


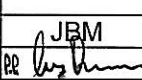
EMERGENCY RESPONSE PLAN

MODU OPERATIONS

GIPPSLAND BASIN AREA

DOCUMENT APPROVAL



REV No	DATE	REVISION	APPROVALS		
			Originator	Checked By Owner	Approval Authority
0		BASE DOCUMENT	CC	CC	JBM
1	29/9/04	ISSUE			
2	26/8/05	UPDATE FOR 2005	OM	OM 	JBM 

Holders of Controlled Copies:

Perth Office:

1. Perth Library
2. Managing Director
3. Exploration Manager
4. Drilling Manager
5. Senior Drilling Engineer
6. Materials Superintendent
7. Safety Manager
8. Emergency Response Room

Contractors:*

1. Drilling Supervisor
2. Rig Radio Operator
3. MODU Crew Reference
4. Rig OIM
5. Rig Manager
6. Workboat Manager – Farstad
7. Workboat Manager - Swire
8. Workboat Master – Far Grip
9. Workboat Master – Pacific Wrangler
10. Shorebase Supervisor, Melbourne
11. Helicopter Base Manager / Pilot in Charge

Other Controlled Copies:

1. DA x 3 (CD)

* Manuals issued to 3rd Party Contractors are to be returned to Apache Energy, Perth at the end of a period of operation.

* Controlled copies of Field Personnel and Contractors - please refer to next page

Field Personnel and Contractors:*

- | | | |
|-----|---|--------------------------|
| 1. | Drilling Supervisor | - "OCEAN PATRIOT" |
| 2. | Rig Radio Operator | - "OCEAN PATRIOT" |
| 3. | MODU Crew Reference Library | - "OCEAN PATRIOT" |
| 4. | Rig OIM | - "OCEAN PATRIOT" |
| 5. | Rig Manager | - "OCEAN PATRIOT" |
| 6. | Workboat Manager | - Farstad Shipping |
| 7. | Workboat Manager | - Swire Pacific Offshore |
| 8. | Workboat Master | - Far Grip |
| 9. | Workboat Master | - Pacific Wrangler |
| 10. | Shore Base Supervisor, Melbourne | - Shore Base Manager |
| 11. | Helicopter Base Manager/Pilot In Charge | - Bristows Helicopters |

C O N T E N T S

1.0	PURPOSE.....	1
2.0	REFERENCES.....	1
3.0	DISCUSSION	1
4.0	APPLICATION	1
5.0	DEFINITIONS/ABBREVIATIONS.....	2
6.0	CLASSIFICATION OF EMERGENCIES	5
7.0	SCOPE	6
8.0	ORGANISATION	7
	Figure 1 - Drilling Department Organisation	7
	Figure 2 - Emergency Response Action Bill	8
	Figure 3 - Document Structure	9
	Figure 4 - Emergency Activation Structure	10
9.0	RESPONSIBILITIES.....	11
9.1	Key Personnel - Main Responsibilities	11
9.2	Key Government Agencies - Main Responsibilities	13
10.0	EMERGENCY RESPONSE ACTION - GUIDELINES	15

APPENDIX

1. Communications List

1.0 PURPOSE

To provide the necessary information to key personnel to enable them to respond quickly and effectively to a MODU related emergency. This is achieved by a clear definition of the organisational, reporting and responsibilities structure and the interface with contractors and internal and external support groups and services.

This document provides direction rather than instruction. Personnel undertaking the nominated positions under Apache and Contractor control have the qualifications and experience to make objective decisions to address each emergency according to the special situation and influencing factors.

