

FUGRO-GEOTEAM AS
HEALTH, SAFETY AND ENVIRONMENT
MANAGEMENT SYSTEM

HSE PLAN
MEDEVAC PLAN
POLAR DUKE

2003 Southern Margins 2D Surveys

Santos Ltd.

Project No. 34949



FUGRO-GEOTEAM AS

**HEALTH, SAFETY AND ENVIRONMENT
MANAGEMENT SYSTEM**

**HSE PLAN
MEDEVAC PLAN
R.V. POLAR DUKE**

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Santos Ltd

Project No. 34949

OCTOBER 2003



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FUGRO-GEOTEAM AS

**HEALTH, SAFETY AND ENVIRONMENT
MANAGEMENT SYSTEM**

HSE Plan

Part 1

Introduction and Management System



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INTRODUCTION

This HSE Plan has been compiled to demonstrate that Fugro-Geoteam AS' Health, Safety and Environmental Management System (HSE-MS) is adequate for Seismic Surveys and to assure that the equipment, personnel, operational procedures and emergency procedures are safe.

The HSE Manager in co-operation with the Marine Operations Manager is responsible for the maintenance and the update of the HSE Plan.

The HSE Plan is documented in the following eight parts.

Part 1 Introduction and Management Summary

The introduction offers a brief explanation of the contents of each part of the HSE Plan. It also set out the responsibilities for the HSE Plan Review Cycle.

The Management Summary provides a brief summary of the company's HSE Policy and the objectives based on the HSE-MS, a description of the historical safety performance, an overview of the HSE Plan findings and an endorsement of the HSE Plan. HSE targets for the project are also included.

Part 2 Medevac Plan

This is the MEDEVAC Plan for the project. This part of the HSE Plan can also be issued separately. This plan describes the Medevac alternatives and contains an Emergency Response flow chart.

Part 3 Descriptions of the Facilities and Operation

This section contains a description of the crew, the vessel and its components, machinery, fittings, systems and equipment including types, numbers and location of all safety equipment. It also describes the essential features of the operation and enables an understanding of how major hazards (detailed in part 5) could affect the operation and its safety system.

Part 4 Description of Operational HSE-MS

This section translates the information/material given in the HSE-MS Manual from the corporate level, to a demonstration of practice at the level applicable to the management of the specific operation. When there is no difference between the corporate- level and operational- level material this section demonstrates the implementation of what was said in the HSE-MS manual. This part details the contact persons, relevant meetings, site-specific controls and plans e.g. contingency planning.

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Part 5 Hazard Register

This is a summary of the Hazard analysis that has taken place into various types of accident scenarios and hazard conditions, in terms of associated risks. The identified major hazards are documented in the Hazard Register. This section also describes the hazard, the possible danger presented by the hazard, the procedures in place to control the hazard and the methods to recover from loss of control of the hazard should it ever occur.

Part 6 Remedial Plan

This is a demonstration of the commitment to improvement by providing a plan to resolve any deficiencies in the Safety Plan. It includes:

- a statement of each individual deficiency;
- the proposed change to the efficiency; and
- a plan showing action parties and completion dates.

Part 7 A Bridging Document issued by Santos Ltd.

MANAGEMENT SUMMARY

The Management Summary briefly describes:

- a summary of the objectives for Fugro-Geoteam AS' HSE-MS;
- a description of historical safety performance;
- an endorsement of the HSE Plan by the Management;
- a brief overview of the HSE Plan findings;
- HSE Objectives for the current project.

SUMMARY OF OBJECTIVES

The HSE-MS objectives for Fugro-Geoteam AS are shown in the Statement of Policy for HSE, which is enclosed in the HSE-MS Manual, (SM.102). The Policy is issued to all Fugro-Geoteam AS employees. The Health Safety and Environmental (HSE) Policy is included at the next page.

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STATEMENT OF POLICY

It is the Policy of FUGRO-GEOTEAM AS, FUGRO SURVEY AS, and FUGRO MULTICLIENT SERVICES AS, hereafter referred to as the Companies, to manage their business and to provide services in such a way that it minimises the risk to the health and safety of its employees and other persons for whom the Companies are responsible, and the risk of damage or harm to the environment and wildlife.

The Companies shall not only comply with health, safety and environmental measures as required by law, but shall also act positively to prevent injury, ill health, damage and loss arising from its operations, and provide a safe and healthy working environment for its employees.

This shall be achieved through the implementation of a HSE Management System (HSEMS), which is integrated with the Quality Management System (QMS).

HSE MANAGEMENT PROGRAMME

The Companies shall:

- as a minimum comply with all rules and regulations on HSE that apply to its activities;
- take account of HSE issues when making commercial decisions;
- continue to reduce the environmental and health impact of its operations by reducing waste, emissions and discharges;
- use energy efficiently;
- ensure that all personnel understand their specific responsibilities for health, safety and the environment;
- maintain necessary knowledge of standards, legislation, Codes of Practice and other technical and guidance material relating to its activities, and ensure that this information is made available within the Companies;
- provide employees with training in the HSEMS;
- ensure that all managers and supervisors actively monitor the effectiveness of this Policy and provide a regular forum for discussion;
- require suppliers to have HSEMS relevant to their activities and require them to comply with the Companies ' system;
- conduct HSE audits of its activities to ensure that it is complying with its Policy.

Oslo, July 2002
Fugro Norway AS

Ken Lake
Managing Director

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SAFETY PERFORMANCE

Fugro-Geoteam AS encourage a proactive approach to HSE matters of which monitoring and reporting form an important element. A hierarchy of reporting exists which ensures that HSE related issues are monitored at all levels of the organisation.

Formalised feedback is obtained through a Project Management Procedure (AP.209). This includes but is not limited to daily, weekly and de-brief reports, along with feed-back reports. HSE performance is formally addressed at HSE meetings, briefing / debriefing meetings, weekly production meetings, management review meetings and Working Environmental Committee (AMU) meetings. The HSE Manager is monitoring the safety performance on a day-to-day basis.

