CONTROLLED DOCUMENT Scarborough Seabed Intervention and Trunkline Installation – Oil Pollution First Strike Plan	Woodside

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06	Australian Maritime Safety Authority (AMSA) C/- Marine Environment Pollution Branch, PO Box 2181, Canberra 2601 E mick.fleming@amsa.gov.au	☐	☒
07	WA Department of Transport C/- Marine Pollution Section, PO Box 402, Fremantle 6959 E: marine.pollution@transport.wa.gov.au	☐	☒
08	Pilbara Port Authority – Port of Dampier Port (PPA) C/- Mike Minogue, PO Box 285, Dampier 6713 E: mike.minogue@pilbaraports.com.au	☐	☒
09	Australian Marine Oil Spill Centre (AMOSC) C/- General Manager, PO Box 1497, Geelong 3220 E: amosc@amosc.com.au	☐	☒
010	Oil Spill Response Limited C/- Operations Administration Loyang Offshore Supply Base 25C Loyang Crescent (Block 503 TOPS Avenue 3) Singapore 506818 E: contingencyplans@oilspillresponse.com	☐	☒

Scarborough Seabed Intervention and Trunkline Installation Oil Pollution First Strike Plan

Security & Emergency Management
Hydrocarbon Spill Preparedness

December 2021
Revision 0

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SCARBOROUGH SEABED INTERVENTION AND TRUNKLINE INSTALLATION OIL POLLUTION FIRST STRIKE PLAN

SPILL FROM FACILITY INCLUDING SUBSEA INFRASTRUCTURE

(Note: Pipe laying and accommodation vessels are considered a "FACILITY" under Australian Regs).

LOCATION	LEVEL	CONTROL AGENCY	INCIDENT CONTROLLER
COMMONWEALTH WATERS	1	Woodside	Person In Charge (PIC) with support from Onshore Team Leader (OTL)
	2/3	Woodside	Corporate Incident Coordination Centre (CICC) DUTY MANAGER
STATE WATERS	1	Woodside	CICC Duty Manager
	2/3	Department of Transport (DoT)	DoT Incident Controller
WITHIN PORT LIMITS	1	Woodside	CICC Duty Manager
	2/3	Department of Transport (DoT)	DoT Incident Controller

SPILL FROM VESSEL

(Note: SOPEP should be implemented in conjunction with this document)

LOCATION	LEVEL	CONTROL AGENCY	INCIDENT CONTROLLER
COMMONWEALTH WATERS	1	Australian Marine Safety Authority (AMSA)	Vessel Master
	2/3	AMSA	AMSA (with response assistance from Woodside)
STATE WATERS	1	DoT	DoT Incident Controller
	2/3	DoT	DoT Incident Controller
WITHIN PORT LIMITS	1	Port Authority	Port Harbour Master
	2/3	Port Authority/ DoT	Port Harbour Master/ DoT Incident Controller

[1]See **Table A** for a guidance to incident characteristics of Levels 1 to 3

Guidance to Oil Spill Incident Levels

The most significant characteristic of the below guidance should be considered when determining level or escalation potential.

Table A: Guidance to the characteristics of incident Levels 1 to 3

Characteristic	Level 1 Indicators	Level 2 Indicators	Level 3 Indicators
General Description	Generally able to be resolved within 24-48 hours.	Generally a response is required beyond 48 hours.	Response may extend beyond weeks.
Woodside Emergency Management (EM) Crisis Management Team (CMT) Activation	Onsite Incident Controller (IC) e.g. vessel master activated. Use of ICC support may be required.	Handover of Control from Onsite IC to Corporate Incident Coordination Centre (CICC) Duty Manager (DM) in Peth.	Includes Perth based CMT activation.
Number of Agencies	First-response agency and Incident Management Team (IMT).	Multi-agency response.	Agencies from across government and industry.
Environment	Isolated impacts or with natural recovery expected within weeks.	Significant impacts and recovery may take months.	Significant area and recovery may take months to years. Remediation required.
Economy	Business level disruption (i.e. Woodside).	Business failure or 'Channel' impacts.	Disruption to a sector.
Public Affairs	Local and regional media coverage (WA).	National media coverage.	International media coverage.

For guidance on credible spill scenarios and hydrocarbon characteristics refer to Appendix A.

For Spills Entering State Waters

In the event of a spill where Woodside is the responsible party and the spill may impact State waters/shorelines, Woodside will notify the Western Australian Department of Transport (DoT). The Director General of DoT is the Hazard Management Agency (HMA) for Western Australian waters. If a Level 1 vessel spill arises with port limits, Woodside will notify the Port Authority who will become the Control Agency. In the event of a Level 2/3 spill arising from a vessel within port limits, the Control Agency will be agreed between the Port Authority and DoT.

If the spill impacts State waters/shorelines and is a Level 1, Woodside will remain the Control Agency. If the spill is a Level 2/3 then DoT will become the Control Agency/HMA for the response in State waters/shorelines only. DoT will appoint an Incident Controller and form a separate Incident Management Team to manage the State waters/shorelines response only. The coordination structure for a concurrent hydrocarbon spill in both Commonwealth and State waters/shorelines is shown in APPENDIX E – Coordination structure for a concurrent hydrocarbon spill in both Commonwealth and State Waters/shorelines.

Initially Woodside will be required to make available an appropriate number of suitably qualified persons to work in the DoT IMT (see APPENDIX G). DoT's role as the Controlling Agency/HMA 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 Hydrocarbon Spill incident in State waters/shorelines or to commence the initial response actions to a spill prior to DoT establishing incident control in line with DoT Offshore Petroleum Industry Guidance Note - Marine Oil Pollution: Response and Consultation Arrangements (July 2020):

https://www.transport.wa.gov.au/mediaFiles/marine/MAC_P_Westplan_MOP_OffshorePetroleumIndGuidance.pdf

Woodside's Incident Management Structure for a Hydrocarbon Spill, including Woodside Liaison Officer's command structure within DoT can be seen at APPENDIX F.

Response Process Overview

Use the below to determine actions required and which parts of this plan are relevant to the incident.

For guidance on credible scenarios and hydrocarbon characteristics, refer to Appendix A.

ALL INCIDENTS	Notify the Woodside Communication Centre (WCC) on: 1300 833 333, +61 8 9348 7184 / 4624 or sat phone +881 632 410 392	
	Incident Controller or delegate to make relevant notifications in **Table 1-1** of this Oil Pollution First Strike Plan.	
LEVEL 1	**FACILITY INCIDENT**	**VESSEL INCIDENT**
	Coordinate pre-identified tactics in **Table 2-1** of this Oil Pollution First Strike Plan. Remember to download each Operational Plan.	Notify AMSA or Port Authority (if within port limits) and coordinate pre-identified tactics in **Table 2-1** of this Oil Pollution First Strike Plan Remember to download each Operational Plan.
	If the spill escalates such that the site cannot manage the incident, inform the WCC on 1300 833 333, +61 8 9348 7184/ 4624 or sat phone +881 632 410 392 and escalate to a level 2/3 incident.	
LEVEL 2/3	**FACILITY INCIDENT**	**VESSEL INCIDENT**
	Handover control to CICC and notify DoT or Port Authority (if within port limits)	Handover control to AMSA or Port Authority (if within port limits) and stand up CICC to assist.
	Commence quick revalidation of the recommended strategies on **Table 3-1** taking into consideration seasonal sensitivities and current situational awareness. Commence validated strategies.	If requested by AMSA/Port Authority: Commence quick revalidation of the recommended strategies on **Table 3-1** taking into consideration seasonal sensitivities and current situational awareness. Commence validated strategies.
	Create an Incident Action Plan (IAP) for all ongoing operational periods **The content of the IAP should reflect the selected response strategies based on current situational awareness.** For the full detailed pre-operational Net Environmental Benefit Analysis (NEBA) see the OSPRMA Appendix A	If requested by AMSA/Port Authority: Create an IAP for all ongoing operational periods **The content of the IAP should reflect the selected response strategies based on current situational awareness.** For the full detailed pre-operational NEBA see the OSPRMA Appendix A

1. NOTIFICATIONS (ALL LEVELS)

The Incident Controller or delegate must ensure the below notifications **(Table 1-1)** are completed within the designated timeframes.

