# Oil Pollution Emergency Arrangements – Australia – Guideline

## Contents

# 1 Introduction

## 1.1 Objective

The purpose of the Oil Pollution Emergency Arrangements (OPEA) - Australia - Guideline is to describe the arrangements and processes adopted by Woodside Energy Limited (Woodside) when responding to a hydrocarbon spill from a petroleum activity.

This OPEA (Australia) provides details of hydrocarbon spill response arrangements across Woodside's Australian-based activities. Facility/activity specific response plans are detailed in the relevant Oil Pollution First Strike Plans.

The objectives of this OPEA (Australia) are to:

- detail how Woodside delivers an integrated response with port, Territory, State and National agencies and their respective hydrocarbon spill contingency plans
- outline Woodside's Incident Management Structure with a view to implementing a rapid and effective response to any hydrocarbon pollution incident
- provide an overview of Woodside's preparedness arrangements that support an efficient and timely response via the oil pollution first strike plans, operational plans, and tactical response plans
- provide the overarching framework for hydrocarbon spill response to meet Commonwealth and Western Australian Regulations
- where appropriate, provide alignment with the arrangements in the National Plan for Maritime Environmental Emergencies (prepared by the Australian Marine Safety Authority (AMSA)) (the National Plan).

## 1.2 Scope

This OPEA (Australia) applies to any hydrocarbon spill related to a petroleum activity or facility, as defined by the Offshore Petroleum and Greenhouse Gas Storage Act (Environment) Regulations 2009 (Cth) (the OPGGS (E) Regulations), where Woodside is the nominated titleholder. For the purposes of this document, the term hydrocarbon spill includes any spill of crude oil, condensate, or marine fuel oil.

The OPEA (Australia) applies to Woodside's Australian activities only (Figure 1) and includes spills from petroleum activities.

Woodside is not the Control Agency for vessel-related spills, where the vessel is not considered a petroleum facility. The National Plan applies to vessel-related spills in Commonwealth waters. Woodside will undertake first strike response on behalf of Australian Maritime Safety Authority (AMSA) for vessel-related spills in line with the relevant Oil Pollution First Strike Plans.

As discussed in Section 2.3, the relevant State and Territory hydrocarbon spill contingency plans (e.g. WA State Hazard Plan – Maritime Environmental Emergencies (SHP-MEE)) and NT Oil Spill Contingency Plan (NT OSCP)) apply to vessel-related spills in State and Territory waters.

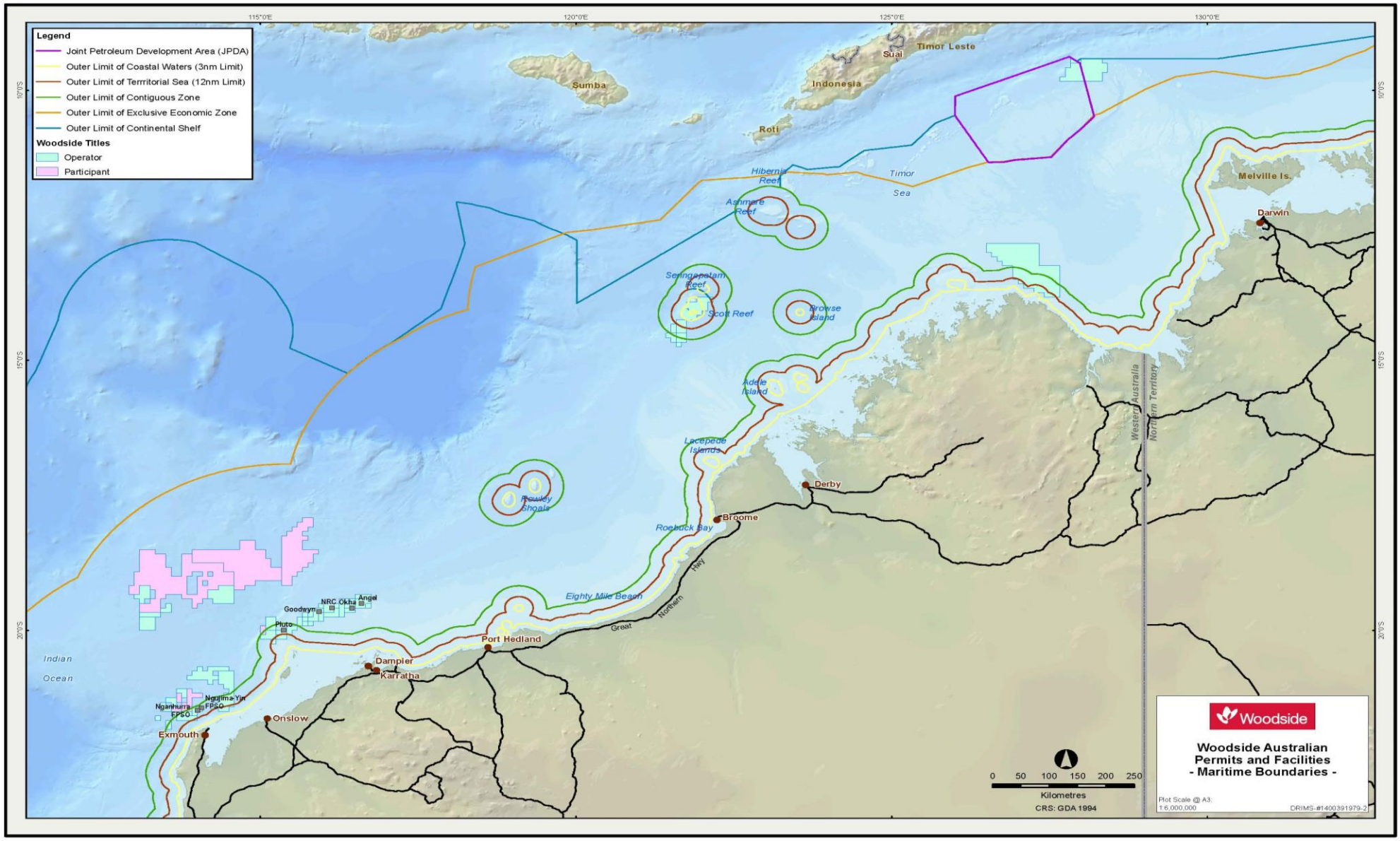


**Figure 1: Woodside's Australian Permits and Facilities**

# 2 Governance

This section outlines the key internal and external governance arrangements associated with hydrocarbon spills applicable to this OPEA (Australia).

This Guideline supports the implementation of the Hydrocarbon Spill Preparedness and Response Procedure.

## 2.1 Legislative Framework

In accordance with the OPGGS (E) Regulations, oil pollution emergency planning is a requirement of an Environment Plan's (EP) implementation strategy. This OPEA (Australia) contributes to the fulfilment of the requirements of Regulation 14(8), Reg 14(4), Reg 14(8C) and Reg 14(8E), together with supporting hydrocarbon response documents, and will be implemented in accordance with the National Plan, where appropriate.

This OPEA (Australia) is relevant to the following Regulations and regulatory agencies, as appropriate to their statutory needs:

- National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA), in accordance with Regulation 14(8) of the OPGGS (E) Regulations.
- Western Australian (WA) Department of Mines, Industry Regulation and Safety (DMIRS), in accordance with the Petroleum and Geothermal Energy Resources (Environment) Regulations 2012 (WA).
- Commonwealth Department of Agriculture, Water and the Environment (DAWE) (formerly the Department of Sustainability, Environment, Water, Population and Communities), where the OPEA (Australia) is used to satisfy a Ministerial Condition of approval.
- WA Department of Transport (WA DoT) as the Hazard Management Authority (HMA), in accordance with the Emergency Management Regulations 2006 (WA).
- Northern Territory Department of Environment, Parks and Water Security (NT DEPWS) as the HMA, in accordance with Section 9 of the Emergency Management Act 2013 and via the Territory Emergency Plan.

## 2.2 Statutory and Control Agency Jurisdictions

Woodside's facilities and permit areas are currently situated in Western Australian and Commonwealth waters. Depending on their location, these facilities and permit areas fall under various statutory jurisdictions and nominated Control Agencies, as outlined in Table 1 and Figure 2.

A Statutory Authority is the agency with legislative responsibility to regulate the responsible party. The Statutory Authority oversees the response to hydrocarbon spills and may request the State or Commonwealth Control Agency to take control if deemed appropriate. Refer to for Statutory Authority responsibility relevant to Woodside activities.

### 2.2.1 Control Agencies

The Control Agency is the agency assigned by legislation, administrative arrangements, or the relevant contingency plan to control response activities to a maritime environmental emergency. The Control Agency will have responsibility for appointing the Incident Controller (IC). Refer to for Control Agency responsibility relevant to Woodside activities.

### 2.2.2 Control Agency Transfer Protocols for Commonwealth Waters Response

The AMSA National Plan includes a NP–GUI–022: National Plan change of control agency protocol to a third party and includes processes for:

- approval from the relevant jurisdiction, or relevant regulator within that jurisdiction

- planning for the transfer of control
- implementing a transfer arrangement.

NP–GUI–022: National Plan change of control agency protocol provides for a jurisdiction to request that AMSA or another Control Agency assume operational control of an incident in exceptional circumstances. This is clarified in a Memorandum of Understanding between Woodside and AMSA.

In accordance with Woodside's Emergency and Crisis Management arrangements (refer to Section 4.1), the Woodside Crisis Management Team Leader will decide to request handover of the Control Agency role and will determine this based primarily on the circumstances of the incident.

### 2.2.3 Control Agency Transfer Protocols for State/Territory Waters/Shoreline Response

In the event of a spill entering State or Territory waters/shorelines, where Woodside is the responsible party, if it is a Level 1 (definition of levels can be found in Section 4.1.1), Woodside will remain the Controlling Agency. If the spill is a Level 2 or 3, Woodside will transfer control to WA DoT or NT DEPWS for the State/Territory waters/shorelines response only and remain the Controlling Agency for the response in Commonwealth waters. To aid with transfer of control in WA waters, a checklist has been prepared by WA DoT and can be found in APPENDIX C.

**Table 1: Statutory Authorities and Control Agencies relevant to Woodside activities**

| Location of Incident Response | Spill Source or Location | Statutory Authority | Control Agency | |
|---|---|---|---|---|
| | | | Level 1[8] | Level 2/Level 3[8] |
| Commonwealth waters [1] | Offshore Petroleum Facility | NOPSEMA [3] | Titleholder (Woodside)[5] | |
| | Shipping Sourced Spill | AMSA (& NOPSEMA) [9] | AMSA[6] | |
| State/ Territory waters/ shorelines [2] | Onshore Petroleum Facility | Port Authority | Titleholder (Woodside) [5] | Port Authority |
| | Offshore Facility (Commonwealth waters) [1] | NOPSEMA [3] | Titleholder (Woodside) [5] | WA/ NT DEPWS [7] |
| | Shipping Sourced Spill | WA DoT/ NT DEPWS [7] | Vessel Owner | WA DoT/ NT DEPWS [7] |
| Terminals (WA Waters) | | WA DMIRS | Terminal Operator (Woodside)[5] | Port Authority or WA DoT [7] |
| Port waters [2] | Vessel in Port | WA DoT/ NT DEPWS [7] | Port Authority | WA DoT / NT DEPWS [7] |
| JPDA waters | Vessels/ FPSO (in transit) | ANP [4] | AMSA | |

Notes:

(1) Beyond 3 nm of the State sea baseline.

(2) Within 3 nm of the State/Territory sea baseline.

(3) NOPSEMA does not have the legislative function to perform the Control Agency role.

(4) The JPDA does not have a Statutory Authority. The ANP is a Designated Authority, which regulates operations within the JPDA on behalf of both Australia and Timor Leste.

(5) The Control Agency may request support from AMOSC and Government response agencies.

(6) Woodside and the vessel owner may provide first strike response capabilities in the event of a spill under the direction of the Control Agency.

(7) Port Authority may be required to respond initially as "First Response/Controlling Agency" under SHP-MEE or NT OSCP.

(8) Refer to Section 4.1.1.

(9) If the ship is a facility.

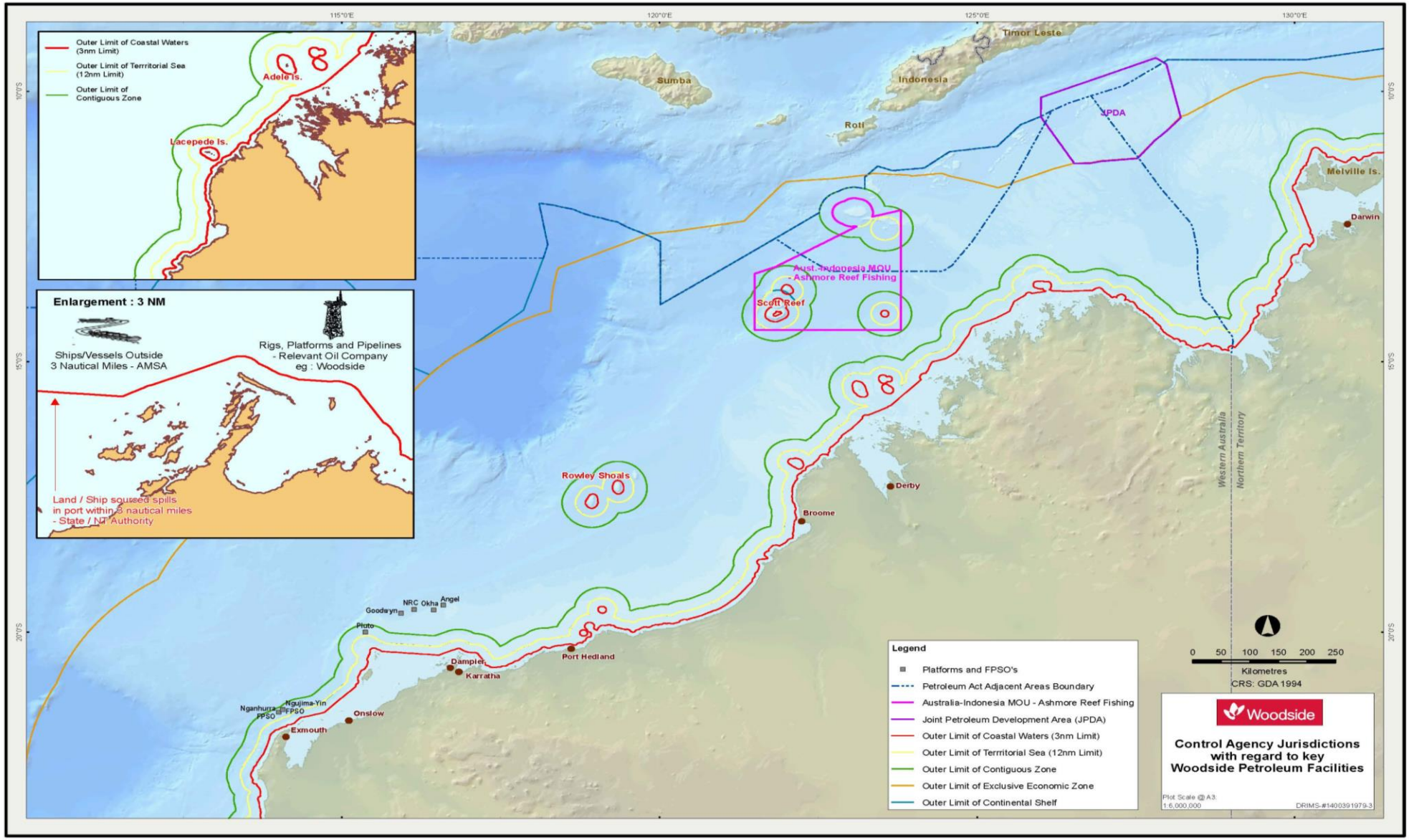


**Figure 2: Control Agency jurisdictions in relation to key Woodside petroleum facilities**

## 2.3 Government and External Agencies

APPENDIX A Table 4) summarises how this document interfaces with the relevant hydrocarbon spill response plans of the Government and external agencies discussed within this section.

### 2.3.1 NOPSEMA

NOPSEMA is the Statutory Authority responsible for the oversight of response actions to pollution events from offshore petroleum activities in areas of Commonwealth jurisdiction. It administers the OPGGS (E) Regulations.

NOPSEMA has National Plan Statutory Responsibility for the offshore petroleum industry. During a spill incident, NOPSEMA's role will be to:

- Implement regulatory processes to monitor and secure compliance with the OPGGS(E) Regulations and the Offshore Petroleum and Greenhouse Gas Storage Act 2006 (Cth) (the OPGGS Act), including issuing directions as required.
- Investigate accidents, occurrences, and circumstances involving deficiencies in environment management as required.
- Provide management, operational, technical, and environmental advice, as required to the Titleholder.

