petroleum Titleholder | a petroleum exploration permittee; or a petroleum retention lessee; or a petroleum production licensee; or the registered holder of a petroleum special prospecting authority; or the registered holder of a petroleum access authority; or the holder of a scientific investigation consent |
| PLF | Product Loading Facility |
| POLREP | Pollution Report |
| ppb.hr | Parts per billion per hour |
| PPE | Personal Protective Equipment |
| ppm | Parts per million |
| PR | Passive Recovery |
| PROWRP | Pilbara Region Oiled Wild Response Plan |
| psi | Pounds per square inch |
| ROV | Remotely Operated Vehicle |
| RS | Remote Sensing |
| SA | Shoreline Assessment |
| SC | Shoreline Containment |
| SCERP | Source Control Emergency Response Plan |
| SFRT | Subsea First-response Toolkit |
| SITREP | Situation Report |
| SMART | Special Monitoring of Applied Response Technologies (monitoring protocol) |

| Acronym / Abbreviation | Meaning |
|---|---|
| SMP | Scientific Monitoring Plan |
| SOC | Security Operations Centre |
| SOP | Standard Operating Procedure |
| SOPEP | Shipboard Oil Pollution Emergency Plan |
| SR | Shoreside Recovery OR Sediment Reworking and Surf Washing |
| SSDI | Subsea Dispersant Injection |
| State | Western Australia |
| State Waters | The marine environment within three nautical miles of the mainland of Western Australia or its islands |
| T | Tonne |
| TB | Tracking Buoy Deployment |
| Titleholder | *See* Petroleum Titleholder |
| TM | Trajectory Modelling |
| TPH | Total Petroleum Hydrocarbon |
| TRG | Tactical Response Guide |
| TRP | Tactical Response Plan |
| TS | Transfer and Storage (of oily liquids) |
| VO | Visual Observation |
| VOC | Volatile Organic Compound; organic chemical compound that has high enough vapour pressures under normal conditions to vaporise and enter the atmosphere |
| WA | Western Australia |
| WAOWRP | Western Australian Oiled Wildlife Response Plan |
| Wff | Washing, Flushing, and Flooding |
| WMP | Waste Management Plan |
| Woodside | Woodside Energy Limited |

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# Appendix A External Notification Thresholds and Reporting Responsibilities

## Table A1: External Notification Thresholds and Reporting Responsibilities

| Agency or Authority | Type of Notification / Timing | Legislation / Guidance | Reporting Requirements | Responsible Person / Group | Reporting and Contact Information |
|---|---|---|---|---|---|
| **Operating Partners (Wheatstone)** | | | | | |
| Woodside Energy Limited (Woodside) | **Immediately upon detection, CAPL will notify Woodside via the Woodside Communications Centre** | Julimar Operations Environment Plan | All spills from, or suspected to be from, Brunello and/or Julimar fields and/or hydrocarbon system<br>Relay key incident details, including:<br>• time of incident<br>• controlled, or continuing to spill<br>• weather, tide, and current details<br>• apparent trajectory of the spill | Notification by Wheatstone Platform Offshore Installation Manager (OIM) or EMT IC | Woodside Communications Centre on any of:<br>• 1300 833 333<br>• (08) 9348 7184<br>• +881 632 410 392 (satellite phone) |
| **All Marine Spills (Commonwealth and State Waters)** | | | | | |
| AMSA | **Immediate verbal notification** by the Vessel Master to AMSA: (02) 6230 6811<br>Written Marine Pollution Report (POLREP) form **within 24 hours** of the request of AMSA | *Protection of the Sea (Prevention of Pollution from Ships) Act 1983* (Commonwealth)<br>*Navigation Act 2012* (Commonwealth)<br>• Marine Order 91 (Marine pollution prevention — oil) 2014<br>• Marine Order 93 (Marine pollution prevention — noxious liquid substances) 2014<br>NATPLAN | All discharges/spills or probable discharges/spills to the marine environment of oil or oily mixtures or noxious liquid substances in the marine environment originating from a vessel/ship. This includes platform supply vessels and accommodation vessels.<br>All spills where NATPLAN equipment is used in a response.<br>Note: The above reporting does not apply to spills/discharges originating from the Wheatstone platform. | Vessel Master or CAPL representative to AMSA | If the ship is at sea, reports are to be made without delay to AMSA:<br>• (02) 6230 6811 or 1800 641 792<br>• rccaus@amsa.gov.au<br>• Fax: (02) 6230 6868<br>• AMSA POLREP: https://amsa-forms.nogginoca.com/public/ |
| Commonwealth Department of Climate Change, Energy, the Environment and Water (DCCEEW). | Written notification submitted to DCCEEW (email suitable) **as soon as practicable and within**:<br>• **24 hours** of detection / observation for death or injury of listed marine fauna<br>• 48 hours of detection / observation for unplanned impact on a matter of national environmental significance (NES) or death or injury of other (non-marine) listed species | *Environment Protection and Biodiversity Conservation Act 1999* (Commonwealth) | Spill has potential to cause significant impact to a matter of NES<br>Death or injury of individual(s) from a Listed Species during the activity | Notification by EMT Liaison Officer (or delegate)<br>*Advice on the content of this notification can be provided by the Environment Unit Lead (EUL)* | • Phone: +61 2 6274 1111<br>Email: EPBC.Permits@environment.gov.au |
| **Commonwealth Waters** | | | | | |
| NOPSEMA (Ref. 2) | Initial verbal to NOPSEMA, **within 2 hours** after CAPL becomes aware on incident.<br>Written report as soon as possible, **within 3 days** | *Offshore Petroleum and Greenhouse Gas Storage Act 2006* (Commonwealth)<br>Offshore Petroleum Greenhouse Gas Storage (Environment) Regulations 2009 (as amended 2014) | A spill associated with the activity that has caused, or has the potential to cause, moderate to significant environmental damage, such as:<br>• a LOWC resulting in a release of hydrocarbons<br>• a major defect (flowline or production pipeline) resulting in a release of hydrocarbons<br>• a release of hydrocarbons from a vessel engaged in a petroleum activity into the marine environment | Initial verbal notification by OIM / Supervisor / IEMT IC<br>Written report by EMT Liaison Officer (or delegate)<br>*Advice on the content of this verbal and written notification can be provided by the EUL if time allows* | 1300 674 472<br>Incident reporting requirements:<br>• https://www.nopsema.gov.au/assets/Guidance-notes/A198752.pdf |
| National Offshore Petroleum Titles Administrator (NOPTA) and WA Department of Mines, Industry Regulation and Safety (DMIRS) | Written report (as above) to NOPTA and DMIRS within **7 days** of the initial report being submitted to NOPSEMA | *Offshore Petroleum and Greenhouse Gas Storage Act 2006* (Commonwealth)<br>Offshore Petroleum Greenhouse Gas Storage (Environment) Regulations 2009 (as amended 2014) | Regulation 26(6) requires the titleholder to give a written record of the notification to NOPSEMA, the NOPTA, and the Department of the responsible State or Northern Territory Minister as soon as practicable after the oral notification. | Written report (as above) by EMT Liaison Officer (or delegate)<br>*Advice on the content of this notification can be provided by the EUL* | Provide same written report as provided to NOPSEMA<br>Reporting requirements:<br>• https://www.nopsema.gov.au/assets/Guidance-notes/A198752.pdf |
| Parks Australia<br>(Director of National Parks) | Verbal notification as soon as practicable | *Environment Protection and Biodiversity Conservation Act 1999* (Commonwealth) | All actual or impending spills that occur within a marine park or are likely to impact on an Australian marine park | Notification by EMT Liaison Officer (or delegate)<br>*Advice on the content of this notification can be provided by the EUL* | 24-hour Marine Compliance Duty Officer: 0419 293 465.<br>No forms, but provide this information:<br>• Titleholder's details<br>• Time and location of the incident (including name of marine park likely to be affected)<br>• Proposed response arrangements as per the OPEP; confirmation of providing access to relevant monitoring and evaluation reports when available<br>Details of the relevant contact person in the IMT. |

| Agency or Authority | Type of Notification / Timing | Legislation / Guidance | Reporting Requirements | Responsible Person / Group | Reporting and Contact Information |
|---|---|---|---|---|---|
| Australian Fisheries Management Authority (AFMA) | Verbal notification by phone within 24 hours of the incident | For consistency with the Department of Primary Industry and Regional Development (DPIRD) Fisheries notification | Fisheries within the environment that may be affected (EMBA)<br>Consider a courtesy call if not in exposure zone | Notification by EMT Liaison Officer (or delegate)<br>*Advice on the content of this notification can be provided by the EUL* | 1300 723 621 or (02) 6225 5555 |
| **State Waters** | | | | | |
| WA DoT<br>(WA MEER unit) | **Immediate verbal notification** to the MEER duty officer<br>Follow up with written POLREP, **as soon as practicable**<br>Written situation report (SITREP) submitted within **24 hours** of being directed by DoT | State Hazard Plan – MEE (Ref. 3)<br>As per State legislation (i.e. *Pollution of Waters by Oil and Noxious Substances Act 1987*) | Spill to State Waters (including ports and inland waters), or with the potential to enter State Waters | Immediate notification and POLREP by Vessel Master (for vessel spills) or EMT Liaison Officer (or delegate) for all other spills<br>Written SITREP submitted by EMT Liaison Officer (or delegate)<br>*Advice on the content of this notification can be provided by the EUL* | DoT MEER Unit 24-hour number: (08) 9480 9924<br>• DoT POLREP: http://www.transport.wa.gov.au/mediaFiles/marine/MAC-F-PollutionReport.pdf<br>• DoT SITREP: http://www.transport.wa.gov.au/mediaFiles/marine/MAC-F-SituationReport.pdf |
| DMIRS | Initial verbal notification within **2 hours**<br>Written environmental incident report within **3 days** | Petroleum and Geothermal Energy Resources (Environment) Regulations 2012<br>Petroleum (Submerged Lands) (Environment) Regulations 2012<br>Petroleum Pipelines (Environment) Regulations 2012 | A spill associated with the activity that has caused, or has the potential to cause, moderate to significant environmental damage, such as:<br>• a LOWC resulting in a release of hydrocarbons<br>• a major pipeline defect in the marine environment resulting in a release of hydrocarbons; and,<br>• a release of hydrocarbons as a result of a vessel collision in the marine environment. | Notification by EMT Liaison Officer (or delegate)<br>*Advice on the content of this notification can be provided by the EUL* | • (08) 9222 3727<br>• Initial notifications for reportable incidents will be made by email to petroleum.environment@dmirs.wa.gov.au.<br>• Reportable Environmental Incident Report Form: http://www.dmp.wa.gov.au/Environment/Environment-reports-and-6133.aspx |
| Barrow Island Port Authority | Verbal notification within **4 hours**.<br>*Note: This does not relieve the Vessel Master of their responsibility to report directly to AMSA and DoT.* | Port of Barrow Island – Port Information Manual (Ref. 4)<br>As per State legislative requirements | An incident, near miss, or relevant event within, or likely to move into, the Port of Barrow Island boundary | Vessel Master to inform and report to Barrow Island Port Captain who reports to the Harbour Master (DoT) | Primary Barrow Island Port Captain: (08) 9184 3667<br>Secondary Marine Communications (08) 9184 3666 |
| Pilbara Ports Authority<br>(covers Dampier, Ashburton, and Port Hedland ports) | Verbal notification as soon practicable<br>Written Report within **24 hours**<br>*Note: This does not relieve the Vessel Master of their responsibility to report directly to AMSA and DoT.* | Port Facility User's Handbook – Port of Dampier (Ref. 5)<br>Or<br>Port Hedland Port Handbook, 2018 (Ref. 6)<br>As per State legislative requirements | Any emergency, accident, hazardous situation, near miss, and/or any marine and/or land pollution incident that a port facility user is aware of | Notification by Vessel Master (for vessel spills) or EMT Liaison Officer (or delegate) for all other spills<br>*Advice on the content of this notification can be provided by the EUL* | (08) 9159 6556<br>https://www.pilbaraports.com.au/Home/Safety-and-security/Hazard-and-incident-reporting |
| Exmouth Boat Harbour | **Immediate** to Exmouth Harbour Marine Officer (DoT) as soon as practicable<br>Follow up with written POLREP, **as soon as practicable**<br>Written SITREP submitted within **24 hours** of being directed by DoT.<br>*Note: This does not relieve the Vessel Master of their responsibility to report directly to AMSA and DoT* | Exmouth Boat Harbour Code of Conduct (Ref. 7)<br>(refer to DoT requirements) | Spill from a vessel or unknown source | Immediate notification and POLREP by Vessel Master (for vessel spills) or EMT Liaison Officer (or delegate) for all other spills<br>Written SITREP submitted by EMT Liaison Officer (or delegate)<br>*Advice on the content of this notification can be provided by the EUL* | Exmouth Boat Harbour Maritime Office: (08) 9949 4284 |
| Department of Water and Environment Regulation (WA) (DWER) | Initial preliminary verbal or electronic notification of the discharge **as soon as practicable**<br>Written notification of the incident to the chief executive officer of the DWER, copied to the local DWER Industry Regulation Office, **as soon as practicable** | *Environmental Protection Act 1986* (WA) (Section 72)<br>Environmental Protection (Unauthorised Discharge) Regulations 2004 | Environmental Protection Act: Spill or discharge of hydrocarbon to the environment that has caused, or is likely to cause pollution, or material or serious environmental harm (which for the purposes of this Plan, was assessed for this activity to include Level 2 to 3 spills)<br>Environmental Protection (Unauthorised Discharge) Regulations: Unauthorised discharge (where there is potential for significant impact or public interest) to environment of Schedule 1 material | Notification by EMT Liaison Officer (or delegate)<br>*Advice on the content of this notification can be provided by the EUL* | 24-hour pollution watch hotline 1300 784 782<br>Reporting requirements: http://www.der.wa.gov.au/images/documents/your-environment/pollution/spill-reporting_guide-s72.pdf<br>DWER Officer: Carmen.Standring@DWER.wa.gov.au<br>DWER Hazmat Branch |
| DBCA | Verbal notification **as soon as practicable** | *Biodiversity Conservation Act 2016* (WA)<br>WAOWRP (Ref. 19) | Notify if spill has the potential to impact or has impacted wildlife in State Waters (to activate the Oiled Wildlife Advisor) | Notification by EMT Liaison Officer (or delegate)<br>*Advice on the content of this notification can be provided by the EUL* | DBCA Barrow Island Reserves Officers:<br>• (08) 9182 5095<br>• Sro.bwi@dbca.wa.gov.au<br>DBCA State Duty Officer:<br>• (08) 9219 9108 |

| Agency or Authority | Type of Notification / Timing | Legislation / Guidance | Reporting Requirements | Responsible Person / Group | Reporting and Contact Information |
|---|---|---|---|---|---|
| Department of Primary Industry and Regional Development (DPIRD) | Verbal phone call notification within 24 hours of incident | | Reporting of marine oil pollution<br>Notify is spill has the potential to impact or has impacted state fisheries | Notification by EMT Liaison Officer (or delegate)<br>*Advice on the content of this notification can be provided by the EUL* | |

## Appendix B Implementation Tables

These implementation tables guide the ORT, IEMT, and EMT on tasks and responsibilities that should be considered when implementing each response strategy. The IC is ultimately responsible for implementing the response and therefore, depending on the circumstances of the spill, they may determine that some tasks be varied, should not be undertaken, or should be reassigned.