Internal and external audits are conducted according to internal and client's schedules and plans, on all activities which have a bearing on the achievement of Fugro-Geoteam AS' HSE objectives. Recommendations from audits are followed up and improvements are implemented in the system.

Fugro-Geoteam AS encourage the work force participation in all aspects of HSE issues, to prevent all injuries, by actively supplying information, instruction, training and motivation. A safe and healthy workplace is provided by carrying out risk assessments and either eliminating hazard through design changes, or if this can not be achieved by providing barriers and control measures that can reduce the threat/risk to an acceptable level.

All operations are continuously monitored for HSE Incidents, which are reported in accordance with the HSE Incident Reporting Procedure, (SP.706).

All reported incidents are recorded and assessed with a view to reporting requirements to statutory authorities, clients, internal management and internal safety meetings. Feedback on incidents is provided and the information is used to review and amend HSE procedures and guidelines. Investigations of incidents are carried out when appropriate.

The HSE Manager, following review of the HSE performance of Fugro-Geoteam AS, compiles statistical information.

Fugro-Geoteam AS has not suffered any Major Incident for the last fourteen years. Only two of the reported Lost Time Incidents in the same period, have occurred during seismic operation offshore. Fugro-Geoteam AS has suffered 1,0 case of Lost Time Incidents per million worked man hours worked, and has lost 172 working hours due to Lost Time Incidents per million man hours worked during the last five years. Sub-contractors are included in the statistics.

Fugro-Geoteam AS will not allow the use of alcohol or abuse of drugs on location and will deny access to those under the influence of such alcohol and drugs. The Substance Abuse Policy, GP.103, is issued to all employees.

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ENDORSEMENT OF THE HSE PLAN

Fugro-Geoteam AS has compiled an HSE-MS manual and specific procedures and work instructions. Fugro-Geoteam AS managers visit the vessels on a regular basis, where HSE issues are discussed with the personnel.

A programme of audits has been implemented. A HSE Manager is employed at the Fugro-Geoteam AS office in Oslo, Norway. He visits the vessels on a regular basis and conducts training and internal audits.

The training provided includes the following: personal survival training, fire fighting, first aid, fast rescue craft training, safety management training, risk assessment training and an induction to Fugro-Geoteam AS' HSE-MS. Training also includes external training, and on going professional training is also provided.

All personnel working regularly on the vessels have to fulfil a full offshore medical approval.

Fugro-Geoteam AS provides good equipment and experienced personnel for the performance of the work. Fugro-Geoteam AS Management endorses this HSE Plan.

The HSE Manager in co-operation with the Project Manager will be responsible for the review and distribution of this HSE Plan.

HSE PLAN FINDINGS

An internal audit was performed on Polar Duke in 2001. All action points from this audit have been acted upon and closed.

Fugro-Geotaem and Rieber Shipping both plan an audit on Polar Duke when mobilizing in Singapore in October.

A Hazard Register and a Risk Assessment has been completed, please see Part 5.

There were not found any unacceptable risks in connection with this operation.

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HSE TARGETS

Zero Lost Time Incidents

Zero Restricted Work Cases

Minimise the number of Minor Incidents

No incidents regarding the environment (pollution, wild life)

Maintain a working environment free from work related illness

Increase the awareness of HSE issues among the employees

One MOB drill at mobilisation

One drill every week

A MEDEVAC dry-run at arrival of site

Two toolbox meetings every week at all departments

Unsafe act auditing shall be continuous by all crewmembers

Near Misses and Unsafe Acts shall be reported.



FUGRO-GEOTEAM AS

**HEALTH, SAFETY AND ENVIRONMENT
MANAGEMENT SYSTEM**

HSE PLAN

Part 2

**Emergency Response and
MEDEVAC Plan**



MEDEVAC PLAN

FOR

2003 SOUTHERN MARGINS 2D SURVEYS SANTOS Ltd.

Project No 34949

Date	:	September 2003
Revision	:	No. 1
Responsible Manager	:	Einar Edstrøm
Author	:	Terje Steinsbø



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1. GENERAL INSTRUCTION

This MEDEVAC Plan shall be initiated according to Fugro-Geoteam AS MEDEVAC Procedure SP.715. For further information please also see the Contingency Plan for Management Emergency Team, WI.HSE.101.

This MEDEVAC Plan is made according to above.

The Master has the on board responsibility for activation of this procedure.

The Rescue Co-ordination Centre of AusSAR will issue Auscoast warnings through coastal radio stations advising all shipping in the area of the presence of the Geo Arctic. It is beholden upon the Master of the Polar Duke to keep the RCC informed of the vessels movements.

The Master shall send a daily fax to the R.C.C. which will identify a box or square of operations by Latitude and Longitude for the next **three** days. Other details shall include the number and length of streamers, and communication details fax, mobile, Inmarsat, etc.

R.C.C. Phone +61 26230 6811

R.C.C. Fax +61 26230 6868

The MEDEVAC Plan shall be initiated according to Fugro-Geoteam AS MEDEVAC Procedure SP.715.

This MEDEVAC Plan is made according to above.

The Master has the on board responsibility for activation of this procedure.

2. MEDEVAC ALTERNATIVES

This MEDEVAC Plan is based on using the following two alternatives depending on the location. Following sub-articles describes some general information about the two alternatives.

For operation within VIC/P44, VIC/P51 and T35/P, Melbourne is planned used for MEDEVAC. Distance from locations to Melbourne is approximately 125, 157 and 143 nautical miles respectively.

For work in EPP32 licence, Adelaide is planned used for MEDEVAC, distance from location about 145 nautical miles.

Possible destinations / hospitals :

Melbourne, Victoria
Adelaide, South Australia.

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2.1 To/Via Melbourne, Victoria

The recommended hospital to be used is to be announced later.

2.2 To/Via Adelaide, South Australia

The recommended hospital to be used is to be announced later.