Although NOPSEMA is the Statutory Authority for hydrocarbon spill incidents from offshore petroleum activities, it does not have the legislative capacity to undertake the role of Control Agency and, as such, the Titleholder remains responsible (as Control Agency) for all Levels of hydrocarbon spill incidents from offshore petroleum activities. NOPSEMA will, however, provide support for a whole-of-government approach to incident coordination by providing advice and issuing directions to Titleholders and/or operators during an offshore petroleum incident.

### 2.3.2 Australian Maritime Safety Authority (AMSA)

AMSA is the national shipping and maritime industry regulator and was established under the Australian Maritime Safety Authority Act 1990 (Cth). AMSA manages the National Plan on behalf of the Australian Government, working with State and the Northern Territory governments, emergency services, and private industry to maximise Australia's marine pollution response capability.

Legislatively, AMSA is responsible for protecting the marine environment from pollution from vessels and other environmental damage caused by vessels. AMSA functions are to:

- combat pollution in the marine environment
- provide a search and rescue service
- perform other functions conferred on it by or under any other Acts.

AMSA is to be notified immediately through the Rescue Coordination Centre (RCC) of all ship-sourced incidents. When AMSA is the Control Agency, AMSA will assume control of the incident and respond in accordance with the AMSA's Marine Pollution Response Plan. AMSA's Marine Pollution Response Plan is the operational response plan for the management of vessel-sourced spills (as per Section 8 of the Memorandum of Understanding between Woodside and AMSA). AMSA is Control Agency for hydrocarbon spills, as per Table 1. Woodside will undertake first strike response on behalf of AMSA for vessel-sourced spills, in line with the relevant Oil Pollution First Strike Plan.

#### 2.3.2.1 National Plan

The National Plan implements Australia's obligations as a State Party under the United Nation's Convention on the Law of the Sea 1982, the International Convention on Oil Pollution Preparedness, Response and Cooperation 1990, and the Protocol on Preparedness, Response and Cooperation to Pollution Incidents by Hazardous and Noxious Substances (HNS) 2000. AMSA works with the State/Northern Territory governments, emergency services and private industry to maintain Australia's marine pollution response capability. Central to this capability is the Inter-Governmental

Agreement on the National Plan that outlines AMSA and State/Northern Territory Government responsibilities.

As part of the National Plan, a Marine Pollution Controller will be appointed to an incident. As outlined within the National Plan, the duties of the appointed Marine Pollution Controller may include:

- Assisting the Control Agency with strategic communications, including:
  - primary spokesperson for the multi-agency response
  - primary point of contact for the briefing of government(s).
- Providing the common operating picture and situational awareness at the strategic Level.
- Strategic coordination, including:
  - resolution of strategic multi-jurisdictional policy and legislative issues on behalf of the Control Agency
  - facilitating collaboration between all parties and resolving multi-jurisdictional-agency conflicts
  - facilitating national and international assistance through the National Plan and Australian Emergency Management arrangements.

#### 2.3.2.2 AMSA Memorandum of Understanding (MoU)

For offshore petroleum activity (non-shipping) related spills in Commonwealth waters, Woodside has nominated AMSA as a support agency when Woodside is acting as Control Agency (for all Levels of spill). In this circumstance, the Woodside hydrocarbon spill arrangements would apply (e.g. the Oil Pollution First Strike Plan) and AMSA, as managers of the National Plan, may provide support such as equipment, people, and liaison. AMSA will coordinate the resources of the National Plan in response to a formal request made by the Woodside IC. Notification of AMSA should be through RCC Australia.

### 2.3.3 Western Australian Agency Arrangements and the WA Department of Transport

The Emergency Management Act 2005 (WA) designates Agencies within the State as Statutory Authority for hazards. In Western Australia, the hazard management agency for Marine Oil Pollution is the WA DoT.

Under the Act, the Statutory Authorities are required to produce and administer Plans for the hazards assigned to them.

They are responsible not only for the oversight of a response, but also for responding, should the party responsible for the spill not be able to control the situation.

For oil pollution to the marine environment in State waters/shorelines the WA DoT has produced and administer the SHP-MEE.

In the event of a spill where Woodside is the responsible party and the spill may impact State waters/shorelines, Woodside will notify WA DoT.

If the spill impacts State waters/shorelines and is a Level 1, Woodside will remain the Controlling Agency. If the spill is a Level 2 or 3, then WA DoT will become the Control Agency for the response in State waters/shorelines only. WA DoT will appoint an Incident Controller and form a separate Incident Management Team to manage the State waters/shorelines response only.

The WA DoT coordinates the Metro State Response Team (SRT). SRT is part of Western Australia's commitment to ensure the effective preparedness and response to marine pollution incidents. The SRT members are primarily frontline responders. Members of the team are from government agencies, port authorities, and industry, all of whom have a vested interest in marine oil pollution.

For any Level 2 or 3 Marine Oil Pollution (MOP) incident, Woodside will conduct initial response actions in State waters as necessary, in accordance with their OSCP/ Oil Pollution Emergency Plan

(OPEP) and continue to manage those operations until formal incident control can be established by WA DoT.

Initially, Woodside will be required to make available an appropriate number of suitably qualified persons to work in the WA DoT Incident Management Team (IMT). WA DoT's role as the Controlling Agency for Level 2 and 3 spills in State waters/shorelines does not negate the requirement for Woodside to have appropriate plans and resources in place to adequately respond to a Marine Oil Spill incident in State waters/shorelines, or to commence the initial response actions to a spill prior to WA DoT establishing incident control in line with the WA DoT Offshore Petroleum Industry Guidance Note, Marine Oil Pollution: Response and Consultation Arrangements.

A list of roles and key duties for Woodside personnel working in the WA DoT IMT and the response structure can be found in APPENDIX B.

To assist WA DoT in assuming formal incident control, the nominated WA DoT Incident Controller will establish contact with the Woodside Incident Controller and work through the Controlling Agency Transfer Checklist at APPENDIX C.

Upon establishment of incident control by WA DoT, Woodside will continue to provide planning and resources in accordance with their OSCP/OPEP. This will include response assets and contracts specified in the OSCP/OPEP, such as those pertaining to waste management, transport, and personnel, as well as response arrangements with the Australian Marine Oil Spill Centre (AMOSC) and other third-party responders.

In performing the Controlling Agency function, WA DoT will use Woodside's approved/accepted OSCP/OPEP as a starting point for all aspects of a response. WA DoT reserves the right to deviate from the OSCP/OPEP in circumstances where there is a justifiable cause, in consultation with Woodside.

By arrangement with WA DoT, within designated port limits the relevant Port Authority is responsible for hydrocarbon spills in port waters.

### 2.3.4 Northern Territory Arrangements

Authority for the regulation of marine pollution, powers of investigation, and appointment of authorised officers in the Northern Territory (NT) is derived from the *Marine Pollution Act, 1999* (NT) (the Act). NT DEPWS is responsible for administering the Act.

The Territory Emergency Plan (TEP) describes the NT emergency management principles for response and recovery operations, and the control and coordination roles and responsibilities across multiple hazards.

The TEP is established by the *Emergency Management Act, 2013* (NT) (EM Act) and administered by the Department of Police, Fire and Emergency Services (PFES). Administrative authority for the TEP is held by the Territory Emergency Controller. The NT OSCP is listed as a hazard-specific emergency plan within the TEP.

NT DEPWS is the Hazard Management Authority and is responsible for maintaining currency of the NT OSCP and providing strategic oversight and technical advice for marine oil spill incidents.

Where Woodside believes a spill may cross into Territory coastal waters, Woodside will notify NT DEPWS.

### 2.3.5 Port Authority Arrangements

Woodside operates within the Dampier Port (under the Pilbara Port Authority), Exmouth Port limits in Western Australia, and the Darwin Port Corporation limits in the Northern Territory.

The port authorities house and maintain National Plan equipment. These stockpiles are detailed in the National Environmental Maritime Operations (NEMO) system (obtainable from AMSA and WA

DoT) and can be hired during hydrocarbon spill incidents of any size. National Plan equipment can be accessed via the AMSA RCC and WA DoT, or may be obtained via AMOSC.

Each Port Authority maintains its own OSCP as a subset of the State/Territory Plan. These plans are summarised in APPENDIX A. Port authorities may also be involved in the following tasks in relation to hydrocarbon spill preparedness:

- Operator training.
- Regular exercises (including deployment).
- Coordination of committees, such as quarterly meetings of the Dampier Port Authority Marine Oil Pollution (MOP) Committee of Port Users and the Regional Response Team, which is a collaboration between adjacent port authorities and ports (as defined by the Shipping and Pilotage Act 1967 (WA).
- Risk assessments.

### 2.3.6 Trans-National Boundary Incidents

The Australian Government has agreed that, in responding to offshore petroleum incidents originating in Australian Commonwealth waters, a central incident coordination committee be convened and chaired by the Department of Industry, Science, Energy and Resources (DISER). The committee is known as the Offshore Petroleum Incident Coordination Committee (OPICC).

The purpose of OPICC is to effectively coordinate the Australian Government efforts and resources and communicate to the public and affected stakeholders all matters relevant to a significant offshore petroleum incident that originates in Commonwealth waters.

It should be noted that the OPICC is not a mechanism to deploy Australian Government resources, exercise incident control, or implement operational response arrangements.

If a spill has the potential to cross into non-Australian waters,[1] Woodside will contact the Australian Government Crisis Coordination Centre for diplomatic assistance.

The role of the Joint Strategic Coordination Committee (JSCC) is to ensure appropriate coordination between the respective Incident Management Teams (IMTs) established by multiple Controlling Agencies, and ensuring that the key objectives set by multiple IMTs in relation to the MOP incident are consistent and focused on achieving an effective coordinated response. Key functions of the JSCC include:

- De-conflicting competing priorities between multiple IMT.
- De-conflicting competing requests for resources between the multiple IMTs, including those managed by Australian Maritime Safety Authority (AMSA), such as national stockpile equipment, dispersant aircraft, and the National Response Team.
- Resolution of significant strategic issues as they arise during the incident response.
- Ensuring that there is a single shared understanding of the concept of operations for the response and resolution of any controversial actions.
- Ensuring that there is a shared understanding of the incident situation and its meaning among all key stakeholders.
- Ensuring there is agreement on how information is communicated to the public, particularly those issues that have actual or perceived public health implications.

[1] Note: If oil spill trajectory modelling of credible scenarios indicates that there is potential for spills to cross into international waters, Woodside's response operations across trans-national boundaries will be determined in conjunction with the Australian Government, in consultation with local authorities, in accordance with the National Plan *Guideline on the Coordination of International Incidents.*

- Ensuring adequate coordination and consistency is achieved in relation to access and interpretation of intelligence, information, and spill modelling to promote a common operating picture.

It is important to note that the JSCC is a committee, not a team operating from a specified location. The JSCC will be administered by State/Territory Control Agency.

#### 2.3.6.1 Trans-National Boundary Incidents in Western Australian Waters

In WA waters, the inaugural JSCC meeting will be convened by the State Maritime Pollution Coordinator (SMPC), once both the Petroleum Titleholder (PT) and WA DoT formally assume the role of Control/Controlling Agency.

The JSCC will be jointly chaired by the SMPC and the PT's nominated senior representative and will comprise of individuals deemed necessary by the chairs to ensure an effective coordinated response across both jurisdictions. As the relevant Jurisdictional Authority in Commonwealth Waters, NOPSEMA may opt to participate in the JSCC as they see fit.

Where State waters may be impacted by a Marine Oil Pollution (MOP) incident in Commonwealth waters (refer to Figure 3), WA DoT will send a WA DoT Liaison Officer to the Woodside's ICC. The Role of the WA DoT Liaison Officer will be to:

- Facilitate effective communications between WA DoT's SMPC and Incident Controller and Woodside's appointed Crisis Management Team (CMT) Leader and Incident Controller.
- Provide enhanced situational awareness to WA DoT of the incident and the potential impact on State waters.
- Assist in the provision of support from WA DoT to Woodside.
- Facilitate the provision technical advice from WA DoT to the Woodside Incident Controller as required.

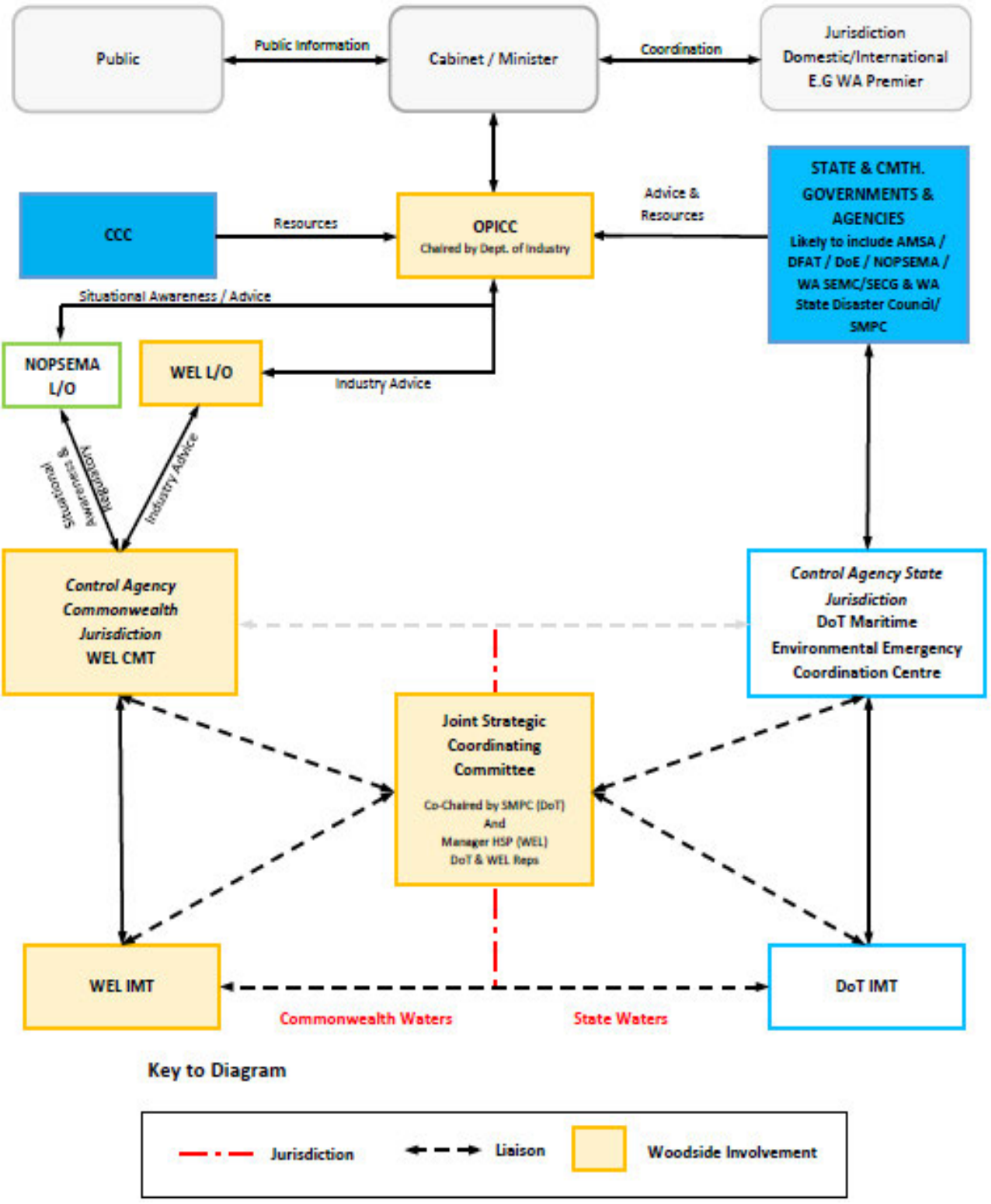


**Figure 3: Coordination Structure for a Concurrent Hydrocarbon Spill in Both Commonwealth & State Waters/Shorelines[2]**

[2] Sourced and adapted from WA DoT Offshore Petroleum Industry Guidance Note, Marine Oil Pollution: Response and Consultation Arrangements DoT Guidance Note

### 2.3.7 Environmental and Scientific Coordinators

As per the National Plan, Environmental and Scientific Coordinators (ESCs) are appointed in each jurisdiction in Australia. The role of the ESC is to coordinate environmental input into response planning and decision making and to provide environmental and scientific advice and services to response teams. ESCs can be accessed through the Statutory Authority or AMSA.