Table 1-1: Immediate notifications

Notification timing	Responsibility	Authority/ Company	Name	Contact Number	Instruction	Form/ Template	Mark Complete (✓)
Notifications to be made for ALL LEVELS of spill ***(For spills from a vessel the following notifications must be undertaken by a WEL representative).***							
In the event of an incident between campaign vessels, activate relevant vessel Emergency Response Plans and/or Bridging Documents							
In the event of an incident impacting Scarborough live well infrastructure, also activate Scarborough Drilling and Completions Oil Pollution First Strike Plan							
Immediately	Offshore Installation Manager (OIM) or Vessel Master	Woodside Communication Centre (WCC)	Duty Manager	1300 833 333 or +61 893 487 184 / 4624 or Sat phone: +881 632 410 392	Verbally notify WCC of event and estimated volume and hydrocarbon type.	Verbal	
Within 2 hours	Woodside Site Rep (WSR)	National Offshore Petroleum Safety Environmental Management Authority (NOPSEMA[1])	Incident notification office	1300 674 472	Verbally notify NOPSEMA for spills >80L. Record notification using Initial Verbal Notification Form or equivalent and send to NOPSEMA as soon as practicable (cc to NOPTA and DMIRS).	App B Form 1	
Within 3 days	WSR				Provide a written NOPSEMA Incident Report Form as soon as practicable (no later than 3 days after notification) (cc to NOPTA and DMIRS) NOPSEMA: submissions@nopsema.gov.au	App B Form 2	

[1] Notification to NOPSEMA must be from a Woodside Representative.

Notification timing	Responsibility	Authority/ Company	Name	Contact Number	Instruction	Form/ Template	Mark Complete (✓)
					NOPTA: resources@nopta.gov.au DMIRS: petreps@dmirs.wa.gov.au		
As soon as practicable	CICC DM or Delegate	Woodside	Environment Duty Manager	As per roster	Verbally notify Duty Environment of event and seek advice on relevant performance standards from EP	Verbal	
As soon as practicable if spill arises in or is likely to extend into port limits.	CICC DM or Delegate	Pilbara Ports Authority (PPA)	PPA Dampier Vessel Traffic Services (VTS)	VHF 11 (Port vessel working channel) VHF 16 (Port vessel emergency channel) Landline - (08) 9159 6556 24 hour emergency mobile - 0428 888 800.	Any spill within or close to the Dampier Port boundary should be reported immediately to the PPA Dampier VTS	Verbal	
As soon as practicable if spill is likely to extend into WA State waters.	CICC DM or Delegate	WA Department of Transport	DoT Maritime Environmental Emergency Response Unit (MEER) Duty Officer	08 9480 9924	Verbally notify DoT MEER Duty Officer that a spill has occurred and, if required, request use of equipment stored in Karratha. Follow up with a written POLREP as soon as practicable following verbal notification. Additionally, DoT to be notified if spill is likely to extend into WA State waters. Request DoT to provide Liaison to WEL IMT.	App B Form 5	
As soon as practicable	CICC DM or Delegate	Department of Agriculture, Water and the Environment (Director of National Parks)	Marine Park Compliance Duty Officer	0419 293 465	The Marine Park Compliance Duty Officer is notified in the event of oil pollution within a marine park, or where an oil spill response action must be taken within a marine park, so far as reasonably practicable, prior to response action being taken. This notification should include:	Verbal	

Notification timing	Responsibility	Authority/ Company	Name	Contact Number	Instruction	Form/ Template	Mark Complete (✓)
					• titleholder details • time and location of the incident • proposed response arrangements and locations as per the OPEP • contact details for the response coordinator • confirmation of access to relevant monitoring and evaluation reports when available.		
Without delay as per protection of the Sea Act, part II, section 11(1)	Vessel Master	Australian Maritime Safety Authority (AMSA)	Response Coordination Centre (RCC)	1800 641 792 or +61 2 6230 6811	Verbally notify AMSA RCC of the hydrocarbon spill. Follow up with a written Marine Pollution Report (POLREP) as soon as practicable following verbal notification.	App B Form 3	
ADDITIONAL LEVEL 2/3 NOTIFICATIONS							
As soon as practicable	CICC DM or Delegate	AMOSC	AMOSC Duty Manager	+61(0) 438 379 328	Notify AMOSC that a spill has occurred and follow-up with an email from the **IC/CICC DM, CMT Leader or Oil Spill Preparedness Manager** to formally activate AMOSC. Determine what resources are required consistent with the AMOS Plan and detail in a Service Contract that will be sent to Woodside from AMOSC upon activation.	App B Form 4	

Notification timing	Responsibility	Authority/ Company	Name	Contact Number	Instruction	Form/ Template	Mark Complete (✓)
As soon as practicable	CICC DM or Delegate	Oil Spill Response Limited (OSRL)	OSRL Duty Manager	+65 6266 1566	Contact OSRL duty manager and request assistance from technical advisor in Perth. Send the completed notification form to OSRL as soon as practicable. For mobilisation of resources, send the Mobilisation Form to OSRL as soon as practicable. The mobilisation form must be signed by a nominated callout authority from Woodside. OSRL can advise the names on the call out authority list, if required	Notification: App B Form 6a Mobilisation: App B Form 6b	
As soon as practicable if there is potential for oiled wildlife or the spill is expected to contact land or waters managed by WA Department of Biodiversity, Conservation and Attractions	CICC DM or Delegate	WA Department of Biodiversity, Conservation and Attractions (DBCA)	Duty Officer	(08) 9219 9108	Phone call notification	Verbal	
As soon as practicable if extra personnel are required for incident support	CICC DM or Delegate	Marine Spill Response Corporation (MSRC)	MSRC Response Manager	+1-732-417-0175 or +1-703-326-5609	Activate the contract with MSRC (in full) for the provision of up to 30 personnel depending on what skills are required. Please note that provision of these personnel from MSRC are on a best endeavours basis and are not guaranteed.	Verbal	

2. LEVEL 1 RESPONSE

2.1 Mobilisation of response techniques

For the relevant hydrocarbon type, undertake quick revalidation of the recommended techniques and pre-identified tactics indicated with a 'Yes' in Table 2-1**.** Undertake all validated pre-identified tactics immediately. These tactics should be carried out using the associated plan identified under Error! Reference source not found. Operational Plan column.

All response techniques and pre-identified tactics have been identified from the pre-operational Net Environmental Benefits Analysis (NEBA) presented in the Scarborough Seabed Intervention and Trunkline Installation Environment Plan Appendix D (Woodside's Oil Spill Preparedness and Response Mitigation Assessment).