**Table B1: MES Implementation Guide**

| Responsibility | | Task | Consideration | Complete |
|---|---|---|---|---|
| **Tracking buoy (if selected); *most suitable for Level 2–3 spills*** | | | | |
| **Initial Actions** | ORT / IEMT | Direct personnel to deploy buoy from the facility or vessel as close as possible to the leading edge of the spill (personnel and vessel safety is priority)<br>**This OPEP commits to deploying the tracking buoy within 2 hours of EMT activation** | ABU Oil Spill Coordinator should coordinate tracking buoy deployment<br>Note and report the serial number of the deployed tracking buoy<br>Tracking buoy login details and deployment guidelines are available in Oil Spill Tracking Buoy Instructions (Appendix E, Ref. 57) | ☐ |
| | ORT / IEMT | Inform EMT that buoy has been deployed and provide EMT with current weather conditions | Note tracking buoy deployment details in incident log | ☐ |
| | Situation Unit Leader | Verify deployment of tracking buoy using tracking buoy instructions | Tracking buoy login details and deployment guidelines are available in Oil Spill Tracking Buoy Instructions (Appendix E, Ref. 57) | ☐ |
| **Ongoing Actions** | Situation Unit Leader | Use tracking buoy data to maintain Common Operating Picture | Tracking buoy data is tracked online and fed into spill trajectory models and the Common Operating Picture | ☐ |
| | Situation Unit Leader | Use the IAP to guide the OIM regarding any additional tracking buoys deployments | | ☐ |
| **Trajectory and fate/weathering modelling (if selected); *most suitable for Level 2–3 spills*** | | | | |
| **Initial Actions** | Situation Unit Leader / Environment Unit Leader | Contact CAPL Geographic Information Systems (GIS) Team to conduct in-house GeoHouse oil spill trajectory modelling | | ☐ |
| | Situation Unit Leader / Environment Unit Leader | Conduct hydrocarbon distribution, fate, and weathering assessment using Automated Data Inquiry for Oil Spills (ADIOS2) using information available on oil type (see Oil Properties and Dispersion Application Applicability [Appendix E, Ref. 53]) | Compare fate curves from applicable EP and ADIOS2<br>Refer to PEMT Environment Unit Lead EMT Checklist – Oil Spill (Appendix E, Ref. 55) for more information and links | ☐ |
| | Situation Unit Leader / Environment Unit Leader | Contact RPS Group duty manager (0408 477 196) to execute service contract and commence trajectory modelling<br>**This OPEP commits to contacting RPS and commencing fate and trajectory modelling within 3 hours of EMT activation** | Surveillance activities should aim to ground-truth trajectory modelling results. | ☐ |
| | Situation Unit Leader / Environment Unit Leader | Complete and send the Oil Spill Trajectory Modelling Request Form (Appendix E, Ref. 58) to RPS Group for trajectory modelling. Refer to the Activate Oil Spill Modelling Request Procedures (Appendix E, Ref. 56) for a quick reference guide for activating spill response modelling procedures with RPS Group<br>Call RPS Group duty manager 0408 477 196 to confirm receipt of the trajectory modelling request once sent | Modelling will be undertaken within 3 hours of the request being sent to RPS Group, then every operational day during the spill response; note actions in the incident log<br>If modelling predicts shoreline contact, refer to Table B5 for shoreline assessment mobilisation timeframes and commitments | ☐ |
| **Ongoing Actions** | Situation Unit Leader / Environment Unit Leader | Request trajectory modelling be provided daily throughout the duration of the response and integrate data into the Common Operating Picture | | ☐ |
| | Situation Unit Leader | Use results from monitor and evaluate activities, and/or data derived from hydrocarbon assays of the source hydrocarbon, or from other reservoirs in the region as input data (if or when available) to improve model accuracy | | ☐ |
| **Satellite imagery (if selected); *most suitable for Level 2–3 spills*** | | | | |
| **Initial Actions** | Situation Unit Leader | Notify AMOSC duty officer (0438 379 328) to request initiation of satellite services | Request for AMOSC support must be approved by EMT IC | ☐ |
| | Situation Unit Leader | Combine satellite data with optical imagery (aerial surveillance, vessel-based observations) to mitigate issues of angle of insolation (angle of the sun), thick cloud cover, and night | Satellite-derived data can be used to broaden aerial survey data (in terms of both spatial and temporal scale) and provide images | ☐ |
| **Ongoing Actions** | Situation Unit Leader | Request that satellite imagery is provided daily throughout the duration of the response and integrate this data into the Common Operating Picture | | ☐ |

| Responsibility | | Task | Consideration | Complete |
|---|---|---|---|---|
| **Metocean data acquisition** | | | | |
| **Initial Actions** | Situation Unit Leader | Contact CAPL GIS Team to obtain metocean data for integration into the Common Operating Picture | Numerous datasets of metocean data are available from the Bureau of Meteorology (BOM) and APASA (Environmental Data Service, ECOP, and Coastmap) via the CAPL GIS Team<br>CAPL also has access to real-time weather stations, which measure wave, current, and wind at various locations.<br>BOM Chevron site:<br>• http://ssuweb.bom.gov.au/private/login.pl<br>• Username: chevron<br>• Password: s2whw3xt<br>Wheatstone metocean data:<br>• http://rpsmetocean.com/data-access<br>• Username: J2890.002<br>• Password: Wheatstone<br>Wheatstone Platform real-time metocean data:<br>• http://146.29.188.20/rems/site/page/standby<br>Port of Ashburton metocean data.<br>• https://hydrotel.pilbaraports.com.au/hydrotel/<br>• Username: EUL<br>• Password: oil123spill | ☐ |
| **Ongoing Actions** | Situation Unit Leader | Request that metocean data is provided daily throughout the duration of the response and integrate this data into the Common Operating Picture | | ☐ |
| **Vessel surveillance (if selected); *most suitable for Level 1–3 spills*** | | | | |
| **Initial Actions** | ORT / IEMT | If preliminary observations are/were possible, provide the EMT with an initial report on estimated spill volumes and movement based on visual observation (if possible) such as:<br>• Vessel Master spill volume estimates<br>• plume delineation estimates<br>• aerial and marine surveillance data, where available | Preliminary observations are intended to provide initial projections of spill trajectory and scale before more detailed modelling and surveillance is undertaken; these observations should be verified immediately by more detailed surveillance | ☐ |
| | ORT / IEMT/ Logistics Section Chief | Determine if any vessels are available to follow spills and help with surveillance activities | CAPL Shipping (through Logistics Section) can provide further information on standing vessel contracts and 'vessel of opportunity' options.<br>For vessels operating in or around BWI waters, the Barrow Island Quarantine Marine Vessels Procedure should be considered (Ref. 53) | ☐ |
| **Ongoing Actions** | Situation Unit Leader | If vessel surveillance is feasible, ensure surveillance data are regularly incorporated into the Common Operating Picture | | ☐ |
| | IEMT Planning Section Chief | Continue to use the Upstream and Gas Oil Spill Response Planning Guidance: Appendix B: Response Tactics Guide (Ref. 26) to identify and quantify surface and shoreline oil during MES operations | As per Environmental Performance Standards for MES | ☐ |
| **Aerial surveillance (if selected); *most suitable for Level 1–3 spills*** | | | | |
| Initial Actions | EMT Logistics Section Chief | Contact CAPL aircraft providers to establish support for aerial surveillance activities | CAPL Aviation (through Logistics Section) can provide further information on aircraft contracts and availability.<br>Aerial surveillance platform (fixed wing or rotary) should:<br>• be immediately accessible from a Pilbara-based airport<br>• be capable of flying at 150 feet<br>• have crew for one aircraft and space for at least one trained aerial observer | ☐ |
| | EMT Logistics Section Chief | Confirm availability of aerial surveillance platform to conduct initial surveillance flight | If aviation assets are available near the spill location, use them (where possible) to gather as much information about the spill. If aviation assets are not available at or near the spill location, the EMT is to seek available resources through existing contractual arrangements.<br>The initial surveillance flight may not have a trained aerial surveillance observer on board. Initial flights can be conducted using standard crew and initial surveillance should not be | ☐ |

| Responsibility | | Task | Consideration | Complete |
|---|---|---|---|---|
| | | | delayed waiting for trained personnel. Ensure all safety requirements are met before deployment.<br>Obtain this data during initial surveillance, where possible:<br>• name of observer, date, time, aircraft type, speed, and altitude of aircraft<br>• location of slick or plume (GPS positions, if possible)<br>• spill source<br>• size of the spill, including approximate length and width of the slick or plume<br>• visual appearance of the slick (e.g. colour)<br>• edge description (clear or blurred)<br>• general description (windrows, patches etc.)<br>• wildlife, habitat, or other sensitive receptors observed<br>• basic metocean conditions (e.g. sea state, wind, current)<br>• photographic/video images<br>*Note: This OPEP commits to conduct aerial surveillance with trained personnel to track and quantify surface and shoreline oil within 8 hours of EMT activation* | |
| | Operations Section Chief | Once initial flight is complete, EMT to determine if additional flights are required | | ☐ |
| | Operations Section Chief<br>Logistics Section Chief | In addition to arranging the initial flight, mobilise aircraft and trained observers to the spill location to undertake surveillance activities (which can be cancelled if the initial flight determines no additional surveillance is required) | Trained observers should be familiar with the Bonn Agreement Aerial Operations Handbook (Part III) (Ref. 31). An Aerial Surveillance Observation Log is provided in Aerial Surveillance Grab Bag at Barrow Island and Wheatstone LNG<br>CAPL has trained aerial observers at its Barrow Island, Onslow, and Perth locations—see the ABU Oil Spill Response Dashboard (Appendix E, Ref. 59)<br>If needed, trained aerial observers are available from AMOSC (24 hours mobilisation time), AMSA National Response Team (via the NATPLAN), through mutual aid arrangements with other nearby operators with trained staff (e.g. Shell, Woodside), and also through OSRL (international deployment required) | ☐ |
| | Situation Unit Lead | Complete Flight Tasking information using Assignment List attachment form (ICS-204a) | | ☐ |
| | Operations Section Chief | Relay all records to EMT when aircraft returns from its observation flight | Visual observations from aircraft are inherently subjective due to the effect of the angle of the sun on the surface of the ocean, cloud cover, and amount of daylight<br>Where possible, consider sending a verbal report of relevant information via radio/telephone while en route if the aircraft has a long transit from the spill location to base | ☐ |
| **Ongoing Actions** | Operations Section Chief | Develop a flight schedule for ongoing aerial surveillance | Frequency of flights should consider the information needs of the EMT to help maintain the Common Operating Picture and determine ongoing response operations | ☐ |
| | IEMT Planning Section Chief | Continue to use the Upstream and Gas Oil Spill Response Planning Guidance: Appendix B: Response Tactics Guide (Ref. 26) to identify and quantify surface and shoreline oil during MES operations | As per Environmental Performance Standards for MES | ☐ |
| **Operational and Scientific Monitoring Plan (if required); *required for Level 2–3 spills*** | | | | |
| **Initial Actions** | Environment Unit Lead | Activate the OSMP. Start with the ABU OSMP Quick Reference Guide (Appendix E, Ref. 54) and identify relevant components to initiate, and then consult Technical Services (Environment) team as subject matter experts. Discuss with Operations Section Chief and confirm that work assignments are included in the ICS-234 (Work Assignment Matrix), and subsequent ICS-215s (Operational Planning Worksheet) | Use the 'First 48 hours Guide/Checklist' within the ABU OSMP Quick Reference Guide (Appendix E, Ref. 54) as a starting point for OSMP implementation | ☐ |
| **NEBA (if required); required for Level 2–3 spills** | | | | |
| **Initial Actions** | Environment Unit Lead | Review strategic NEBA and using MES and OSMP data to confirm sensitive environmental and social receptors and protection prioritisation, commence operational NEBA using the standard template. Consult with Operations Section Chief to understand timing requirements for when the operational NEBA will be required (e.g. before the Preparation for Tactics Meeting, Tactics Meeting) | Template is available from the ABU Oil Spill SharePoint site (Appendix E) | ☐ |

### Table B2: AND Implementation Guide

| Responsibility | | Task | Consideration | Complete |
|---|---|---|---|---|
| **Initial Actions** | Situation Unit Leader | Identify areas for AND activities based on aerial or marine surveillance reports | Information obtained through MES activities (Section 5.3) can be used to identify priority areas | ☐ |
| | Logistics Section Chief | Identify suitable vessels to conduct AND activities. Check for vessels working near spill site in the first instance. Otherwise select vessels based on suitability for the task (e.g. vessels with a firefighting system) | Note: Vessel should be fitted with a gas detection unit. AND activities are conducted at the discretion of the Vessel Master due to safety/ignition risks of driving a vessel through a volatile hydrocarbon<br>For vessels operating in or around BWI waters, the Barrow Island Quarantine Marine Vessels Procedure should be considered (Ref. 53) | ☐ |
| | Operations Section Chief | Direct the ORT to conduct AND activities | Deploy vessel/s to execute AND at priority or target areas using:<br>• propeller wash<br>• high-pressure water spray | ☐ |
| **Ongoing Actions** | Situation Unit Leader | Request daily metocean data during the response to determine if conditions remain favourable for AND | | ☐ |
| | ORT | Record observations from the response and relay back to EMT | | ☐ |
| | Situation Unit Leader | Use data received from MES tactics, field reports, and photos to evaluate effectiveness of AND, and direct ORT as required | | ☐ |
| | Document Unit Lead | Record all relevant data associated with this response option | Examples include equipment mobilised, times, locations, job hazard analyses (JHAs) used | ☐ |

### Table B3: Surface Dispersant Application Implementation Guide

| Responsibility | | Task | Consideration | Complete |
|---|---|---|---|---|
| **Before Application** | | | | |
| **Initial Actions** | Environment Unit Leader | Confirm operational NEBA supports surface chemical dispersant application | Confirm oil properties support using surface dispersant<br>Confirm that response objectives support dispersant application (i.e. to prevent shoreline impact) | ☐ |
| | Operations Section Chief | Investigate if window of opportunity for dispersant application is feasible (use indicative transit times in Appendix D) | Obtain estimates on transit times to spill location from oil spill response agencies to help determine if window of opportunity is viable given transit times to the spill location | ☐ |
| | Operations Section Chief | Obtain real-time metocean information to determine that conditions are suitable for surface dispersant application | Refer to:<br>• Section 5.3 for MetOcean data access information<br>• Refer to Table 7-7 for specific criteria (environmental, operational, oil properties) applicable to dispersant application | ☐ |
| | Logistics Section Chief | Mobilise Tier 1 Oil Spill Dispersant Effectiveness Field Test Kit from the closest storage location to the vessel carrying out the test spray | Kits are kept on Barrow Island (with the Barrow Island Port Captain) and at Wheatstone LNG Plant (with the Marine Superintendent)<br>The kits are based on the National Plan Oil Spill Dispersant Effectiveness Field Test Kit. Usage instructions are within the kits and also available from: https://www.amsa.gov.au/sites/default/files/2012-06-np-gui013-oil-spill-disp-effectiveness-kit.pdf | ☐ |
| | Planning Section Chief / Incident Commander | Ensure the necessary approvals are in place depending on the location of dispersant use | State Waters: Before applying any dispersant in State Waters, IC (or delegate) must arrange for approval of dispersant use from DoT (i.e. State Maritime Environmental Emergency Coordinator) using the AMSA Protocol for Obtaining Approval for the Application of Oil Spill Control Agents to Oil at Sea or on Shorelines (Ref. 22)<br>Commonwealth Waters: NOPSEMA provides prior approval of dispersant use upon acceptance of the EP/OPEP that identifies dispersants as an appropriate response option. Consult with the EUL for EP/OPEP details. AMSA may also need to be consulted to advise on spills that occur in Commonwealth Waters if the vessel is not conducting a petroleum activity | ☐ |

| Responsibility | | Task | Consideration | Complete |
|---|---|---|---|---|
| **Vessel Application** | | | | |
| **Initial Tasks** | Operations Section Chief | Determine the resources required (including vessel(s), people and equipment) for dispersant application and provide ICS-213 RR form to the Logistics Section Chief | Refer to CAPL Oil Spill Response Dashboard (Appendix E, Ref. 59) | ☐ |
| | Logistics Section Chief | Identify suitable vessels to conduct dispersant spraying activities<br>**If surface dispersant application is selected as a response option, identification of vessel availability must be carried out within 12 hours of the EMT activation to meet Environmental Performance Standards** | Check for vessels working near spill site in the first instance. Otherwise select vessels based on suitability for the task.<br>For vessels operating in or around BWI waters, the Barrow Island Quarantine Marine Vessels Procedure should be considered (Ref. 53)<br>**A minimum of one vessel must be mobilised within 24 hours (subject to Barrow Island quarantine requirements if entering the Port of BWI) for equipment and test kit loading to meet Environmental Performance Standards** | ☐ |
| | Logistics Section Chief | If required for a first-strike response, mobilise CAPL dispersant and application equipment to the selected vessel(s)/location | CAPL maintains a small quantity of dispersant (5 $m^3$ of Slickgone EW) and vessel dispersant application systems (AFEDO spray system) at the:<br>• Wheatstone LNG Plant<br>• Karratha Distribution Centre | ☐ |
| | Logistics Section Chief | Make arrangements for CAPL-trained personnel (who are available to assist with dispersant application as part of a first-strike response) to be mobilised to the vessel | Refer to CAPL Oil Spill Response Dashboard (Appendix E, Ref. 59) | ☐ |
| | Planning Section Chief / Incident Commander | If dispersant is deemed appropriate for a long-term response, and/or is beyond the capacity of CAPL resources, liaise with third-party support agencies (OSRL, AMOSC, and/or AMSA) for assistance in ongoing dispersant application | Refer to Table 3-2 for external oil spill response agency support services and activation | ☐ |
| | Logistics Section Chief | Confirm mobilisation of basic field-testing equipment to vessel and arrange for tests to be conducted and results communicated **before applying any dispersant** | | ☐ |
| | ORT | Conduct test spray and carry out basic Tier 1 dispersant effectiveness monitoring (including shake test and visual monitoring) and report results to EMT | Communicate results directly to EMT. Record all observations and take photos and videos if possible.<br>Signs of effectiveness include:<br>• coffee-colour in underlying waters<br>• loss of distinct ‘edge’ of slick<br>• change in colour of oil<br>• subsurface oil | ☐ |
| | Environment Unit Lead | Assess dispersant efficacy test results from basic field test and determine whether ongoing dispersant application is suitable | | ☐ |
| | Operations Section Chief | Using real-time or most recent visual surveillance observation data, identify appropriate locations for dispersant activities to be carried out and develop operational zones for vessel dispersant operations | Focus on applying dispersant to areas of slick that threaten priority receptors and are of a sufficient thickness whereby chemical dispersants will be effective | ☐ |
| | Operations Section Chief / Environment Unit Lead | Determine nominal application rates of dispersant based on estimated spill volumes, recommended application rates, and efficacy monitoring results | Consult with third-party support agencies for guidance if conducting a first-strike response<br>Third-party support agencies will assume this responsibility when ongoing dispersant application is required | ☐ |
| | ORT | Carry out vessel dispersant application using trained personnel or third-party support agencies, as instructed by the EMT | Record relevant data (e.g. equipment mobilised, times, locations, JHAs, type of dispersant used, concentration) and relay back to EMT | ☐ |
| | Logistics Section Chief | Arrange for additional aerial surveillance to help direct, monitor, and observe dispersant application<br>**It is a commitment within this OPEP that if dispersant application is selected, the CAPL EMT will ensure aerial surveillance is undertaken with trained personnel to direct offshore response operations to surface oil in accordance with the authorised IAP** | Aerial surveillance operations (if available) are to provide Vessel Master with GPS coordinates for dispersant application within operational zones | ☐ |
| **Ongoing Tasks** | Environment Unit Lead | Continue to monitor and assess the effectiveness of surface dispersant application | Dispersant efficacy testing is an Operational Monitoring component under the OSMP (Ref. 8) and will be carried out by the OSMP team | ☐ |
| | Environment Unit Lead | Conduct operational NEBA during each operational period to reassess effectiveness of application rates and dispersant efficacy | Evaluate the effectiveness of the response and direct the ORT as required | ☐ |
| | Logistics Section Chief | Source additional vessels (if required) via marine contracts and arrange for deployments from a suitable location | | ☐ |