2.3 Norwegian Air Ambulance

Fugro-Geoteam AS has an agreement with the Norwegian Air Ambulance for MEDEVAC of Fugro-Geoteam AS personnel from operations in foreign countries to their home country. It's important that they are contacted as soon as possible after the local MEDEVAC arrangement has been established. The personnel at the Norwegian Air Ambulance can also be used as consultants through the telephone if necessary.

Norwegian Air Ambulance, Operating Centre
1474 Nordbyhagen

Norway

Telephone : + 47 67 92 74 00

Telefax : + 47 67 92 74 11

2.4 Travel Insurance

All employees in Fugro-Geoteam AS are insured in the Norwegian insurance company Gjensidige. This insurance will cover for medical expenses and repatriation.

Telephone numbers:

SOS International, Denmark, Phone + 45 70 10 50 50
Fax + 45 70 10 50 56

NAF Alarmsentral, Norway, Phone + 47 22 34 16 00
Fax + 47 22 42 88 30

Gjensidige, Norway, Phone + 47 22 96 80 00
Fax + 47 22 96 82 86



3 MEDEVAC INSTRUCTIONS

The Medevac action shall be carried out according to the following diagram:

Analyse injury on board
by medical crew responsible.

Treatment is not
time critical

Treatment is time critical

Contact port and local
Facilities at Melbourne
Burnie, Hobart or Adelaide,
whichever is closest.

Contact RCC Canberra

Recover equipment and
Take the vessel to port

Prepare the casualty for
helicopter pickup

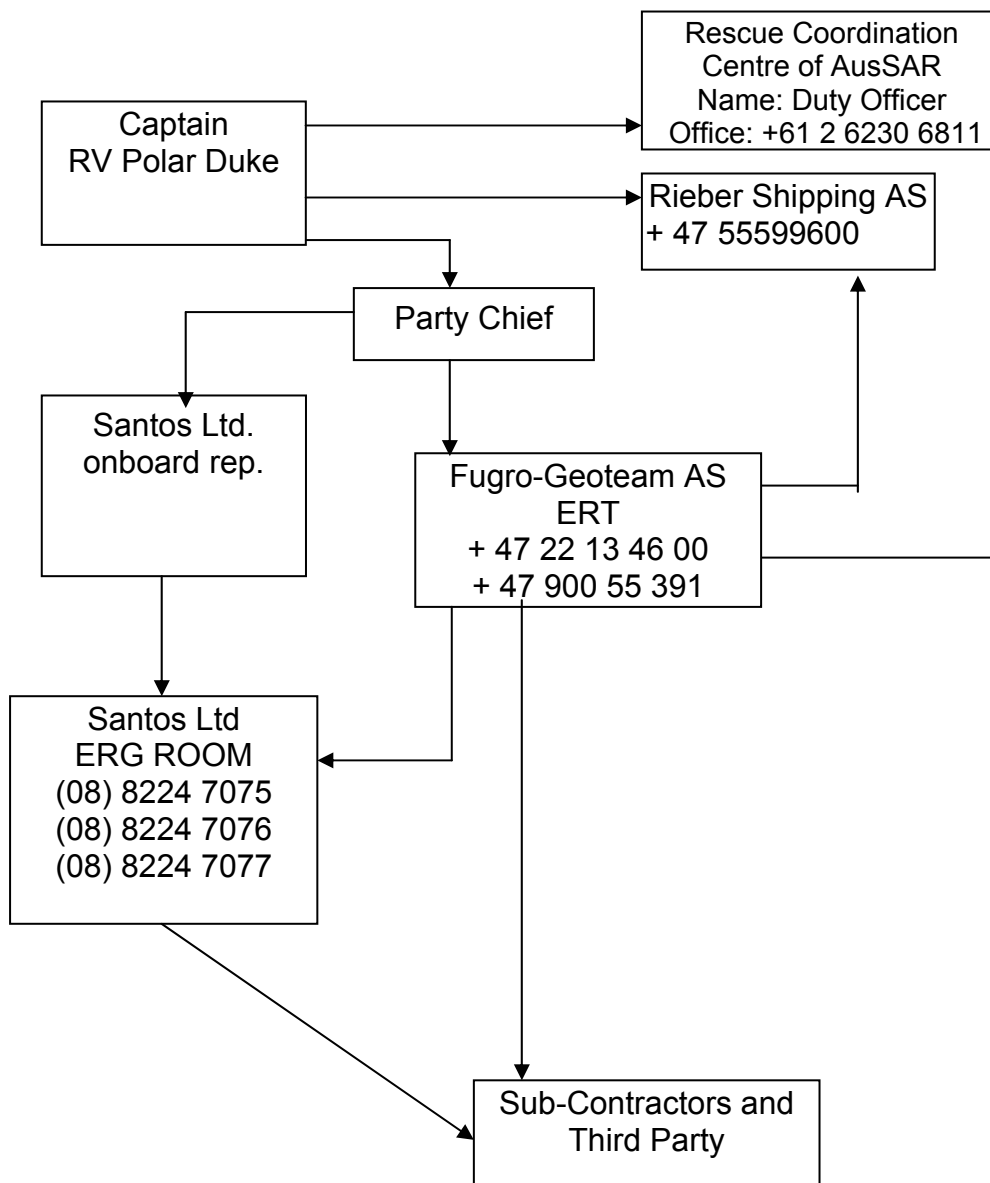
Inform Fugro-Geoteam AS' duty
officer according to MEDEVAC
procedure, SP.715. Initiate reporting
according the procedure, item 6.6.

Call Norwegian Air Ambulance to
inform them about the situation.
+ 47 67 92 74 00



EMERGENCY NOTIFICATION

RV Polar Duke



If the Santos` onboard representative is injured, the PC takes his responsibility



FUGRO-GEOTEAM AS

**HEALTH, SAFETY AND ENVIRONMENT
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HSE PLAN

Part 3

**Description of the
Facilities and Operations**



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Introduction

This HSE Plan scenario refers to the acquisition of 2-D seismic data on behalf of Santos, by the RV Polar Duke, operated by Fugro-Geoteam AS.