### 2.3.8 Commonwealth Department of Agriculture, Water and the Environment (DAWE)

Under the Environment Protection and Biodiversity Conservation Act 1999 (Cth) (the EPBC Act), actions that may have a significant impact on a matter of national environmental significance (MNES) require referral to the Australian Commonwealth Minister for Environment (the Minister). The Minister will decide whether assessment and approval is required under the EPBC Act.

Important for hydrocarbon spill response, an exemption from Part 3 of the EPBC Act was granted in March 2014 and remains in place for agencies acting in accordance with the National Plan. This exemption allows for the implementation of hydrocarbon spill response options, without the need for Part 3 approvals, provided that the actions taken are in accordance with the National Plan.

While the use of chemical dispersant may be consistent with the National Plan, the dispersant type is required to be on the list of accepted National Plan Oil Spill Control Agents (OSCA list) or comply with the transitional arrangements for existing dispersants stocks accepted prior to 1 December 2012, in order for its use to be exempt from Part 3 of the EPBC Act.

An exemption from Part 13 of the EPBC Act was also granted in March 2014. Where response actions are taken in accordance with the National Plan, those actions are exempt from the Part 13 contraventions that would otherwise apply.

### 2.3.9 WA Department of Water and Environment Regulation (DWER)

The DWER has responsibilities associated with State environmental regulation, approvals and appeals processes, and pollution prevention. The DWER primarily administers the *Environment Protection Act 1986* (WA).

The DWER's Pollution Response Unit has operational waste management responsibilities in accordance with the Environmental Protection Act 1986 (WA). This includes approving temporary waste storage areas. The DWER may send an Officer to a spill site and can provide an External Liaison role in Woodside's IMT.

The DWER Pollution Response Unit will be notified directly of any spill incident that requires temporary waste storage outside existing Woodside Lease boundaries.

### 2.3.10 WA Department of Biodiversity, Conservation and Attractions (DBCA)

The DBCA has responsibilities associated with wildlife and activities in national parks, reserves, and State marine parks.

The Wildlife Conservation Act 1950 (WA) is the legislation that provides the Department of Parks and Wildlife (DPaW) with the responsibility and Statutory Authority to treat, protect, and destroy wildlife. The DPaW does not provide oiled wildlife operational response support. Industry is expected to have access to their own oiled wildlife capability.

DBCA, together with AMOSC, have developed the Western Australia Oiled Wildlife Response Plan (WAOWRP), which aligns with the SHP-MEE and addresses requirements for oiled wildlife response in both State and Commonwealth waters. The WAOWRP details the legislative responsibilities, relationships to other plans, roles and responsibilities, emergency management structure, and procedures for OWR.

### 2.3.11 Northern Territory Environment Protection Authority (NT EPA)

The NT EPA is an independent corporation established under the Northern Territory Environment Protection Authority Act 2012. The NT EPA is responsible for regulatory services to provide for effective waste management, pollution control and sustainable practices. The NT EPA will be informed verbally and by email as soon as practicable via notification through a 24-hour pollution hotline and email, in the event of a hydrocarbon spill which is predicted to enter NT coastal waters.

### 2.3.12 Northern Territory Department of Environment, Parks and Water Security (NT DEPWS)

The NT DEPWS is the regulatory authority responsible for protecting the NT's environment and natural resources while providing advice and support to enable the responsible use and development of the Territory's land and waters within three nautical miles of the coastline. NT DEPWS will be responsible for wildlife response if a spill tracks towards NT coastal waters. NT DEPWS will also provide advice on waste management and clean-up of NT shorelines, if required.

## 2.4 Woodside Governance

Woodside will maintain a state of preparedness to manage a response to any hydrocarbon spill. Section 4.1.4.2 and Figure 7 provides an overview of the Incident Management Structure that integrates Woodside's business functions and draws upon external resources where required to respond to the hydrocarbon spill.

This section of the document provides an overview of the Woodside Management System (WMS) and its hierarchy of documentation which provides details of Woodside's hydrocarbon spill preparedness in the event of a spill incident.

This Woodside documentation hierarchy is compatible with the National Plan, NT/WA arrangements (via the NT OSCP and SHP-MEE), and AMOSPlan (the Australian Industry Co-operative Oil Spill Response Arrangements, managed by AMOSC).

### 2.4.1 Woodside Management System

The Woodside Management System (WMS) provides a structured governance framework across Woodside's processes, with defined accountabilities and performance requirements for Woodside's managers, employees, and contractors to deliver the Mission and Vision and improve the business. The WMS sets mandatory requirements and provides guidance regarding the conduct of Woodside's operations and business activities. The WMS includes:

- Policies
- Expectations
- Processes and Procedures
- Guidelines and tools.

Under the provisions of this system, the Hydrocarbon Spill Preparedness and Response Procedure defines the company's minimum requirements for hydrocarbon spill preparedness. Specifically, this Procedure addresses the:

- requirement for hydrocarbon spill response plans
- risk assessments and other preparations for a hydrocarbon spill response plan
- minimum content of OPEA (Australia)
- requirement to maintain people competencies to respond to a hydrocarbon spill
- requirement for exercise capability
- minimum equipment requirements.

The Hydrocarbon Spill Preparedness and Response Procedure is reviewed and updated every three years, or earlier if there are changes to the regulatory environment, to Woodside Group policy, or a significant re-organisation which could affect accountabilities. Monitoring of spill preparedness is tracked in accordance with the HSP Internal Control Environment.

This document (the OPEA) will be reviewed under the following circumstances:

- Every three years, in accordance with the Hydrocarbon Spill Preparedness and Response Procedure, or sooner in response to other triggers.
- if a change in Woodside's business materially affects the actual or potential impact on the environment or introduces a significant new environmental impact or risk.
- If there is a change in the response capability of Woodside, the Australian Marine Oil Spill Centre, Oil Spill Response Limited, or any supporting Government Agencies.
- If requested to submit a revision by NOPSEMA, in accordance with Regulation 18 of the OPGGS(E) Regulations.

Document Control manages the quality control of authorised persons to make changes to plans.

# 3 Preparedness

## 3.1 Plans

### 3.1.1 Hydrocarbon Spill Document Hierarchy

Woodside's hydrocarbon pollution preparedness and response documentation hierarchy is presented in Figure 4. The documentation has three core document Levels:

- Strategic documents
- Operational Response documents
- Supporting documents.

A description of each document/plan in the hierarchy is detailed below. The Incident Management Structure roles and responsibilities discussed in the sections associated with delivery of components of the documents are discussed further in Section 3.1.2.

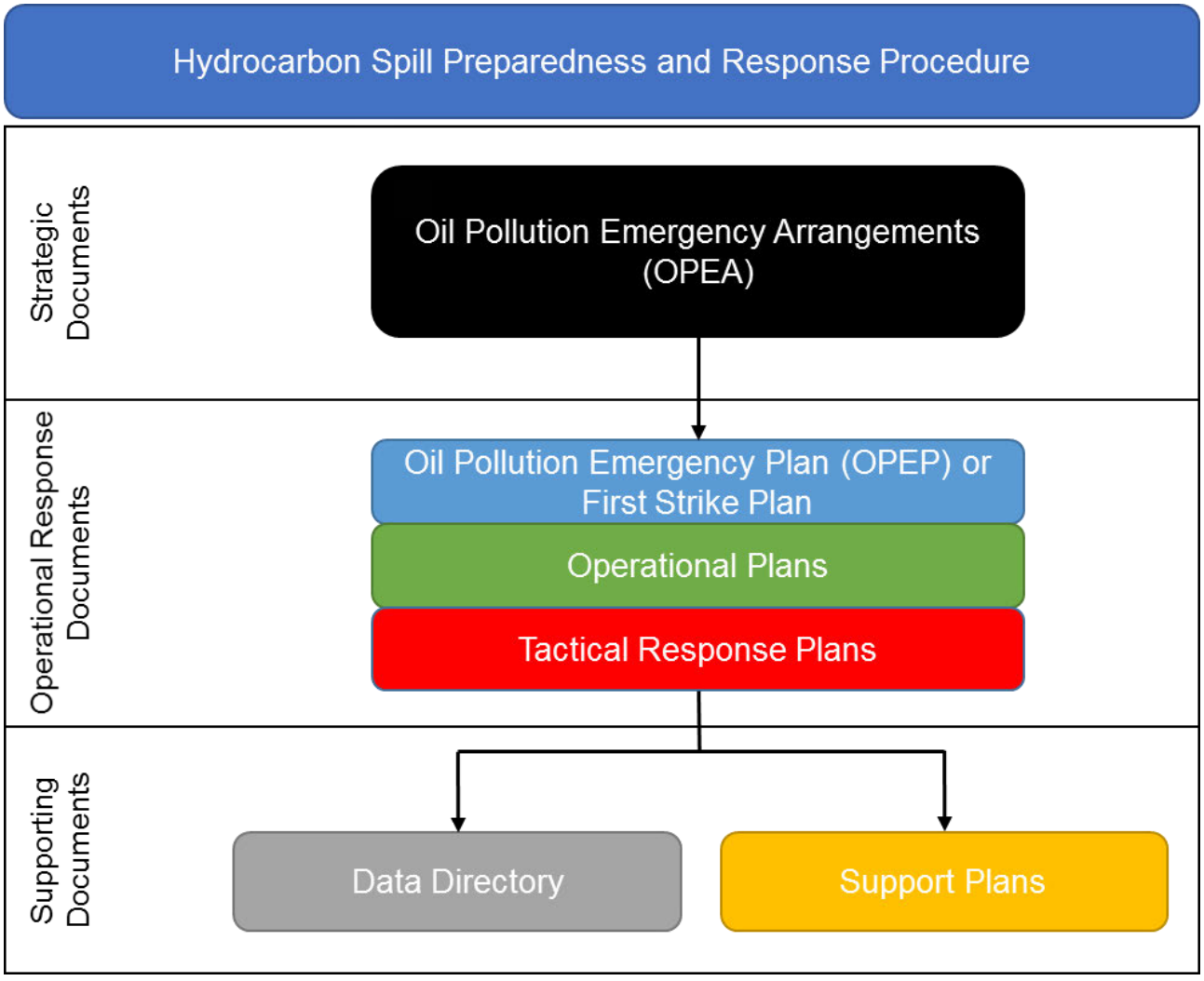


**Figure 4: Hydrocarbon Pollution Preparedness and Response Documentation Hierarchy**

### 3.1.2 Operational Response Documents

#### 3.1.2.1 Oil Pollution First Strike Plans

An Oil Pollution First Strike Plan is an activity- or facility-specific document which details the tasks required to activate and mobilise a first strike response. This document applies to the initiating actions of a response until a full Incident Action Plan (IAP) specific to the event is developed. Oil

Pollution First Strike Plans are intended to be the first document used to provide guidance to the IMT.

The Oil Pollution First Strike Plan contains details and forms for use in immediate response, including hydrocarbon spill trajectory modelling, incident management structures, and immediate notifications required in the event of a spill. Relevant Operational Plans to be initiated for mobilisation are identified in the Oil Pollution First Strike Plan, as part of a summary of the spill response option assessment (pre-operational Spill Impact Mitigation Assessment (SIMA)).

#### 3.1.2.2 Operational Plans

Operational Plans outline the process to mobilise personnel and equipment to undertake a response. The documents also detail the process for gaining immediate access to equipment and personnel and mobilising additional resources, if required. The relevant Operational Plan to be initially selected for a response is based upon the activity/facility Oil Pollution First Strike Plan. Additional Operational Plans may be activated during a response, depending on the nature and scale of the release.

Operational plans include regional information on resource mobilisation locations and how to mobilise them (air, road, etc.), resource implementation details, and facility requirements for corresponding resource locations. Operational Plans are to be used by the IMT for first strike and ongoing activities (Operations and Logistics Functions) and to assist in informing the appropriate responses for an IAP (Planning Function). These plans will also reference relevant Tactical Response Plans for location-specific information.

All Operational Plans are available via the Hydrocarbon Spill Documentation (sharepoint.com) portal and include the following:

- Source Control Emergency Response Planning Guideline
- Operational Monitoring Operational Plans OM01-5
- Containment and Recovery Operational Plan
- Surface Dispersant Operational Plan
- Subsea Dispersant Injection Operational Plan
- Shoreline Protection and Deflection Operational Plan
- Shoreline Clean-up Operational Plan
- Oiled Wildlife Response Operational Plan
- Oil Spill Scientific Monitoring Program - Operational Plan

#### 3.1.2.3 Tactical Response Plans

Tactical Response Plans have been developed for selected receptors, and they identify suitable response strategies and equipment requirements, and any relevant environmental information and access and permit requirements. Tactical Response Plans are referenced in both the activity/facility Oil Pollution First Strike Plan and Operational Plans.

Tactical Response Plans are to be used by the IMT for first strike and ongoing activities (Operations and Logistics) and to assist in informing the appropriate responses for inclusion in an IAP (Planning Function).

### 3.1.3 Incident Action Plans

The IAP details the arrangements for the ongoing hydrocarbon spill response, beyond the initial 24 hours. The document transitions from the Oil Pollution First Strike Plan. The IMT will use the IAP for providing ongoing project management direction for the hydrocarbon spill response. Woodside's IMT Planning Function develops the IAP during a spill response.

The content of the IAP includes the overarching mission and objectives for ongoing response, the strategy and tactics to achieve the IAP objectives, the response personnel involved in the ongoing response, and assignment details for key functions involved in the response.

#### 3.1.3.1 Transition from the Oil Pollution First Strike Plan to the IAP

The process to develop an IAP begins while the Oil Pollution First Strike Plan is under way, commencing with a planning meeting attended by relevant IMT members. In some instances, technical specialists may attend to provide expert advice. The meeting may also be attended by the Liaison Advisers from supporting Government Agencies.

In the case where a spill for which Woodside is responsible has, or will, enter State waters/shorelines, the WA DoT will send a State Marine Pollution Coordinator (SMPC) Liaison Officer and a Media Liaison Officer to Woodside's IMT.

The Planning Function is responsible for coordinating the development of the IAPs and gaining the necessary input from the different functions and/or external agencies. Specifically, this includes the identification and sourcing of necessary concurrences/approvals for proposed response objectives. These objectives form the basis for response strategies to be identified, agreed by the Incident Controller (IC), and then implemented by the Operations and Logistics Functions.

### 3.1.4 Supporting Plans

#### 3.1.4.1 Support Plans

Support Plans detail Woodside's approach to resourcing and services during a hydrocarbon spill response. Support Plans are to be used by the Operations, Logistics and Planning Functions of the IMT to inform the strategy for mobilising and managing additional resources outside of Woodside's immediate preparedness arrangements.

All Support Plans are available via the Hydrocarbon Spill Documentation SharePoint portal and include the following:

- Logistics Support Plan – Hydrocarbon Spill Response
- Aviation Support Plan – Oil Spill Response
- Oil Spill Response Marine Support Plan
- Logistics Support Plan – Hydrocarbon Spill Response
- Centurion - Transport Management Plan 2016
- Oil Spill Response Veolia Waste Management Plan
- Hydrocarbon Spill Response – Health and Safety Support Plan
- Hydrocarbon Spill Responder Health Monitoring Guideline
- Hydrocarbon Spill Response - People & Global Capability (Surge Labour Requirements) Support Plan
- Hydrocarbon Spill Response – (Land Based) Security Support Plan
- Hydrocarbon Spill Response – Stakeholder Engagement Support Plan (Corporate Affairs)
- Hydrocarbon Spill Response – Guidance for Hydrocarbon Spill Claims Management
- Hydrocarbon Spill Response - Communications Support Plan
- Hydrocarbon Spill Response - IT Support Plan

#### 3.1.4.2 Data Directory

The Hydrocarbon Spill Response Data Directory provides region-specific information and may be utilised by the Planning Function for the development of an IAP. The Data Directory provides reference information, such as hydrocarbon information (including physical and chemical characteristics) and environmental data, which may inform ongoing response planning.

## 3.2 Hydrocarbon Spill Response Capability

Capability can be briefly described as the resources required to deal with the spill incident and can be broadly considered in three categories:

- Response personnel.
- Response equipment.
- Additional support (i.e. services and contracts).

Woodside's capability framework reflects the global best practice Tiered Preparedness and Response model for oil spill response, with resources locally, regionally, and internationally (IPIECA-OGP, 2015). Woodside maintains access to equipment through internal stockpiles (Local/Tier 1), oil spill response organisations (Regional and International/Tier 2 and 3), government (Regional/Tier 2), and mutual aid (Regional/Tier 2)

### 3.2.1 Response Personnel

Personnel involved in emergency and crisis management are required to commit to ongoing training, process improvement, and participation in emergency and crisis response scenarios (both real and simulated).