Table 2-1: Level 1 response summary

Response Techniques	Hydrocarbon Type Marine Diesel Oil	Pre- Identified Tactics	Responsible	ALARP Commitment Summary	Complete ✓	Link to Operational Plans for notification numbers and actions
Please consider instructing the CICC DM to activate or implement any of the following Pre-Identified tactics. The following tactics will assist in answering the '7 Questions of Spill Assessment' identified in Appendix C to increase situational awareness.						
Monitor and Evaluate (Operational Monitoring, OM02)	**Yes**	If a vessel is on location, consider the need to deploy the oil spill tracking buoy. If no vessel is on location, consider the need to mobilise oil spill tracking buoys from the King Bay Supply Base (KBSB) Stockpile. If a surface sheen is visible from the facility, deploy the satellite tracking buoy within two hours.	Operations	**DAY 1:** Tracking buoy deployed within two hours.		Surveillance and Reconnaissance to Detect Hydrocarbons and Resources at Risk (OM02 of The Operational Monitoring Operational Plan). Deploy tracking buoy in accordance with APPENDIX D.
Monitor and evaluate – predictive modelling (OM01)	**Yes**	Undertake initial modelling using the Rapid assessment oil spill tool and weathering fate analysis using ADIOS (or refer to the hydrocarbon information in Appendix A).	Intelligence or Environment	**DAY 1:** Initial modelling within six hours using the Rapid Assessment Tool.		Predictive Modelling of Hydrocarbons to Assess Resources at Risk (OM01 of The Operational Monitoring Operational Plan). *Planning to download immediately and follow steps*
	Yes	Send Oil Spill Trajectory Modelling (OSTM) form (Appendix B Form 7) to RPS Response response team (email rpsresponse@rpsgroup.com) and call +61 0408 477 186	Intelligence	**DAY 1:** Detailed modelling within four hours of RPS Response receiving information from Woodside.		
Monitor and evaluate – aerial surveillance (OM02)	**Yes**	Instruct Aviation Duty Manager to commence aerial observations in daylight hours. Aerial surveillance observer to complete log in Appendix B Form 8.	Logistics - Aviation	**DAY 1:** Two trained aerial observers. One aircraft available.		Surveillance and Reconnaissance to Detect Hydrocarbons and Resources at Risk (OM02 of The Operational Monitoring Operational Plan). *Planning to download immediately and follow steps*
Monitor and evaluate – satellite tracking (OM02)	**Yes**	The Intelligence duty manager should be instructed to stand up KSAT to provide satellite imagery of the spill (email	Intelligence	**DAY 1:** Service provider will confirm availability of an initial acquisition within two hours.		

		emergency@ksat.no and call +4777661300).		Data received to be uploaded into Woodside Common Operating Picture.		
Monitor and evaluate – monitoring hydrocarbons in water (OM03)	**Yes**	Consider the need to mobilise resources to undertake water quality monitoring (OM03).	Planning or Environment	**DAY 3:** Water quality assessments access and capability.		Detecting and Monitoring for the Presence and Properties of Hydrocarbons in the Marine Environment (OM03 of The Operational Monitoring Operational Plan).
Monitor and evaluate – pre-emptive assessment of receptors at risk (OM04)	**Yes**	Consider the need to mobilise resources to undertake pre-emptive assessment of sensitive receptors at risk (OM04).	Planning or Environment	**DAY 2:** In agreement with WA DoT, deployment of two specialists to reach of the Response Protection Areas (RPA) with predicted impacts.		Pre-emptive Assessment of Sensitive Receptors (OM04 of The Operational Monitoring Operational Plan).
Monitor and evaluate – shoreline assessment (OM05)	**Yes**	Consider the need to mobilise resources to undertake shoreline assessment surveys (OM05).	Planning or Environment	**DAY 2:** In agreement with WA DoT, deployment of two specialists in shoreline clean-up assessment (SCAT) for each of the RPAs with predicted impacts.		Shoreline Assessment (OM05 of The Operational Monitoring Operational Plan).
Shoreline Protection and Deflection	**Potentially**	Equipment from Woodside and/or PPA (if within port limits) mobilised. If required additional equipment mobilised from AMOSC and AMSA Western Australian stockpiles.	Logistics and Planning	**DAY 1:** In agreement with WA DoT and/or PPA (if within port limits), activate relevant Tactical Response Plans (TRPs) within 12 hours. In agreement with WA DoT and/or PPA (if within port limits), mobilise teams to RPAs within 12 hours of operational monitoring predicting impacts. In agreement with WA DoT and/or PPA (if within port limits), equipment mobilised from closest stockpile within 12-hours. Supplementary equipment mobilised from AMOSC, AMSA stockpiles within 24 hours		Protection and Deflection Operational Plan *Logistics to download immediately and follow steps*

3. LEVEL 2/3 RESPONSE

3.1 Mobilisation of response techniques

For the relevant hydrocarbon type, undertake quick revalidation of the recommended techniques and pre-identified tactics indicated with a 'Yes' in Table 3-1**.** Undertake all validated pre-identified tactics immediately. These tactics should be carried out using the associated plan identified under Table 3-1 Operational Plan column.

All response techniques and pre-identified tactics have been identified from the pre-operational Net Environmental Benefits Analysis (NEBA) presented in the Scarborough Seabed Intervention and Trunkline Installation Environment Plan Appendix D (Woodside's Oil Spill Preparedness and Response Mitigation Assessment).

Table 3-1: Level 2/3 response summary

Response Techniques	Hydrocarbon Type Marine Diesel Oil	Pre- Identified Tactics	Responsible	ALARP Commitment Summary	Complete ✓	Link to Operational Plans for notification numbers and actions
Monitor and evaluate – tracking buoy (OM02)	**Yes**	If a vessel is on location, consider the need to deploy the oil spill tracking buoy. If no vessel is on location, consider the need to mobilise oil spill tracking buoys from the King Bay Supply Base (KBSB) Stockpile. If a surface sheen is visible from the facility, deploy the satellite tracking buoy within two hours.	Operations	**DAY 1:** Tracking buoy deployed within two hours.		Surveillance and Reconnaissance to Detect Hydrocarbons and Resources at Risk (OM02) of The Operational Monitoring Operational Plan. Deploy tracking buoy in accordance with **Error! Reference source not found.**.
Please consider instructing the CICC DM to activate or implement any of the following Pre-Identified tactics. The following tactics will assist in answering the '7 Questions of Spill Assessment' identified in Appendix C to increase situational awareness.						
Monitor and evaluate – predictive modelling (OM01)	**Yes**	Undertake initial modelling using the Rapid assessment oil spill tool and weathering fate analysis using ADIOS (or refer to the hydrocarbon information in Appendix A).	Intelligence or Environment	**DAY 1:** Initial modelling within six hours using the Rapid Assessment Tool.		Predictive Modelling of Hydrocarbons to Assess Resources at Risk (OM01 of The Operational Monitoring Operational Plan). *Planning to download immediately and follow steps*
	Yes	Send Oil Spill Trajectory Modelling (OSTM) form (Appendix B Form 7) to RPS Response (rpsresponse@rpsgroup.com).	Intelligence	**DAY 1:** Detailed modelling within 4 hours of RPS Response receiving information from Woodside.		
Monitor and evaluate – aerial surveillance (OM02)	**Yes**	Instruct Aviation Duty Manager to commence aerial observations in daylight hours. Aerial surveillance observer to complete log in Appendix B Form 8.	Logistics - Aviation	**DAY 1:** Two trained aerial observers. One aircraft available. Report made available to the IMT within two hours of landing after each sortie.		Surveillance and Reconnaissance to Detect Hydrocarbons and Resources at Risk (OM02 of The Operational Monitoring Operational Plan). Planning to download immediately and follow steps
Monitor and evaluate – satellite tracking (OM02)	**Yes**	The Intelligence duty manager should be instructed to stand up Kongsberg Satellite Services (KSAT) to provide satellite imagery	Intelligence	**DAY 1:** Service provider will confirm availability of an initial acquisition within two hours. Data received to be uploaded into Woodside Common Operating Picture.		