RV Polar Duke

The RV Polar Duke is a Norwegian (NIS) registered vessel, built in Norway in 1983, converted to seismic vessel in 1998. The vessel is owned by the Norwegian shipping company Rieber Shipping AS situated in Bergen, Norway.

The marine crew are Norwegian, Polish and Australian. The seismic crew are Norwegian, British and Russian.

For the vessel specification, please see the Project Manual.

Mobilisation

The vessel and survey will be mobilised in Singapore, where all quayside activities and tests will be performed.

From Singapore the vessel will head directly to the survey area off the south coast of Australia, to complete equipment set-up, deployment and tests. Mobilisation is completed when first shot on the first line is acquired. This will be after the Client representatives have given written approval for accepting survey performance and data quality.

A chase boat will most likely be from Melbourne if required.

Waste Management

Waste management will be in accordance with regulation 9 of annex V of the International Convention of Pollution from ships, 1973, as modified by the Protocol of 1978 (MARPOL 73/78).

Ref to Rieber-Shipping document (TQM9000)

02 Management Procedures/02 Ship Procedures/08 Documentation: MP-02-08-03
rev: 00

Sewage will be treated in a treatment plant meeting the requirement as specified in IMO, resolution MEPC.2(VI) annex IV.

Food waste will be disposed of according to MARPOL regulations and local Australian regulations.

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Fuels and Oil Spill

Fuel and oil spill will be managed in accordance with MARPOL 73/78 Annex 1, SOPEP reg.26

Hull cleaning, Anti Fouling.

No hull cleaning is planned during the survey.
However, if this should be necessary, cleaning will be in accordance with ANZECC Code of practice for antifouling and in-water Hull cleaning and Maintenance.

Data Acquisition

A 2D seismic survey programme of 2392 line km divided into 66 lines shall be acquired in the Bass Strait. Water depth in the survey area will vary but never shallower than 20m. Following this the vessel will proceed to off Karangoo Island to acquire another 350 km divided into 12 lines.

The data acquisition will be achieved by towing up to a 7000 m. long single submerged seismic cable, divided into 560 channels with 12.5 m separation, using a high pressure air gun sound source.

The seismic streamer is filled with a relatively inert iso-parafin (Isopar M) with a low volatility and high flash-point, to achieve neutral buoyancy. The depth of the seismic cable is controlled by the use of depth controller "birds" at a client specified depth.

A source of 3500 cubic inch with an operating pressure of 2000 psi will be fired at 25 m shot point interval.

The firing of the airguns and the start of the recording cycle are controlled automatically by the navigation system at a pre-determined (client specified) shot interval.

Positioning of the vessel is by differential GPS positioning, which typically provides a position accuracy of 1 - 2 m.

If deemed necessary to contribute to a safe operation, a chase boat will clear the lines to be run for other off-shore activities, or report obstacles or interfering activities to avoid collision and equipment damage, as well as liaison with local fishing activity.

Expected duration of the survey is about 60 days from start of mobilisation to end demobilisation, this including a 16 days transit from Vietnam.

Contingency

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An emergency situation shall be handled in accordance with the Fugro-Geoteam AS' Offshore Emergency Procedure, SP.702 and the Contingency Plan for Management Emergency Team, WI.HSE.101. Various contacts and addresses are included in the Bridging Document.

A MEDEVAC plan will be produced.

Demobilisation

Demobilisation will take place in Perth. From here project dedicated personnel will disembark and acquired data will be sent as instructed by Santos.

Project Manual

For more information please see the Project Manual.

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FUGRO-GEOTEAM AS

HEALTH, SAFETY AND ENVIRONMENT MANAGEMENT SYSTEM

HSE PLAN

Part 4

Description of The Operational Health, Safety and Environmental Management System



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Leadership and Commitment

Fugro-Geoteam AS has created a safety culture within the organisation. This has been achieved by the acceptance of responsibility at Managing Director level, which is genuine and visible, and exercised through a clear chain of command that is felt throughout the organisation. A constant realistic high standard is sought and achieved through efficient management of the organisation and the acceptance that Health, Safety and Environmental (HSE) issues are long-term strategies which are treated as other corporate aims and properly resourced.

Other factors include:

- The provision of high quality equipment and experienced personnel for the survey operation;
- Provision of a full time HSE Manager and a HSE department;
- HSE issues are treated as line management responsibilities;
- Formulating and developing policies and procedures;
- Systematic identification and assessment of hazards within the operation;
- Immediate rectification of deficiencies;
- Regular visits to the survey vessels by managers, where HSE issues are part of the agenda;
- The implementation of an HSE audit programme;
- Ensuring effective implementation of plans and reporting on performance;
- The provision of offshore survival training and other appropriate safety training;
- A system of competence assurance has been developed and implemented;
- To accept that the final level of HSE responsibility is that of each and every individual employee.

Policy and Strategic Objectives

Fugro-Geoteam AS has developed and implemented a fully integrated Quality and Health, Safety and Environmental Management Systems (QMS and HSEMS). The HSEMS administration can be achieved through QMS procedures, these procedures are referenced and apply. QMS procedures thus referenced become an integral part of the HSEMS. The HSEMS is based on principles similar to those stated in ISO 9001.

These systems apply to each and every aspect of the company's activities and will be applied to any project.

The HSEMS consist of; the Health, Safety and Environmental Management System Manual, SM.102, with the HSE Policy, a series of HSE procedures and safety/work instructions.

The QMS and HSEMS are in detail described in the Description of Fugro-Geoteam AS Quality and Health, Safety and Environmental Management Systems, GI.105.

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The QA and HSE objectives for any project will be as specified in the manuals, procedures, work instructions and referenced documents, which forms the QMS and HSEMS. The systems will be extended to cover all third party personnel operating directly for Fugro-Geoteam AS.

The HSE Plan is an integral part of the company's HSEMS.

The HSE Policy is included as section 1 in the Health, Safety and Environmental Management System Manual, SM.102.