Woodside's pool of trained responders is composed of, but not limited to, personnel from the following organisations:

- Woodside internal
- Australian Marine Oil Spill Centre (AMOSC) core group
- AMOSC Staff and contractors
- Oil Spill Response Limited (OSRL)
- Marine Spill Response Corporation (MSRC)
- AMSA
- Woodside contracted workforce.

#### 3.2.1.1 Woodside Internal Personnel

All core roles in the Incident Management Structure detailed in Section 4.1.4.2 and Figure 7 are rostered on a 24/7 basis. In line with Woodside's Emergency and Crisis Management arrangements, all rostered personnel for all Emergency and Crisis Management roles are required to be:

- fit for work
- contactable
- able to respond when activated by the WCC.

#### 3.2.1.2 AMOSC and AMOSPlan

AMOSC was established through the support of members of the Australian Institute of Petroleum (AIP), including Woodside. The Centre, based at Geelong, maintains a 24-hour stand-by status and can respond quickly to a major incident.

Arrangements between AMOSC and its participating members are outlined in a Master Services Contract signed between AMOSC and the participating Member Company. When activating AMOSC as a service (i.e. hydrocarbon spill response or training) a Service Contract is executed. Woodside also has contractual arrangements with the AMOSC to access the Australian Subsea First Response Toolkit (SFRT) equipment and dispersant stockpiles.

AMOSC administers the AMOSPlan, which outlines arrangements for mutual aid between members. Mutual aid support is available from the member companies of AMOSC and the AMOSC Core Group response team and may comprise response equipment and personnel employed by another AMOSC

member company. AMOSC Core Group members are a group highly skilled in the discipline of hydrocarbon spill response, which includes approximately 120 experienced member company personnel who can be made available to support/assist with spill response activities. The request for assistance is made directly between companies via each company-nominated Mutual Aid Contact (AMOSC should be consulted for the most up-to-date Mutual Aid Contacts). AMOSC will also activate the Service Contract of the lending company and will coordinate the signing of a Service Contract for the borrowing company(ies).

As a member of AMOSC, Woodside can obtain assistance through the AMOSPlan in combating incidents to supplement Woodside's own spill response resources.

AMOSC can also request additional services and resources via Oil Spill Response Limited. This can be facilitated via their joint services alliance arrangement.

AMOSC will be a primary point of contact for Woodside in the event of a Level 2 or Level 3 spill where non-National Plan external resources may be required, and Woodside is the Control Agency.

#### 3.2.1.3 Oil Spill Response Limited

Oil Spill Response Limited (OSRL) is an international industry-funded hydrocarbon spill service provider. Their services include response services, contingency planning, spill modelling and sensitivity mapping, personnel support, equipment use, exercise and drill support, post spill management support, and incident investigation support.

Woodside is a Participant Member with OSRL, which allows access to OSRL's international holding of response equipment and response capabilities, including incident management expertise and specialist personnel.

Upon receipt of an incident notification form, OSRL will plan and place resources on standby. Mobilisation of resources will take place once OSRL receives a copy of the OSRL mobilisation form signed by the designated call-out authority.

#### 3.2.1.4 Marine Spill Response Corporation

Woodside is a member of and has entered into an Agreement with Marine Spill Response Corporation (MSRC).

Woodside will primarily utilise the agreement to gain access to specialist trained oil spill response personnel, to enable a global surge capacity for response where required.

For additional personnel resources, Woodside can activate their contract with MSRC (in full) for the provision of personnel. Please note that provision of these personnel from MSRC is on a best endeavours basis and is not guaranteed.

#### 3.2.1.5 The Australian Maritime Safety Authority (AMSA)

The Australian Maritime Safety Authority (AMSA), a Commonwealth government self-funded maritime safety agency established in 1990, is responsible for providing a national response capability for marine pollution. AMSA administers the "National Plan to Combat Pollution of the Sea by Oil and other Noxious and Hazardous Substances", a cooperative arrangement between the Federal, State and Northern Territory (NT) Governments and the shipping, oil, exploration and chemical industries, emergency services, and fire brigades.

As part of this national plan, a National Response Team (NRT) and the National Response Support Team (NRST) were established to provide support to control agencies in the event of a major marine oil pollution incident.

Each State/Territory is to nominate to AMSA suitably qualified personnel to fill designated roles, including:

- Planning Officer
- Operations Officer
- Logistics Officer
- Response Team Leader.

Each of these roles is filled in each State/Territory as part of the NRT.

#### 3.2.1.6 Woodside Contracted Workforce

Woodside currently holds a contract with a labour provider to provide routine and campaign maintenance on Woodside-operated facilities and other areas. The contractor has extensive experience mobilising temporary construction and shutdown crews (rapid mobilisation and surge capability) and is an experienced user of the Woodside Enable system (logistics and personnel movement system).

### 3.2.2 Health and safety during a spill Response

At all times, human life, health, and safety are the paramount concern and considered to be the immediate priority. The degree of risk associated with response operations will depend on the:

- type of hydrocarbon spilled
- size of the spill
- location of the spill
- circumstances of the spill
- weather conditions.

The Woodside Hydrocarbon Spill Response – Health and Safety Support Plan sets the minimum Health and Safety (H&S) management requirements for Woodside staff and contractors to support a Hydrocarbon Spill Response under Woodside's Incident Coordination. The overriding objective is to provide adequate H&S management to meet the Woodside H&S Policy statement (refer to the Health, Safety, Environment and Quality Policy).

### 3.2.3 Roles, Responsibilities and Training

Woodside has conducted specific training for personnel expected to form part of the Woodside IMT (refer to Table 2). All members of Woodside's IMT have received incident management training.

Woodside centrally maintains the capability of key roles required to respond to a hydrocarbon spill.

Focussed training is conducted, coupled with participation in drills and exercises, as appropriate.

The Woodside S&EM Competency Dashboard – Hydrocarbon Spill Response details the training and competencies of key response roles. See also the Emergency and Crisis Management Training Guideline and Oil Spill TNA (Training Needs Analysis). The training guide and dashboard are maintained as live documents.

**Table 2: Emergency Response Training Requirements**

| IMT Position | Minimum Competency |
|---|---|
| Corporate Incident Coordinate Centre (CICC) Leader | • Incident and Crisis Leadership Development Program (ICLDP)<br>• Oil Spill Response Skills Enhancement Course (OSREC – internal course)<br>• Participation in L2 oil spill exercise (initial)<br>• Participation in L2 oil spill exercise (refresher) |

| IMT Position | Minimum Competency |
|---|---|
| Security & Emergency Manager Duty Manager | • ICLDP<br>• OSREC<br>• IMO2 or equivalent spill response specialist level with an oil spill response organisation (OSRO)<br>• Participation in L2 oil spill exercise (initial)<br>• Participation in L2 oil spill exercise (refresher) |
| Operations,<br>Planning,<br>Logistics,<br>Safety | • OSREC<br>• ICC Fundamentals Course (internal course)<br>• Participation in L2 oil spill exercise (initial)<br>• Participation in L2 oil spill exercise (refresher) |
| Environment Coordinator | • ICC Fundamentals<br>• OSREC<br>• IMO2 or equivalent spill response specialist level with an OSRO<br>• Participation in L2 oil spill exercise (initial)<br>• Participation in L2 oil spill exercise (refresh |
| **Note on competency/equivalency** | |
| In 2018 Woodside undertook a review of incident and crisis systems, processes and tools to assess whether these were fit-for purpose and has rolled out a change to the Incident and Crisis Management training and the oil spill response training requirements for both ICC and field-based roles.<br>The revised ICC Fundamentals training Program and Incident and Crisis Leaders Development Program (ICLDP) align with the performance requirements of the *PMAOMIR320 – Manage Incident Response Information* and *PMAOM0R418 - Coordinate Incident Response.*<br>Regarding training specific equivalency:<br>• ICLDP is mapped to *PMAOM0R418* (and which is equivalent to IMOIII when combined with Woodside's OSREC course) and ensures broader incident management principles aligned with Australasian Inter-service Incident Management System (AIIMS).<br>• The revised ICC Fundamentals Course is mapped to *PMAOMIR320* (and which is equivalent to IMOII). The blended learning program offers modules aligned to IMOIII, IMOII, IMOI and AMOSC Core Group Training Oil Spill Response Organisation Specialist Level training.<br>• OSREC involves the completion of two (2) online AMSA Modules (Introduction to National Plan and Incident management; and Introduction to oil spills) as well as elements of IMOI and IMOII tailored to Woodside specific OSR capabilities.<br>• Woodside Learning Services (WLS) are responsible for collating and maintaining personnel training records. The HSP Dashboard reflects the competencies required for each oil spill role (IMT/operational). | |

### 3.2.4 Response Equipment

This section outlines the equipment stockpiles that Woodside has access to over and above Woodside owned equipment, that is provided by the National Plan/service providers to respond to a hydrocarbon spill.

State/Territory and National equipment stockpiles are listed in the National Environmental Maritime Operations (NEMO) system. This database can be accessed via AMOSC, AMSA and WA DoT.

#### 3.2.4.1 AMOSC Equipment

AMOSC stores Level 3 stockpiles at their premises in Geelong and Fremantle. In addition to the main Level 3 stockpiles, smaller AMOSC stockpiles are located at Exmouth and Broome. Wildlife response equipment is available in Geelong and Fremantle.

AMOSC operates on a 100% availability of "in service" equipment philosophy. Should a concurrent spill occur, reprioritisation of resources between AMOSC and the relevant member companies would

occur. A status report of “in service” equipment is available to members via a secure password on the AMOSC website.

#### 3.2.4.2 OSRL Equipment

As a participant member of OSRL, Woodside has access to OSRL’s full range of equipment and is entitled to 50% (by equipment type) of the available OSRL global stockpile[3] in the event of an incident. OSRL’s closest global stockpile to Woodside’s Australian operations is located in Singapore. Woodside also has access to OSRL’s aerial and satellite surveillance services.

#### 3.2.4.3 National Plan Equipment

National Plan Level 2 and Level 3 equipment[4] is stored in stockpiles around Australia, including the ports of Fremantle, Darwin, and Dampier. This AMSA owned equipment can be released by formal request from the appointed Incident Controller. Notification of AMSA will be through RCC Australia.

#### 3.2.4.4 Logistics and Transport of Equipment

Figure 5 illustrates the location of available logistics resources, some key travel routes, and their approximate response times.

Woodside has existing contracts for road transportation to assist with transportation of regional equipment. Transportation of AMOSC equipment is coordinated by AMOSC, except for the Subsea First Response Toolkit (SFRT) equipment. National Plan equipment transportation is arranged by AMSA, who have a standing panel of transport providers in place.

Woodside’s Logistics Coordinator (or delegate) will coordinate the sourcing of road transportation and mobile plant during a spill response.

[3] The OSRL Equipment Stockpile Status Report is updated regularly to reflect what equipment is available and what is committed for other incidents.

[4] AMSA provides the Equipment for FREMANTLE List.

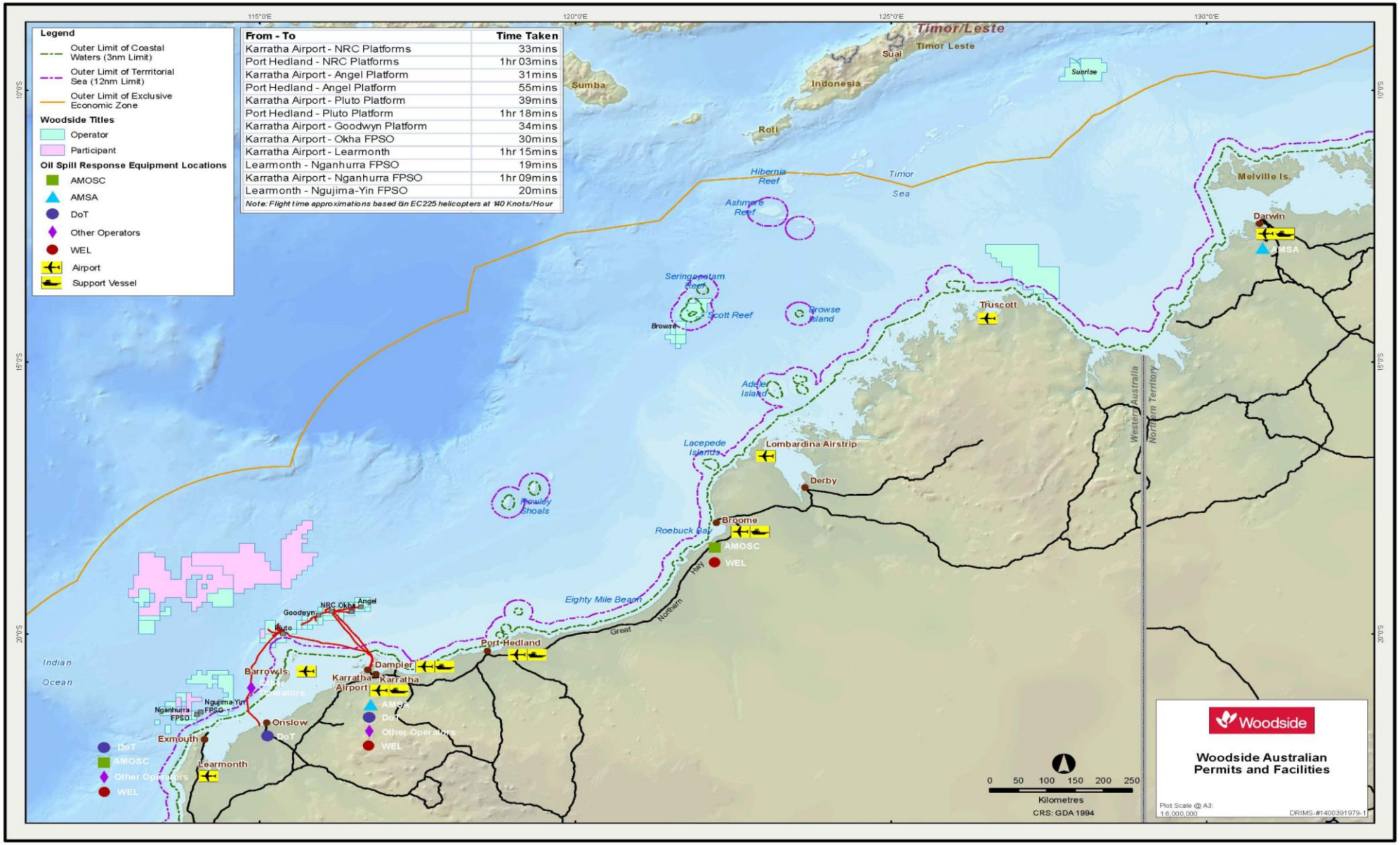


**Figure 5: Locations of response resources and approximate travel times between key locations**

### 3.2.5 Additional Support

Capability that exists externally to Woodside, including service provision from oil spill response organisations such as AMOSC and OSRL, is maintained to ensure contractual agreements are in place as required

Some of the key services provided by external providers include:

- Waste management
- Satellite imagery services
- Environmental specialists
- Scientific monitoring
- Operational monitoring
- People mobilisation and management systems
- Oil spill modelling
- National and International logistical support services
- Personnel and Labour services
- Vessel tracking services
- Forklifts and lifting equipment / machinery
- Well control services
- Accommodation and food services
- Oil Spill Response specialist personnel and equipment (including oiled wildlife)
- Light well intervention
- Marine vessels and support
- Aviation platforms and support
- Remote Operated Vehicles (ROV) services
- Unmanned Aerial Vehicles (UAV) services
- Security services.

## 3.3 Testing of Arrangements

### 3.3.1 Testing, Drills and Exercises

There are several arrangements that will underpin Woodside's response across its petroleum activities in the event of a spill. To ensure all of these arrangements are adequately tested, the Security & Emergency Management Team ensures tests are conducted in alignment with a testing of arrangements schedule.

Woodside's testing of arrangements schedule aligns with international good practice for spill preparedness and response management; the testing is compatible with the IPIECA Oil spill Exercises Good Practice Guide and the Australian Emergency Management Arrangements Handbook, produced by the Australian Institute for Disaster Resilience.

The schedule identifies the type of test which will be conducted annually for each arrangement, and how this type will vary over a five-year rolling schedule. Testing methods may include (but are not limited to): audits, drills, field exercises, functional workshops, assurance reporting, assurance monitoring, and reviews of key external dependencies.