		of the spill. emergency@ksat.no +4777661300				
Monitor and evaluate – monitoring hydrocarbons in water (OM03)	**Yes**	Consider the need to mobilise resources to undertake water quality monitoring (OM03).	Planning or Environment	**DAY 3:** Water quality assessment access and capability Daily fluorometry reports will be provided to IMT.		Detecting and Monitoring for the Presence and Properties of Hydrocarbons in the Marine Environment (OM03 of The Operational Monitoring Operational Plan).
Monitor and evaluate – pre-emptive assessment of receptors at risk (OM04)	**Yes**	Consider the need to mobilise resources to undertake pre-emptive assessment of sensitive receptors at risk (OM04).	Planning or Environment	**DAY 2:** In agreement with WA DoT, deployment of two specialists for each of the Response Protection Areas (RPA) with predicted impacts.		Pre-emptive Assessment of Sensitive Receptors (OM04 of The Operational Monitoring Operational Plan).
Monitor and evaluate – shoreline assessment (OM05)	**Yes**	Consider the need to mobilise resources to undertake shoreline assessment surveys (OM05).	Planning or Environment	**DAY 2:** In agreement with WA DoT, deployment of two specialists in SCAT for each of the RPAs with predicted impacts.		Shoreline Assessment (OM05 of The Operational Monitoring Operational Plan).
Surface Dispersant	**No**	This response strategy is not recommended.				
Containment and Recovery	**No**	This response strategy is not recommended.				
Mechanical Dispersion	**No**	This response strategy is not recommended.				
In-situ Burning	**No**	This response strategy is not recommended.				
Shoreline Protection and Deflection	**Yes**	Equipment from Woodside, PPA (if within port limits), AMOSC and AMSA Western Australian Stockpiles mobilised. Consideration of mobilisation of interstate/international shoreline protection equipment (i.e. OSRL).	Logistics and Planning	**DAY 1:** In agreement with WA DoT and/or PPA (if within port limits), activate relevant Tactical Response Plans (TRPs) within 12 hours. In agreement with WA DoT and/or PPA (if within port limits), mobilise teams to		Protection and Deflection Operational Plan *Logistics to download immediately and follow steps*

				RPAs within 12 hours of operational monitoring predicting impacts. In agreement with WA DoT and/or PPA (if within port limits), equipment mobilised from closest stockpile within 12-hours. Supplementary equipment mobilised from AMOSC, AMSA stockpiles within 24 hours **DAY 2:** Supplementary equipment mobilised from OSRL within 48 hours (if required)		
Shoreline Clean Up	**Yes**	Equipment from Woodside, and/or PPA (if within port limits) AMOSC and AMSA Western Australian Stockpiles and relevant personnel mobilised. Consideration of mobilisation of interstate/international shoreline clean-up equipment and relevant personnel (i.e. OSRL).	Logistics and Planning	**DAY 1:** In agreement with WA DoT and/or PPA (if within port limits), activate relevant Tactical Response Plans (TRPs) within 12 hours. Equipment mobilised from closest stockpile within 24 hours **DAY 2:** Deployment of shoreline clean-up teams to contaminated RPAs. Supplementary equipment mobilised from State, AMOSC, AMSA stockpiles within 48 hours, if required. Access to at least 213 m^3 of solid and liquid waste storage available within 2 days upon activation of 3rd party contract.		Shoreline Clean-up Operational Plan *Logistics to download immediately and follow steps*
Oiled Wildlife Response	**Yes**	If oiled wildlife is a potential impact, request AMOSC to mobilise containerised oiled wildlife first strike kits and relevant personnel. Refer to relevant Tactical Response Plan for potential wildlife at risk. Mobilise AMOSC Oiled Wildlife Containers.	Logistics and Planning	**DAY 5:** Contracted capability to treat up to an additional 250 individual fauna within a five-day period. Facilities for oiled wildlife rehabilitation are operational 24/7.		Oiled Wildlife Response Operational Plan

		Consider whether additional equipment is required from local suppliers.				
Scientific Monitoring (Type II)	**Yes**	Notify Woodside science team of spill event.	Environment			Oil Spill Scientific Monitoring Programme – Operational Plan

4. PRIORITY RECEPTORS

Note: DoT are the Control Agency to respond to all the sites listed below in a Level 2/3 spill into State waters/shorelines.

Action: Provide DoT with all relevant Tactical Response Plans for Priority Protection Areas.

Stochastic modelling has been completed for a worst case spill scenario of an instantaneous surface release of 2000 m^3 of marine diesel, representing loss of vessel fuel tank integrity after a collision, at three locations: outside Mermaid Sound (Credible Scenario-01 (CS-01)), within Montebello Marine Park (Credible Scenario-02 (CS-02)) and at the proposed Floating Production Unit (FPU) location in the Scarborough field (Credible Scenario-03 (CS-03)). Only CS-01 results in any impacts at response threshold and has therefore been used to plan and scale the response.

Based on hydrocarbon spill risk modelling results for the three scenarios the sensitive receptors outlined in Table 4-2 are identified as priority protection areas, as they have the potential to be contacted by hydrocarbon at or above response threshold levels within 48 hours of a spill. Please note that impact thresholds (10 g/m^2 surface hydrocarbon concentration, 100 g/m^2 shoreline accumulation, and 100 ppb entrained hydrocarbon concentration) are used to determine the environment that may be affected (EMBA) identified in the Environment Plan and are lower than response thresholds (**Table 4-1**).

Table 4-1: Response thresholds

Surface Hydrocarbon (g/m^2)	Description
>10	Predicted minimum threshold for commencing operational monitoring [2]
50	Predicted minimum floating oil threshold for containment and recovery and surface dispersant application [3]
100	Predicted optimum floating oil threshold for containment and recovery and surface dispersant application
100	Predicted minimum shoreline accumulation threshold for shoreline assessment operations
250	Predicted minimum threshold for commencing shoreline clean-up operations

Table 4-2: Receptors for priority protection with potential impact within 48 hours

Receptor	Distance and Direction from Operational Area (km)	Minimum time to shoreline contact (above 100 g/m^2) in days	Maximum shoreline accumulation (above 100 g/m^2) in m^3	Tactical Response Plans
Dampier Archipelago	13 km East	53 hours (2.2 days) *NB >48 hour criteria but included for conservatism*	3	Legendre Island – Dampier Rosemary Island - Dampier Additional TRPs available via this Link
Open Ocean – Commonwealth Waters	Overlaps	N/A	N/A	N/A

Hydrocarbon spill modelling results indicate the sensitive receptors listed below have the potential to be contacted by hydrocarbons beyond 48 hours of a spill:

[2] Operational monitoring will be undertaken from the outset of a spill whether or not this threshold has been reached. Monitoring is needed throughout the response to assess the nature of the spill, track its location and inform the need for any additional monitoring and/or response techniques. It also informs when the spill has entered State Waters and/or control of the incident passes to WA DoT or AMSA.

[3] At 50 g/m^2 containment and recovery and surface dispersant application operations are not expected to be particularly effective. This threshold represents a conservative approach to planning response capability and displaying the spread of surface oil.

- Dampier MP (surface hydrocarbon concentrations ≥10 g/m^2)
- Montebello MP (surface hydrocarbon concentrations ≥10 g/m^2)
- Gascoyne MP (surface hydrocarbon concentrations ≥10 g/m^2)

Tactical Response plans for these locations can be accessed via the Oil Spill Portal - Tactical Response Plans. Oil Spill Trajectory Modelling specific to the spill event will be required to determine the regional sensitive receptors to be contacted beyond 48 hours of a spill.

Figure 4-1 illustrates the location of regional sensitive receptors in relation to the Scarborough Seabed Intervention operational area and identifies priority protection areas.

Consideration should be given to other stakeholders (including mariners) in the vicinity of the spill location. **Table 4-3** indicates the assets within the vicinity of the Scarborough Seabed Intervention and Trunkline Installation Operational Area.