The objective to the policy is to provide sound guidance and instruction to individuals that will assist them in operating safely within the general scope of Fugro-Geoteam AS' activities, yet allowing individuals the freedom to manage the operation in an efficient and effective manner. The basis of the procedural material has been adopted from the guidelines and requirements published by the IAGC, OGP (previous E&P Forum) and the SOLAS requirements.

Company policies include:

- QA Policy (in QM.101)
- HSE Policy (in SM.102)
- Substance Abuse Policy (GP.103)

The ultimate goal for Fugro-Geoteam AS is to have zero lost time incidents.

Organisation and Responsibilities

Any project organisation will be in compliance with the general organisation for QA and HSE management as laid down in the QMS (QM.101) and HSEMS (SM.102) Manuals. Organisation chart for a project will be produced and included in the Project Plan. QA and HSE responsibility are line management responsibility within Fugro-Geoteam AS. Details of HSE responsibilities of management and staff can be seen in Section 2.2 in the HSEMS Manual (SM.102).

Resources

A QA/HSE Manager and a QA/HSE Department is employed by Fugro-Geoteam AS and is engaged in any project run by the company. They shall in co-operation with the line organisation evaluate what resources are necessary for any project, both for personnel and equipment. External expertise will be involved as appropriate. Details of resources will be listed in the Project Plan.

On all vessels there are safety delegates who monitor and report the HSE performance on a day-to-day basis.

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Competence

Fugro-Geoteam AS recognises that the provision of training is an essential part of its HSEMS and provides safety training consistent with IAGC and OGP (previous E&P Forum) Guidelines. All new personnel receive induction training in the HSEMS and at their working place.

Department Managers are responsible for ensuring that the Staff Training and Training Records Procedure (AP.211) is implemented.

First Aid. All personnel working offshore have basic knowledge of first aid, and a number of personnel are provided with advanced first aid training.

Survival Training. All personnel working offshore have attended a combined offshore, fire fighting and first aid course (Leiro 1-3).

Fire fighting. All personnel working offshore have basic knowledge of fire fighting, and a number of personnel are provided with advances fire fighting, special in connection with helicopter operations.

HSE Management. Training is provided for key personnel appropriate to their position.

Fast Rescue Craft and Work Boat Training. Training is provided for the personnel dedicated to man the small boats.

Helicopter Underwater Escape Training (HUET). All crewmembers on the vessels with a helicopter deck will attend a HUET course.

Refresher Courses. Refresher course training is provided when appropriate relevant to the different original courses.

Job specific training. All job specific training is controlled by the Department Managers. They shall make sure that all personnel under their control have the specific job training needed. The Department Managers shall periodically review the current Fugro-Geoteam AS work scopes and identify any additional training needs.

Training requirements are described through the job descriptions in place.

Communications

Daily situation reports are communicated from the vessels to the office. The clients are kept fully informed through the same reports.

Fugro-Geoteam AS and the clients hold scheduled joint HSE management meetings to discuss HSE issues.

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Safety meetings are held on the vessels in accordance with the HSE Meeting Procedure (SP.716), and minutes are distributed.

On joining Fugro-Geoteam AS, all personnel receive induction to the HSEMS, and are given their own copy of the HSE Policy and the Substance Abuse Policy (GP.103).

Legislation and Standards

The following legislation and associated regulations, guidance notes and additional material are considered relevant to Fugro-Geoteam AS' operations under appropriate circumstances:

- The Norwegian Working Environment Act (Arbeidmiljøloven 1985)
- The Norwegian Shipscontrol's regulations (1997)
- Supervising of Maritime Services (Sjøfartsdirektoratet 1989)
- NVE regulations (Norwegian Electricity regulations)
- International Convention for Safety at Life at Sea, SOLAS, Consolidated Edition 1997
- International Management Code For The Safe Operation Of Ships And For Pollution Prevention (International Safety Management (ISM) Code).
- International Convention for the Prevention of Pollution from Ships 73/78 MARPOL, Consolidate Edition 1997.
- Convention on the International Regulations for Preventing Collisions at Sea (COLREG).

The above references shall be taken to include any updates and/or amendments to the documents.

The four first Norwegian documents cover topics, which in the UK are covered by several different laws and regulations.

Documentation Control

The QA/HSE Manager is responsible for the issue, control and maintenance of HSEMS documents (HSEMS Manual, Procedures, Work Instructions, records and forms) as details in the Document Control Procedure, AP.202.

Any request for a revision to a HSE document shall be given in writing to the QA/HSE Manager. He will then review the need for the amendment, in consultation with appropriate person(s), and decide whether or not to proceed with the revision process and what the timing shall be.

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The QA/HSE Manager will select an appropriate person(s) to write, review and approve each revision of a HSE document.

A unique document number is assigned to all management system documents and a document master reference list maintained. Every controlled copy of a management system document will have its control status marked on its title page. A Document Distribution Matrix is maintained for each management system document. This identifies all controlled copyholders of the document giving clear details of which copy and revision number of the document they hold.

Hazards and Environmental Effects Management.

Fugro-Geoteam AS adopts the terminology as defined by OGP:

Hazard: The potential to cause harm, including ill health or injury; damage to property, plant, products or the environment; production losses or increased liabilities.

Risk: The likelihood that a specified undesired event will occur due to the realisation of a hazard by, or during, work activities or by the products and services created by work activities.

Fugro-Geoteam AS carries out documented hazard identification and risk assessments in accordance with the Risk Management Procedure (SP.718). Dedicated hazard identification teams at each work place carry out the assessments.

Fugro-Geoteam AS has adopted the following hierarchy with regard to risk control:

- Eliminating risks by substituting the dangerous by the less dangerous;
- Minimising risks at source by engineering controls;
- Minimising risks by the design of systems of working (e.g. procedures)
- Minimising risks by the use of personal protective equipment (PPE). This should only be used as a last resort when higher order control measures have not reduced the risk sufficiently.

Material Safety Data Sheets will be in place where there are any chemicals.