The schedule of tests provides for the following:

- testing the response arrangements when they are introduced
- testing the response arrangements when they are significantly amended

- testing the response arrangements not later than 12 months after the most recent test
- if a new location for the activity is added to the environment plan after the response arrangements have been tested, and before the next test is conducted—testing the response arrangements in relation to the new location as soon as practicable after it is added to the plan
- if a facility becomes operational after the response arrangements have been tested and before the next test is conducted—testing the response arrangements in relation to the facility when it becomes operational.

# 4 Hydrocarbon Spill Response

## 4.1 Woodside Emergency Response Structure and Framework

This section outlines the Levels of response used by Woodside in the event of a hydrocarbon spill, and the emergency response structure that is enacted depending on the Level of spill that occurs. This section focuses on Woodside's arrangements for a spill response and does not outline arrangements of other Control Agencies such as AMSA in the event of a spill. These arrangements are addressed in each Control Agency's relevant documentation, for example the National Plan, and port oil spill contingency plans (OSCPs).

### 4.1.1 Levels of Response

Woodside's hydrocarbon spill response is based on a graduated level response classification aligned to the National Plan. Table 3 provides a summary of the key Woodside hydrocarbon spill response levels. These levels align closely with those defined in the National Plan and are consistent with the Australasian Inter-service Incident Management System (AIIMS).

The three levels – 1, 2 and 3 – are defined based on characteristics associated with the resources mobilised, organisational arrangements, and the nature and scale of impacts that could occur for the hydrocarbon spill.

This level-based response system provides a structured approach to both establishing hydrocarbon spill preparedness and undertaking a response. An overview of the roles, responsibilities, and the external organisations that Woodside may utilise to respond to differing levels of hydrocarbon spill is provided in Section 4.1.2.

**Table 3: Woodside Hydrocarbon Spill Incident Levels Guidance**

| Characteristic | Incident Level 1 | Incident Level 2 | Incident Level 3 |
|---|---|---|---|
| **General Description** | Generally able to be resolved through the application of local or initial response resources (first strike response). | Typically, more complex in size, duration, resource management and risk than Level 1 incidents. May require deployment of resources beyond the first strike response. | Characterised by a high degree of complexity, requires strategic leadership and coordination. May require national and international response resources. |
| **Woodside EM / CMT Activation** | On Site or Facility Incident Controller (IC) activated | CICC or relevant ICC activated<br>Perth based Crisis Management Team (CMT) may be activated | Perth based CMT activated |
| **Management** | | | |
| **Jurisdiction** | Single jurisdiction | Multiple jurisdictions | Multiple jurisdictions, including international |
| **Delegation** | Incident Controller responsible for all functions | Some functions delegated, or Sections created | All functions delegated and/or divisions created |
| **Number of agencies** | First-response agency | Routine multi-agency response | Agencies from across government and industry |
| **Resources** | Resourced from within one area | Requires intra-state resources | Requires national or international resources |
| **Type of response** | First-strike | Escalated | Campaign |
| **Type of Incident** | | | |
| **Duration** | Single shift | Multiple shifts<br>Days to weeks | Extended response<br>Weeks to months |
| **Hazards** | Single hazard | Single hazard | Multiple hazards |
| **Resources at Risk** | | | |
| **Human** | 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. Remediation required | Significant impacts and recovery may take months | Significant area and recovery may take months. Remediation required |
| **Wildlife** | Individual fauna | Groups of fauna or threatened fauna | Large numbers of fauna |
| **Economy** | Business Level disruption | Business failure | Disruption to a sector |
| **Social** | Reduced services | Ongoing reduced services | Reduced quality of life |

### 4.1.2 Woodside Hydrocarbon Spill Response Organisation by level

#### 4.1.2.1 Level Escalation

In the event of any hydrocarbon spill occurring where effective management is considered beyond the capability of Woodside's immediate resources, the response may be escalated immediately to the next level. Specific details for level escalation are detailed below and depicted schematically in Figure 6.

**Level 1 to 2 Escalation** – The ICC Duty Manager (CICC DM in Perth or KIMC DM for Karratha) will escalate the response, if:

- requested by the facility/Site Incident Commander (IC)
- no information is received from the incident site
- the situation is escalating, or source control has not been established immediately or is lost
- the spill has moved off-site and beyond effective facility control, or
- knowledge of the area or hazard indicates that a serious risk may develop.

In the event of an offshore facility spill where Woodside is the responsible party and the spill may enter State/Territory waters/shorelines, Woodside will notify WA DoT/ NT DEPWS.

**Level 2 to 3 Escalation** – Through consultation with the ICC DM, the CMT Duty Manager will escalate the response to a Level 3, if:

- requested by the ICC DM
- the spill event involves casualties or severe asset damage
- the spill may have an adverse impact on company reputation, stakeholders, liabilities, business continuity, or environmentally sensitive receptors
- the situation is escalating, or control of the spill source has not been established or is lost
- knowledge of the area or hazard indicates that a serious risk may develop.

If the spill impacts State/Territory waters/shorelines and is a Level 1, Woodside will remain the Controlling Agency. If the spill is a Level 2/3, then WA DoT/ NT DEPWS will become the Control Agency for the response in State/Territory waters/shorelines only. WA DoT/ NT DEPWS (via the Territory Marine Pollution Controller) will appoint an Incident Controller and form a separate Incident Management Team to manage the State/Territory waters/shorelines response only.

Initially, Woodside will be required to make available an appropriate number of suitably qualified persons to work in the WA/ NT IMT.

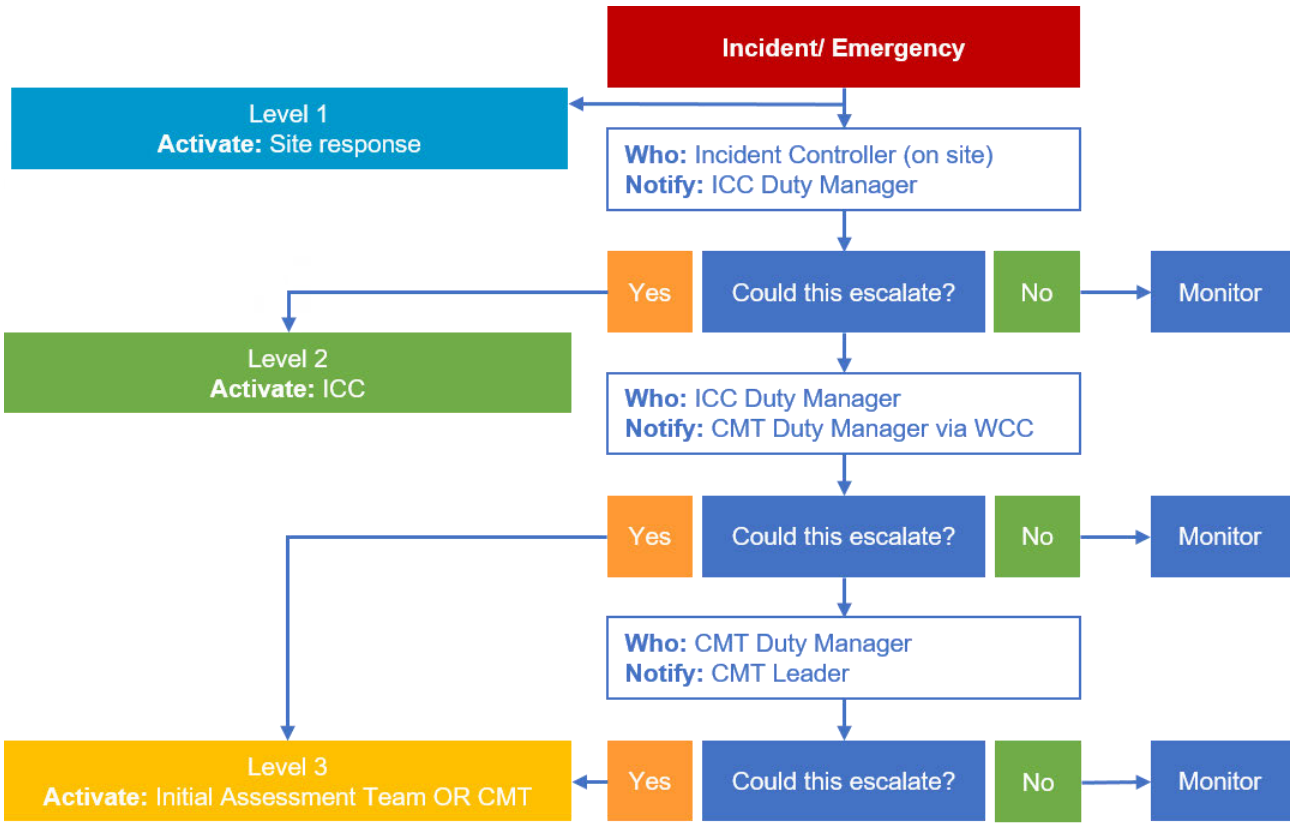


**Figure 6: Indicative Response Escalation Process**

### 4.1.3 Resources and Organisation

#### 4.1.3.1 Level 1 Resources and Organisation

**Resources** – A Level 1 response will be site or facility based and does not require external assistance. Resources will be drawn from Woodside's own stockpiles for a Level 1 response. For each Woodside facility, these may include shore-based equipment and personnel and the resources held for other operations (exploration, drilling and completions, pipelines, and production facilities) and trained personnel based in Woodside's Perth headquarters.

The objectives of the response relate to the security and protection of health, safety, and well-being of people, protection of the environment and restricting damage to assets.

**Organisation** – A Level 1 response can be controlled and resolved with the operational resources normally available at the site/facility.

The IC coordinates a Level 1 response on a facility or site. The IC is responsible for the immediate response undertaken on-site to manage a spill response. The IC will determine additional roles and teams required to support the hydrocarbon spill response. The IC will be the person in charge (i.e. vessel master if the spill originates on a vessel). The ICC Duty Manager retains the authority to replace an IC.

#### 4.1.3.2 Level 2 Resources and Organisation

**Resources** – A Level 2 response assumes the existing activation of Level 1 response arrangements. Level 2 resources are based primarily on utilising Woodside's existing stockpiles and industry support, which will be sought through AMOSC in both Fremantle, Geelong or at their stockpiles around Australia, or via OSRL, from their Singapore base, if required. The support that AMOSC will provide to Woodside is discussed further in Section 3.2. Regional (Port and State/Territory) equipment and human resources may also be mobilised through the relevant Port Authority or State/Territory Control Agency.

**Organisation** – A Level 2 hydrocarbon spill response requires coordination support, which is provided to the site via the activation of part or all of the appropriate ICC. For Level 2 hydrocarbon spills, the ICC Duty Manager transitions to become the IC, due to the evolving complexity of the spill response. The objectives are similar to those of a Level 1 incident response and involve providing additional resources to support the site and notify stakeholders.

The ICC Duty Manager (via the WCC) informs the Crisis Management Team Duty Manager (CMT DM) by providing an initial incident notification report of the Level 2 event and the potential for the spill response to escalate. The ICC Duty Manager then:

- activates the required resources to provide operational management support to the site
- reviews, with the CMT DM, the possibility of escalation and the need for additional resources
- assumes the role of IC for the spill event, given the facility or site-based IC will need to focus on the asset and safety of personnel.

#### 4.1.3.3 Level 3 Resources and Organisation

**Resources** – A Level 3 response assumes the existing activation of Level 1 and 2 response arrangements. Such a response is likely to utilise industry response arrangements, comprising the mobilisation of AMOSC's Level 3 stockpiles in Geelong and/or Fremantle and potentially other AMOSC or AMSA stockpiles, depending on the spill location.

In addition, Woodside can activate OSRL's international-based services and resources via an existing contract arrangement (refer to Section 3.2). Level 3 responses are likely to result in many of the operational and scientific monitoring plans being triggered.

**Organisation** – Level 3 responses require corporate strategic direction, due to the impact on reputation, liabilities, business continuity, and stakeholders via activation of part, or all, of the CMT.

For a Level 3 Response the CMT DM (after discussion with the CMT Leader):

- activates the required resources to manage the strategic element of the incident
- fulfils the role of Team Leader until that person is available
- on arrival of the Team Leader, assumes the role of facilitator.

The CMT Leader:

- informs the CEO of the event
- discusses actions taken and the possible activation of the full CMT.

#### 4.1.3.4 Level De-escalation/Termination

Under the terms of the National Plan Inter-Governmental Agreement (IGA), an incident response may be terminated by the Statutory Authority when the Statutory Authority considers that the effective completion of the response is achieved, based on expert Control Agency advice.

A recommendation to terminate a response will be made by Woodside, based on operational monitoring results. This recommendation will be supported by a net environmental benefit assessment.

Typically, a response may be de-escalated/terminated when:

- the response strategies have been successful, or
- the response strategies are no longer effective, or
- data and analysis show a response would be environmentally ineffective or detrimental, or
- the clean-up activities are having a greater deleterious effect than the hydrocarbon.

### 4.1.4 Woodside Emergency Response Structure and Roles

#### 4.1.4.1 Incident Management System

Woodside utilises AIIMS for incident management. This system is designed to be flexible in nature. Details of Woodside's organisational structure utilising AIIMS are provided in Section 4.1.

AIIMS provides the basis for running incident management teams for incidents involving multiple hazards or impacts and is scalable to the incident. AIIMS is utilised by the WA DoT, as detailed in SHP-MEE. AMSA utilises an incident management system which is consistent with AIIMS.

#### 4.1.4.2 Woodside's Incident and Crisis Management Structure

Woodside's full Incident and Crisis Management Structure is shown in Figure 7.

This structure outlines the prevention, preparedness, response and recovery aspects of incident and crisis management, which are relevant to all sites and activities operated or managed by Woodside and summarises coordination, command, and control arrangements. Figure 7 is a full representation of a structure that could be mobilised by Woodside for a response. The Incident and Crisis Management Structure has been formulated to allow a response to be scaled according to the level of response required and the specific needs presented by the incident. Teams will be mobilised as required to respond consistent with Woodside's People, Environment, Asset, Reputation, Livelihood and Services (PEARLS) philosophy. The structure includes a CMT and an IMT, with roles appointed as appropriate to the nature of the incident.

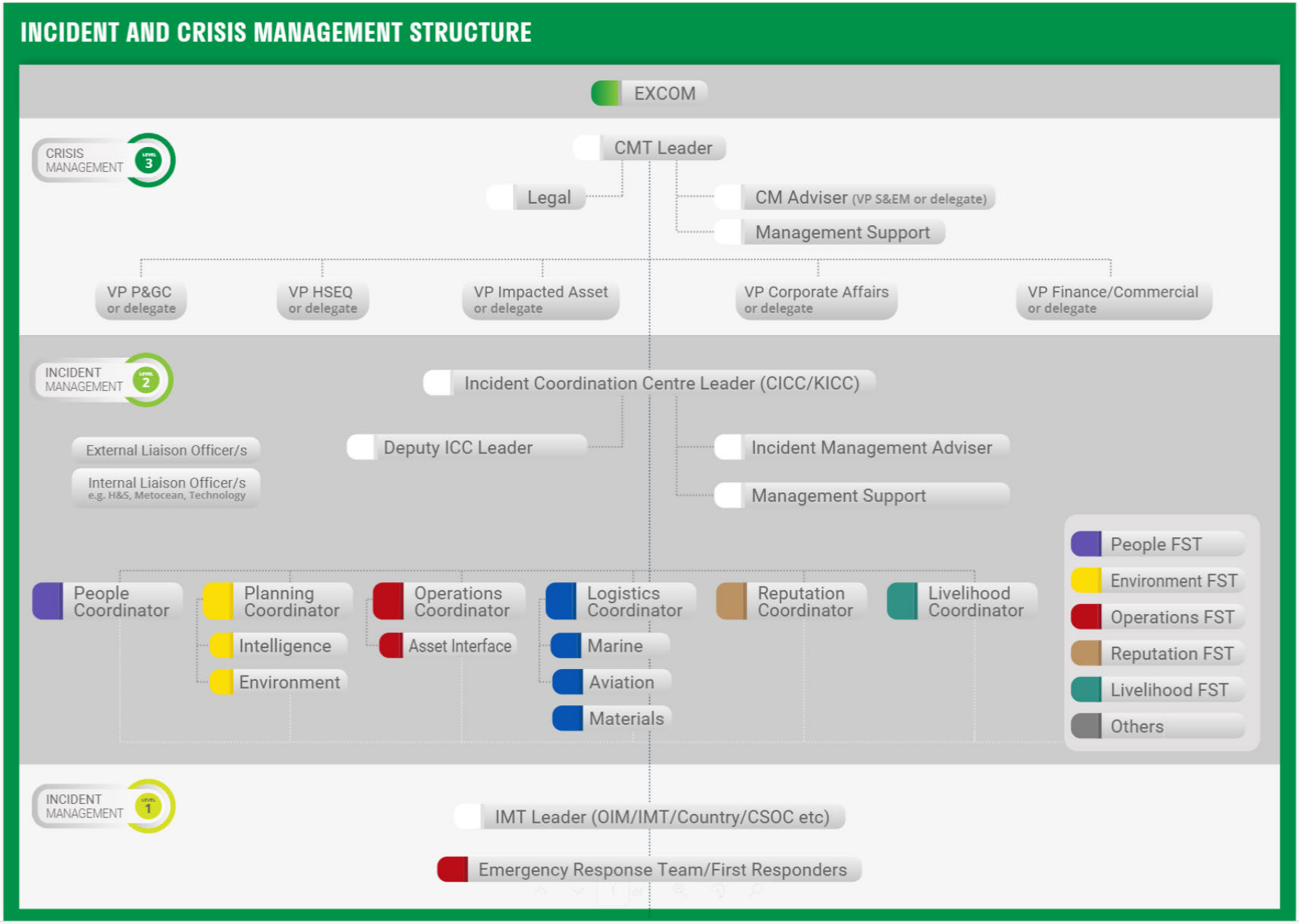


**Figure 7: Woodside's Incident and Crisis Management Structure**

The Woodside's Incident Management Structure can comprise representatives from the teams outlined below.