| Responsibility | | Task | Consideration | Complete |
|---|---|---|---|---|
| | Logistics Section Chief | Arrange for additional vessels to be resourced with equipment, personnel, and dispersant stocks before deployment | | ☐ |
| | Operations Section Chief | Maintain operational zones and provide updates to Vessel Masters on most suitable locations for application | | ☐ |
| **Aerial Application** | | | | |
| **Initial Actions** | Logistics Section Chief | Confirm mobilisation of basic field-testing equipment to vessel and arrange for tests to be conducted and results communicated **before applying any dispersant** | Unless directed by the IC, dispersant efficacy basic field testing is required before aerial dispersant is applied. The field testing will depend on proximity to shore and resource availability<br>In lieu of basic field testing, the aircraft should carry out a test spray and conduct a visual check for effectiveness | ☐ |
| | ORT | If possible, conduct test spray and carry out basic Tier 1 dispersant effectiveness monitoring (including shake test and visual monitoring) and report results to EMT | Communicate results directly to EMT. Record all observations and take photos and videos if possible.<br>Signs of effectiveness include:<br>• coffee-colour in underlying waters<br>• loss of distinct 'edge' of slick<br>• change in colour of oil<br>• subsurface oil | ☐ |
| | Environment Unit Lead | Assess dispersant efficacy test results from basic field test and determine whether ongoing dispersant application is suitable | | ☐ |
| | Operations Section Chief | Using real-time or most recent visual surveillance observation data, identify appropriate locations for dispersant activities to be carried out and develop operational zones for fixed wing aerial dispersant operations | Focus on applying dispersant to areas of slick that threaten priority receptors and are of a sufficient thickness whereby chemical dispersants will be effective | ☐ |
| | Logistics Section Chief | Identify the location of a suitable air operations ground base that aircraft, personnel, and equipment can be mobilised into | Consider location of the spill, proximity to coast, and proximity to main roads and services<br>An Air Attack Supervisor platform (helicopter or fixed wing) will need to be supplied by the CAPL in the event the Titleholder is the Control Agency for the spill. Aerotech First Response also have the capability to source this capability, if required. | ☐ |
| | Logistics Section Chief / Operations Section Chief | Mobilise initial resources for aerial application<br>After initial AMOSC notifications are complete, contact AMOSC duty officer and confirm requirements for these resources:<br>• access to and mobilisation of required AMOSC dispersant stocks and associated equipment (AMOSC may arrange this through their contracted transport provider)<br>• activation of the FWADC from AMSA (AMOSC will activate this on behalf of CAPL)<br>• trained spill responders to support operations (AMOSC staff and Core Group) | Ensure all equipment mobilisation is coordinated, noting need for AMOSC/AMSA equipment in support of other response strategies<br>The Air Attack Supervisor is typically identified as a key critical path role. AMOSC maintain an Air Attack Supervisor as part of the Aerotech First Response FWADC. Other personnel are available via AMSA and the National Response Team (traditionally from bushfire services). | ☐ |
| | Logistics Section Chief | Request AMSA assistance to mobilise air attack supervisors, aerial observers, and airbase managers into the selected air operations ground base | CAPL may be required to provide logistical support | ☐ |
| | AMOSC (with support from the EMT) | Finalise the Air Operations Plan in consultation with AMSA | AMOSC, with support from the EMT, is to develop an Air Operations Plan in accordance with the Aerial Operational Plan for Oil Spills off the Western Australian Coastline which is to be submitted to AMSA prior to commencement of any National Plan FWADC aircraft operations.<br>Ensure the flight schedule in the Air Operations Plan considers requirements for other activities such as aerial surveillance sorties | ☐ |
| | Operations Section Chief | Using real-time or most recent visual surveillance observation data, identify appropriate locations for dispersant activities to be carried out and develop operational zones for aerial dispersant operations | Focus on applying dispersant to areas of slick that threaten priority receptors and are of a sufficient thickness whereby chemical dispersants will be effective | ☐ |
| | Operations Section Chief | Aerial surveillance operations: Provide pilots with GPS coordinates for dispersant application within operational zones (if available) | | ☐ |
| **Ongoing Tasks** | Environment Unit Lead | Continue to monitor and assess effectiveness of surface dispersant application | Dispersant efficacy testing is an Operational Monitoring component under the OSMP (Ref. 8) and will be carried out by the OSMP team | ☐ |
| | Environment Unit Lead | Conduct operational NEBA during each operational period to reassess effectiveness of application rates and dispersant efficacy | Evaluate the effectiveness of the response and direct the ORT as required | ☐ |

| Responsibility | | Task | Consideration | Complete |
|---|---|---|---|---|
| | Logistics Section Chief | If required, coordinate additional dispersant stocks and equipment through OSRL and arrange:<br>• permit for low-level flying<br>• accommodation / transport for personnel<br>• immigration clearance for personnel | | ☐ |

**Table B4: Containment and Recovery Implementation Guide**

| Responsibility | | Task | Consideration | Complete |
|---|---|---|---|---|
| **On-water Containment and Recovery** | | | | |
| **Initial Actions** | Environment Unit Leader | Confirm operational NEBA supports on-water containment and recovery | • Confirm oil properties support using containment and recovery<br>• Confirm that the volatility of the product will not create a health and safety risk<br>• Ensure the hydrocarbon characteristics, such as pourpoint and viscosity, make the product amenable to containment and recovery | ☐ |
| | Operations Section Chief | Confirm conditions are suitable for contain and recover activities | Refer to Table 7-10 | ☐ |
| | Operations Section Chief | Identify areas for containment and recovery operations based on marine and aerial surveillance reports and other response strategies being implemented simultaneously | Marine and aerial surveillance reports: obtained via MES activities; see Section 5 | ☐ |
| | Logistics Section Chief | Identify potential vessels available for deploying and towing the boom, and for collecting oily waste<br>**If containment and recovery is selected as a response option, identification of vessel availability must be carried out within 12 hours of the EMT activation to meet Environmental Performance Standards** | EMT should prioritise vessels with a crane and large storage capacities for containment and recovery operations.<br>For vessels operating in or around BWI waters, the Barrow Island Quarantine Marine Vessels Procedure should be considered (Ref. 53). | ☐ |
| | Operations Section Chief | For a first-strike or CAPL-led response, determine the resources required (including trained responders and containment and recovery equipment) for containment and recovery and provide the ICS-213 RR form to the Logistics Section Chief | Refer to:<br>• CAPL Oil Spill Response Dashboard (Appendix E, Ref. 59)<br>• CAPL ABU Oil Spill Equipment Register (Ref. 11) | ☐ |
| | Logistics Section Chief | Arrange for suitable vessels to travel to the selected mobilisation port for embarking trained personnel and equipment | The Port of Dampier will likely be the port selected<br>Check with ABU Shipping regarding the possibility of using the Wheatstone or Gorgon tugs (Svitzer) | ☐ |
| | Logistics Section Chief | Mobilise CAPL containment and recovery equipment to vessel mobilisation points | | ☐ |
| | Environment Unit Lead | Develop Waste Management Plan for containment and recovery operations | • Refer to IAP Sub Plan: Oil Spill Response Waste Management Plan Template (contained within the Waste Management Guidance Note [Ref. 13])<br>• Consider how hydrocarbon properties will influence waste volumes. As a worst case, plan for a 1:10 oil-in-water recovery rate. The total rate of recovery will depend on the number of vessels and skimmers used and the environmental conditions | ☐ |
| | Logistics Section Chief | Activate the Waste Management Contractor and/or vessel providers to supply adequate waste storage | Refer to Oil Spill Response: Waste Management Guidance Note (Ref. 13) | ☐ |
| | Logistics Section Chief | Establish decontamination facilities required for vessels, personnel, and oiled equipment | Refer to and use ABU Decontamination Plan Template (Ref. 10) | ☐ |
| | Planning Section Chief / Incident Commander / Logistics Section Chief | If containment and recovery is selected for a long-term response, and/or is beyond the capacity of CAPL resources, liaise with third-party support agencies (AMSA, AMOSC, and/or OSRL) for assistance in ongoing containment and recovery | • Refer to Table 3-2 for external oil spill response agency support services and activation<br>• Use Dampier contain and recover stockpiles in the first instance (with Exmouth and Broome as secondary locations) and liaise with AMSOC/AMSA to determine if additional equipment may be required<br>• Ensure all equipment mobilisation is coordinated noting need for AMOSC/AMSA equipment in support of other response strategies | ☐ |
| | Logistics Section Chief | Coordinate the dispatch of operationally ready (all equipment and personnel on board) vessel via the IAP | | ☐ |

| Responsibility | | Task | Consideration | Complete |
|---|---|---|---|---|
| | Operations Section Chief | Coordinate aerial surveillance (or initial visual) support to vessels to ensure vessels are being directed to priority locations for contain and recover activities within operational zones | Focus on contain and recover activities to areas of slick that threaten priority receptors and are of a sufficient thickness whereby contain and recover activities will be effective | ☐ |
| | Operations Section Chief | Maintain operational zones and provide updates to Vessel Masters on most suitable locations for contain and recover activities | Continue to utilise aerial surveillance data to inform the location of operational zones | ☐ |
| **Ongoing Tasks** | IEMT Planning Section Chief | Continue to use the Upstream and Gas Oil Spill Response Planning Guidance: Appendix B: Response Tactics Guide (Ref. 26) to plan, coordinate, implement, and terminate operations during containment and recovery operations | As per Environmental Performance Standards for containment and recovery | ☐ |
| | ORT | Record relevant data (e.g. equipment mobilised, times, locations, JHAs used, volume of oily waste collected) and relay to EMT | | ☐ |
| | Environment Unit Lead | Conduct operational NEBA during each operational period to reassess the effectiveness of containment and recovery | Evaluate the effectiveness of the response and direct the ORT as required | ☐ |
| **Decanting (if selected)** | | | | |
| **Initial Tasks** | Operations Section Chief | Confirm conditions are suitable for decanting | Determine optimum retention/settling time for hydrocarbon being recovered; refer to IPIECA-IOGP (Ref. 27) for additional guidance | ☐ |
| | Environment Unit Lead | Obtain decanting approval from AMSA (Commonwealth Waters) or DoT (State Waters) | Refer to Permission to Decant Oily Water Proforma (Appendix E, Ref.62) | ☐ |
| | Operations Section Chief | Ensure sufficient temporary storage is available for oily waste water on board the vessel | | ☐ |
| **Ongoing Tasks** | Vessel Master/s<br>ORT | Commence decanting operations, ensuring that any discharged water is directed into the apex of the already deployed containment boom system (with operational skimmer) | | ☐ |
| | Vessel Master/s<br>ORT | Record volumes of all water decanted | Supply this information to the relevant jurisdictional authority | ☐ |

## Table B5: Shoreline Protection Implementation Guide

*Note: The first section of this table outlines a **CAPL-led first-strike response**, if required. During a first-strike response, CAPL will maintain Control Agency responsibilities. Shoreline protection and deflection activities (and associated response options, such as waste management) planned for and/or carried out after the first IAP will likely be coordinated by DoT as the Control Agency, and the tasks carried out will be determined by DoT. Indicative tasks for this period are provided in the second part of the table; however, DoT will be in control for the ongoing response objectives, methodology, deployment locations, and resource allocation, with CAPL's assistance.*

| Responsibility | | Task | Consideration | Complete |
|---|---|---|---|---|
| ***These first-strike actions apply to the IEMT and ORT until the PEMT assumes control of the incident, and to a spill close to shore and/or where shoreline contact is predicted to occur within 12 hours.*** | | | | |
| **Initial Actions** | IEMT Planning Section Chief | Run 2D spill modelling through GeoHouse to understand spill trajectory and likely shoreline contact locations to commence initial planning | • Consult the relevant TRGs to determine the resources required to implement the first-strike response tactics based on the location of predicted contact<br>• Consult aerial photos and videos to gain situational awareness | ☐ |
| | IEMT Operations Section Chief | Activate the shallow-water first-strike response vessel<br>**If shoreline protection and deflection is selected as a response option, identification of vessel availability must be carried out within 24 hours of the EMT activation to meet Environmental Performance Standards** | • Wheatstone: *TAMS Intertidal*, mobile: 0448 014 395, satellite phone: 014 7151 775<br>• Barrow Island: *Sabre*, mobilise via WA Oil field superintendent (refer to Contacts Directory [Ref. 12])<br>• Consider mobilising additional shallow-water vessels from local contractors if required. For vessels operating in or around BWI waters, the Barrow Island Quarantine Marine Vessels Procedure should be considered (Ref. 53) | ☐ |
| | IEMT Operations Section Chief | If modelling predicts shoreline contact, mobilise and send personnel trained in shoreline assessment to shoreline locations to conduct shoreline assessment.<br>**If modelling predicts shoreline contact, at least one trained oil spill responder within must conduct shoreline assessment within 12 hours of receipt of the modelling predicting shoreline contact to meet Environmental Performance Standards** | Refer to CAPL Oil Spill Response Dashboard (Appendix E, Ref. 59) | ☐ |
| | IEMT Operations Section Chief | Arrange/muster trained personnel who are available to help with shoreline protection | • Based on situational awareness and applicable TRGs, determine personnel requirements for the first-strike response operations<br>• Determine team leaders and teams based on the relevant competencies of the available responders<br>• Refer to CAPL Oil Spill Response Dashboard (Appendix E, Ref. 59) | ☐ |
| | IEMT Logistics Section Chief | Mobilise shoreline protection equipment to required locations | • Determine the equipment requirements based on response tactics (TRGs) selected<br>• Refer to CAPL ABU Oil Spill Equipment Register (Ref. 11)<br>• Work with Logistics Section Chief to mobilise any resources required for equipment deployment (e.g. forklifts and cranes for unloading containers and transferring equipment onto vessels) | ☐ |
| **Ongoing Tasks** | IEMT Planning Section Chief | Continue to use the Upstream and Gas Oil Spill Response Planning Guidance: Appendix B: Response Tactics Guide (Ref. 26) to plan, coordinate, implement, and terminate operations during shoreline protection and deflection operations | • As per Environmental Performance Standards for Shoreline Protection and Deflection | ☐ |
| | IEMT Planning Section Chief | Continue to review situational data (from the field) to assess success and ongoing appropriateness of response options | • Record observations and relay back to EMT<br>• As the incident progresses, the PEMT will provide additional information such as oil spill trajectory modelling outputs, NEBA results, Control Agency updates etc. | ☐ |
| | IEMT Planning Section Chief | Provide update on the external notifications made to date | | ☐ |
| | IEMT Planning Section Chief | Record relevant data (e.g. equipment mobilised, times, locations, JHAs used) | | ☐ |
| ***The following actions apply to the EMT if shoreline contact is predicted to occur >12 hours or has the potential to occur. Actions below are indicative only and are at the final determination of the Control Agency (DoT).*** | | | | |
| **Initial Tasks** | Planning Section Chief | Check with IEMT as to which external notifications have been made | • Ensure DoT have been notified.<br>• Refer to Section 4 for external reporting requirements | ☐ |
| | Environment Unit Lead | Conduct operational NEBA to determine if shoreline protection and deflection is likely to result in a net environmental benefit using information from shoreline assessments and any TRPs for the area | | ☐ |
| | Planning Section Chief<br>Environment Unit Lead | If operational NEBA indicates that there is an overall environmental benefit, develop a Shoreline Protection Plan (IAP Sub-Plan) for each deployment area that does not have an existing TRG already developed | The Shoreline Protection Plan may include (but is not limited to):<br>• priority nearshore and shoreline areas for protection (liaise with DoT for direction on locations)<br>• locations to deploy protection and deflection equipment | ☐ |

| Responsibility | | Task | Consideration | Complete |
|---|---|---|---|---|
| | | | • permits required (if applicable)<br>• protection and deflection tactics to be used for each location<br>• list of resources (personnel and equipment) required<br>• logistical arrangements (e.g. staging areas, accommodation, personnel transport)<br>• timeframes to undertake deployment<br>• access locations from land or sea<br>• frequency of equipment inspections and maintenance (noting tidal cycles)<br>• waste management information, including logistical information on temporary storage areas, segregation, decontamination zones, and disposal routes<br>• no access and demarcation zones for vehicle and personnel movement considering sensitive vegetation, bird nesting/roosting areas, and turtle nesting habitat (use existing roads and tracks first) | |
| | Operations Section Chief | Identify personnel resources for shoreline protection activities based on nominated deployment locations | Refer to CAPL Oil Spill Response Dashboard (Appendix E, Ref. 59) | ☐ |
| | Logistics Section Chief | Mobilise shoreline protection equipment to required locations<br>Work with Supply Chain Management to mobilise any resources required for equipment deployment (e.g. forklifts and cranes for unloading containers and transferring equipment onto vessels) | • Determine the equipment requirements based on TRGs or Shoreline Protection Plans<br>• Refer to CAPL ABU Oil Spill Equipment Register (Ref. 11) | ☐ |
| | Operations Section Chief | In consultation with DoT, identify vessels with relevant capabilities (e.g. shallow draught) for equipment deployment | Consult with ABU Marine for existing CAPL-contracted vessels and operators | ☐ |
| | Operations Section Chief | Arrange for third-party support if the nature and scale of the spill requires additional shoreline protection and deflection resources | | ☐ |
| | Operations Section Chief<br>ORT | If shoreline assessment, passive recovery, and/or non-oiled debris removal has been selected as a tactic, ensure deployment activities prioritise their implementation prior to hydrocarbon contact | | ☐ |
| **Ongoing Tasks** | ORT | Conduct daily inspection and maintenance of boom arrays | | ☐ |
| | Environment Unit Lead | Conduct operational NEBA during each operational period to reassess the effectiveness of shoreline protection and deflection | Evaluate the effectiveness of the response and direct the ORT as required | ☐ |
| | Operations Section Chief | Undertake the relevant waste management activities detailed in Section 7.8 of this OPEP | | ☐ |
| | Operations Section Chief | Establish decontamination facilities required for vessels, personnel, and oiled equipment using the Decontamination Plan Template (Ref. 10) | | ☐ |
| | Environment Unit Lead | Continue to collect and provide spill trajectory modelling, other operational monitoring data and existing sensitivity information/mapping to DoT for confirmation of priority protection areas and ongoing operational NEBAs | | ☐ |