Appropriate Personal Protective Equipment is issued and used in accordance with the Use and Control of Personal Protective Equipment (SP.720)

Waste logs are in place and waste are controlled and brought on shore for safe disposal in accordance with the Environmental Protection Procedure (SP.711).

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Planning

The Project Manager for each project is in co-operation with the HSE Manager responsible for the detailed HSE planning prior to any project. This will be done in accordance with the Project Management Procedure (AP.209).

The following meetings will be held where appropriate according to the HSE Meeting Procedure (SP.716):

- Meeting with the client to reconcile conflicting environmental and safety concerns.
- Meeting with the permitting agencies to explain the environmental planning.
- Meeting with supervisors and managers, senior crew personnel and subcontractors to cover environmental concerns and reporting procedures.

A project-briefing meeting shall be held. This meeting will review all appropriate HSE factors. Throughout the project, HSE meetings will be held, and toolbox meetings as appropriate.

Asset Integrity

Fugro-Geoteam AS is responsible for ensuring that all equipment and systems are fit for purpose and meets with statutory and client requirements, together with additional safe operation standards set forth in the IAGC Safety Manual, the OGP HSE Schedules, and according to the Equipment Maintenance Procedure (TP.308) and detailed work instructions. Any known hazard or risk related deficiency would be reported as soon as practical to the responsible manager and the client's representative.

Fugro-Geoteam AS will ensure that the removal and disposal of solid waste, used oils, lubricants and liquid waste is carried out in an environmental acceptable manner, in accordance with local laws, regulations, the clients requirements and the Environmental Protection Procedure, Marine Operations (SP.711).

Procedures

Fugro-Geoteam AS has developed a fully integrated Quality and Health, Safety and Environmental Management Systems (QMS and HSEMS). Where HSEMS administration can be achieved through QMS procedures, these procedures are referenced and apply. QMS procedures thus referenced become an integral part of the HSEMS.

The system is in detail described in Description of Fugro-Geoteam AS Quality and Health, Safety and Environmental Management Systems (GI.105). The system is based on the principles similar to those stated in ISO 9001.

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The QMS and HSEMS cover all Fugro-Geoteam AS operations and standards. The source of standards is based on legal standards.

A full set of documents is available on board the vessels and held by the Party Chief. The documents and changes are controlled. A Document Master List is enclosed in the QA Manual, QM.101. Detailed work instructions are in place.

Bridging document between Fugro-Geoteam AS and the vessel's owner, where the responsibilities for various tasks are described with references to the HSEMS held by the companies, is in place.

All documentation is in English. The Safety documentation and various work instructions are translated to Russian as well, and are in place on the vessel with partly Russian crew.

Manual of Permitted Operations

Transfer of Personnel at Sea.

Transfer of personnel at sea shall only be conducted under controlled circumstances and, except in the case of MEDEVAC, in co-operation with the client. The personnel involved must agree to the operation.

When transfer of personnel at sea has been authorised, it shall be carried out in accordance with the Transfer of Personnel at Sea Procedure (SP.717). MEDEVACs shall be carried out in accordance with the Medical Evacuation (MEDEVAC) Procedure (SP.715).

Operational Safety / Launch and Recovery of Equipment.

Each vessel shall have formal written work instructions covering equipment launch and recovery specific to that particular vessel. The work instructions shall take due account of the risks involved in the operation and specify particular safety precautions to be observed. Fugro-Geoteam AS in addition operates in accordance with the client's weather working policy. However it must be stressed that all equipment is normally recovered from in-sea operation prior to reaching the specified adverse weather criteria, as the quality of seismic information would be poor.

Safety Drills

Drills shall be held regularly according to the Emergency Drill Procedure (SP.710) and taken seriously by all concerned. Crew assignments in emergencies and during drills shall be in accordance with the posted muster list. Personnel must follow their own muster instructions and not interfere with ship's crew carrying out emergency duties.

Safety drills are an essential element of personnel training and they must include demonstration of the proper use of first aid, fire fighting and emergency equipment. Spare personal lifesaving equipment "for demonstration purposes only" will be carried

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where appropriate e.g. when the actual equipment is hermetically sealed (smoke hoods etc.).

Details of all drills shall be logged and reported on daily operations reports sent to the office. This should include the time taken to launch the rescue boat, recover "casualties" etc.

Working in close Proximity to Platforms

Rigs and platforms have adopted a rigid policy of not allowing any vessel to operate within a 500 m. radius of the structure, unless the operator has granted special permission. The Party Chief together with the Captain have the responsibility, and must contact the rig or platform to open a communication regarding the vessels intention and for receiving a permit to enter.

There are special safety precautions that have to be taken when entering a 500 m zone, and the Instruction for Operation within the 500 Metre Zone of an Offshore Installation (WI.MAR.221) will be followed.

High Pressure Air Systems.

The Installation, Maintenance and Operation of Compressed Air System Procedure (SP.708) govern all work concerning High Pressure Air Systems.

Permit to Work.

A permit to work is required for the following situations offshore according to the Permit to Work Procedure (SP.714):

- welding, cutting or burning operations (hot work);
- work on any equipment that may be operated from more than one location (e.g. hydraulics, high pressure air systems), other than normal operations;
- work with high-pressure air systems, other than normal operations;
- work with high voltage electrical systems, other than normal operations;
- work with high-pressure hydraulic systems, other than normal operations;
- work aloft at a height greater than 2 metres;
- work in confined and/or airtight spaces;
- work over the side of the vessel or handrails.

In Sea Repairs.

In sea repairs of equipment shall only be performed in accordance with the documented work instructions for each vessel.

Contingency / Emergency Response Procedures

For full details please see the Offshore Emergency Response Procedure (SP.702). There also exists a Contingency Plan for Management Emergency Team (WI.HSE.101), and bridging document between Fugro-Geoteam AS and the vessel

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owner. Bridging documents between Fugro-Geoteam AS and the client are produced on a job-to-job basis, and will be included in the Project Manual.

Fire Fighting.