Table 4-3: Assets in the vicinity of the Scarborough Seabed Intervention and Trunkline Installation Operational Area

Asset	Distance and Direction from Operational Area	Operator
Dampier Port	0 km – from eastern end of trunkline	Pilbara Port Authority
Pluto Platform	2 km north	Woodside
Stag Platform	5 km south	Jadestone
Wheatstone Platform	10 km north	Chevron
Reindeer Platform	15 km north	Santos
Goodwyn Platform	48 km north	Woodside

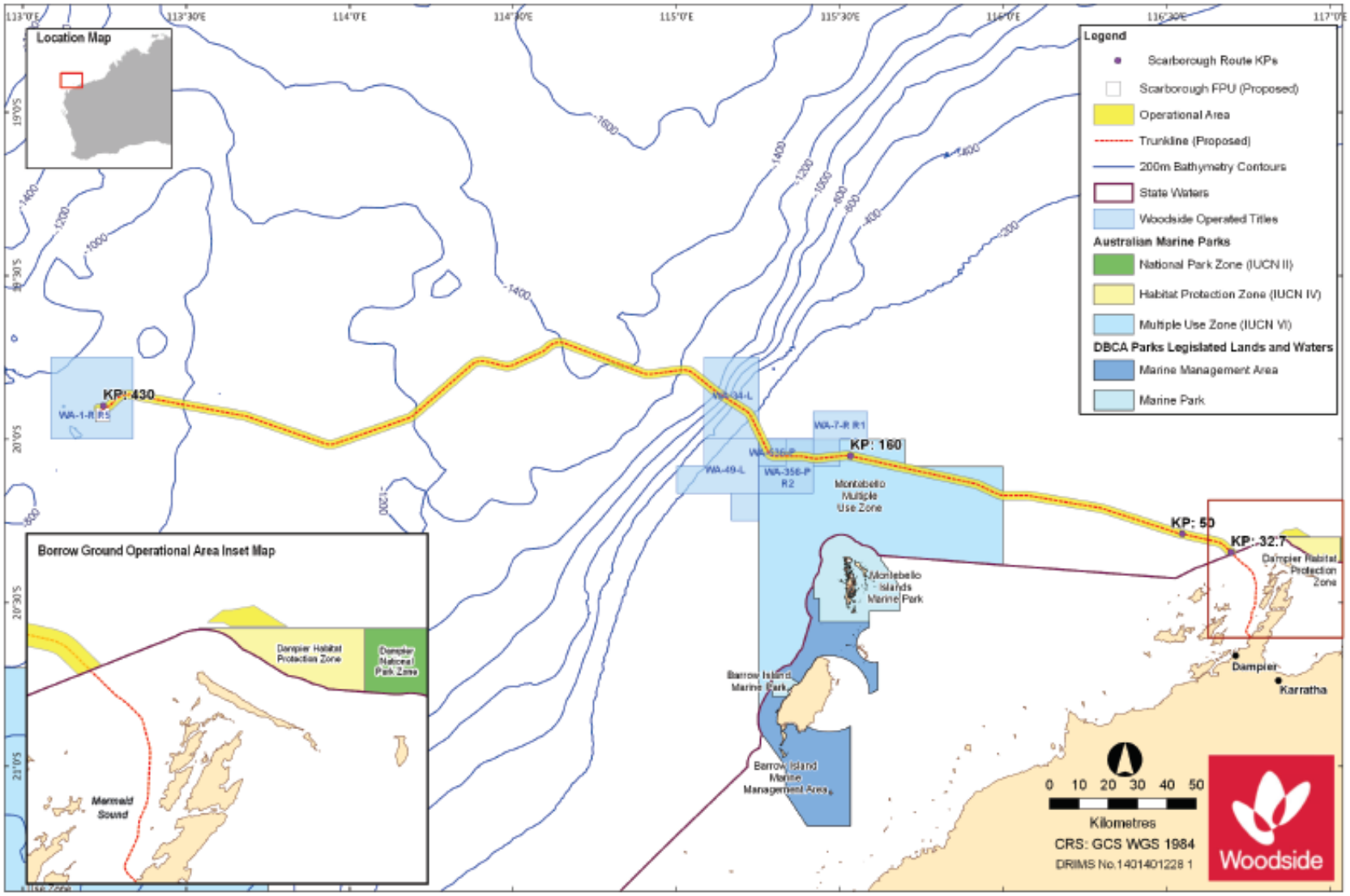


Figure 4-1 Regional Sensitive Receptors – Scarborough Seabed Intervention and Trunkline Installation

APPENDIX A – CREDIBLE SPILL SCENARIOS AND HYDROCARBON INFORMATION

For more detailed hydrocarbon information see the
Hydrocarbon Data Directory

Credible Spill Scenarios

Scenario	Product	Maximum Volumes	Suggested ADIOS2 Analogue*
WCCS: Instantaneous release from Vessel Collision outside Mermaid Sound (CS-01)	Marine Diesel	2000 m^3 release volume resulting in 100 m^3 residual oil on water surface	Diesel Fuel Oil (Southern USA 1) API of 37.2
Instantaneous release from Vessel Collision within Montebello Marine Park (CS-02)	Marine Diesel	2000 m^3 release volume resulting in 100 m^3 residual oil on water surface	Diesel Fuel Oil (Southern USA 1) API of 37.2
Instantaneous release from Vessel Collision at the proposed Floating Production Unit (FPU) location in the Scarborough field (CS-03)	Marine Diesel	2000 m^3 release volume resulting in 100 m^3 residual oil on water surface	Diesel Fuel Oil (Southern USA 1) API of 37.2

*Initial screening of possible ADIOS2 analogues was done by considering hydrocarbons with similar APIs. Suggested selection was based on the closest distillation cut to WEL hydrocarbon. Only hydrocarbons with distillation cuts that showed results for > 380°C were included in selection process.

Marine Diesel (Group 2 Oil)

Marine diesel is a mixture of volatile and persistent hydrocarbons, with approximately 40-50% by mass predicted to evaporate over the first day or two, depending upon the prevailing conditions, with further evaporation slowing over time. The heavier components of diesel have a strong tendency to entrain into the upper water column due to wind waves, but can refloat to the surface if wind waves abate.

The mass balance forecast for the constant calm wind case (**Figure A-1**) for marine diesel shows that approximately 45% of the oil is predicted to evaporate within 24 hours. Under these calm conditions the majority of the remaining oil on the water surface will weather at a slower rate due to being comprised of the longer-chain compounds with higher boiling points. Evaporation of the residual compounds will slow significantly, and they will then be subject to more gradual decay through biological and photochemical processes.

Under the variable-wind case (**Figure A-2)**, where the winds are of greater strength, entrainment of marine diesel into the water column is indicated to be significant. Approximately 24 hours after the spill, around 45% of the oil mass is forecast to have entrained and a further 35% is forecast to have evaporated, leaving only a small proportion of the oil floating on the water surface (<1%). The residual compounds will tend to remain entrained beneath the surface under conditions that generate wind waves (approximately >6 m/s).