## Table B6: Shoreline Clean-up Implementation Guide

*Note: The first section of this table represents a **CAPL-led first-strike response**, if required for shoreline clean-up; these tasks will likely be limited to shoreline assessment and pre-emptive cleaning. During a first-strike response, CAPL will maintain Control Agency responsibilities. Shoreline clean-up activities for and/or carried out after the first IAP will likely be coordinated by DoT as the Control Agency, and the tasks carried out will be determined by DoT. Indicative tasks for this period are provides in the second part of the table; however, DoT will control for the ongoing response objectives, methodology, deployment locations, and resource allocation, with CAPL's assistance.*

| Responsibility | | Task | Consideration | Complete |
|---|---|---|---|---|
| ***These first-strike actions apply to the IEMT and ORT until the PEMT assumes control of the incident.*** | | | | |
| **Initial Actions** | IEMT Operations Section Chief | Liaise with the Operational Monitoring Team to determine where to deploy OSA-trained personnel to undertake shoreline assessment, as per OSMP Operational Monitoring Component 5: Rapid (oiled) Shoreline Assessment | • Refer to CAPL Oil Spill Response Dashboard (Appendix E, Ref. 59)<br>• Consider dividing shorelines into manageable segments/zones to provide a systematic and uniform framework for documenting, planning, assessing, and response throughout shoreline clean-up operations<br>• If possible, aerial surveys may help cover larger areas in shorter timeframes | ☐ |
| | IEMT Operations Section Chief | Identify and prepare to mobilise the equipment and provisions to support shoreline clean-up in appropriate areas. | | ☐ |
| | IEMT Operations Section Chief<br>ORT | If shoreline assessment identifies a high volume of non-oiled debris on potentially impacted beaches, and an operational NEBA supports the tactic, carry out pre-emptive beach cleaning to reduce potential oiled debris volumes | Consider spring high tide ranges when moving debris to higher ground | ☐ |
| **Ongoing Tasks** | IEMT Planning Section Chief | Continue to use the Upstream and Gas Oil Spill Response Planning Guidance: Appendix B: Response Tactics Guide (Ref. 26) to plan, coordinate, implement, and terminate operations during shoreline clean-up operations | As per Environmental Performance Standards for shoreline clean-up | ☐ |
| | IEMT Planning Section Chief | Record relevant data (e.g. equipment mobilised, times, locations, JHAs used) | | ☐ |
| ***The following actions are indicative only and are at the final determination of the Control Agency (DoT)*** | | | | |
| **Initial Tasks** | Environment Unit Lead | Using the results of OSMP Operational Monitoring Component 5: Rapid (oiled) Shoreline Assessment, conduct operational NEBA to determine if shoreline clean-up is likely to result in a net environmental benefit and identify the applicable clean-up tactics and methods | • The condition of affected shorelines will change constantly. Report results of shoreline surveys as quickly as possible to the IMT to help inform real-time decision-making<br>• Identify potential sites of impact and high-sensitivity coastlines (refer to relevant EPs and ascertain if TRGs already exist) | ☐ |
| | Operations Section Chief<br>Logistics Section Chief | If the operational NEBA supports non-oiled debris removal as a tactic, ensure personnel deployment activities are prioritised prior to hydrocarbon contact | Prioritise the clean-up of sensitive shorelines, in liaison with DoT and DBCA | ☐ |
| | Planning Section Chief | If operational NEBA supports natural recovery, use MES and operational monitoring data to periodically reassess the condition of the shoreline/s and modify tactics, if required | | ☐ |
| | Planning Section Chief | If operational NEBA supports shoreline clean-up, prepare a Shoreline Clean-up Sub-plan for inclusion in the IAP. Use existing TRGs if they exist for the identified areas<br>**The CAPL EMT/ORT must complete an evaluation of shoreline segments, establish clean-up priorities, and identify suitable tactics within 6 hours of assessment completion to meet Environmental Performance Standards** | The Shoreline Clean-up Sub-plan may include (but is not limited to):<br>• clean-up objectives, end points, and priorities<br>• assessment and location of staging areas and worksites (including health and safety constraints, zoning)<br>• permits required (if applicable)<br>• chain of command for on-site personnel<br>• list of resources (personnel, equipment, PPE)<br>• accommodation and transport details<br>• waste management information, including logistical information on temporary storage areas, segregation, decontamination zones, and disposal routes<br>• no access zones (to minimise disturbance to sensitive receptors) | ☐ |
| | Operations Section Chief | Identify resources for shoreline clean-up activities based on nominated deployment locations<br>Trained oil spill responders should lead the clean-up response at identified locations; however, additional support personnel may be required, based on span of control to suit the nature and scale of the incident and complexity of response operations | This task must be carried out within 12 hours of the EMT activation to meet Environmental Performance Standards<br>• Refer to CAPL Oil Spill Response Dashboard (Appendix E, Ref. 59) TRGs also contain information outlining shoreline clean-up resources for some protection priority areas | ☐ |
| | Logistics Section Chief | Mobilise shoreline clean-up equipment and resources to required locations | • Determine the equipment requirements based on shoreline assessment and MES reports<br>• Refer to ABU Oil Spill Equipment Register (Ref. 11) | ☐ |

| Responsibility | | Task | Consideration | Complete |
|---|---|---|---|---|
| | | Work with SCM to mobilise any resources required for equipment deployment (e.g. forklifts and cranes for unloading containers and transferring equipment onto vessels / transport) | | |
| | Operations Section Chief | In consultation with DoT, identify vessels with relevant capabilities (e.g. shallow draught) for equipment deployment in areas with no vehicle access | • Consult with ABU Marine for existing CAPL-contracted vessels and operators<br>• If applicable, identify vessel requirements for transferring personnel, equipment, and waste to / from offshore islands | ☐ |
| | Operations Section Chief | Establish site layout and zoning (hot, warm, cold) of the shoreline clean-up area | Undertake relevant waste management activities as detailed in this OPEP (Section 7.8) | ☐ |
| | Operations Section Chief | Arrange for third-party support if the nature and scale of the spill requires additional shoreline clean-up resources | | ☐ |
| | Operations Section Chief | Commence implementing Shoreline Clean-up Sub-plan, particularly mobilising personnel and equipment (including vessels) in readiness for deployment and use | | ☐ |
| **Ongoing Tasks** | Operations Section Chief | Monitor effectiveness of shoreline clean-up operations by continually implementing Operational Monitoring Component 5: Rapid (oiled) Shoreline Assessment | Where possible, maintain same composition of Operational Monitoring Component 5: Rapid (oiled) Shoreline Assessment Teams. If the same personnel are able to recommend clean-up techniques and then monitor their implementation, they will be better placed to adapt their recommendations as the clean-up progresses and judge when the agreed end points have been met | ☐ |
| | Operations Section Chief | Establish decontamination facilities required for vessels, personnel, and oiled equipment using the ABU Decontamination Plan Template (Ref. 10) | | ☐ |
| | Environment Unit Lead | Conduct operational NEBA during each operational period to reassess the effectiveness of shoreline clean-up | Evaluate the effectiveness of the response and direct the ORT as required | ☐ |

## Appendix C Spill Response Arrangements

The following tables are used by the activity specific EPs to demonstrate that CAPL has the capability (described in the OPEP) to respond to a worst-case credible spill (described in the activity specific EPs). For each activity specific EP, CAPL has assessed the worst-case credible spill event(s) and use modelling to identify the extent of impact (e.g. average surface hydrocarbon expression per day, volume of hydrocarbon accumulated on the shoreline per week) for the duration of the spill event. The activity specific EPs then link with this Appendix to determine if CAPL has the existing capability to implement the level of response required to respond to the worst-case credible spill event(s) (Table C1 to Table C3) based on the volume of hydrocarbons that could be recovered per response technique (Table C4 to Table C9).

Table C1 outlines the spill response arrangements that CAPL has in place across the business that may be called on to assist in a CAPL-led spill response. It lists the minimum capability provided by the various third-party support agencies and provides guidance on the minimum mobilisation time for the capability to be available.

**Table C1: CAPL Spill Response Arrangements**

| Company | Arrangement | Arrangement Description | Capability | Minimum Mobilisation Time |
|---|---|---|---|---|
| CAPL | NA | CAPL maintain a local capability to implement a first strike spill response within the first 48 hours of a spill event. CAPL has an Asia–Pacific Regional Response Team and World Wide Response Team, with specialists throughout Asia who can be mobilised to Perth within 24 to 48 hours for a large, complex operation.<br>CAPL has access to:<br>• Subsea well intervention engineers<br>• Well engineers<br>• Marine engineers<br>• Drill site managers<br>• Operations superintendents | CAPL has a large number of trained oil spill responders across its ABU Operations, including Barrow Island, Wheatstone LNG and Perth. Full and current details are contained within the CAPL Oil Spill Response Dashboard (Appendix E, Ref. 59)<br>CAPL maintains a stockpile of nearshore and offshore oil spill response equipment at Barrow Island, Wheatstone LNG and Dampier, with full details contained within the CAPL ABU Oil Spill Equipment Register (Ref. 11)<br>CAPL has a number of oil spill tracking buoys located at a number of locations, commensurate to the risk of the activity.<br>CAPL has a basic field dispersant effectiveness test kit and procedure developed to be used for dispersant efficacy testing (Tier 1)<br>CAPL has internal fate and weathering and spill modelling capabilities, including GeoHouse, a portal that provides access to immediate 2D spill trajectory modelling and ADIOS2 (Fate and weathering modelling) | 6 hours<br>(time may vary depending on type of equipment) |
| Wild Well Control | Contract | Wild Well Control shall provide the following services:<br>• Development of a comprehensive emergency blow-out contingency plan<br>• Wellsite inspections (offshore and onshore)<br>• Non-well site consultation related to well control procedures<br>• Engineering services including:<br>– Emergency Engineering work related to well control<br>– Non-emergency Engineering work related to well control<br>• In-house and on-site training programs<br>• Use of proprietary software (Kick, OLGA, ABC, etc) | WWC shall provide equipment and personnel to perform services in relation to well control, capping or relief well operations in the event that the Company has to regain control of any field or site within its Area of Operations. Where required, Contractor shall provide equipment to remote locations. | 48 hours |
| Trendsetter | Contract | CAPL can access expert and specialized services from Trendsetter including mobilisation of:<br>• 2 capping stack engineers to field, and<br>• 1 capping stack engineer to CAPL office | Trendsetter shall provide personnel to support the mobilization of OSRL capping stacks and ancillary equipment from their storage and maintenance locations to the field. In addition, Trendsetter will provide engineering support in Company offices to develop plans and procedures required in relation to capping stack and source control operations. | 48 hours |
| Oceaneering | Contract | CAPL can access expert and specialised services from Oceaneering including mobilisation of:<br>• 2 SFRT tool specialists to field, and<br>• 1 tooling specialist to CAPL office | Oceaneering shall provide specialist personnel to support the mobilization, deployment and operation of the Subsea First Response Toolkit (SFRT) to Company well location and provide in-house engineering support in Company offices. | 24 Hours |
| OSRL | Service Level Agreement | Provides access to OSRL and Global Response Network (GRN) resources located in Singapore, Bahrain Fort Lauderdale and Southampton, including aircraft for aerial dispersant application. | OSRL Equipment List<br>(Available online from https://www.oilspillresponse.com/readiness-dashboard/) | 48 Hours |

| Company | Arrangement | Arrangement Description | Capability | Minimum Mobilisation Time |
|---|---|---|---|---|
| OSRL | Supplementary Agreement in respect to Capping Devices & Toolkits | Provides access to the Subsea Well Intervention System (SWIS) equipment, including capping stack and ancillary equipment, the Subsea Incident Response Tool Kit (SIRT) and the Dispersant Delivery System (DDS).<br>Note: The SWIS / Capping Stack can be implemented within 18 days assuming mobilisation from Singapore | Refer OSRL Equipment List<br>(Available online from https://www.oilspillresponse.com/readiness-dashboard/) | 48 Hours |
| OSRL | Supplementary Agreement in respect of the Global Strategic Dispersant Stockpile between Oil Spill Response (Dispersants) Limited and Chevron Australia Holdings | Provides CAPL access to 100% of OSRL's global dispersant stockpile of >5000 m3. | 5000 $m^3$ Dispersant | 48 Hours |
| OSRL | Supplementary Agreement in respect of Offset Installation Equipment' between Oil Spill Response (Capping) Limited and Chevron Response Company Limited | Provides CAPL access to the Offset Installation Equipment located in Italy | Offset Installation Equipment | 48 Hours |
| Australian Petroleum Production and Exploration Association (APPEA) | Memorandum of Understanding | A Memorandum of Understanding for mutual assistance is in place among APPEA member signatories to facilitate the transfer of drilling units and well site services between titleholders in Australian and Timor Leste administered waters in the event of emergency conditions that require the drilling of a single or multiple relief wells. | All parties agree to use reasonable endeavours to assist in providing drilling units, technical information, transferable contractor personnel, equipment, materials, consumables and other well site services in the event of an emergency where the drilling of a relief well is required | Not specified |
| AMOSC | Master Service Contract | Provides access to AMOSC personnel, trajectory modelling, satellite imagery Response Core Group and equipment. Further to this, this arrangement allows CAPL to access mutual aid from other company resources (equipment and personnel) within the industry. | Refer to AMOSPlan (Ref. 25) | 48 hours |
| AMOSC | AMOSC SFRT Contract | Membership that provides access to the Subsea First Response Toolkit (SFRT) and 500 $m^3$ of dispersant.<br>Note: The SFRT can be mobilised from Jandakot by AMOSC within 12 hours. CAPL will be required to organise the additional equipment and logistics to mobilise the SFRT to the spill location (e.g. transport, vessels, ROV etc.). The SFRT can generally implemented within 8 days assuming mobilisation from Jandakot. | SFRT includes debris clearance, blowout prevention, sub sea dispersant injection system and subsea dispersant stockpile | 12 hours |
| AMOSC | AMOSC Broome Supplementary Stockpile of spill response equipment | Membership that provides access to spill response equipment maintained by AMOSC at Broome, WA. | Range of spill response equipment including dispersant and dispersant spray systems, offshore booms, skimmers and nearshore booms | 48 Hours |
| Vessel Providers | Contracts are held with multiple vessel operators including nearshore vessels, supply vessels, anchor handlers, PSVs and other types of vessels suitable for spill response activities.<br>Contracts are held with IRM vessels that may be called on in case of an incident subject to availability if not on hire for Chevron at the time. | CAPL has access to several vessel providers through contract arrangements that could be used for spill response. These contracts have a call-off facility and can be activated within hours of EMT mobilisation.<br>CAPL will monitor both vessels capable of OIE transport and deployment during drilling activities where the use of OIE could be required.<br>CAPL has guidance developed for activating vessel contracts with the relevant vessel providers | Offshore vessels suitable to support offshore response options such as vessel dispersant and containment, recovery operations and source control. Vessel Capability is reviewed regularly as well as the availability of applicable vessels with the region. | 24 Hours |
| Aircraft | Fixed wing:<br>Call off contracts for ad hoc services.<br>Rotary Wing:<br>Babcock is Babcock Offshore Services Australasia | Contracts are held with fixed wing service providers for ad hoc transport to operational sites that may be utilised to support a response.<br>Contracted to provide dedicated helicopters for offshore requirements for Chevron Australia, based on Barrow Island. This includes services in case of an incident response, where trained personnel may be mobilised to conduct aerial surveillance.<br>CAPL has guidance developed for activating aircraft contracts with the relevant external parties. | 2 x AW139 Helicopters 12 pax<br>CAPL has aerial observers grab bags located on Barrow Island for aerial surveillance personnel | 2 Hours for Rotary Wing |

| Company | Arrangement | Arrangement Description | Capability | Minimum Mobilisation Time |
|---|---|---|---|---|
| Cleanaway | Waste Management and Disposal Services Agreement (MoU) | Provides CAPL with access to a dedicated waste management and disposal contractor to handle, transport, and dispose of response-generated waste for CAR response activities. | Operators provide support at CAPL operating locations providing safe handling and processing of contaminated waste material combined with ability to track/measure waste disposal, i.e. recycling, landfill/other.<br>Capability includes equipment and personnel capable to manage the regular services supported as well as access to additional 'on-hire' equipment if required to support increased operational need. | Currently stationed at Wheatstone & BWI LNG plants with the ability provide coverage on a 24 Hours a day basis should need arise |
| AMSA | National Plan | The fixed wing aerial dispersant capability under the National Plan provides access to:<br>• six primary aircraft located around Australia with the ability to operate offshore (up to 200 nautical miles from the coast), and<br>• provision of adequately-trained personnel to support contract requirements.<br>In addition to the six contracted aircraft, there are an additional 12 aircraft available. In the event of a significant incident, and subject to availability, these aircraft could be called upon to assist in a response.<br>In addition to fixed wing dispersant capability, AMSA maintains nine strategic equipment stockpiles (four in WA [Fremantle, Exmouth, Dampier, and Broome]), including these resources:<br>• aerial surveillance support<br>• dispersants<br>• 2 OWR kits (Fremantle, Karratha)<br>• advisory services and personnel.<br>AMSA also maintains a National Response team of personnel trained in oil spill response. CAPL can access both these personnel and the equipment from the National Plan equipment stockpiles through the AMOSC contract. | Access to 6 rapid response FWADC and an additional 12 FWADC<br>Access to National Response Team and National Plan Equipment Stockpile (through AMOSC) | 4 Hours |
| Western Australian Department of Transport (DoT) | NA - DoT is the control agency for incidents within state waters | DoT is the control agency for oil spill response within WA state waters, this includes where the incident originated in state waters, or where a spill has extended into state waters DoT will assume control of the activities within the 3 mile nautical limit.<br>In accordance with OPIGN guidance, the petroleum titleholder (PT) will provide a support team to the DoT Incident Management Team. Liaison officers from DoT would be embedded into the PT incident management team.<br>Equipment for near shore and shoreline response is owned and maintained by DoT in a number of locations along the WA coastline. Additional resources including equipment and personnel will be sourced from, or in conjunction with the petroleum titleholder. Offshore containment and recovery equipment may be initiated via the capability of National Plan (AMSA) arrangements and contracts held by the PT. | DoT manage equipment stockpiles to manage shoreline assessment and response at the following locations<br>• Fremantle<br>• Albany<br>• Karratha | 2 Hours |
| RPS Group | Contract | CAPL has an agreement in place with RPS Group to allow rapid marine hydrocarbon spill modelling capability to be activated at any time during activities, for Level 2–3 spills. CAPL has guidance developed outlining the process for activating this contracted arrangement<br>AMOSC can also run modelling on behalf of CAPL, if required, as part of contracting arrangements with RPS. | OSTM Modelling services | 3 hours |
| Toll | Contract | Provides warehousing, logistics and marine support for mobilising equipment to response locations throughout the state. Manages material preparation for movements on behalf of Chevron, including managing the supply bases supporting operations in various locations. Can increase support by provision of additional people and equipment, response times vary depending on skills and equipment availability.<br>Same skilled labour can be moved from one sub-agreement to another to support unplanned events in 14 days maximum. | Warehousing, cross-dock of materials at the operations warehouses, including the provision of fuel distribution services to plant and on PPA wharf for tugs and pilot vessels.<br>Provision of services at additional staging areas during turnarounds or other campaigns as required.<br>Staging and Quarantine preparation of materials ready for vessel loading to Barrow Island, Offshore Rigs and Wheatstone Platform.<br>Shore Base (including stevedoring) services at Toll Dampier Supply Base. | Labour and equipment are maintained on site every day – 12 hour shifts with on-call capability to support. |

*Support Agency and contractor mobilisation time commences from when the support agency or contractor is activated by the EMT.*

Table C2 defines response packages for each response technique (i.e. the type and quantity of equipment and number of personnel that made a single response package or team). Critical components for each response package are identified. Critical components are defined as equipment or personnel that are limited in number and can-not be purchased or accessed readily.