#### 4.1.4.3 Incident Coordination Centre (ICC)

Woodside has Regional ICCs to service specific significant Woodside facilities, and a Corporate ICC (CICC) which is based in Perth. The CICC supports all offshore facilities, drilling and completions, site/facility-based IMTs, and marine vessel hydrocarbon spills.

An Incident Controller is appointed for all hydrocarbon spills. For Level 1 hydrocarbon spills, this is typically the Offshore Installation Manager (OIM) or the Vessel Master. The IC for Level 2/3 spills is the ICC Duty Manager. Further details on this escalation process are provided in Section 4.1.2.

#### 4.1.4.4 Incident Management Team (IMT)

The IMT operates in accordance with the Emergency Management Guideline. The ICC provides tactical and operational support for Woodside's individual offshore assets, drilling facilities, seismic, survey operations, international locations, and marine pipelines. The ICC also provides a structured command and control system that interfaces with all internal and external agencies and provides hydrocarbon spill reporting/recording systems and participation in training and education for emergencies to support Woodside's operations.

The IMT can comprise of a series of functional groups to support a spill response, including Planning, Operations, Logistics, and Source Control:

- Planning is responsible for the tactical and strategic planning to deliver the hydrocarbon spill response. This group it also responsible for coordinating the delivery of the IAPs and managing the spill intelligence (including operational monitoring) and communications planning.
- Operations manages activities to deliver the hydrocarbon spill response in the field.
- Logistics arranges all the human, physical or financial resources, such as accommodation, catering, and equipment, required to support the spill response (for example, refer to the Oil Spill Response Report, a Compass Group Accommodation and Catering Plan).
- Source Control provides the planning, support, and operational management of arrangements for control of a well blowout, such as a capping stack and relief well drilling.

Some Woodside sites or facilities have site-specific IMTs that are responsible for managing the response to an emergency event. The primary responsibility of the IMT is to ensure the safety and security of all personnel. This may include the safe deployment of site-based emergency response teams to combat the spill, in line with the activity/facility Oil Pollution First Strike Plan.

This requirement is shown in APPENDIX B**.**

#### 4.1.4.5 Crisis Management Team (CMT)

The CMT is typically activated for a large hydrocarbon spill (Level 2/3) which could seriously threaten people, environment, assets, reputation, livelihood or essential services, or any combination of these elements. The CMT operates in accordance with the Woodside Crisis Management Support - Insurance - Guideline. The CMT will provide strategic level support to the ICC to enhance emergency response effectiveness and ultimately assist recovery to normal operations. The decision to activate the CMT will be made by the CMT Leader, in consultation with the CMT Duty Manager, who will receive regular situational updates from the IC.

### 4.1.5 Incident Support Infrastructure

#### 4.1.5.1 Woodside Communications Centre

The Woodside Communications Centre (WCC) operates 24 hours a day, seven days a week, with the following contact numbers:

- [redacted]
- [redacted]
- [redacted]
- [redacted]

The WCC is the focal point for receiving notification of incidents or events. Following notification, the WCC contacts the S&EM Duty Manager, records the event in the Woodside Online Incident Management System (Kallip), and provides communication support according to the advice of the duty personnel involved.

#### 4.1.5.2 Incident Management Software

Kallip is the intranet-based Incident Management System tool used by Woodside to manage emergency and crisis management incidents reported to the WCC. Kallip is web based and independent of any other Woodside systems.

Kallip provides a means for all involved in an emergency or crisis to efficiently and effectively communicate, capture, track, and manage issues, actions, and tasks in real time. It is used to document Woodside's IAPs.

## 4.2 Response Technique Selection

There are several proven hydrocarbon spill response techniques which can be utilised in response to hydrocarbon spills in the open ocean marine environment. For hydrocarbon spills to the marine environment, Woodside considers the use of the following response strategies:

- Monitor and evaluate (operational monitoring)
- Chemical dispersion
- Containment and recovery
- In-situ burning
- Shoreline protection and deflection
- Wildlife response, including hazing, translocation rescue and rehabilitation
- Shoreline clean-up.

An evaluation and assessment of each response technique and the risks of implementing the response technique is undertaken for each activity or facility and presented in the relevant EP (through the Oil Spill Preparedness and Response Mitigation Assessment (OSPRMA) document).

A description of each of the possible response strategies, including objectives, possible triggers, and methods, is provided in Section 4.3.

## 4.3 Response Strategies

In the event of a hydrocarbon spill, a review will commence of the pre-approved response strategies listed in the Oil Pollution First Strike Plan, together with an operational SIMA, considering the conditions at the time of the spill. Details on how each of these response strategies may be mobilised are provided in each relevant response strategy Operational Plan. This section provides a broad overview of the associated objectives, triggers and methods.

### 4.3.1 Monitor and Evaluate (Operational Monitoring)

***Objective***

Monitor and evaluate may be conducted to maintain situational awareness and gather information. The information gathered from multiple sources helps to establish an accurate Common Operating Picture (COP) as soon as possible. This helps predict the fate and behaviour of the spill, to validate planning assumptions and adjust response plans as appropriate to the spill incident.

***Trigger***

Monitor and evaluate may be used for all hydrocarbon spills arising from Woodside operations, scaled according to the nature, volume, and characteristics of the spill.

***Methods***

#### 4.3.1.1 Trajectory Modelling

Trajectory modelling provides forecasting of the movement and weathering of spilled hydrocarbons, possibly identifies resources that are potentially at risk from contamination, and provides simulations showing the outcomes of alternative response options (dispersant application, etc.).

#### 4.3.1.2 Tracking Buoy Deployment

Satellite tracking drifter buoys are used to provide data on predicted trajectory of the spill. They move with the water current and are effective even when poor weather conditions prevent overflights and observation operations.

#### 4.3.1.3 Aerial Surveillance

Aerial surveillance can provide verification of hydrocarbons on the water, quantification of those spilt hydrocarbons, and information on location and weathering of the hydrocarbons within the spill.

#### 4.3.1.4 Satellite Remote Sensing

Satellite Remote Sensing produces an image that can be useful as a first assessment tool to detect the possible location and extent of a hydrocarbon spill. Remote sensing is operational 24 hours a day and has good spatial range.

#### 4.3.1.5 Water Quality Monitoring

Water quality monitoring is a process that includes the monitoring of entrained hydrocarbons within the water column, either from subsea releases, natural dispersion, or chemical dispersant applications. Water quality monitoring can determine the effectiveness of dispersant spraying and will include taking water samples (both surface and subsea) that can be sent to a laboratory for further analysis.

#### 4.3.1.6 Pre-emptive assessment of sensitive receptors

Pre-emptive assessment of sensitive receptors aims to undertake a rapid assessment of the presence, extent, and status of sensitive receptors prior to contact from the hydrocarbon spill, by providing categorical or semi-quantitative information on the characteristics of resources at risk.

Indirectly, qualitative/semi-quantitative pre-contact information collected on the status of the environmental resources may also aid in the verification of environmental baseline data and provide context for the assessment of environmental impacts, as determined through subsequent Scientific Monitoring Programs.

### 4.3.2 Shoreline Assessment

Shoreline assessment provides rapid, accurate geo-referenced documentation and data of shoreline contamination conditions. Teams will be mobilised to systematically survey shorelines both pre-contact and upon contamination, to advise on clean-up strategies.

***Wildlife Response – Hazing***

Hazing is used to minimise the number of animals at risk of contact with a spill, preventing them from becoming oiled or contaminated by scaring them from the path of the spill.

***Trigger***

This response may be triggered when the monitor and evaluate technique identifies potential impact on wildlife amenable to hazing in the trajectory of environment that may be affected (EMBA) or contact with the EMBA of the spill is likely.

***Methods***

Hazing involves use of deterrents to encourage potentially impacted wildlife to move away from the spill. Hazing can utilise vessel horns, lights, and firewater systems or artificial visual or auditory threat stimuli to dissuade or exclude wildlife from the spill area. This technique would be applied in a targeted manner, as appropriate to wildlife groups detected in the open ocean (e.g. seabirds, cetaceans etc.) or affected shorelines.

### 4.3.3 Wildlife Response – Pre-emptive capture translocation rescue and rehabilitation

Pre-emptive capture and relocation is used to translocate wildlife groups from areas predicted to be impacted by a spill (pre-emptive) or cleaning up affected oiled individual animals (post contact).

***Trigger***

Pre-emptive capture/translocation could be triggered when the monitor and evaluate technique identifies potential impacts to wildlife amenable to translocation, while post contact may be triggered where contact with the hydrocarbon spill has occurred for amenable individuals in the EMBA.

***Methods***

Pre-emptive capture allows wildlife to be relocated from the risk area and releasing or holding the wildlife in short-term captivity.

When hazing or pre-emptive capture response practices fail to prevent the risk of impact to wildlife, post contact response actions are implemented to collect, clean, and remediate oiled wildlife. Equipment and personnel resources for the exclusion and capture of wildlife requirements may be identified and sourced in consultation with AMOSC/OSRL and their relevant subcontractors.

### 4.3.4 At Sea Containment and Recovery

At-Sea Containment and Recovery involves the controlled encounter and collection of hydrocarbons from the water's surface. Floating barriers or booms are used to corral and concentrate the spilled hydrocarbons on the sea surface into a suitable surface thickness, to allow its mechanical removal using a recovery device known as a skimmer, which pumps the oil from the water surface into temporary storage.

***Trigger***

Containment and recovery response strategies may be triggered for ongoing persistent hydrocarbon spills (amenable to containment), and only if sensitive receptors are at risk from a surface hydrocarbon contacting the EMBA.

***Methods***

Containment and recovery involves the use of vessels and boom infrastructure to corral and collect spilled hydrocarbon. Differing boom types, skimmers/collection nets and vessel configurations may be appropriate to spills, depending on location, sea state, and hydrocarbon properties.

### 4.3.5 Dispersant Application

Dispersants are chemicals that help break up an oil slick into smaller droplets, which disperse through the water column. Dispersants act by reducing the surface tension at the hydrocarbon/water interface. This allows for wind, wave, and current motion to help form smaller hydrocarbon droplets, enhancing the natural dispersion of hydrocarbons into the water column. The increased surface area of the small hydrocarbon droplets makes it easier to be biodegraded and provides a measure of protection for sensitive receptors otherwise threatened by a surface slick.

***Trigger***

The application of dispersant may be triggered where considered to have environmental benefit, as outlined in the Oil Pollution First Strike Plan. The basis of this determination will be outlined in the activity specific Oil Spill Preparedness and Response Mitigation Assessment document. Dispersant application is likely to only take place for ongoing larger spills, and only if personnel or environmental receptors are at risk and would benefit from application of dispersant.

***Methods***

Dispersant may be applied using a combination of aircraft (using the Fixed Wing Aerial Dispersant Capability (FWADC) and vessels (surface application) or using the subsea first response toolkit (subsurface at the well head).

Subsea dispersant injection involves the deployment of a subsea dispersant manifold with associated equipment to inject dispersant directly into the hydrocarbon plume, in the event of a loss of well control.

The use of subsea dispersants has similar benefits to surface dispersant application, including a potential reduction in the volume of hydrocarbons that reach the shoreline, thereby reducing impacts to sensitive receptors. In addition to these benefits, subsea dispersant application may greatly reduce volatile organic compound (VOC) levels during surface response operations, reducing risks and hazards to responders.

### 4.3.6 In-Situ burning

In-situ burning is a technique to purposefully set fire to a corralled spill in order to rapidly minimise or remove surface hydrocarbons from the marine environment, reducing the risk of shoreline impact.

***Trigger***

In-situ burning may be triggered where sufficient thickness of surface hydrocarbon, hydrocarbon type, and weather and ocean conditions allow, and is it is considered safe to do so.

***Methods***

Floating hydrocarbon is contained, corralled, and concentrated within specialised fire-resistant booms. It is then ignited using either hand-held igniters, or an igniter suspended from a helicopter.

### 4.3.7 Shoreline Protection

Shoreline protection aims to protect sensitive receptors (e.g. intertidal (shoreline or emergent) habitat) to mitigate exposure and accumulation risks. This technique is focused on protecting specific small-scale areas of significant ecological or socio-economic importance, for example emergent coral reefs or mangrove sites, and is not suitable for protection of large areas of coastline.

***Trigger***

Shoreline protection response may be triggered if hydrocarbon trajectory modelling and surveillance of hydrocarbon indicates the spill is likely to impact environmentally sensitive receptors with shorelines or surface features.

***Methods***

Shoreline protection can involve the use of one or multiple response strategies, utilising specialised barriers/berm, boom and vessel infrastructure to corral or deflect spilled hydrocarbon. A range of boom types, skimmers/collection nets, and vessel configurations may be appropriate to spills, depending on location, sea state, and hydrocarbon properties.

### 4.3.8 Shoreline Clean-up

Shoreline clean-up aims to clean shorelines to reduce impact on the sensitive receptor or to avoid reintroduction of hydrocarbons.

***Trigger***

Shoreline clean-up response may be triggered when accumulated hydrocarbons (above 100 g/m$^2$ thresholds for shoreline assessment and 250 g/m$^2$ for clean-up operations) are observed at an area of shoreline and there is adequate access to the shoreline to carry out clean-up activities safely.

***Methods***

Shoreline clean-up methods typically involve manual methods, collecting residual-hydrocarbons, and treatment in situ with biodegradation agents and contaminated debris to minimise ongoing contamination at the site and risks of direct exposure of shoreline habitats and wildlife.

### 4.3.9 Source Control

This section outlines some of the key means by which Woodside may deliver source control for a hydrocarbon spill due to a loss of well containment or integrity.

#### 4.3.9.1 Subsea First Response Toolkit

Woodside has a contract arrangement with the AMOSC for access to the SFRT equipment and dispersant stockpiles. The SFRT is used for debris clearing and subsea dispersant at the well head following a hydrocarbon spill due to loss of well containment. The equipment and dispersant are owned and maintained by AMOSC. The Woodside agreement with AMOSC forms part of a multi-operator Participant's Agreement that enables the sharing of a single equipment package.

The AMOSC equipment is provided on a "first-come-first-served" basis. As there is a remote possibility of two titleholders requiring the equipment at the same time, Woodside has also established a contract with Wild Well Control (WWCI) that provides access to similar equipment.

SFRT equipment is located in Perth, is maintained in a state of readiness, and is ready for mobilisation within 24 hours.

The SFRT comprises the following:

- Chemical dispersants and subsea deployment system: Dispersant is pumped close to the wellhead or source of the leak, to provide better visibility for response operations and to reduce the impact of pollution.
- Debris clearance equipment: ROV deployed cutters and tools are used to remove damaged or redundant items from the wellhead and allow better access to the well.
- Emergency blowout preventer (BOP) control equipment: A Capping Stack is generally required when primary control of the BOP is lost; however, a subsea accumulator can be deployed as a secondary means of BOP control to close in the well.

#### 4.3.9.2 Capping and Containment

In addition, to the SFRT outlined above, Woodside has a contract with WWCI for the provision of a capping stack and SFRT equipment. The equipment is provided on a shared basis between several global oil and gas titleholders. The equipment based at WWCI's facility in Singapore and is available for rapid deployment to Australia on a call-out basis.