The increased level of entrainment in the variable-wind case will result in a higher percentage of biological and photochemical degradation, where the decay of the floating slicks and oil droplets in the water column occurs at an approximate rate of 1.8% per day with an accumulated total of ~13% after 7 days, in comparison to a rate of ~0.2% per day and an accumulated total of 1.5% after 7 days in the constant-wind case. Given the large proportion of entrained oil and the tendency for it to remain mixed in the water column, the remaining hydrocarbons will decay and/or evaporate over time scales of several weeks to a few months. This long weathering duration will extend the area of potential effect, requiring the break-up and dispersion of the slicks and droplets to reduce concentrations below the thresholds

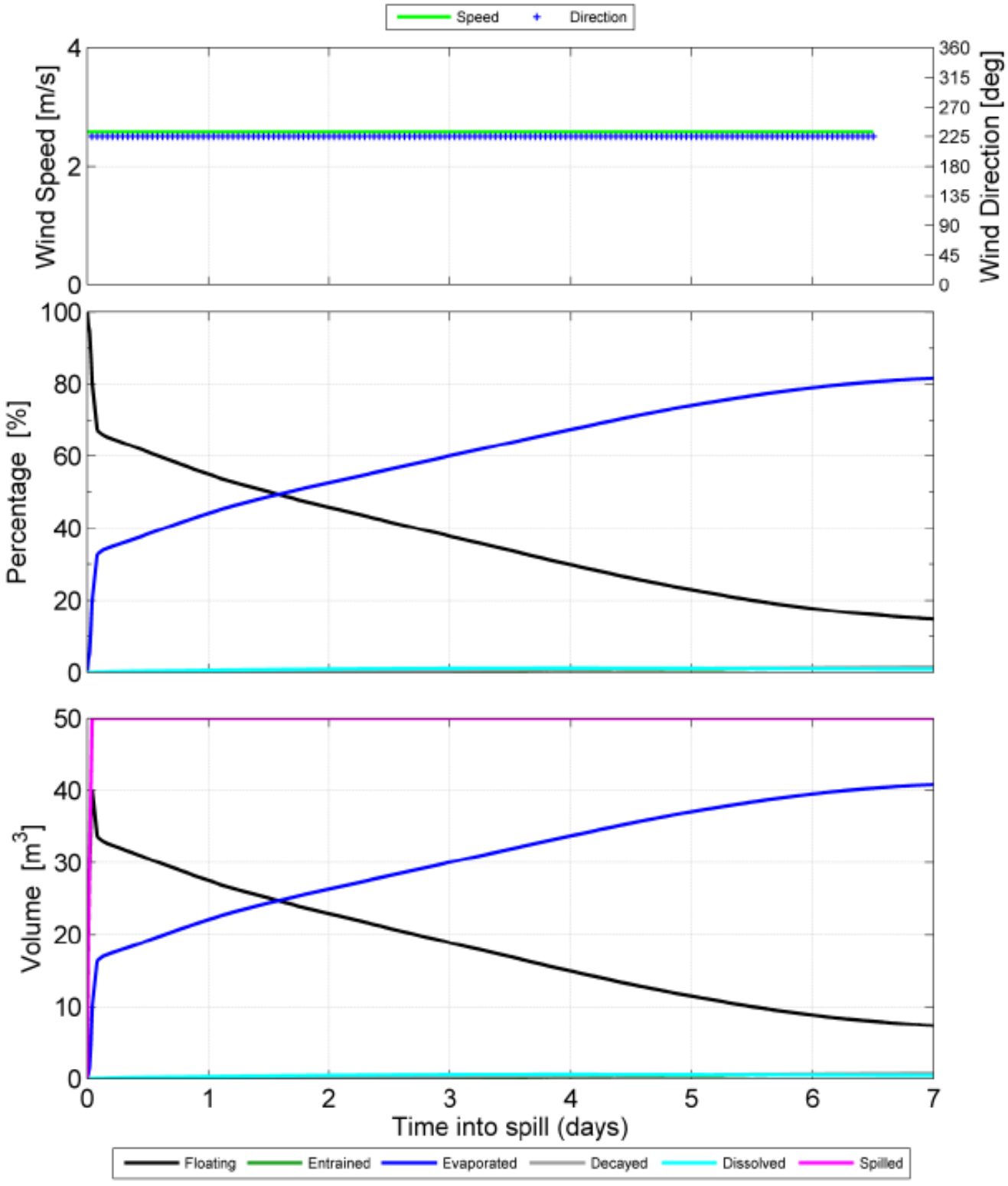


Figure A-1: Mass balance plot representing, as proportion (middle panel) and volume (bottom panel) the weathering of marine diesel spilled onto the water surface as a one-off release (50m^3 over 1 hour) and subject to a constant 5kn (2.6 m/s) wind at 27°C water temperature and 25°C air temperature.

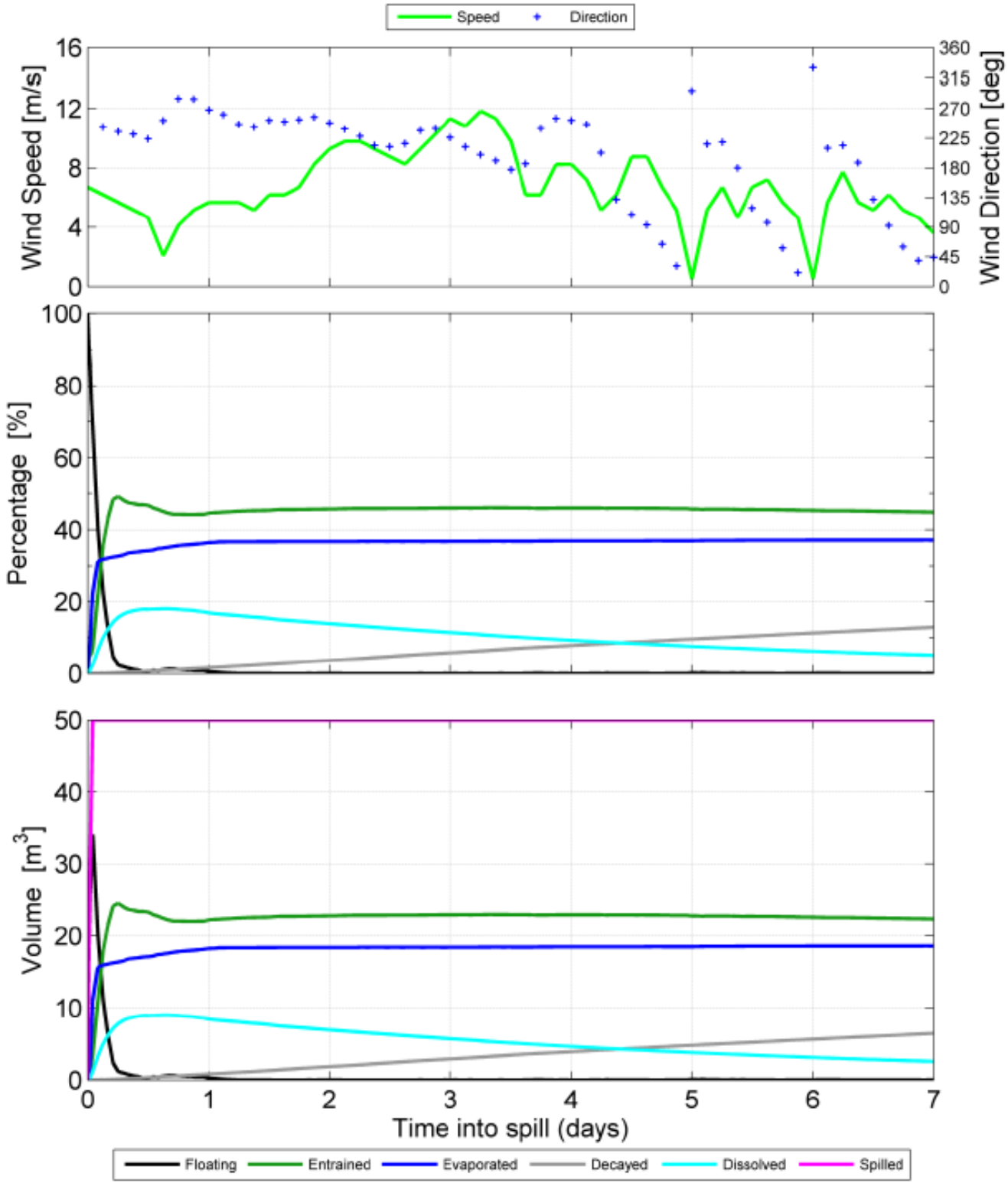


Figure A-2: Mass balance plot representing, as proportion (middle panel) and volume (bottom panel), the weathering of marine diesel spilled onto the water surface as a one-off release (50m^3 over 1 hour) and subject to variable wind at 27°C water temperature and 25°C air temperature.