**Table C2: Response Technique Packages and identification of Critical Components**

| Response Technique | Response Package definition | Source of package definition | Minimum number of trained Oil Spill Responders per operation | Critical Components |
|---|---|---|---|---|
| Source Control – Well Capping | A well capping response will require (as a minimum):<br>• SFRT / SIRT<br>• Capping stack<br>• Capping stack engineers<br>• Capping stack deployment vessel | ABU Source Control Emergency Response Plan (activity specific) | CAPL trained oil spill responders - NA<br>Personnel that can implement this response technique may be sourced from one or a combination of the following:<br>• OSRL (Trendsetter, Oceaneering)<br>• AMOSC (SFRT specialists)<br>• Other contracted specialists (e.g. engineers, ROV operators) | • SFRT<br>• Capping Stack<br>• Capping Stack Deployment Vessel |
| Source Control – Relief Well | A Relief well will require (as a minimum):<br>• MODU<br>• Rig personnel<br>• Well consumables (drill fluid, drill string, casing etc.) | ABU Source Control Emergency Response Plan (activity specific) | | • MODU |
| Source Control – Sub Sea Dispersant Injection | A subsurface dispersant injection (SSDI) package requires:<br>• SFRT/ SIRT / DDS<br>• Dispersant<br>• SFRT deployment vessel<br>Water column monitoring system is also required to determine the effectiveness of dispersant application | ABU Source Control Emergency Response Plan (activity specific) | | • SFRT / DDS<br>• Dispersant<br>• Water column monitoring system |
| Monitoring Evaluation and Surveillance | MES Techniques generally include: | | | |
| | Oil spill trajectory modelling (OSTM) require:<br>• Contract access to OSTM service provider | IPIECA (Ref. 34) | 2 CAPL trained oil spill responders (trained in aerial surveillance)<br>Additional trained responders may be sourced from one or a combination of the following:<br>• AMOSC Core Group<br>• OSRL Responders<br>• State / National Response Team | • OSTM service provider |
| | A single aerial surveillance package generally includes:<br>• Aerial surveillance aircraft<br>• Aerial observer | | | • Aerial surveillance aircraft |
| | A single vessel surveillance package generally includes:<br>• Surveillance vessel<br>• Marine observer | | | • Surveillance vessel |
| | A single electronic surface tracker buoy package includes:<br>• A single electronic surface tracker buoy (ESTB)<br>• Monitoring equipment | | | • Electronic surface tracker buoy |
| | A single satellite imagery package includes:<br>• Contract access to aerial imagery | | | • Satellite imagery service provider |
| Chemical Dispersants | A single vessel dispersant application (VDS) package is expected to comprise:<br>• Dispersant efficacy test kit<br>• Dispersant pumping/spray system with nozzles<br>• 4$m^3$ of dispersant per day<br>• Ancillaries and PPE sets<br>• Vessel dispersant hand books and application guides | OSRL (Ref. 35) | 2 CAPL trained oil spill responders<br>Additional trained responders may be sourced from one or a combination of the following:<br>• AMOSC Core Group<br>• OSRL Responders<br>• State / National Response Team | • Dispersant pumping/spray systems |
| | A single aerial dispersant application (ADS)* package is expected to comprise:<br>• Aircraft<br>• Air attack supervisor<br>• Aerial observers<br>• 12$m^3$ of dispersant per day | AMSA (Ref.36) | NA - CAPL trained oil spill responders<br>Additional trained responders may be sourced from one or a combination of the following:<br>• AMSA (air attack supervisors)<br>• AMOSC Core Group<br>• OSRL Responders | • Fixed Wing Aircraft<br>• Dispersant<br>• 1 x Air Attack Supervisor per package |

| Response Technique | Response Package definition | Source of package definition | Minimum number of trained Oil Spill Responders per operation | Critical Components |
|---|---|---|---|---|
| | | | • State / National Response Team | |
| Containment and Recovery | A single offshore containment package is expected to comprise:<br>• 200m offshore boom<br>• Hydraulic boom reel<br>• Power pack<br>• Air inflator<br>• Tow bridles<br>• Hydraulic hoses sets and reel<br>• Buoys<br>• Spares kits | OSRL (Ref. 37) | 2 CAPL trained oil spill responders<br>Additional trained responders may be sourced from one or a combination of the following:<br>• AMOSC Core Group<br>• OSRL Responders<br>• State / National Response Team | • Vessels<br>• 200m Offshore Booms<br>• Powerpacks |
| | A single Offshore Recovery Package is expected to comprise:<br>• Offshore skimmer<br>• Transfer pump<br>• Hydraulic powerpack<br>• Ancillaries and equipment spares<br>• Hydraulic umbilical hoses<br>• Temporary storage barge<br>• Sorbent boom<br>• PPE | OSRL (Ref. 37) | 2 CAPL trained oil spill responders<br>Additional trained responders may be sourced from one or a combination of the following:<br>• AMOSC Core Group<br>• OSRL Responders<br>• State / National Response Team | • Offshore Skimmers<br>• Powerpacks |
| Shoreline Assessment | • Shoreline assessment grab bag<br>• Oil spill responders trained in oiled shoreline assessment | DoT (Ref. 38) | 2 CAPL trained oil spill responders (trained in oiled shoreline assessment)<br>Additional trained responders may be sourced from one or a combination of the following:<br>• AMOSC Core Group<br>• OSRL Responders<br>• State / National Response Team | • Oil spill responders trained in oiled shoreline assessment |
| Shoreline Protection and Deflection | A single shoreline package is expected to comprise:<br>• 250m of shoreline boom<br>• Anchoring / deployment kit<br>A shallow draft vessel is required for implementation of shoreline protection and deflection, which may include multiple package deployments, depending upon the location of the operations. | OSRL (Ref. 39) | 2 CAPL trained oil spill responders<br>Additional trained responders may be sourced from one or a combination of the following:<br>• AMOSC Core Group<br>• OSRL Responders<br>• State / National Response Team | • 250m of shoreline boom |
| Shoreline Clean-up | A single shoreline package is expected to comprise:<br>• 250m of shoreline boom<br>• Shoreline flushing equipment including<br>– Petrol driven water pump that utilises low pressure water, and<br>– Perforated discharge hoses.<br>• Anchoring / deployment kit<br>• Shoreline skimmer (oleophilic brush or disc attachment)<br>• Small diesel power pack<br>• A discharge pump<br>• Temporary storage tank (1000L Collapsible)<br>• Ancillary equipment (e.g. shovels, rakes, PPE, etc)<br>*Based upon OSRL's equipment list there are an additional Five Pre-loaded equipment shoreline packages ready to deploy* | OSRL (Ref. 39) | 2 CAPL trained oil spill responders<br>Additional trained responders may be sourced from one or a combination of the following:<br>• AMOSC Core Group<br>• OSRL Responders<br>• State / National Response Team | • 250m of shoreline boom<br>• Shoreline flushing equipment<br>• Shoreline skimmer |

| Response Technique | Response Package definition | Source of package definition | Minimum number of trained Oil Spill Responders per operation | Critical Components |
|---|---|---|---|---|
| Oiled Wildlife Response | A Pre-impact wildlife response equipment package includes:<br>• Wildlife observation equipment<br>• Wildlife hazing and deterrence equipment<br>• Wildlife exclusion equipment<br>• Wildlife capture and transport equipment | NA – Incident specific | 1 CAPL oiled wildlife advisor to manage the overall CAPL oiled wildlife response (pre and post impact)<br>2 CAPL trained oil wildlife response personnel<br>Additional trained responders may be sourced from one or a combination of the following:<br>• AMOSC Core Group<br>• OSRL Responders<br>• State / National Response Team | Pre-impact wildlife response package |
| | Post-impact wildlife response equipment packages include:<br>• Pre-impact wildlife response package<br>• Wildlife cleaning and rehabilitation (e.g. OWR containers) | NA – Incident specific | 1 CAPL oiled wildlife advisor to manage the overall CAPL oiled wildlife response (pre and post impact)<br>2 CAPL trained oil wildlife response personnel<br>Additional trained responders may be sourced from one or a combination of the following:<br>• AMOSC Core Group<br>• OSRL Responders<br>• State / National Response Team | OWR containers |

** Based on AMSA aerial dispersant capability*

Table C3 lists the number of critical components of equipment (identified in Table C2) available to CAPL under existing arrangements. This was determined by reviewing equipment and personnel availability under the existing arrangements. This table only includes equipment available to CAPL through its own stockpiles or its commercial contracts. It does not include equipment available through State and Commonwealth agencies, such as the National Plan stockpile. Equipment available through these means would be surplus to the numbers presented in this table.

**Table C3: Response Technique – Critical Equipment Availability**

| Response Technique | Critical Components | CAPL | OSRL | AMOSC | Other | Total number of Critical Components | Comments |
|---|---|---|---|---|---|---|---|
| Source Control – Well Capping | SFRT | 0 | 0 | 1 | 0 | 1 | |
| | Subsea Incident Response Tool Kit (SIRT) | 0 | 1 | 0 | 0 | 1 | Access to one out of two kits located in Singapore and Norway |
| | Capping Stack | 0 | 2 | 0 | 0 | 2 | OSRL - 2 x 15k psi capping stacks, located in Norway (15Kpsi BOP valve stack) and Singapore (15Kpsi gate valve stack). Note OSRL have 4 capping stacks, however CAPL have access to 2 out of the 4 at any one time |
| | Capping Stack Deployment Vessel | ≥ 1 | 0 | 0 | 0 | ≥ 1 | CAPL-provided vessel(s) would be sourced from the contracted Marine providers as per Table C1 in Appendix C |
| Source Control – Relief Well | MODU | 0 | 0 | 0 | 0 | | Refer to Table C1 in Appendix C |
| Chemical Dispersants – SSDI | SFRT | 0 | 0 | 1 | 0 | 1 | |
| | Dispersant Delivery System (DDS) | 0 | 1 | 0 | 0 | 1 | OSRL - OSRL Service Level Agreement - Can deliver up to 30 GM /113 LPM of dispersant @5000PSI to 3000m of water. Fully air freightable – B747F and AN124. System includes topside pumps, flexible hose from surface to the seabed, and Subsea Hose Deployment System |
| | Dispersant | 10 | 5366 $m^3$ | 761 $m^3$ ≠ | 355 $m^3$* | 6492 $m^3$ | OSRL - OSRL Service Level Agreement: 366 $m^3$; OSRL Global Dispersant Stockpile: 5000 $m^3$<br>≠ Only 50% of the AMOSC SFRT Dispersant stockpile can be accessed if the SFRT itself is not mobilised<br>* AMSA national plan stockpile – Consultation would be required to access |

| Source | Stock Location | Volume ($m^3$) | Type | Total Volume ($m^3$) |
|---|---|---|---|---|
| AMSA | Adelaide | 10 | Slick Gone EW | 355 |
| | | 10 | Slick Gone NS | |
| | Brisbane | 10 | Slick Gone EW | |
| | | 10 | Slick Gone NS | |
| | Townsville | 10 | Slick Gone EW | |

| Response Technique | Critical Components | CAPL | OSRL | AMOSC | Other | Total number of Critical Components | Comments |
|---|---|---|---|---|---|---|---|
| | | | | | | | <table><tr><td></td><td></td><td>15</td><td>Slick Gone NS</td><td></td></tr><tr><td></td><td>Karratha</td><td>10</td><td>Slick Gone EW</td><td></td></tr><tr><td></td><td></td><td>10</td><td>Slick Gone NS</td><td></td></tr><tr><td></td><td>Darwin</td><td>10</td><td>Slick Gone EW</td><td></td></tr><tr><td></td><td></td><td>10</td><td>Slick Gone NS</td><td></td></tr><tr><td></td><td>Devonport</td><td>10</td><td>Slick Gone EW</td><td></td></tr><tr><td></td><td></td><td>10</td><td>Slick Gone NS</td><td></td></tr><tr><td></td><td>Fremantle</td><td>48</td><td>Slick Gone NS</td><td></td></tr><tr><td></td><td></td><td>52</td><td>Slick Gone EW</td><td></td></tr><tr><td></td><td>Horne Island</td><td>10</td><td>Slick Gone NS</td><td></td></tr><tr><td></td><td>Melbourne</td><td>10</td><td>Slick Gone EW</td><td></td></tr><tr><td></td><td></td><td>10</td><td>Slick Gone NS</td><td></td></tr><tr><td></td><td>Sydney</td><td>45</td><td>Slick Gone NS</td><td></td></tr><tr><td></td><td></td><td>55</td><td>Slick Gone EW</td><td></td></tr><tr><td>AMOSC</td><td>Exmouth</td><td>75</td><td>Slick Gone NS</td><td>761</td></tr><tr><td></td><td>Fremantle</td><td>8</td><td>Slick Gone NS</td><td></td></tr><tr><td></td><td></td><td>27</td><td>Corexit 9500</td><td></td></tr><tr><td></td><td></td><td>500 (SFRT stockpile)</td><td>Slick Gone NS</td><td></td></tr><tr><td></td><td>Geelong</td><td>75</td><td>Slick Gone NS</td><td></td></tr><tr><td></td><td></td><td>62</td><td>Corexit 9500</td><td></td></tr><tr><td></td><td>Broome</td><td>14</td><td>ARDROX 6120</td><td></td></tr><tr><td>Chevron</td><td>Barrow Island</td><td>5</td><td>Slickgone EW</td><td>10</td></tr><tr><td></td><td>Wheatstone</td><td>5</td><td>Slickgone EW</td><td></td></tr><tr><td>OSRL (Chevron has access up to 50% of SLA stockpile)</td><td>Various (Singapore, UK, Bahrain, USA)</td><td>50% of SLA = 366</td><td>Slick Gone NS<br>Slick Gone EW<br>Slickgone LTSW<br>Finasol OSR 52<br>Corexit 9500</td><td>366</td></tr><tr><td colspan="4">Total</td><td>1,491</td></tr><tr><td>OSRL Global Dispersant Stockpile (GDS)</td><td>Various (Singapore, UK, France, South Africa, USA, Brazil)</td><td>5,000</td><td>Slick Gone NS<br>Finasol OSR 52<br>Corexit 9500</td><td>5,000</td></tr><tr><td colspan="4">Total (including additional OSRL GDS stocks)</td><td>6,491</td></tr></table> |
| | Water column monitoring | 0 | 1 | 0 | 0 | 1 | Via CSA through OSRL contract |
| Monitoring Evaluation and Surveillance | OSTM service provider | 1 | 0 | 1 | 1 - RPS | 2 | CAPL has a direct contract with RPS for OSTM services. CAPL EMT also has access to GeoHouse, a portal that provides access to immediate 2D spill trajectory modelling and ADIOS2 Fate and weather modelling |
| | Aerial surveillance aircraft provider | ≥ 1 | 0 | 0 | 18 - AMSA | ≥ 19 | CAPL-provided aircraft(s) would be sourced from the contracted aviation providers as per Table C1 in Appendix C |
| | Surveillance vessel | ≥ 1 | 0 | 0 | 0 | ≥ 1 | CAPL-provided vessel(s) would be sourced from the contracted Maine providers as per Table C1 in Appendix C |
| | Electronic surface tracker buoy | 5 | 2 | 8 | 0 | 15 | |
| | Satellite imagery service provider | 0 | 0 | 1 | 0 | 1 | |