Fire extinguishers are widely distributed around the vessels and the type and location are appropriate. Inspections are carried out regularly. All cabins are covered with smoke detectors. There are several areas where smoking is not permitted. All crewmembers have attended basic fire fighting course. There are dedicated teams on the vessel with advanced training who shall use the firemen's outfit when necessary.

Life Saving Equipment

On all vessels chartered by Fugro-Geoteam AS one lifejacket, survival suit, smoke hood and torch shall be provided for each person in their cabin and extra lifejackets and survival suits shall be available at the muster station.

Routine checks on personal lifesaving equipment will normally ensure it's good condition but the onus is on each individual to check their own equipment carefully and to familiarise themselves with instructions for safe and effective use.

There is 150% coverage of survival rafts on each side of the vessel. There are also Jon Buoys (single person man over board life rafts) mounted at the stern of the vessel. Life rings with smoke and light flares are placed on different locations on the vessel.

Man Overboard Procedure MOB).

A Man Overboard Procedure (SP.705) is in place, and there are detailed instructions on all vessels on how to behave in a MOB situation. MOB boats are in place and the crew performs regular MOB drills.

Drills.

Drill is performed regularly in accordance with the Emergency Drill Procedure (SP.710). As a matter of routine a drill is performed after a port call when new personnel have joined the vessel. Drills include MOB, fire and abandon ship drills.

Road Transport

Road transport in connection with crew changes will be conducted in accordance with the Long Distance Driving Safety Instructions (WI.HSE.107).

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Performance Monitoring

Fugro-Geoteam AS has a good safety record with only two lost time incident during seismic operation offshore for the last fourteen years. The first incident happened on a local subcontracted chase boat, the second on the gun deck of a vessel when a high-pressure air pipe parted. There are however recorded thirteen lost time incidents during the same period during transits on shore and in ports on Fugro-Geoteam AS projects.

All reported incidents, near miss incidents and unsafe acts are recorded in the HSE statistics maintained by the HSE Manager. Feedback on reported incidents and investigations are given to the vessels and discussed in HSE meetings.

Inspections

Inspections on the vessel are carried out in accordance with the routines for each vessel. The Fugro-Geoteam AS' safety delegate and the vessel's personnel cover together all the regular inspections.

Managers from the office in addition carry out inspections when they are on board.

Incident Investigations

Fugro-Geoteam AS system for reporting of incidents and near miss incidents is defined in the HSE Incident Reporting Procedure (SP.706). All incidents are also reported to the client.

The reporting requirements for a particular occurrence depend on its severity. All incidents, regardless of severity, should be reported immediately to the Party Chief. The Party Chief will report the incidents further on, in accordance with the procedure.

Such reported incidents will be assessed by the HSE Manager for reporting requirements to statutory authorities, clients, internal management and safety meetings. All incidents, near miss incidents and unsafe acts are discussed in the safety meetings on board and followed up as required. All personal incidents are followed up.

The HSE Manager in co-operation with the Party Chief will initiate any investigation appropriate to the incident.

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Audits

Planned audits are carried out in accordance with the Internal Audit Procedure (AP.203). Clients and other external auditors also conduct audits. Copies of the reports are made available to the vessels and to clients on request.

A list of findings will be refereed in the safety meetings, and followed up until all action points are closed.

Reviews

Fugro-Geoteam carries out a continuous monitoring process on its operations. The management reviews the performance in accordance with the Management Review Procedure (AP.205)

The HSE Manager will ensure that the HSEMS documentation is revised as necessary to reflect the decisions of the management review meetings and in accordance with current regulations and working practice. He shall also ensure that there is timely follow up to agreed actions.

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FUGRO-GEOTEAM AS

**HEALTH, SAFETY AND ENVIRONMENT
MANAGEMENT SYSTEM**

HSE PLAN

Part 5

Hazard Register



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Hazard Register

Generic Hazards

Human Behaviour	HB-01 - HB-10
Vessel Operations	VO-01 - VO-23
Seismic Operations	SO-01 - SO-14
Small Boats	SB-01
Emergency Procedures	EP-01 - EP-04
Environmental Impact	EI-01 - EI- 02
Support activities Marine	SA-M01 -SA-M03
Support activities Land	SA-L01 -SA-L04

Hazard Register

Hazard Group	Hazard	Hazard Index	Potential
Personal Safety Health and Hygiene	HB-01	Fatigue	Death, injury
Personal Safety Health and Hygiene	HB-02	Self medication	Death, injury
Personal Safety Health and Hygiene	HB-03	Food poisoning	Death, illness
Personal Safety Health and Hygiene	HB-04	Disease	Death, illness
Personal Safety Alcohol and Drugs	HB-05	Alcohol and Drugs	Death, injury
Personal Safety Human Behaviour	HB-06	Misbehaviour	Death, injury
Personal Safety Human Behaviour	HB-07	Language Differences	Death, injury
Personal Safety Protective Clothing	HB-08	Unsuitable and unavailable	Death, injury
Personal Safety Lifting	HB-09	Lifting and handling	Death, injury



Personal Safety Health and Hygiene	HB-10	Sexually Transmitted Diseases	Death, injury
Vessel Operations General	VO-01	Moving About	Death, injury
Vessel Operations Weather	VO-02	Movement of vessel	Death, injury Damage to equipment
Vessel Operations General	VO-03	Security during Port Calls	Death, injury Loss of property
Vessel Operations Radio, navigation	VO-04	Failure of equipment Grounding	Death, injury Damage, loss of vessel
Vessel Operations Radio, navigation	VO-05	Failure of equipment Collision	Death, injury Damage, loss of vessel
Vessel Operations Galley	VO-06	Heat, storage	Death, injury
Vessel Operations Engine	VO-07	Leak, Failure	Death, injury, Env. dam. Damage, loss of vessel
Vessel Operations Cranes, booms	VO-08	Failure, unsafe use	Death, injury Damage to equipment
Vessel Operations Hazardous materials	VO-09	Hazardous substances	Death, injury Damage to equipment
Vessel Operations Maintenance	VO-10	Welding cutting	Death, injury Damage to equipment
Vessel Operations Third Party	VO-11	Third Party Interference	Death, injury Damage, loss of vessel
Vessel Operations Illumination	VO-12	Inadequate / Inappropriate	Death, injury Damage to equipment
Vessel Operations Transfer of Personnel	VO-13	Personal Safety	Injury
Vessel Operations MOB / Work Boat	VO-14	Launch and Recovery	Injury Damage to equipment
Vessel Operations Noise	VO-15	Personal Safety	Death, Injury