APPENDIX B – FORMS

Form No.	Form Name	Link
1	Record of Initial Verbal Notification to NOPSEMA Template	Link
2	NOPSEMA Incident Report Form	Link
3	Marine Pollution Report (POLREP – AMSA)	Link
4	AMOSC Service Contract Note	Link
5	Marine Pollution Report (POLREP – DoT)	Link
6a	OSRL Initial Notification Form	Link
6b	OSRL Mobilisation Activation Form	Link
7	RPS Response Oil Spill Trajectory Modelling Request	Link
8	Aerial Surveillance Observer Log	Link

FORM 1

Record of initial verbal notification to NOPSEMA

(NOPSEMA phone: 1300 674 472)

Date of call	
Time of call	
Call made by	
Call made to	

Information to be provided to NOPSEMA:

Date and Time of incident/time caller became aware of incident	
Details of incident	**1. Location** _____ **2. Title**_____ **3. Hydrocarbon source** □ **Platform**_____ □ **Pipeline**_____ □ **FPSO**_____ □ **Exploration drilling**_____ □ **Well**_____ □ **Other (please specify)** _____ **4. Hydrocarbon type**_____ **5. Estimated volume of hydrocarbon** _____ **6. Has the discharge ceased?**_____ **7. Fire, explosion or collision?** _____ **8. Environment Plan(s)** _____ **9. Other Details**_____
Actions taken to avoid or mitigate	

environmental impacts	
Corrective actions taken or proposed to stop, control or remedy the incident	

After the initial call is made to NOPSEMA, please send this record as soon as practicable to:

1. **NOPSEMA** **submissions@nopsema.gov.au**
2. **NOPTA** **resources@nopta.gov.au**
3. **DMIRS** **petreps@dmirs.wa.gov.au**

FORM 2

[insert NOPSEMA Incident Report Form when printing]

Link

FORM 3

[insert Marine Pollution Report (POLREP – AMSA) when printing]

Link

FORM 4

[insert AMOSC Service Contract note when printing]

Link

FORM 5

[insert Marine Pollution Report (POLREP – DoT) when printing]

Link

FORM 6a

[insert OSRL Initial Notification Form when printing]

Link

FORM 6b

[insert OSRL Mobilisation Activation Form when printing]

Link

FORM 7

[insert RPS Response Oil Spill Trajectory Modelling Request form when printing]

Link

FORM 8

[insert Aerial Surveillance Observer Log when printing]

Link

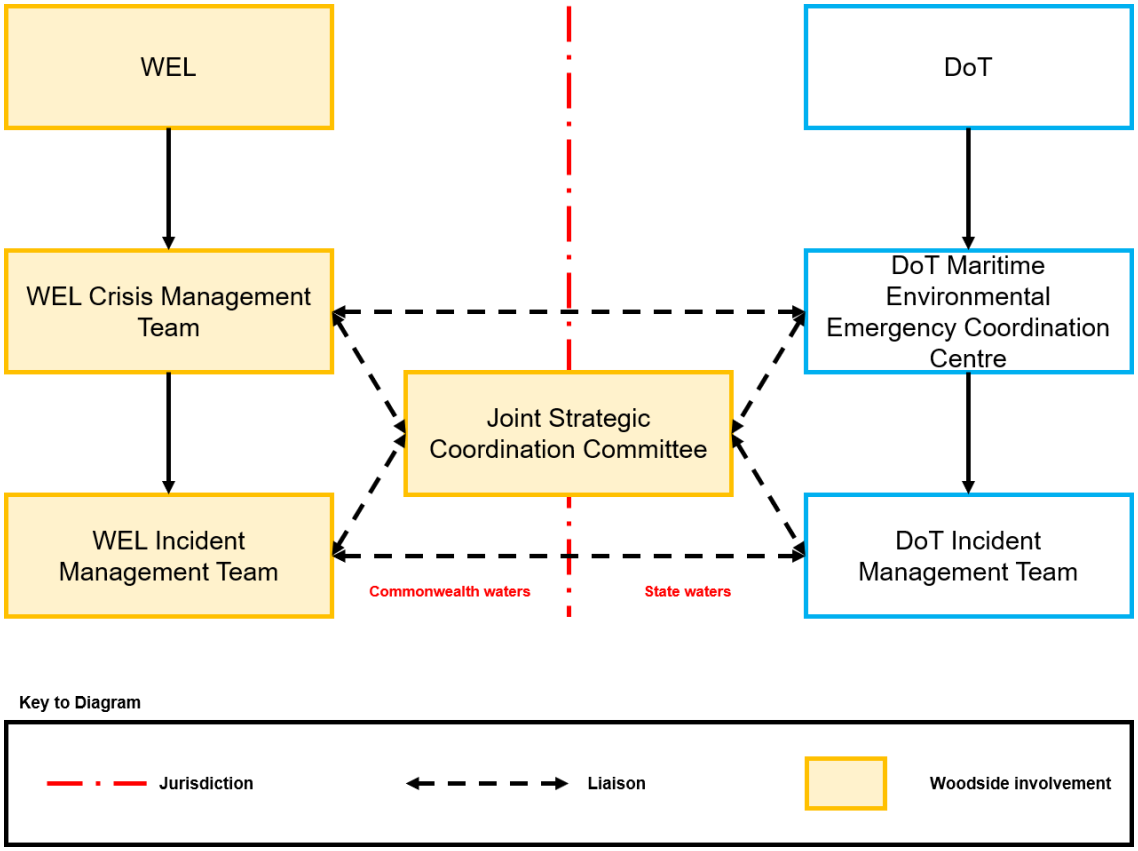
APPENDIX C – 7 QUESTIONS OF SPILL ASSESSMENT

WHAT IS IT? **Oil Type/name** **Oil properties** **Specific gravity / viscosity / pour point / asphaltenes/ wax content / boiling point**	
WHERE IS IT? Lat/Long Distance and bearing	
HOW BIG IS IT? Area Volume	
WHERE IT IS GOING? Weather conditions Currents and tides	
WHAT IS IN THE WAY? Resources at risk	
WHEN WILL IT GET THERE? Weather conditions Currents and tides	
WHAT'S HAPPENING TO IT? Weathering processes	

APPENDIX D – TRACKING BUOY DEPLOYMENT INSTRUCTIONS

(Insert Link when printing)

APPENDIX E – COORDINATION STRUCTURE FOR A CONCURRENT HYDROCARBON SPILL IN BOTH COMMONWEALTH AND STATE WATERS/SHORELINES[4]