| Response Technique | Critical Components | CAPL | OSRL | AMOSC | Other | Total number of Critical Components | Comments |
|---|---|---|---|---|---|---|---|
| Chemical Dispersants – VDS | Dispersant pumping/spray systems | 1 | 33 | 21 | 0 | 55 | OSRL - 3 x Neat Sweep Dispersant Boom System and 30 x Boat Spray set for use as vessel mounted type 3 dispersant application system (Boat sprays, AFEDO sprays etc.) |
| | Dispersant* | 10 $m^3$ | 5366 $m^3$ | 261 $m^3$ | 355 $m^3$* | 5992 $m^3$ | OSRL - OSRL Service Level Agreement: 366 $m^3$; OSRL Global Dispersant Stockpile: 5000 $m^3$<br>* AMSA national plan stockpile – Consultation would be required to access |
| Chemical Dispersants – ADS | Aircraft | 0 | 2 | 0 | 64 – AMSA | 20 | AMSA Fixed Wing Capability – Four x 24/7 standby aircraft in four zones – north (NT), east (NSW), south (SA) and west (WA). Supported by a pool of 60 best-endevours aircraft<br>OSRL - 727 aircraft in UK and C130 in Senai, Malaysia |
| | Dispersant | 10 $m^3$ | 5366 $m^3$ | 261 $m^3$ | 355 $m^3$* | 5992 $m^3$ | OSRL - OSRL Service Level Agreement: 366 $m^3$; OSRL Global Dispersant Stockpile: 5000 $m^3$<br>* AMSA national plan stockpile – Consultation would be required to access |
| | Air Attack Supervisor | 1 | 0 | 0 | ? | 0 | |
| Containment and Recovery | Vessels | ≥ 1 | 0 | 0 | 0 | ≥ 1 | CAPL-provided vessel(s) would be sourced from the contracted Maine providers as per Table C1 in Appendix C |
| | 200m Offshore Booms | 7 | 60 | 21 | 0 | 88 | OSRL - 36 x Ro-Boom 200m on reel without Power pack, 2 x Hi-Sprint boom 300m on reel without power pack, 4 x Norlense Oil Trawl, 7 x Nofi Current Buster 2, 7 x Nofi Current Buster 6, 4 x Elastec Hydro Fire Boom<br>Does not include National Plan Equipment Stockpile |
| | Powerpacks | 3 | 45 | 6 | 0 | 54 | Does not include National Plan Equipment Stockpile |
| | Offshore Skimmers | 4 | 60 | 14 | 0 | 78 | Does not include National Plan Equipment Stockpile |
| Shoreline Protection and Deflection | 250m of shoreline boom | 7 | 96 | 46 | 0 | 149 | Does not include National Plan Equipment Stockpile |
| Shoreline Clean-up | 250m of shoreline boom | 7 | 122 | 46 | 0 | 175 | OSRL - 17160 m of Air/Skirt Boom for coastal areas, 5215m of beach sealing boom, 1880 m of solid floatation sea boom, 6270m of solid floatation near shore/river boom<br>Does not include National Plan Equipment Stockpile |
| | Shoreline Flushing equipment | 2 | 3 | 3 | 0 | 8 | |
| | Nearshore Skimmers | 4 | 139 | 22 | 0 | 165 | |
| Oiled Wildlife Response | Pre-impact wildlife response package | 6 | 15 | 1 | 3 - DBCA | 12 | For more info on pre-impact wildlife response package contents, refer to CAPL ABU Oil Spill Equipment Register (Ref. 11). DBCA also maintains a stockpile of pre-impact OWR equipment on Barrow Island |
| | OWR Container | 0 | 0 | 2 | 4 – AMSA<br>1 – DBCA<br>1 – NSW Maritime | 8 | OSRL has one wildlife rehabilitation unit available |

** Volume of dispersant available will change over time. Up to date locations and volumes for support agency stockpiles can be found via their equipment lists available online*

Note – OSRL live capability is provided at https://www.oilspillresponse.com/readiness-dashboard/

### Treatment Tables

Table C4 to Table C9 define the volume of hydrocarbons that could be recovered per response technique. These are used by the activity specific EPs to estimate the number of response packages (as defined in Table C2) per response technique required to treat an identified average surface hydrocarbon expression per day and volume of hydrocarbon accumulated onshore shoreline per week for the duration of the spill event, based on oil spill modelling conducted for the activity specific EPs.

**Table C4: Volume of Hydrocarbon Recovery or Treatment per Response Package (SSDI)**

| Response Technique | Component | ID | Assumptions | Quantity |
|---|---|---|---|---|
| Chemical Dispersant – SSDI | Dispersant Volume | a | The design of the SFRT package specifies that a maximum pumping rate / dispersant injection rate for this equipment (based on flow rates of Oceaneering 17H single port high flow hot stabs) is 110 litres per minute (or 158.4 $m^3$ of dispersant per day) and is designed to combat a flow rate of 100,000 bbls per day (~15,900 $m^3$) of liquid (Ref. 40). . CAPL source control plans do not specify application rates as that depends on the well discharge rate, and the nature of the fluid being discharged. Thus, a conservative estimate of 150 $m^3$ of dispersant per day has been assumed. | 150 $m^3$ / day |
| | Application ratio | b | Based upon dispersant efficacy experiments, an application ratio of 60:1 (oil to dispersant) is assumed for the purpose of this assessment (Ref. 41). | 60:1 |
| | Dispersant effectiveness | c | Lab testing on dispersant efficacy (Ref. 42, 43) has indicated an effectiveness of approximately 90% on fresh CAPL condensate. To be conservative, this estimate will adopt an effectiveness of 60%. | 0.6 |
| | | | **Formula** | **a x b x c** |
| | | | **Hydrocarbon Treatment Capacity per day** | **5400 $m^3$** |

**Table C5: Volume of Hydrocarbon Recovery or Treatment per Response Package (ADS)**

| Response Technique | Component | ID | Assumptions | Quantity |
|---|---|---|---|---|
| Chemical Dispersant - ADS | Dispersant volume | a | Each FWADC can carry between 2200 and 3300 L of dispersant per sortie (Ref. 44) | 2.2 $m^3$ |
| | Application ratio | b | Approximately a ratio of 25:1 (oil to dispersant) is commonly accepted practice for surface dispersant spraying (Ref. 23) based on speed, swath and pump rates for aircraft and vessels. ITOPF indicate that dosage ratios are expected to range between 5:1 and 50:1 with the ideal range determined via efficacy trials (Ref. 45). API indicate planning dosage ratios can be assumed 20:1 to treat a 0.1 mm thick oil slick (solid black or brown in colour) (Ref. 46). AMSA indicate that the starting dispersant to oil (DOR) application ratio is generally 25:1 and thus has been used for the purpose of this capability analysis (Ref. 47). | 25:1 |
| | Sorties per day | c | Using a flight speed of 200km/hr and on the assumption that the application zone is located on average approximately 200km from the airport (and assuming a landing and turnaround time of approximately 1 hour) each sortie will take 3 hours. Assuming a 12 hour operation (daylight hours only) a single package can complete 4 sorties per day. | 4 |
| | Dispersant effectiveness | d | API indicate that effectiveness can range significantly from 50-90% or more depending on the oil, weather conditions, etc (Ref. 46). Given the range of efficacy, in the event of a spill specific effectiveness should be assessed through on-going monitoring prior to and throughout application. For the purpose of this assessment - the lower end of effectiveness (50%) has been used for the purposes of conducting a conservative capability analysis. | 0.5 % |
| | | | **Formula** | **a x b x c x d** |
| | | | **Hydrocarbon Treatment Capacity per package per day** | **110 $m^3$** |

### Table C6: Volume of Hydrocarbon Recovery or Treatment per Response Package (VDS)

| Response Technique | Component | ID | Assumptions | Quantity |
|---|---|---|---|---|
| Chemical Dispersant - VDS | Dispersant volume | a | A vessel is assumed to have sufficient capacity to carry 4 $m^3$ (Ref. OSRL) | 4 $m^3$ |
| | Application ratio | b | Approximately ratio of 25:1 (oil to dispersant) is commonly accepted practice for surface dispersant spraying (Ref. 23) based on speed, swath and pump rates for aircraft and vessels. ITOPF indicate that dosage ratios are expected to range between 5:1 and 50:1 with the ideal range determined via efficacy trials (Ref. 45).<br>API indicate planning dosage ratios can be assumed 20:1 to treat a 0.1 mm thick oil slick (solid black or brown in colour) (Ref. 46). AMSA indicate that the starting dispersant to oil (DOR) application ratio is generally 25:1 thus has been used for the purpose of this capability analysis (Ref. 47). | 25:1 |
| | Dispersant effectiveness | c | API indicate that effectiveness can range significantly from 50-90% or more depending on the oil, weather conditions, etc (Ref. 46). Given the range of efficacy, in the event of a spill specific effectiveness should be assessed through on-going monitoring prior to and throughout application. As vessel spraying is expected to be less effective than aerial application, a lower effectiveness ratio has been used for the purpose of this capability analysis. | 0.3% |
| | Number of vessels per package | d | CAPL expect that per each VDS package a single vessel is required | 1 |
| | | | **Formula** | **a x b x c x d** |
| | | | **Hydrocarbon Treatment Capacity per package per day** | **30 $m^3$** |

### Table C7: Volume of Hydrocarbon Recovery or Treatment per Response Package (CAR)

| Response Technique | Component | ID | Assumptions | Quantity |
|---|---|---|---|---|
| Containment and Recovery | Length of boom | a | OSRL indicate offshore booming based upon 200m length of offshore boom (Ref. 37). | 200 m |
| | Boom opening | b | Boom opening assumed to be half the length of the boom. | 0.1 km |
| | Vessel speed | c | AMOSC SOP for ROBOOM indicate that vessel speed should be less than 1 knot (Ref. 48). Thus vessel speed assumed to be 0.5 knot for the purpose of this capability analysis. | 0.93 km/h |
| | Hours of operation | d | Hours of operation - which assumes 50% waiting on weather. | 6 hr |
| | Encounter rate | e | Assumed average encounter rate of 50g/$m^2$. | 50 g/$m^2$ |
| | Number of Vessels per package | f | CAPL expect that per each CAR package two vessels are required | 2 |
| | | | **Formula** | **b x c x d x e** |
| | | | **Hydrocarbon Treatment Capacity per package per day** | **27.9 $m^3$** |

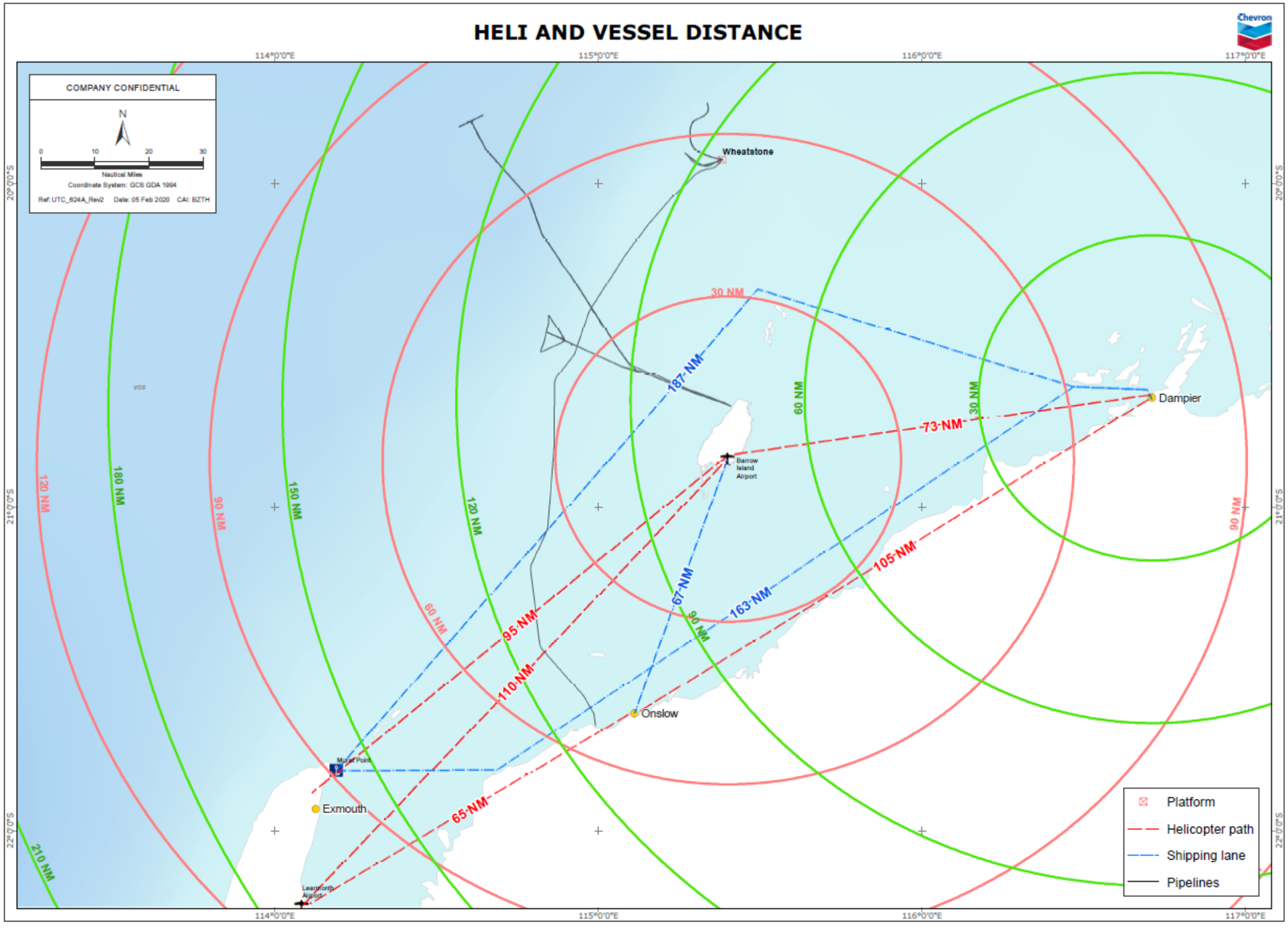
### Table C8: Volume of Hydrocarbon Recovery or Treatment per Response Package (SPD)

| Response Technique | Component | ID | Assumptions | Quantity |
|---|---|---|---|---|
| Shoreline Protection and Deflection | Length of boom | a | OSRL indicate nearshore booming based upon 200m length of boom (Ref. 39) | 200 m |
| | Current speed | b | Current speed (thus encounter speed) in the region is in the order of 0.18 m/s (Ref. 49). | 0.65 km/h |
| | Hours of operation | c | Hours of operation (assumes 50% (inappropriate weather) and once set up deflection activities can be continuous). | 12 hr |
| | Encounter rate | d | Assumed low concentrations (modelling indicates hydrocarbons concentration adjacent to shorelines are at most the order of 10g/$m^2$). | 10 g/$m^2$ |
| | | | **Formula** | **a x b x c x d** |
| | | | **Hydrocarbon Treatment Capacity per package per day** | **15.6 $m^3$** |

**Table C9: Volume of Hydrocarbon Recovery or Treatment per Response Package (SHC)**

| Response Technique | Component | ID | Assumptions | Quantity |
|---|---|---|---|---|
| Shoreline Clean-up | Number of people | a | Number of people per team | 8 people |
| | Recovery rate | b | IPIECA indicate that a person can recover 2m$^3$ of oily sand per day (Ref. 50). | 2 m$^3$ |
| | Hydrocarbon concentration | c | IPIECA Indicate that over the duration of an incident, manual recovery leads to a concentration of 5–10% oil in collected waste (Ref. 50) | 0.1 m$^3$ |
| | | | **Formula (Hydrocarbon Treatment)** | **a x b x c** |
| | | | **Formula (Waste generation)** | **a x b x (1-c)** |
| | | | **Hydrocarbon Treatment Capacity per package per day** | **1.6 m$^3$** |
| | | | **Volume of waste generated per package per day** | **14.4 m$^3$** |

## Appendix D Indicative Transit Times



| From | To | Distance by sea (nm) | Distance by air (nm) | Travel Time | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Vessel (hours) | | | | Helicopter (mins) | Truck |
| | | | | 8 knots | 11 knots | 17 knots | 25 knots | 140 knots | 60 km/h |
| Barrow Island | Thevenard Island | 58 | 47 | 7.3 | 5.3 | 3.4 | 2.3 | 20 | - |
| Barrow Island | Onslow | 67 | 51 | 8.4 | 6.1 | 3.9 | 2.7 | 22 | - |
| Barrow Island | Dampier | 75 | 73 | 9.4 | 6.8 | 4.4 | 3.0 | 31 | - |
| Barrow Island | Exmouth | 114 | 95 | 14.3 | 10.4 | 6.7 | 4.6 | 41 | - |
| Barrow Island | Learmouth Airport | - | 110 | - | - | - | - | 47 | - |
| Barrow Island | Platform | 57 | 57 | 7.1 | 5.2 | 3.4 | 2.3 | 24 | - |
| Dampier | Exmouth | 187 | 168 | 23.4 | 17.0 | 11.0 | 7.5 | 72 | 9.3 hours |
| Dampier | Learmouth Airport | - | 173 | - | - | - | - | 74 | - |
| Dampier | Thevenard Island | 116 | 107 | 14.5 | 10.5 | 6.8 | 4.6 | 46 | - |
| Dampier | Onslow | 113 | 108 | 14.1 | 10.3 | 6.6 | 4.5 | 46 | 9 hours |
| Dampier | Platform | 87 | 87 | 10.9 | 7.9 | 5.1 | 3.5 | 37 | - |
| Onslow | Thevenard Island | 13 | 13 | 1.6 | 1.2 | 0.8 | 0.5 | 6 | - |
| Onslow | Exmouth | 65 | 57 | 8.1 | 5.9 | 3.8 | 2.6 | 24 | 6.7 hours |
| Onslow | Learmouth Airport | - | 65 | - | - | - | - | 28 | - |
| Onslow | Platform | 108 | 108 | 13.5 | 9.8 | 6.4 | 4.3 | 46 | - |
| Exmouth | Thevenard Island | 57 | 57 | 7.1 | 5.2 | 3.4 | 2.3 | 24 | - |
| Learmouth Airport | Thevenard Island | - | 70 | - | - | - | - | 30 | - |