Vessel Operations Health and Hygiene	VO-16	Personal Safety Air Quality	Injury Damage to equipment
Marine Operation Engine	VO-17	Vessel Operation Maintenance Oper.	Injury, Death Equipment damage
Marine Operation HP Hydraulic Oil Leak	VO-18	Vessel Operation	Injury, Env. damage Equipment damage
Marine Operations	VO-19	Vessel Operation Fuel-Bunkering	Injury, Death Env./Property damage
Marine Operations	VO-20	Vessel Operation “ Portable “ Water	Injury, Death
Marine Operation	VO-21	Vessel Operation Man Overboard Drills	Injury, Death Equipment damage
Marine Operations	VO-22	Vessel Operations Confined Spaces	Injury, Death, Property/ Equipment damage
Marine Operations Military	VO-23	Vessel Operations Mistaken as illegal	Injury, Death, Property/ Equipment damage
Seismic Operations Streamer Handling	SO-01	Deployment Recovery	Death, injury Damage to equipment
Seismic Operations Air-Gun Handling	SO-02	Deployment Recovery	Death, injury Damage to equipment
Seismic Operations Tailbuoy Handling	SO-03	Deployment Recovery	Death, injury Damage to equipment
Seismic Operations Paravane Handling	SO-04	Deployment Recovery	Death, injury Damage to equipment
Seismic Operations High Pressure Air	SO-05	Sudden release of -, leak of -	Death, injury Damage to equipment
Seismic Operations Cable Oils	SO-06	Filling in sections	Death, injury Loss of vessel
Seismic Operations Batteries	SO-07	Charging of -, Changing of -	Death, injury Damage to equipment
Seismic Operations Instrument room	SO-08	Electrical Equipment	Death, injury Damage to equipment



Seismic Operations Emergency equipment handling	SO-09	Emergency Recovery	Death, injury Damage to equipment
Seismic Operations Towed equipment	SO-10	Entanglement	Damage to equipment Pollution
Seismic Operations	SO-11	Vessel operations Portable hand tools	Injury Equipment damage
Personal Safety Noise	SO-12	Seismic Operation Noise	Injury, Env. damage Equipment damage
Seismic Operations	SO-13	Maintenance Operations	Env/Equipment damage Injury
Seismic Operations	SO-14	HP Hydraulic Oil Leak	Injury, Env. damage Equipment damage
Small Boat Work Boat / MOB	SB-01	Use of Work Boat and MOB	Death, injury
Emergency Proc. Man over Board	EP-01	Man over Board	Death, injury
Emergency Proc. Emergency Equipment	EP-02	Lack of Flotation Abandonment	Death, injury Loss of vessel
Emergency Proc.	EP-03	Fire	Injury, Death, Property/ Env./Equip. damage
Emergency Proc.	EP-04	MEDEVAC	Injury, Death
Environmental Imp. Environment and Wild Life	EI-01	Waste, spill	Pollution
Environmental Imp. Marine Life	EI-02	Air-Guns Noise	Disturbance
Support activities Chase Boat	SA-MO1	Vessel Operation Fuel-Bunkering	Injury, Death, Env./ Property/Equ. damage
Support activities Chase Boat	SA-MO2	Collision	Injury, Death, Env./ Property/Equ. damage



Support activities Helicopter Activities	SA-MO3	Helicopter Operations	Injury, Death, Env./ Property/Equ. Damage
Support activity Security	SA-LO1	Support activities Land	Injury, Death
Personnel Safety Transportation	SA-L02	Support Activities	Injury, Death
Personnel Safety Security	SA-L03	Support activities	Injury, Death Equipment damage
Support activity Personnel Safety	SA-L04	Airline Transportation	Injury, Death

Risk Assessment Guide

Risk Assessment Forms

Human Behaviour	(HB 1 page)
Vessel Operations	(VO 2 pages)
Seismic Operations	(SO 2 pages)
Small Boats	(SB 1 page)
Emergency Procedures	(EP 1 page)
Environmental Impact	(EI 1 page)
Support Activities	(SA 1 page)

Risk Assessment Summary Details

Risk Assessment Matrix

Risk Assessment Worksheet

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INTRODUCTION

The process of producing the Hazard Register and performing the Risk Assessment have been conducted in accordance with the Risk Management Procedure, SP.718 and the Work Instruction for Hazard Identification and Risk Assessment, WI.HSE.102.

The first issue of the Hazard Register was originally produced in August 1998. A Risk Assessment Team was established consisting of the QA/HSE Manager, a Vessel Manager and one Chief from a vessel. During the next months the register was revised several times, when more personnel onboard the vessel were involved.

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**HEALTH, SAFETY AND ENVIRONMENT
MANAGEMENT SYSTEM**

HSE PLAN

Part 6

Remedial Plan



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APPENDIX

Safety Action Point Summary



Introduction

The remedial plan for this project will comprise:

- The follow-up of the last internal audit conducted on the vessels.
- The follow-up of the external audits until all the action points are closed.
- Closing of the outstanding items on the Safety Action Points Summary List.
- Recoveries defined in the hazard register.

Audit

Safety Action Point Summary

There is maintained a summary list of Safety Action Points for the vessel. The outstanding action points are addressed and taken care of.

The Hazard Register and Risk Assessment

A Hazard Register and a Risk Assessment has been completed, please see Part 5.

There were not found any unacceptable risks in connection with this operation.

The Risk Assessment have been conducted in accordance with the Risk Assessment Procedure, SP.718, and there are not discovered any Unacceptable Risks.

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