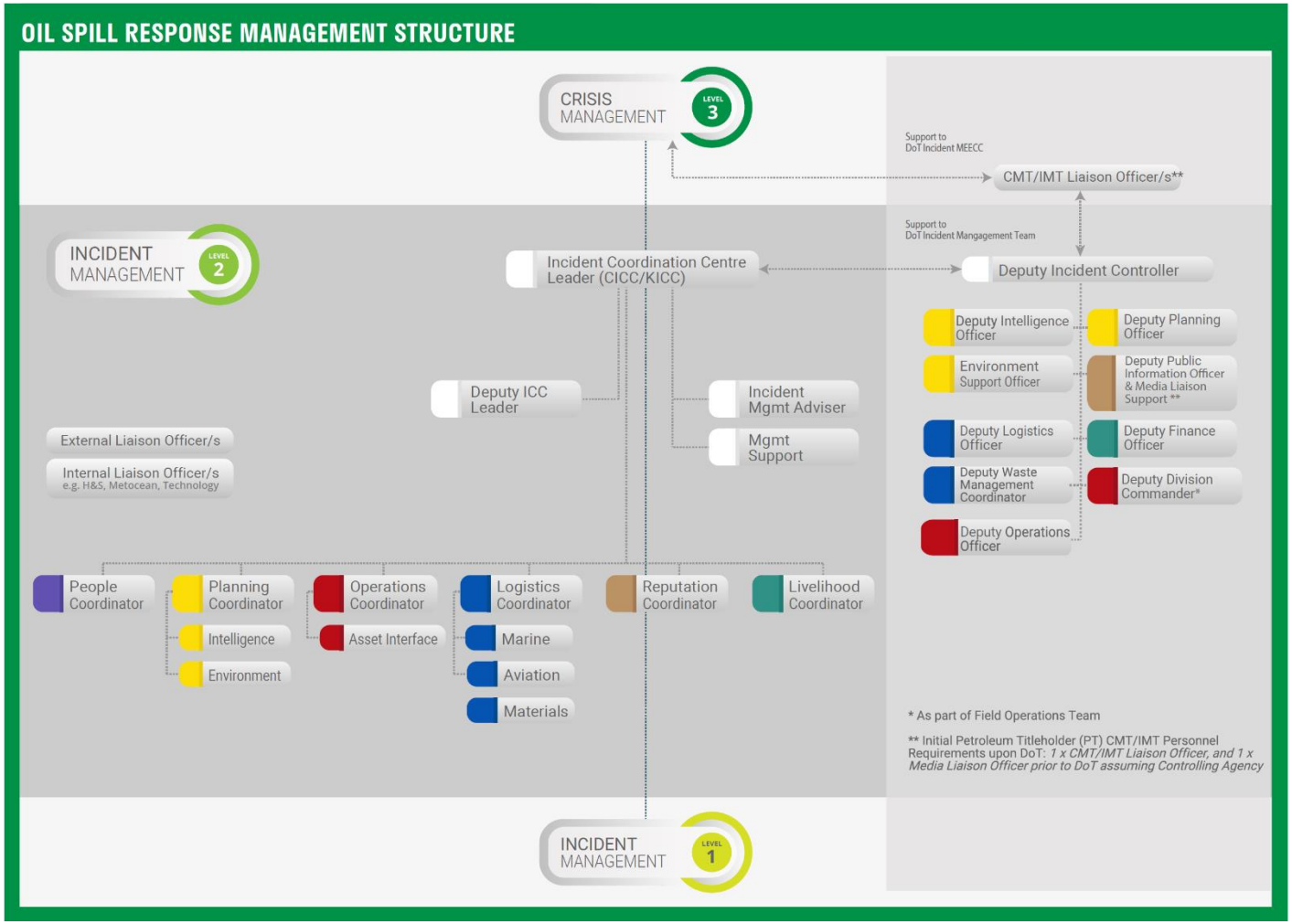


The Control Agency for a hydrocarbon spill in Commonwealth waters resulting from an offshore petroleum activity is Woodside (the Petroleum Titleholder). The Control Agency for a hydrocarbon spill in State waters/shorelines resulting from an offshore petroleum activity is DoT. DoT will appoint an Incident Controller and form a separate IMT to only manage the spill within State waters/shorelines.

[4] Adapted from DoT Offshore Petroleum Industry Guidance Note, Marine Oil Pollution: Response and Consultation Arrangements July 2020. Note: For full structure up to Commonwealth Cabinet/Minister refer to Marine Oil Pollution: Response and Consultation Arrangements Section 6.5, Figure 3.

APPENDIX F – WOODSIDE INCIDENT MANAGEMENT STRUCTURE

Woodside Incident Management Structure for Hydrocarbon Spill (including Woodside Liaison Officers Command Structure within DoT IMT if required).



APPENDIX G – WOODSIDE LIASON OFFICER RESOURCES TO DOT

Once DoT activates a State waters/shorelines IMT, Woodside will make available the following roles to DoT.

Area	WEL Liaison Role	Personnel Sourced from[5]:	Key Duties	#
DoT MEECC	CMT Liaison Officer	CMT Leader Roster	• Provide a direct liaison between the CMT and the MEECC. • Facilitate effective communications and coordination between the CMT Leader and State Marine Pollution Coordinator (SMPC). • 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. • Facilitate effective communications and coordination between the PT IC and the DoT IC. • Offer advice to the DoT IC on matters pertaining to PT incident response policies and procedures. • 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. • Facilitate the provision of relevant modelling and predications from the PT IMT. • Assist in the interpretation of modelling and predictions originating from the PT IMT. • Facilitate the provision of relevant situation and awareness information originating from the DoT IMT to the PT IMT. • Facilitate the provision of relevant mapping from the PT IMT. • Assist in the interpretation of mapping originating from the PT IMT. • Facilitate the provision of relevant mapping originating from the DoT IMT to the PT IMT.	1
DoT IMT Intelligence – Environment	Environment Support Officer	CMT 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. • Assist in the interpretation of the PT OPEP and relevant TRP plans. • Facilitate in requesting, obtaining and interpreting environmental monitoring data originating from the PT IMT. • Facilitate the provision of relevant environmental information and advice originating from the DoT IMT to the PT IMT.	1
DoT IMT Planning-Plans/ Resources	Deputy Planning Officer	AMOSC Core Group/CICC Planning	• 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. • Facilitate the provision of relevant IAP and sub plans from the PT IMT.	1

[5] See Combined CICC, KICC, CMT roster and Preparedness Schedule Link / AMOSC Service Contract Link

Area	WEL Liaison Role	Personnel Sourced from[5]:	Key Duties	#
		Coordinator Reserve List and Planning Group 3	• Assist in the interpretation of the PT OPEP from the PT. • Assist in the interpretation of the PT IAP and sub plans from the PT IMT. • Facilitate the provision of relevant IAP and sub plans originating from the DoT IMT to the PT IMT. • Assist in the interpretation of the PT existing resource plans. • Facilitate the provision of relevant components of the resource sub plan originating from the DoT IMT to the PT IMT. **(Note this individual must have intimate knowledge of the relevant PT OPEP and planning processes)**	
DoT IMT 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. • Facilitate effective communications and coordination between the PT and DoT media teams. • 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 and Warnings team. • Offer advice to the DoT Media Coordinator on matters pertaining to PT media policies and procedures. • Facilitate effective communications and coordination between the PT and DoT Community Liaison teams. • Assist in the conduct of joint community briefings and events. • Offer advice to the DoT Community Liaison Coordinator on matters pertaining to the PT community liaison policies and procedures. • Facilitate the effective transfer of relevant information obtained from through the Contact Centre to the PT IMT.	1
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. • Facilitate the acquisition of appropriate supplies through the PTs existing OSRL, AMOSC and private contract arrangements. • Collects Request Forms from DoT to action via PT IMT. • **(Note this individual must have intimate knowledge of the relevant PT logistics processes and contracts)**	1
DoT IMT Finance-Accounts/	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. • Facilitate the communication of financial monitoring information to the PT to allow them to track the overall cost of the response.	1

Area	WEL Liaison Role	Personnel Sourced from[5]:	Key Duties	#
Financial Monitoring			• 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.	
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. • Facilitate effective communications and coordination between the PT Operations Section and the DoT Operations Section. • Offer advice to the DoT Operations Officer on matters pertaining to PT incident response procedures and requirements. • 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. • 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. • Collects Request Forms from DoT to action via PT IMT.	1
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. • Provide a direct liaison between the PT FOB and DoT FOB. • Facilitate effective communications and coordination between the PT Division Commander and the DoT Division Commander. • Offer advice to the DoT Division Commander on matters pertaining to PT incident response policies and procedures. • Assist the Safety Coordinator deployed in the FOB in the performance of their duties, particularly as they relate to PT employees or contractors. • 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

DoT Liaison Officer Resources to Woodside

Once DoT activates a State waters/shorelines IMT, DoT will make available the following roles to Woodside.

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. • Provide enhanced situational awareness to DoT of the incident and the potential impact on State waters. • Assist in the provision of support from DoT to the Petroleum Titleholder. • 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. • Facilitate effective communications and coordination between the PT and DoT media teams. • 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. • 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