1. *Allow ~3 hours to travel from east to the west coast of Barrow Island via vessel*
2. *Total time = Activation time + travelling time, depending on the availability of the logistics*
3. *Vessel time is based on site information and knowledge and Geohouse*

# Appendix E Links to Live Documents and Reference Tools

SharePoint file path for documents:
https://chevron.sharepoint.com/sites/ABUHSESOH/Oil%20Spill%20Working%20Documents/Forms/AllItems.aspx

| No. | Document Name | Link |
|---|---|---|
| 54. | Wheatstone IEMT OSR First Strike Checklist | ABU190201174 |
| 55. | Barrow Island IEMT OSR First Strike Checklist | ABU190800933 |
| 56. | Chevron ABU – Oil Properties and Dispersion Application Applicability | ABU180501458 |
| 57. | ABU OSMP Quick Reference Guide | ABU190800905 |
| 58. | PEMT Environment Unit Lead EMT Checklist – Oil Spill | ABU180401372 |
| 59. | Activate Oil Spill Modelling Request Procedures | Link |
| 60. | Oil Spill Tracking Buoy Instructions | ABU190801365 |
| 61. | ABU – Oil Spill Modelling Proforma – Oil Spill Modelling Request | ABU140400072 |
| 62. | ABU Oil Spill Response Dashboard | Power Bi Link |
| 63. | Strategic NEBA | ABU190801382 |
| 64. | ABU NEBA Template | ABU171100637 |
| 65. | Permission to Decant Oily Water Proforma | ABU190601723 |

# Appendix F PEMT Resourcing Assessment Plan for Oil Spill Incidents


# PEMT Resourcing Assessment Plan for Oil Spill Incidents

| | |
|---|---|
| **Document ID:** | **ABU240600090** |
| **Revision ID:** | **1** |
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| **Information Sensitivity:** | **Company Confidential** |

## Controlled document

PEMT Resourcing Assessment Plan for Oil Spill Incidents

## Document information

| | | | |
|---|---|---|---|
| **Document Number** | ABU240600090 | **Revision** | 1 |
| **Document Owner** | | **Department Owner** | ABU HSE |

## Revision history

| Rev No. | Description | Date | Prepared By | Approved By |
|---|---|---|---|---|
| **1** | Issued for Use | 28 June 2024 | Oil Spill Response Limited (OSRL) | Mark Lorkin |
| | | | | |
| | | | | |
| | | | | |

## Approvals

| | Name | Signature | Date |
|---|---|---|---|
| **Author:** | Oil Spill Response Limited (OSRL) | | |
| **Author:** | Elemental Consulting Services (ECS) | | |
| **Checked:** | Andy Symons | | |
| **Checked:** | Paul Benet | | |
| **Approved:** | Mark Lorkin | | |

## Contents



## Tables

## Figures

# 1 Introduction

## 1.1 Purpose

This Perth Emergency Management Team (PEMT) Resourcing Assessment Plan serves as blueprint outlining Chevron Australia's Pty Ltd (CAPL) arrangements for PEMT resourcing and details the underlying assumptions for assessing PEMT resources required to respond to a potential Worst-Case Discharge (WCD) scenario, including a Loss of Well Control (LOWC) resulting in an oil spill event.

The purpose of this document is to:

- Outline the PEMT resourcing arrangements CAPL has in place to respond to a potential WCD scenario resulting in an oil spill.
- Detail the process to assess PEMT resourcing required to respond to a potential WCD scenario resulting in an oil spill.
- Quantify the minimum core and support PEMT resourcing requirements for a generalised oil spill scenario.
- Serve as guidance document for Environmental Plan (EP) authors and other emergency planning stakeholders in the determining PEMT capability requirements.

The Australian Business Unit (ABU) PEMT Oil Spill Response Resource Assessment Tool (Ref. 3) provides a real time assessment of resources available to CAPL to fill the core and support PEMT positions identified in this document.

## 1.2 Scope

This document is relevant to the PEMT, which is activated to coordinate and manage to response to Level 2 and 3 oil spill incidents.

It should be noted that final PEMT resourcing structure and requirements will be based on the nature and scale of the marine oil spill, and may deviate from the capability outlined in this document.

Resourcing and capability requirements for on-site response teams (ORTs) and Installation Emergency Management Teams (IEMTs) are not considered in this document. Refer to the ABU Consolidated OPEP (Ref. 1), CAPLs Emergency Management ABU Training and Exercise Program Procedure (Ref. 2) or activity specific EPs for this information.

## 1.3 Document Interface

In the event of an oil spill the overarching ABU Emergency Response Plan (Ref. 4) interfaces with the ABU OPEP (Ref. 1) and the Chevron Emergency Management ABU Training and Exercise Program Procedure (Ref. 2) (Figure 1-1). This document interfaces directly with the PEMT Oil Spill Response Resource Assessment Tool (Ref. 3), which demonstrates the capability outlined in this document is in place.

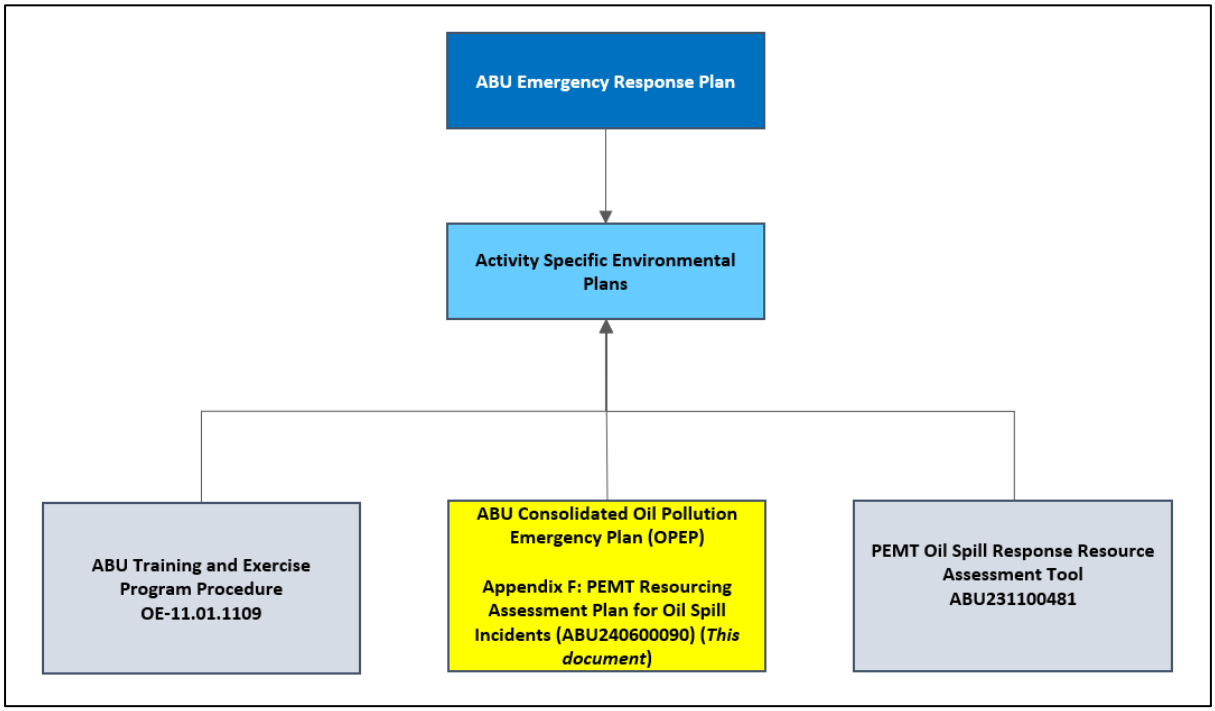


Figure 1-1: Oil spill response document interface

Table 1-1: Summary of oil spill response documentation

| Document | Description |
|---|---|
| **All ABU activities** | |
| ABU Emergency Response Plan (ERP) (Ref. 4) | The ABU ERP describes the emergency management, governance, and coordination arrangements for the PEMT for emergency incidents across the ABU. |
| Consolidated OPEP (Ref. 1) | The Consolidated OPEP outlines specific emergency response options and tactics to respond effectively to an oil spill, should a spill occur where CAPL is the Nominated Titleholder (Commonwealth) or Operator (State). |
| Chevron Emergency Management ABU Training and Exercise Program Procedure (Ref. 2) | This document outlines the competencies and training requirements for the EMT, ORT, and other personnel during implementation of the OPEP. It includes a summary of oil spill response management training that has been designed to align with the knowledge requirements outlined in the AEP Guidance Document: Incident Management Teams – Knowledge Requirements for Responding to Marine Oil Spills (Ref. 5), specifically the general knowledge requirements for all EMT members and the EMT function specific knowledge requirements. |
| PEMT Oil Spill Response Resource Assessment Tool (Ref. 3) | This live tool provides a real time assessment of resources available to CAPL to fill the core and support positions identified in the EMT Resourcing Assessment Plan for an Oil Spill Incident (Appendix F in the ABU Consolidated OPEP (Ref. 1)). It quantifies the core and support EMT capability requirements specific to the worst credible scenario described in this EP (LOWC) and demonstrates CAPL has access to personnel to meet the requirements of the Capability Assessment. |

# 2 CAPL EMT Arrangements

CAPL has adopted a tiered approach for its response system to establish emergency response arrangements that can be scaled up or down depending on the nature of the incident. This involves integrating with local, regional, national and global resources. This tiered-response model scales the number of resources mobilised for a response, and the emergency team activated, according to the severity of the incident.

Table 2-1: lists CAPL's Emergency Management Teams and their major functions during an emergency.

Table 2-1: CAPL's Emergency Management Teams

| Team | Description |
|---|---|
| **Tier 1 (CAPL)** | |
| On-site Response Teams (ORTs) | Trained responders at the installation who are responsible for on-scene tactical response operations during an incident.<br>ORTs are led by an On-scene Commander (OC) who has incident control during smaller Level 1A incidents, which do not require further escalation to an incident management team. If the IEMT is activated, the OC will come under the direction of the Operations Section Chief (OSC). |
| Installation Emergency Management Team (IEMT) | The IEMT is led by an Incident Commander (IC) and operates out of an on-site emergency command centre.<br>The IEMT may be activated to take control of Level 1B incidents and coordinate local resources and ORTs. |
| Perth Emergency Management Team (PEMT) | The PEMT is led by an IC and operates out of a Perth-based emergency command centre.<br>The PEMT may be activated in a support role to assist IEMTs with the emergency response to major incidents that require coordination of further resources, personnel, and support.<br>If required, incident control may also be transferred from the installation to the PEMT to manage the ongoing response (proactive phase) for long-duration, complex incidents such as a major oil spill.<br>The PEMT stands up at the direction of the PEMT IC for Level 2 and 3 incidents. |
| CAPL Crisis Management Team (CMT) | Comprises senior CAPL executives and ensures emergency response and crisis management operations are carried out consistent with The Chevron Way, Chevron Corporation policies, and the tenets of OE.<br>The CMT stands up at the direction of the CAPL Crisis Manager for Level 3 incidents. |
| **Tier 2 (Regional Response)** | |
| Chevron Corporation's Asia–Pacific Regional Response Team | An enterprise-level team able to support CAPL during the initial response (reactive phase) to a significant incident and help manage the transition to the ongoing response (proactive phase). |
| **Tier 3 (Global Response)** | |
| Chevron Corporation's Functional Response Teams | Enterprise-level teams with specific technical expertise in selected command staff positions and unit positions in the Planning, Logistics, and Finance sections. Team members are trained to support the management of global- and regional-level (Tier 2 and 3) incidents but are available to support any response. |

| Team | Description |
|---|---|
| Chevron Corporation's Worldwide Emergency Response Team | An enterprise-level team of Chevron Corporation's most highly trained and experienced personnel capable of filling IMS command and general staff roles of a response organisation, including Deputy IC. Team members are trained to support the management of global-level (Tier 3) incidents but are available to support any response. |
| Chevron Corporation's Advisory and Resource Team | An enterprise-level initial assessment and support team available to advise during the initial stages of a significant event, assess incident potential, and help the local response team marshal additional resources. |

# 3 PEMT Resourcing

CAPL has multiple EMT resourcing arrangements in place to respond to a potential WCD scenario (i.e., full LOWC) including internal ABU EMT capacity (inclusive of Source Control Section), Regional and Global CAPL support teams and functional groups, Oil Spill Response Organisations (OSROs) and industry mutual aid agreements.

## 3.1 CAPL Resources

### 3.1.1 Australian Business Unit (ABU) Resources

ABU maintains a PEMT, rostered to be available 24 hours, 7 days a week. Further information on ABU PEMT, including the rostered core positions in detailed in the ABU Emergency Response Plan (Ref. 4).

### 3.1.2 CAPL Regional and Worldwide Global Teams

As per the Chevron Corporate Emergency ABU Response Teams and Resources Procedure (Ref. 6) the Chevron Centre for Emergency Preparedness and Response (CEPR) maintains a global mutual-aid capability, available on a 24/7 basis to quickly and effectively provide enterprise-wide support for major incidents and events. This capability shall include pre-identified, trained, and fit-for-duty response teams capable of filling Incident Management System positions, access to industry owned response cooperatives, and access to internal experts and key external vendors. It includes the following services:

**The Advisory and Resource Team (ART)**

The ART is an initial assessment and support team available to provide advice during the initial stages of an event, to assess incident potential, assist the local response team in marshalling additional resources, and to keep corporate management briefed on the situation or incident. The ART is comprised of a management representative from the impacted operating company, a representative of CEPR, plus a subject matter expert in each of the following areas: public affairs, environmental, safety, and law. The ART team is available via conference call within 2 hours (or less) of notification and may also mobilize to the incident site to continue with the assessment and provide assistance to the incident management team.

**World-Wide Emergency Response Team (WWERT)**

The WWERT is a team of Chevron’s most highly trained and experienced personnel capable of filling Incident Management System (IMS) Command and General Staff roles of a response organization, including Deputy Incident Commander. WWERT members are trained to support the management of global-level (Tier 3) incidents but are available to support any response. Team members are subject matter experts in emergency management and the development of incident action plans.

**Functional Teams (FT)**

There are 13 Functional response teams with specific technical expertise in selected Command Staff positions (safety officer, legal officer) and unit positions in the Planning, Logistics and Finance sections. FT members are trained to support management of global and regional level (Tier 2 and 3) incidents but are available to support any response. The functional teams have expertise in the following areas:

- Communications
- Law
- Finance
- Public Affairs
- Environmental
- Procurement
- Facilities
- Safety, Fire & Health
- Human Resources
- Documentation
- Insurance/Claims
- Global Sub-Sea Source Control
- Geographic Information System (Future)

**Regional Response Teams (RRT)**

There are two corporate RRTs: Europe/Africa/Middle East; and Asia Pacific. The RRTs are Regional level (Tier 2) response teams trained to support the initial response (reactive phase) of a significant incident within their respective regions and assist in managing the transition to the ongoing response (proactive phase). The RRTs include personnel capable of filling positions including the Deputy Incident Commander, and Section Chiefs for the Operations, Planning, and Logistics Sections, and specialist to fill the Safety, Documentation, and Public Affairs/Liaison positions.

## 3.2 OSRO Arrangements

CAPL maintains contractual arrangements with oil spill response organisations (OSROs) which include the provision of technical specialists to supplement the CAPL EMT, as detailed in the OPEP (Ref. 11).

### 3.2.1 Australian Marine Oil Spill Centre (AMOSC)

CAPL is a participating company in AMOSC. This arrangement provides CAPL with access to the AMOSC personnel and the AMOSC Core-Group, under AMOSPlan.

The AMOSC Core-Group is an Australian industry initiative that was initially crafted in 1992. It is unique within the international context and is noted for being innovative and effective to rapidly expand and surge well trained personnel into a spill response. The AMOSC Core-Group has attended most Australian-based spills and also several offshore spills.

The AMOSC Core-Group has around 30-40 IMT personnel and 50-70 field operators.

AMOSC Core Group policy requires all Core-Group personnel to undertake initial training, followed by competency re-validation/training every 2 years. Typically, AMOSC manage the Core-Group re-validation/training by conducting 3 x 1 week Core-Group training/workshops per year. AMOSC coordinates the routine testing, monitoring and monthly reporting of Core-Group personnel availability.

### 3.2.2 Oil Spill Response Limited (OSRL)

CAPL is a Participant member with OSRL which guarantees access to Tier 3 technical advice, resources and expertise 365 days a year on a 24-hours a day. OSRL have capacity to mobilise additional equipment and personnel to ABU from their global bases. Anyone within the ABU PEMT can notify OSRL of an incident, however only the nominated CAPL personnel may request the assistance of OSRL using the Mobilisation Form, as per the Service Level Agreement (SLA).

The OSRL SLA provides for:

- 24/7 call-out arrangements
- Guaranteed initial response from OSRL of 5 technical support personnel for 5 days
- Surge to guaranteed 18 OSRL personnel, upon request from the CAPL EMT
- Depending on size/complexity, OSRL maintains 80 response team personnel globally, who are potentially able to be provided to support an ongoing Level 3 event, on a best-endeavours basis.

OSRL service level statement defines the types of services provided by the 18 person surge capability as:

- Technical advice and incident management coaching within the command centre.
- Development of an Incident Management Plan.
- Tier 1 / 2 equipment readiness and training of contractors.
- In-country logistics planning and support for inbound equipment.
- Impact assessment and advice on response strategy selection.
- SCAT and aerial surveillance / quantification surveys.
- Tactical response planning.