Woodside's contract with WWCI is structured to provide the capping stack and associated equipment together with competent and experienced personnel to operate and deploy the equipment. The agreement provides for immediate availability of WWCI personnel upon call-out.

A capping stack is designed to be installed on a subsea well when the BOP has failed to operate or provide an effective seal. The capping stack provides a temporary means of sealing the well until a permanent well kill can be performed, through either a relief well or well re-entry. The capping stack is connected to the well, either at the top of an existing subsea BOP when the Lower Marine Riser Package (LMRP) is removed, or at the subsea wellhead when the entire BOP is removed. The system is modular and designed for airfreight.

***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.

### 4.3.10 Scientific Monitoring

Woodside will activate a scientific monitoring program in the event of any Level 2 or 3 hydrocarbon release, or any release event with potential to contact sensitive environmental receptors (i.e., a suite of biological attributes such as habitats and marine fauna). The main objectives of activating and implementing a scientific monitoring program are to:

- Assess the extent, severity, and persistence of the environmental impacts from a hydrocarbon release.
- Monitor subsequent recovery of impacted key species, habitats, and ecosystems.

Woodside's hydrocarbon spill scientific monitoring program process, operational requirements, and supporting information are documented as follows:

- An operational response document, the Oil Spill Scientific Monitoring Program – Operational Plan documents the operational requirements to activate and implement monitoring by the Woodside Response Phase SMP delivery team.
- The Corporate Environment Science Data Directory Master Map is a repository of scientific information on hydrocarbon spill and environmental impacts, including scientific literature, and a biodiversity database. It is used to identify sensitivity seasonality, and receives environment information. Receiving environment information includes protected areas and species - including migratory, breeding and foraging grounds and links to baseline studies, such as the Woodside baseline database and the Department of Water and Environmental Regulation (DWER) Index for Marine Surveys for Assessment (IMSA) . This resource is kept current, to support the risk evaluation of potential hydrocarbon spills, and would be accessed by the Woodside SMP delivery team in the event of a hydrocarbon release.

# REFERENCES

| Title | Reference |
|---|---|
| Aviation Support Plan – Oil Spill Response | [redacted] |
| Centurion - Transport Management Plan 2016 | [redacted] |
| Containment and Recovery Operational Plan | [redacted] |
| Corporate Environment Science Data Directory Master Map | [redacted] |
| Crisis Management Support - Insurance - Guideline | [redacted] |
| Emergency and Crisis Management Training Guideline | [redacted] |
| Health, Safety, Environment and Quality Policy | [redacted] |
| Hydrocarbon Spill Documentation portal (SharePoint) | [redacted] |
| Hydrocarbon Spill Preparedness and Response Procedure | [redacted] |
| Hydrocarbon Spill Responder Health Monitoring Guideline | [redacted] |
| Hydrocarbon Spill Response – (Land Based) Security Support Plan | [redacted] |
| Hydrocarbon Spill Response – Communications Support Plan | [redacted] |
| Hydrocarbon Spill Response – Guidance for Hydrocarbon Spill Claims Management | [redacted] |
| Hydrocarbon Spill Response – Health and Safety Support Plan | [redacted] |
| Hydrocarbon Spill Response – IT Support Plan | [redacted] |
| Hydrocarbon Spill Response – Logistics Support Plan | [redacted] |
| Hydrocarbon Spill Response – People & Global Capability (Surge Labour Requirements) Support Plan | [redacted] |
| Hydrocarbon Spill Response – Stakeholder Engagement Support Plan | [redacted] |
| Kallip | [redacted] |
| Oil Spill Response Marine Support Plan | [redacted] |
| Oil Spill Response Report | [redacted] |
| Oil Spill Response Veolia Waste Management Plan | [redacted] |
| Oil Spill Scientific Monitoring Program Operational Plan | [redacted] |
| Oil Spill TNA | [redacted] |
| Oiled Wildlife Response Operational Plan | [redacted] |
| Operational Monitoring Operational Plans OM01-5 | [redacted] |
| Shoreline Clean-up Operational Plan | [redacted] |

| Title | Reference |
|---|---|
| Shoreline Protection and Deflection Operational Plan | [redacted] |
| Source Control Emergency Response Planning Guideline | [redacted] |
| Subsea Dispersant Injection Operational Plan | [redacted] |
| Surface Dispersant Operational Plan | [redacted] |
| Woodside Management System | [redacted] |

### *External References*

| Title | Reference |
|---|---|
| AMOSPlan | [redacted] |
| AMSA - Equipment for Fremantle | [redacted] |
| Australian Emergency Management Arrangements Handbook | [redacted] |
| Australian Maritime Safety Authority | [redacted] |
| Darwin Ports - Emergency & Cyclone Plans | [redacted] |
| Department of Transport (WA) Offshore Petroleum Industry Guidance Note – Marine Oil Pollution: Response and Consultation Arrangements (Sept. 2018) | [redacted] |
| Hydrocarbon Spill Response Data Directory | [redacted] |
| International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 (Protection of the Sea (Civil Liability for Bunker Oil Pollution Damage) Act 2008 | [redacted] |
| International Convention on Civil Liability for Oil Pollution Damage 1992 | [redacted] |
| International Maritime Organisations (IMO) | [redacted] |
| IPIECA - Oil spill exercises good practice guide | [redacted] |
| National Plan for Maritime Environmental Emergencies (“National Plan”) | [redacted] |
| NP–GUI–022: National Plan change of control agency protocol | [redacted] |
| OSRL - Equipment Stockpile Status Report | [redacted] |
| OSRL Australia Country Plan (COVID-19 Response Plan) | [redacted] |
| PBA - Emergency Preparedness and Response | [redacted] |
| S&EM Competency Dashboard – Hydrocarbon Spill Response | [redacted] |
| Signed Memorandum of Understanding – Mutual Assistance [APPEA] To Facilitate the Transfer of Drilling Units and Well-Site Services between Operators in Australian and Timor Leste-administered Waters to Overcome Emergency Conditions | [redacted] |

| Title | Reference |
|---|---|
| State Hazard Plan for Maritime Environmental Emergencies | [redacted] |
| Territory Emergency Plan (NT) | [redacted] |
| Tiered Preparedness and Response | [redacted] |
| WA State Hazard Plan for Maritime Environmental Emergencies | [redacted] |

### *Legislation*

| Title | Reference |
|---|---|
| Australian Maritime Safety Authority Act 1990 (Cth) | Link |
| Environment Protection and Biodiversity Conservation Act 1999 (Cth) (EPBC Act) | Link |
| Emergency Management Act 2013 (NT) | Link |
| Emergency Management Act 2005 (WA) | Link |
| Emergency Management Regulations 2006 (WA) | Link |
| Environmental Protection Act 1986 (WA) | Link |
| Marine Pollution Act 1999 (NT) | Link |
| Northern Territory Environment Protection Authority Act 2012 | Link |
| Offshore Petroleum and Greenhouse Gas Storage Act 2006 (Cth) | Link |
| Offshore Petroleum and Greenhouse Gas Storage (OPGGS) Act (Environment) Regulations 2009 (Cth) | Link |
| Petroleum and Geothermal Energy Resources (Environment) Regulations 2012 (WA) | Link |
| Shipping and Pilotage Act 1967 (WA) | Link |
| Wildlife Conservation Act 1950 (WA) | Link |

## DEFINITIONS

| Term | Meaning |
|---|---|
| Control Agency | The agency or company assigned by legislation, administrative arrangements or within the relevant contingency plan, to control response activities to a maritime environmental emergency. |
| Entrained hydrocarbon | Droplets or globules of hydrocarbon that physically mix (but are not dissolved) into the water column. Physical entrainment can occur either during pressurised release from a sub-surface location, or through action of breaking waves. |
| First Strike | First Strike refers to the prompt initial response to a spill by a Control Agency or on behalf of a control agency (i.e. by a Person in Charge |

| Term | Meaning |
|---|---|
| | (PIC) or Vessel Master) to protect the environment and is intended to limit the effect of an incident, until such time as other supporting resources can be deployed. |
| Support Agency | An agency or company that provides essential services, personnel, material or advice in support of the Control Agency during the response to a maritime environmental emergency. |
| Statutory Authority | An agency authorised by law to enforce legislation on behalf of the relevant country or state. |
| Volatile | Evaporating readily at normal temperatures and pressures. |

## ABBREVIATIONS

| Abbreviation | Term |
|---|---|
| AIIMS | Australian Inter-Service Incident Management System |
| AIP | Australian Institute of Petroleum |
| AMOSC | Australian Marine Oil Spill Centre |
| AMOSPlan | A voluntary oil industry mutual aid plan intended to supplement the National Plan, administered by Australian Institute of Petroleum through AMOSC. |
| AMSA | Australian Maritime Safety Authority |
| ANP | Autoridade Nacional de Petról–o – Timor-Leste National Petroleum Authority (Designated Authority of the JPDA) |
| APPEA | Australian Petroleum Production and Exploration Association |
| BOP | Blowout Preventer |
| BrPA | Broome Port Authority |
| CEO | Chief Executive Officer |
| CICC | Corporate Incident Co-ordination Centre |
| CMT | Crisis Management Team |
| COP | Common Operating Picture |
| DAWE | Commonwealth Department of Agriculture, Water and the Environment |
| DBCA | Department of Biodiversity, Conservation and Attractions (Western Australia) |
| DEPWS | Department of Environment, Parks and Water Security (Northern Territory) |
| DISER | Department of Industry, Science, Energy and Resources |
| DM | Duty Manager |
| DMIRS | Department of Mines, Industry Regulation and Safety |

| Abbreviation | Term |
|---|---|
| DWER | Department of Water and Environment Regulation (Western Australia) |
| EM Act | Emergency Management Act (Northern Territory) |
| EMBA | Environment that may be affected |
| EPA | Environmental Protection Authority |
| ESC | Environmental Scientific Coordinator |
| EP | Environment Plan |
| ERP | Emergency Response Plans |
| FOB | Forward Operations Base |
| FPSO | Floating Production, Storage and Offloading Vessel |
| FWADC | Fixed Wing Aerial Dispersant Capability |
| GIS | Geographical Information System |
| HMA | Hazard Management Agency |
| HSEQ | Health, Safety, Environment and Quality |
| HSP | Hydrocarbon Spill Preparedness |
| IAP | Incident Action Plan |
| IC | Incident Controller |
| ICC | Incident Coordination Centre |
| ICLDP | Incident and Crisis Leadership Development Program |
| IGA | National Plan Inter-Governmental Agreement |
| IMSA | Index for Marine Surveys for Assessment |
| IMO | International Maritime Organisation |
| IMT | Incident Management Team |
| JPDA | Joint Petroleum Development Area |
| JSCC | Joint Strategic Coordination Committee |
| KBSF | King Bay Supply Facility (also referred to as the King Bay Supply Base) |
| KGP | Karratha Gas Plant |
| KIMC | Karratha Incident Management Centre |
| MACs | Mutual Aid Contacts (under AMOSPlan) |
| MEE | Maritime Environmental Emergencies |

| Abbreviation | Term |
|---|---|
| MNES | Matter of National Environmental Significance |
| MOP | Marine Oil Pollution |
| MoU | Memorandum of Understanding |
| MSDS | Material Safety Data Sheet |
| MSRC | Marine Spill Response Corporation |
| NEMO | National Environmental Maritime Operations System |
| NOPSEMA | National Offshore Petroleum Safety and Environmental Management Authority |
| NRT | National Response Team |
| NRST | National Response Support Team |
| NT EPA | Northern Territory Environment Protection Authority |
| National Plan | National Plan for Maritime Environmental Emergencies |
| NWS | North West Shelf |
| OIM | Offshore Installation Manager |
| OM | Operational Monitoring |
| OPEA | Oil Pollution Emergency Arrangements |
| OPEP | Oil Pollution Emergency Plan |
| OPGGS | Offshore Petroleum and Greenhouse Gas Storage |
| OPICC | Offshore Petroleum Incident Coordination Committee |
| OPRC | Oil Pollution Preparedness, Response and Co-operation Convention |
| OSCA | Oil Spill Control Agent |
| OSCP | Oil Spill Contingency Plan |
| OSPRMA | Oil Spill Preparedness and Response Mitigation Assessment |
| OSR | Oil Spill Response |
| OSREC | Oil Spill Response Skills Enhancement Course (Woodside internal course) |
| OSRL | Oil Spill Response Limited |
| OWR | Oiled Wildlife Response |
| PEARLS | People, Environment, Asset, Reputation, Livelihood and Services |
| PFES | Police, Fire and Emergency Services (Northern Territory) |
| PIC | Person in Charge |

| Abbreviation | Term |
|---|---|
| PPA | Pilbara Ports Authority |
| PT | Petroleum Titleholder |
| RCC | Rescue Coordination Centre (AMSA) |
| ROV | Remotely Operated Vehicle |
| SIMA | Spill Impact Mitigation Assessment |
| SFRT | Subsea First Response Toolkit |
| SMPC | State Maritime Pollution Coordinator |
| SMP | Scientific Monitoring Program |
| SHP-MEE | State Hazard Plan – Maritime Environmental Emergencies |
| TEP | Territory Emergency Plan (Northern Territory) |
| VOC | Volatile Organic Compound |
| VP | Vice President |
| WCC | Woodside Communication Centre |
| WA DoT | Western Australian Department of Transport |
| WA DoT OSCP | Western Australian Department of Transport Oil Spill Contingency Plan |
| WAOWRP | Western Australia Oiled Wildlife Response Plan |
| WLS | Woodside Learning Services |
| Woodside | Woodside Energy Limited |
| WMS | Woodside Management System |
| WWCI | Wild Well Control Inc. |

# APPENDIX A INTERFACE BETWEEN WOODSIDE'S OPEA (AUSTRALIA) AND OTHER PLANS

**Table 4: Interface with other plans**

| Relevant Plans | Responsible Party | Main Content |
|---|---|---|
| National Plan for Maritime Environmental Emergencies (National Plan) | AMSA | The National Plan for Maritime Environmental Agencies provides a national system for responding promptly and effectively to marine pollution by hydrocarbons and other noxious and hazardous substances, by designating competent national and local authorities. The National Plan is responsible for maintaining:<br>• a national contingency plan for preparedness and response<br>• an adequate Level of pre-positioned marine pollution combat equipment and program for its use<br>• a comprehensive national training program for personnel familiarisation<br>• detailed state, local and industry contingency plans.<br>The National Plan provides for AMSA to be the Australian Government's Control Agency in the event of vessel-based spills for the purposes of the National Plan. |
| State Hazard Plan: Maritime Environmental Emergencies (MEE) | WA DoT | The State Hazard Plan for Maritime Environmental Emergencies (SHP-MEE) (the Plan) provides an overview of arrangements for the management of marine oil pollution and marine transport emergencies in Western Australia and contains information on prevention, preparedness, response and recovery. Collectively these two hazards are referred to as Maritime Environmental Emergencies.<br>The Plan refers to a range of existing plans and documents relating to Maritime Environmental Emergencies but does not duplicate the information contained in these, instead providing directions to websites or other sources where further information can be obtained if required.<br>The Director General, WA DoT, is the Hazard Management Agency (HMA) for marine oil pollution and marine transport emergencies. |
| Broome Port Authority OSCP | BrPA | BrPA's OSCP is a sub-plan of the Port's ERP and is activated as the primary plan to combat pollution of the Port from oil. The ERP requires that all personnel who may be involved in the management of oil spills in the Port are conversant with the content of the National Plan.<br>The current version of BrPA OSCP can be obtained from the BrPA Harbour Master. |
| Pilbara Ports Authority (PPA) Marine Oil Pollution Plan | PPA | The Dampier Port Authority ERP provides guidelines for actions to be taken during an emergency to minimise the potential for loss of life, injury to people, and damage to the environment and property by covering foreseeable incidents and outlining remediation.<br>The latest version of the PPA Emergency Response Plan and Marine Pollution Plan is available on the Emergency Preparedness and Response page of the PPA website. |
| NT OSCP | NT DEPWS | NT DEPWS is responsible for the NT Oil Spill Contingency Plan, which supports the Territory Emergency Plan, and is the Hazard Management Agency (HMA) for marine oil pollution and marine transport emergencies. |

| Relevant Plans | Responsible Party | Main Content |
|---|---|---|
| Darwin Port Corporation Oil Spill Contingency Plan (DPC OSCP) | Darwin Port Corporation | The DPC OSCP sets out the response to spills of oil and hazardous and noxious substances within the Port of Darwin. This includes hydrocarbon spills from vessels or land based activities that enter Port waters. More information is available on the Emergency & Cyclone Plans page of the Darwin Port Authority website. The Port of Darwin Harbourmaster is the Incident Controller for all spills within the harbour. |
| AMOSPlan | AMOSC | AMOSPlan covers the spill response and training activities of AMOSC and the company- to- company mutual assistance arrangements administered by AMOSC. The AMOSPlan is underpinned by a Principal and Agency Agreement signed between AMOSC and each Participating Company that sets out the basis on which personnel and company-owned equipment can be loaned by each Company to AMOSC. A Master Services Contract is also signed between these parties. This contract also covers the entities of Member Companies. In the event that a company is involved in a hydrocarbon spill incident necessitating activation of its Contract, a supplementary Service Contract specifies the equipment and/or personnel to be hired. The specified equipment will vary depending on the nature and location of the oil spill incident.<br>AMOSPlan is activated by a company when the response to an oil spill incident is regarded by the company as requiring resources beyond those of the company itself.<br>The AMOSPlan also outlines the agreement between AMOSC and AMSA that enables AMSA to hire equipment and personnel from AMOSC on behalf of the National Plan.<br>The AMOSPlan divides into several response regions with Mutual Aid Contacts (MACs) identified in each region. |

# APPENDIX B WESTERN AUSTRALIA DEPARTMENT OF TRANSPORT PERSONNEL REQUIREMENTS AND STRUCTURE

Initially, Woodside will be required to make available an appropriate number of suitably qualified persons to work in the WA DoT IMT. Those roles are shown in Table 5.