## 3.3 Industry Mutual Aid Arrangements

### 3.3.1 APPEA MoU framework

As a member company, CAPL would seek to engage the services of Perth-based specialist personnel (as required) from other Petroleum Titleholders under the APPEA Industry Memorandum of Understanding (MoU).

## 3.4 Well Control Specialists

### 3.4.1 CAPL Global Source Control (SC)

The Global Source control roster provides CAPL names, locations and positions to allow the ABU PEMT SC Branch to mobilise individuals into the PEMT to sit in the SC branch.

### 3.4.2 Third Party Technical Specialists

CAPL has Master Service Agreements in place with established well control specialist organisations namely:

- Chevron Technical Centre (CTC)

- The Response Group; and
- Wild Well Control.

### 3.4.3 OSRL Subsea Well Intervention Services (SWIS) MoU framework

As a member company, CAPL has access to the OSRL facilitated Global Subsea Response Network (GSRN) and can request support from other SWIS members under the OSRL Mutual Aid provisions for Source Control specialist support. This includes support from any of the SWIS member companies around the world that are signed on to the Mutual Aid Agreement with OSRL SWIS. Examples of these companies are Trendsetter (Subsea Capping Stack OEM support), Oceaneering (SFRT / SIRT - Subsea Incident Response Toolkit OEM), Clarksons (Response Vessel Marine Broker) and Add Energy (Well Control Modelling / Specialists).

# 4 PEMT Resource Needs Assessment

This section details the PEMT Resource Needs Assessment process for a WCD scenario.

The PEMT Resource Needs Assessment process involves two steps:

1. Determine the PEMT functions required at defined time-steps.
2. Define the number of personnel required for each PEMT function, to manage the response during the defined time periods.

The time-steps defined for PEMT resourcing assessment are as follows:

- 0 – 12 hours: This is defined as the 'Initial Response' period, supported by the Core PEMT Members identified for an oil spill event.
- Depending on the nature and scale of the event, EMT resourcing will be ramped up between 12 – 72 hours.
- 72 hours – Peak: This is defined as the 'steady state' period, which will be supported by the Core and Support PEMT members, along with personnel/support available through the resourcing arrangements detailed in Section 3 of this document.

The "steady state" resourcing will be maintained for a minimum period required to control the source of the spill. For a LOWC spill scenario, this represents the modelled time to successfully enact a well kill operation.

The number of personnel required will be established based on the following assumptions:

- All required PEMT functions are stood up, depending on the nature and scale of the incident.
- 2 x 12-hour operational periods per day.
- Some core PEMT functions are required for 2 x 12-hour operational periods per day whilst other support functions would primarily be required for 1 x 12 operational period per day (defined as 'Shift Cover' for Resource Needs Assessment).
- Some PEMT functions require rotational rosters and redundancy support.
- Rotations shall be established based upon the nature and scale of a real event, with rosters likely to be 1 week on / 1 week off, for selected positions (defined as 'Rotational Roster Cover' for Resource Needs Assessment).
- Redundancy for PEMT roles is defined as additional one (1) more person to the total number of personnel required for Rotational Roster Cover.

PEMT roles supported by CAPL EMT resourcing arrangements detailed in Section 3 of this plan.

Table 4-1 to Table 4-4 outline the PEMT resourcing requirements based on the conditions above. The PEMT Oil Spill Response Resource Assessment Tool (Ref. 3) will provide a live summary of resources available to CAPL to ensure that all PEMT roles can be filled for "Initial Response" (0 – 12 hours) and sustained for peak (steady state) response resourcing needs including shift cover, rotational roster cover and redundancy requirements for the duration of the response.

## 4.1 PEMT Roles and Resourcing Requirements

This section details the PEMT roles which will form part of the PEMT Resourcing Assessment. It also details the minimum numbers required for each role based on the assumptions detailed in Section 4.

### 4.1.1 PEMT Core Team

CAPL maintains an on-call EMT roster of qualified CAPL EMT personnel to fulfill core EMT roles. Each on-call EMT member is required to be within 1 hour of the Perth office at all times and the EMT duty roster enables the formation of the PEMT within 2 hours of notification.

For all Level 2 / Level 3 oil pollution emergency events, the PEMT core positions will be activated, noting that the Source Control Branch will only be required for specific incidents where source control is required as a response. Table 4-1 lists the minimum Core PEMT roles and resourcing required for a LOWC spill scenario.

The required positions and numbers outlined in Table 4-1 are planned to be initially filled by CAPL ABU resources. If required for rotational and redundancy support, additional qualified personnel from CAPL (CAPL Regional Response Teams / Functional Teams & World-Wide ERT) and OSROs (AMOSC, OSRL) may be sourced.

Training and qualification for this these positions (including the additional support) is in accordance with the Chevron Emergency Management ABU Training and Exercise Program Procedure (Ref. 2).

Current numbers of qualified EMT personnel are reflected in the PEMT Oil Spill Response Resource Assessment Tool (Ref. 3).

Table 4-1: PEMT Core Team Resource Needs Assessment

| # | Type | PEMT Role | Resource Needs Assessment | | | |
|---|---|---|---|---|---|---|
| | | | Shift Cover | Rotational Roster Cover | Redundancy | Minimum Numbers Required |
| 1 | Core | Incident Commander | 2 | 4 | 1 | 5 |
| 2 | Core | Safety Officer | 1 | 2 | 1 | 3 |
| 3 | Core | Planning Section Chief | 2 | 4 | 1 | 5 |
| 4 | Core | Situation Unit Leader | 2 | 4 | 1 | 5 |
| 5 | Core | Environment Unit Leader | 2 | 4 | 1 | 5 |
| 6 | Core | Documentation Unit Leader | 1 | 2 | 1 | 3 |
| 7 | Core | Operations Section Chief | 2 | 4 | 1 | 5 |
| 8 | Core | Source Control Branch Director | 2 | 4 | 1 | 5 |
| 9 | Core | Logistics Section Chief | 2 | 4 | 1 | 5 |
| 10 | Core | Finance Section Chief | 1 | 2 | 1 | 3 |
| ***Minimum numbers required for first operational period:*** | | | **10** | ***Min numbers required (including rotational and redundancy support):*** | | **44** |
| ***Minimum numbers required for steady state operations:*** | | | **17** | | | |

### 4.1.2 PEMT Support Team

PEMT Support Team consists of additional roles that will be activated to support a Level 2 / Level 3 oil pollution emergency events. Table 4-2 lists the minimum Support PEMT roles and resourcing required for a LOWC spill scenario. For other non-LOWC Level 2 / Level 3 oil pollution emergency events, not all positions may be activated, and the final structure will be specific to the nature and scale of the incident.

The required positions and numbers outlined in Table 4-2 are planned to be initially filled by CAPL ABU resources. If required for rotational and redundancy support, additional qualified personnel from CAPL (CAPL Regional Response Teams / Functional Teams & World-Wide ERT) and OSROs (AMOSC, OSRL) may be sourced.

Training and qualification for this these positions (including the additional support) is in accordance with the Chevron Emergency Management ABU Training and Exercise Program Procedure (Ref. 2).

Current numbers of qualified EMT personnel are reflected in the PEMT Oil Spill Response Resource Assessment Tool (Ref. 3).

Table 4-2: PEMT Support Team Resource Needs Assessment

| # | Type | PEMT Role | Resource Needs Assessment | | | |
|---|---|---|---|---|---|---|
| | | | Shift Cover | Rotational Roster Cover | Redundancy | Minimum Numbers Required |
| 1 | Support | Deputy Incident Commander | 1 | 2 | 1 | 3 |
| 2 | Support | Liaison Officer | 1 | 2 | 1 | 3 |
| 3 | Support | Deputy Planning Section Chief | 1 | 2 | 1 | 3 |
| 4 | Support | Resource Unit Leader | 1 | 2 | 1 | 3 |
| 5 | Support | Deputy Operations Section Chief | 1 | 2 | 1 | 3 |
| 6 | Support | Air Operations Branch Director | 1 | 2 | 1 | 3 |
| 7 | Support | Recovery & Protection Branch Director | 1 | 2 | 1 | 3 |
| 8 | Support | Wildlife Branch Director | 1 | 2 | 1 | 3 |
| 9 | Support | Staging Area Branch Director | 1 | 2 | 1 | 3 |
| 10 | Support | Deputy Logistics Section Chief | 1 | 2 | 1 | 3 |
| 11 | Support | Service Branch Director | 1 | 2 | 1 | 3 |
| 12 | Support | Support Branch Director | 1 | 2 | 1 | 3 |
| 13 | Support | Deputy Finance Section Chief | 1 | 2 | 1 | 3 |
| ***Minimum numbers required for first operational period:*** | | | **13** | ***Min numbers required (including rotational and redundancy support):*** | | **39** |
| ***Minimum numbers required for steady state operations:*** | | | **13** | | | |

### 4.1.3 Source Control Team

In the event of a LOWC scenario, the Source Control Branch will be activated and will consist of the roles and personnel requirements outlined in Table 4-3. These personnel would be sourced from a variety of sources, including ABU Wells, ABU HSE, ABU Marine, Global Wells, Global Marine and Global HSE.

Further to this, additional qualified personnel from CAPL (CAPL Regional Response Teams / Functional Teams & World-Wide ERT), OSROs (AMOSC Core Group, OSRL), and via industry MOU framework agreements may be sourced if required.

If required for rotational and redundancy support, additional qualified personnel from CAPL (CAPL Regional Response Teams / Functional Teams & World-Wide ERT) and OSROs (AMOSC, OSRL) may be sourced.

Training and qualification for this these positions (including the additional support) is in accordance with the Chevron Emergency Management ABU Training and Exercise Program Procedure (Ref. 2).

Current numbers of qualified EMT personnel are reflected in the PEMT Oil Spill Response Resource Assessment Tool (Ref. 3).

Table 4-3: Source Control Branch Resource Needs Assessment

| # | Type | PEMT Role | Resource Needs Assessment | | | |
|---|---|---|---|---|---|---|
| | | | Shift Cover | Rotational Roster Cover | Redundancy | Minimum Numbers Required |
| 1 | SC Branch | SC Branch Deputy Director | 2 | 4 | 1 | 5 |
| 2 | SC Branch | SC Safety Specialist | 2 | 4 | 1 | 5 |
| 3 | SC Branch | SC Planning Specialist* | 2 | 4 | 1 | 5 |
| 4 | SC Branch | SC Finance Specialist* | 1 | 2 | 1 | 3 |
| 5 | SC Branch | SC Logistics Supervisor | 2 | 4 | 1 | 5 |
| 6 | SC Branch | SC Vessel Specialist | 2 | 4 | 1 | 5 |
| 7 | SC Branch | SC Equipment Procurement Specialist* | 2 | 4 | 1 | 5 |
| 8 | SC Branch | SC Communications and IT Specialist | 1 | 2 | 1 | 3 |
| 9 | SC Branch | SC Contracting Specialist | 1 | 2 | 1 | 3 |
| 10 | SC Branch | SC Staging Area Manager | 2 | 4 | 1 | 5 |
| 11 | SC Branch | SIMOPS Coordinator (offshore)* | 2 | 4 | 1 | 5 |
| 12 | SC Branch | SIMOPS Coordinator (onshore)* | 2 | 4 | 1 | 5 |
| 13 | SC Branch | ROV Ops Coordinator (Onshore) | 2 | 4 | 1 | 5 |
| 14 | SC Branch | Relief Well Supervisor* | 2 | 4 | 1 | 5 |
| 15 | SC Branch | Relief Well Supt 1* | 2 | 4 | 1 | 5 |
| 16 | SC Branch | Relief Well Supt 2* | 2 | 4 | 1 | 5 |
| 17 | SC Branch | Debris Removal Specialist* | 2 | 4 | 1 | 5 |
| 18 | SC Branch | Subsea Dispersant Specialist | 2 | 4 | 1 | 5 |
| 19 | SC Branch | Capping Stack and BOP Intervention Sup | 2 | 4 | 1 | 5 |
| ***Minimum numbers required for first operational period:*** | | | **10** | ***Min numbers required (including rotational and redundancy support):*** | | **89** |
| ***Minimum numbers required for steady state operations:*** | | | **35** | | | |

** Positions not required until steady state operations commence (>72 hours)*

### 4.1.4 Support to Department of Transport (DoT) IMT

In accordance with the Offshore Petroleum Industry Guidance Note (OPIGN) – Marine Oil Pollution: Response and Consultation Arrangements (Ref. 7), CAPL will support DoT IMT for the following roles, if required, in the event of a cross-jurisdictional oil spill incident.

All attempts will be made to fill these positions with CAPL ABU EMT personnel, however over this period, and in consultation with DoT, some of these 11 positions may be sustained and supplemented by AMOSC Core Group personnel in combination with CAPL ABU EMT personnel. The CMT Liaison Officer and Deputy Incident Controller will only be filled by CAPL ABU EMT personnel.

Current numbers of qualified EMT personnel are reflected in the PEMT Oil Spill Response Resource Assessment Tool (Ref. 3).

Table 4-4: Cross Jurisdictional DoT IMT Personnel Requirements

| # | Type | PEMT Role | Resource Needs Assessment | | | |
|---|---|---|---|---|---|---|
| | | | Shift Cover | Rotational Roster Cover | Redundancy | Minimum Numbers Required |
| 1 | DoT Support | CMT Liaison Officer | 1 | 2 | 1 | 3 |
| 2 | DoT Support | Deputy Incident Controller | 1 | 2 | 1 | 3 |
| 3 | DoT Support | Deputy Intelligence Officer | 1 | 2 | 1 | 3 |
| 4 | DoT Support | Environment Support Officer | 1 | 2 | 1 | 3 |
| 5 | DoT Support | Deputy Planning Officer | 1 | 2 | 1 | 3 |
| 6 | DoT Support | Deputy Public Information Officer | 1 | 2 | 1 | 3 |
| 7 | DoT Support | Deputy Logistics Officer | 1 | 2 | 1 | 3 |
| 8 | DoT Support | Deputy Finance Officer | 1 | 2 | 1 | 3 |
| 9 | DoT Support | Deputy Operations Officer | 1 | 2 | 1 | 3 |
| 10 | DoT Support | Deputy Waste Management Coordinator | 1 | 2 | 1 | 3 |
| 11 | DoT Support | Deputy Division Commander | 1 | 2 | 1 | 3 |
| ***Minimum numbers required for first DoT operational period:*** | | | **11** | ***Min numbers required (including rotational and redundancy support):*** | | **33** |
| ***Minimum numbers required for steady state operations:*** | | | **11** | | | |

# 5 Revise and Review

This document shall be reviewed on an as needed basis. Triggers for review shall include, but not be limited to:

- Learnings from spill response exercises
- Following a Level 2 / Level 3 oil pollution emergency event.

# 6 Acronyms and Abbreviations

Table 6-1 defines the acronyms and abbreviations used in this document.

Table 6-1: Acronyms and Abbreviations

| Acronym or abbreviation | Definition |
|---|---|
| ABU | Australian Business Unit |
| AEP | Australian Energy Producers |
| AMOSC | Australian Marine Oil Spill Centre |
| APPEA | Australian Petroleum Production and Exploration Association |
| ART | Advisory and Resource Team |
| CAPL | Chevron Australia's Pty Ltd |
| CEPR | Centre for Emergency Preparedness and Response |
| CMT | Crisis Management Team |
| CTC | Chevron Technical Centre |
| DoT | Western Australia Department of Transport |
| EMT | Emergency Management Team |
| EP | Environmental Plan |
| ERP | Emergency Response Plan |
| FT | Functional Teams |
| IC | Incident Commander |
| IEMTs | Installation Emergency Management Teams |
| IMS | Incident Management System |
| IMT | Incident Management Team |
| LOWC | Loss of Well Control |
| MoU | Memorandum of Understanding |
| OC | On-scene Commander |
| OPEP | Oil Pollution Emergency Plan |
| OPIGN | Offshore Petroleum Industry Guidance Note |
| ORTs | On-site response teams |
| OSC | Operations Section Chief |
| OSRL | Oil Spill Response Limited |
| OSROs | Oil Spill Response Organisations |
| PEMT | Perth Emergency Management Team |
| RRT | Regional Response Teams |
| SC | Source Control |
| SLA | Service Level Agreement |
| SWIS | Subsea Well Intervention Services |
| WCD | Worst-Case Discharge |

| Acronym or abbreviation | Definition |
|---|---|
| WWERT | World-Wide Emergency Response Team |

# 7 References

The following documentation is directly referenced in this document.

Table 7-1: References

| Ref. No. | Description | Document ID |
|---|---|---|
| 1. | Chevron Australia. 2023. *Chevron ABU: Consolidated Oil Pollution Emergency Plan (OPEP)*. Chevron Australia, Perth, Western Australia. | ABU-COP-02788 |
| 2. | Chevron Australia, 2023. Chevron Emergency Management ABU Training and Exercise Program Procedure | OE-11.01.1109 |
| 3. | Chevron, 2023. PEMT Oil Spill Response Resource Assessment Tool | ABU231100481 |
| 4. | Chevron Australia. 2018. *Emergency Management Chevron Corporate ABU Standarised OE Process*. Chevron Australia, Perth, Western Australia. | OE-11.01.01 |
| 5. | AEP, 2021 - Guidance Document: Incident Management Teams – Knowledge Requirements for Responding to Marine Oil Spills | |
| 6. | Chevron 2018. Corporate Emergency ABU Response Teams and Resources Procedure | OE-11.01.1111 |
| 7. | Department of Transport. 2020. *Offshore Petroleum Industry Guidance Note. Marine Oil Pollution: Response and Consultation Arrangements*. Department of Transport, Perth, Western Australia. Available from: MAC_P_Westplan_MOP_OffshorePetroleumIndGuidance.pdf (transport.wa.gov.au) [Accessed 10 June 2024] | |