**Table 5: WA DoT Personnel requirements and structure**

| Area | WEL Liaison Role | Personnel Sourced from: | Key Duties | # |
|---|---|---|---|---|
| DoT MEECC | CMT Liaison Officer | CMT Leader Roster | • Provide a direct liaison between the CMT and the MEECC.<br>• Facilitate effective communications and coordination between the CMT Leader and SMPC.<br>• Offer advice to SMPC on matters pertaining to PT crisis management policies and procedures. | 1 |
| DoT IMT Incident Control | WEL Deputy Incident Controller | CICC Leader Reserve List Roster | • Provide a direct liaison between the PT IMT and DoT IMT.<br>• Facilitate effective communications and coordination between the PT IC and the DoT IC.<br>• Offer advice to the DoT IC on matters pertaining to PT incident response policies and procedures.<br>• Offer advice to the Safety Coordinator on matters pertaining to PT safety policies and procedures, particularly as they relate to PT employees or contractors operating under the control of the DoT IMT. | 1 |
| DoT IMT Intelligence | Intelligence Support Officer/ Deputy Intelligence Officer | AMOSC Staff Member or AMOSC Core Group | • As part of the Intelligence Team, assist the Intelligence Officer in the performance of their duties in relation to situation and awareness.<br>• Facilitate the provision of relevant modelling and predications from the PT IMT.<br>• Assist in the interpretation of modelling and predictions originating from the PT IMT.<br>• Facilitate the provision of relevant situation and awareness information originating from the DoT IMT to the PT IMT.<br>• Facilitate the provision of relevant mapping from the PT IMT.<br>• Assist in the interpretation of mapping originating from the PT IMT.<br>• Facilitate the provision of relevant mapping originating from the DoT IMT to the PT IMT. | 1 |
| DoT IMT Intelligence – Environment | Environment Support Officer | Environmental FST Duty Managers Roster | • As part of the Intelligence Team, assist the Environment Coordinator in the performance of their duties in relation to the provision of environmental support into the planning process. | 1 |

| Area | WEL Liaison Role | Personnel Sourced from: | Key Duties | # |
|---|---|---|---|---|
| | | | • Assist in the interpretation of the PT OPEP and relevant TRP plans.<br>• Facilitate in requesting, obtaining and interpreting environmental monitoring data originating from the PT IMT.<br>• Facilitate the provision of relevant environmental information and advice originating from the DoT IMT to the PT IMT. | |
| DoT IMT<br>Planning-Plans/ Resources | Deputy Planning Officer | AMOSC Core Group/CICC Planning Coordinator Reserve List and Planning Group 3 | • As part of the Planning Team, assist the Planning Officer in the performance of their duties in relation to the interpretation of existing response plans and the development of incident action plans and related sub plans.<br>• Facilitate the provision of relevant IAP and sub plans from the PT IMT.<br>• Assist in the interpretation of the PT OPEP from the PT.<br>• Assist in the interpretation of the PT IAP and sub plans from the PT IMT.<br>• Facilitate the provision of relevant IAP and sub plans originating from the DoT IMT to the PT IMT.<br>• Assist in the interpretation of the PT existing resource plans.<br>• Facilitate the provision of relevant components of the resource sub plan originating from the DoT IMT to the PT IMT.<br>(**Note:** This individual is required to have intimate knowledge of the relevant PT OPEP and planning processes) | 1 |
| DoT IMT<br>Public Information-Media/ Community Engagement | Public Information Support and Media Liaison Officer/ Deputy Public Information Officer | Reputation {Media} FST Duty Manager Roster | • As part of the Public Information Team, provide a direct liaison between the PT Media team and DoT IMT Media team.<br>• Facilitate effective communications and coordination between the PT and DoT media teams.<br>• Assist in the release of joint media statements and conduct of joint media briefings.<br>• Assist in the release of joint information and warnings through the DoT Information and Warnings team.<br>• Offer advice to the DoT Media Coordinator on matters pertaining to PT media policies and procedures.<br>• Facilitate effective communications and coordination between the PT and DoT Community Liaison teams.<br>• Assist in the conduct of joint community briefings and events.<br>• Offer advice to the DoT Community Liaison Coordinator on matters pertaining to the PT community liaison policies and procedures. | 1 |

| Area | WEL Liaison Role | Personnel Sourced from: | Key Duties | # |
|---|---|---|---|---|
| | | | • Facilitate the effective transfer of relevant information obtained from through the Contact Centre to the PT IMT. | |
| DoT IMT Logistics | Deputy Logistic Officer | Services FST Logistics Team 2 Roster | • As part of the Logistics Team, assist the Logistics Officer in the performance of their duties in relation to the provision of supplies to sustain the response effort.<br>• Facilitate the acquisition of appropriate supplies through the PTs existing OSRL, AMOSC and private contract arrangements.<br>• Collects Request Forms from DoT to action via PT IMT.<br>(**Note:** This individual is required to have intimate knowledge of the relevant PT OPEP and planning processes) | 1 |
| DoT IMT Finance- Accounts/ Financial Monitoring | Deputy Finance Officer | CICC Finance Coordinator Roster | • As part of the Finance Team, assist the Finance Officer in the performance of their duties in relation to the setting up and payment of accounts for those services acquired through the PTs existing OSRL, AMOSC and private contract arrangements.<br>• Facilitate the communication of financial monitoring information to the PT to allow them to track the overall cost of the response.<br>• Assist the Finance Officer in the tracking of financial commitments through the response, including the supply contracts commissioned directly by DoT and to be charged back to the PT. | 1 |
| DoT IMT Operations | Deputy Operations Officer | CICC Operations Coordinator Roster | • As part of the Operations Team, assist the Operations Officer in the performance of their duties in relation to the implementation and management of operational activities undertaken to resolve an incident.<br>• Facilitate effective communications and coordination between the PT Operations Section and the DoT Operations Section.<br>• Offer advice to the DoT Operations Officer on matters pertaining to PT incident response procedures and requirements.<br>• Identify efficiencies and assist to resolve potential conflicts around resource allocation and simultaneous operations of PT and DoT response efforts. | 1 |
| DoT IMT Operations – Waste Management | Facilities Support Officer/ Deputy Waste Management Coordinator | Services FST Logistics Team 2 and WEL Waste Contractor Roster | • As part of the Operations Team, assist the Waste Management Coordinator in the performance of their duties in relation to the provision of the management and disposal of waste collected in State waters.<br>• Facilitate the disposal of waste through the PT's existing private contract arrangements related to waste management and in line with legislative and regulatory requirements.<br>• Collects Request Forms from DoT to action via PT IMT. | 1 |

| Area | WEL Liaison Role | Personnel Sourced from: | Key Duties | # |
|---|---|---|---|---|
| DoT FOB Operations Command | Deputy On-Scene Commander/ Deputy Division Commander | AMOSC Core Group | • As part of the Field Operations Team, assist the Division Commander in the performance of their duties in relation to the oversight and coordination of field operational activities undertaken in line with the IMT Operations Section's direction.<br>• Provide a direct liaison between the PT FOB and DoT FOB.<br>• Facilitate effective communications and coordination between the PT Division Commander and the DoT Division Commander.<br>• Offer advice to the DoT Division Commander on matters pertaining to PT incident response policies and procedures.<br>• Assist the Safety Coordinator deployed in the FOB in the performance of their duties, particularly as they relate to PT employees or contractors.<br>• Offer advice to the Safety Coordinator deployed in the FOB on matters pertaining to PT safety policies and procedures. | 1 |
| Total Woodside personnel initially required in DoT IMT | | | | 11 |

WA DoT also have a requirement to initially provide personnel into the Woodside IMT, as shown below.

| Area | DoT Liaison Role | Personnel Sourced from: | Key Duties | # |
|---|---|---|---|---|
| WEL CMT | DoT Liaison Officer (prior to DoT assuming Controlling Agency) / Deputy Incident Controller – State waters (after DoT assumes Controlling Agency) | DoT | • Facilitate effective communications between DoT's SMPC / Incident Controller and the Petroleum Titleholder's appointed CMT Leader / Incident Controller.<br>• Provide enhanced situational awareness to DoT of the incident and the potential impact on State waters.<br>• Assist in the provision of support from DoT to the Petroleum Titleholder.<br>• Facilitate the provision technical advice from DoT to the Petroleum Titleholder Incident Controller as required. | 1 |
| WEL Reputation FST (Media Room)/ Public Information – Media | DoT Media Liaison Officer | DoT | • Provide a direct liaison between the PT Media team and DoT IMT Media team.<br>• Facilitate effective communications and coordination between the PT and DoT media teams.<br>• Assist in the release of joint media statements and conduct of joint media briefings. • Assist in the release of joint information and warnings through the DoT Information & Warnings team.<br>• Offer advice to the PT Media Coordinator on matters pertaining to DoT and wider Government media policies and procedures. | 1 |
| Total DoT Personnel Initial Requirement to Woodside | | | | 2 |

Woodside personnel required in the WA DoT IMT will report and liaise via the command structure shown in Figure 8 into the Woodside Incident Management Structure.

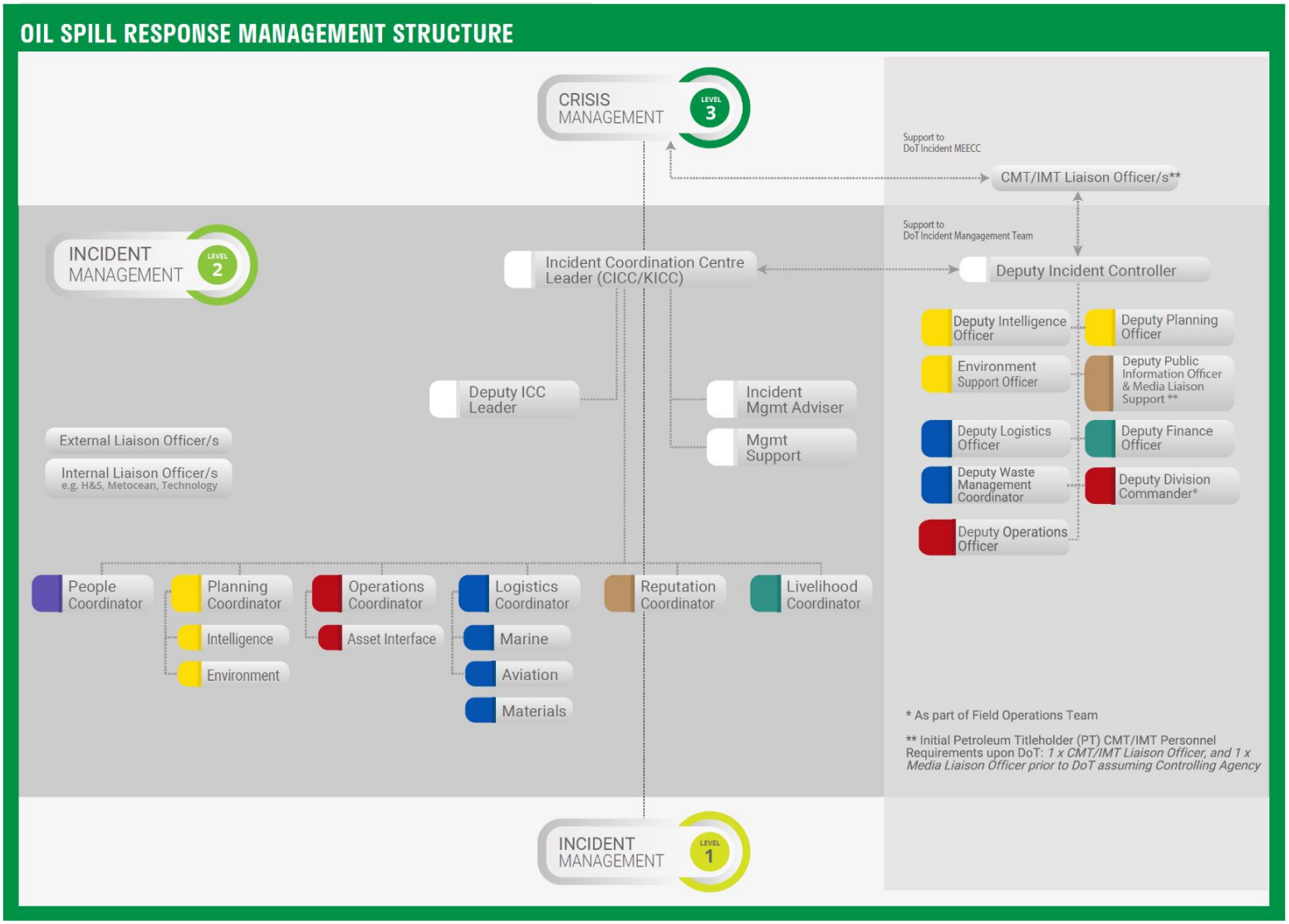


**Figure 8: Woodside's Incident Management Structure for Hydrocarbon Spill (including Woodside Liaison Officers Command Structure within DoT IMT if required)**

# APPENDIX C WESTERN AUSTRALIA DEPARTMENT OF TRANSPORT INCIDENT CONTROL TRANSFER CHECKLIST

| | |
|---|---|
| ☐ | Confirm date and time of formal transfer of Incident Control in State Waters |
| ☐ | Confirm respective Incident Controller lines of communication arrangements (including exchange of Liaison Officers in IMT. |
| ☐ | Confirm respective On-Scene Commander lines of communication arrangements (including exchange of Liaison Officers in FOB) |
| ☐ | Confirm the location of any Woodside FOB and Staging Areas. |
| ☐ | Confirm the details of all current response operations being conducted by Woodside in State Waters |
| ☐ | Confirm the composition and status of all response resources, both personnel and equipment, currently being controlled by Woodside that relate to response operations in State Waters. |
| ☐ | Confirm the composition and status of all response resources, both personnel and equipment that has been mobilised by Woodside and in transit to the spill site that will contribute to future response operations in State Waters. |
| ☐ | Confirm the composition and status of all response resources, both personnel and equipment that is in the process of being mobilised by Woodside to contribute to future response operations in State Waters. |
| ☐ | Confirm current level of incident and the predicted level in the future |
| ☐ | Confirm existence and adherence to an OPEP/OSCP and secure a copy for the relevant OPEP/OSCP plan, EP and OSMP. |
| ☐ | Secure a copy of the current Situation Report and incident prognosis. |
| ☐ | Secure a copy of the Product Material Safety Data Sheet (MSDS) |
| ☐ | Notification of significant Safety Risks |
| ☐ | Secure a copy of the latest spill trajectory modelling |
| ☐ | Secure a copy of the latest actual spill monitoring and surveillance information. |
| ☐ | Confirm GIS lines of communication arrangements |
| ☐ | Secure a copy of the current IAP as it relates to State Waters response operations specifically the details of all immediate and future response operations planned by Woodside in State waters. |
| ☐ | Secure a copy of the most recent media statements. |
| ☐ | Secure a summary of all community / stakeholder engagement activities undertaken to date and those planned in the immediate future that pertain to state waters impact. |
| ☐ | Confirm deployment of initial Woodside personnel to DoT IMT and DoT FOB |
| ☐ | Reconfirm date and time of formal transfer of Incident Control in State Waters |
| DoT Incident Controller_____<br>Date_____<br>Time_____ | |