2.0 REFERENCES

1. Drilling Contractors Vessel Safety Case
2. Campaign Bridging Document – DR-50-ID-022
3. Drilling Contractors MODU Emergency Response Plans/ Procedures
4. Well specific Drilling/Work Programme
5. Helicopter transport providers Environmental Health & Safety Manual
6. Support Vessel Emergency Procedures
7. Apache Energy Emergency Response Management Manual - AE-00-ZF-025
8. Apache Energy Emergency Contact List for Drilling Operations-Gippsland – AE-00-ZF-034
9. Apache Energy Gippsland Basin Oil Spill Contingency Plan - AE-00-EF-013
10. P(SL)A Schedule 1995
11. VIC/P54 Environment Plan EA-00-RI-152

3.0 DISCUSSION

This MODU Operations Emergency Response Plan is to be used in conjunction with other documents both lower and higher level. The Drilling Contractor has specific Emergency Response Procedures to deal with emergencies onboard the MODU and at the offshore work site. The Support Vessels and Helicopter Contractor have specific procedures to deal with emergencies affecting their craft. Specialist contractors also have specific procedures and contingencies to deal with emergency events directly involving their equipment and materials, these include radioactive sources and explosive materials.

This document also interfaces with those procedures to ensure the required support is provided to control emergency events and mitigate their escalation. Should the emergency be serious enough, or have reasonable potential for escalation to be determined to be a Level 2 or 3 event, as described herein then the Emergency Response Team will be mobilised per Apache Energy Emergency Response Management Manual Ref AE-00-ZF-025.

4.0 APPLICATION

This document applies to all MODU operations conducted in the Gippsland Basin, with the following applicable locations:

Operations Office	Perth
Supply Base / Wharf	Melbourne
Helicopter Base	Essendon (Primary) / West Sale (Secondary)

This plan applies equally to State and Federal Permits.

5.0 DEFINITIONS/ABBREVIATIONS

AMSA

Australian Maritime safety Authority

Apache

Within this document this is the operator of the work programme and owner of this document.

Alternative name: AEL, Apache Energy Limited

AusSAR

Australian Search and Rescue (a division of AMSA)

Australian Communications Authority (ACA)

Regulates radio frequencies and may assist with direction finding services. ACA also issues and maintains a database of marine callsign allocations to Australian registered shipping.

Bridging Document

A campaign specific document that defines the relationship between Drilling Contractor and Operator Management Systems and provides specific information relevant to the site of operations. Addresses campaign specific hazards and risks and control measures to manage them. Ref: DR-50-ID-022

Campaign

One or more well operations conducted using the same MODU.

DA

Designated Authority responsible for administration of the P(SL)A. Offshore Victoria this is the Department of Primary Industries (DPI).

Drilling Contractor

The company that operates and manages the MODU. The Drilling Contractor is deemed the "Operator" of the Offshore Facility under the new NOPSA legislation.

Drilling Supervisor

The senior Apache representative onboard the MODU. Responsible for supervising the Work Programme, supporting the OIM during emergencies and reports directly to the Senior Drilling Engineer.

Emergency

An unplanned, unexpected single incident or series of incidents that could disrupt routine operations, with the capacity to harm individuals, the environment, property or reputation of Apache, Joint Venture Partners and the Contractors. Ref Emergency Response Management Manual AE-00-ZF-025.

ERC

Emergency Response Centre

ERT EMERGENCY RESPONSE TEAM

The ERT is defined in document Ref AE-00-ZF-025. This team will be assembled at the Apache Emergency Response Room in the Apache Perth office to support the MODU during Level 2 or 3 emergencies.

Helicopter Base

The airport or airfield from which the helicopters will operate in support of the MODU.

Incident Controller

The generic title for the role of liaison with support services, third party contractors and the emergency communication focal point.

MODU

Mobile Offshore Drilling Unit, often referred to as 'Rig'. The Ocean Patriot, for this campaign.

MSV

Marine Safety Victoria

NOPSA

National Offshore Petroleum Safety Authority. The government body appointed to oversee Safety in the offshore industry.

OIM

The 'Offshore Installation Manager' of the MODU.

OMS

Offshore Medical Support. A qualified medical practitioner who is capable and readily available to give advice during offshore medical emergencies.

Operator

The oil company that holds the license to undertake the work programme within a Permit.

Permit

A government license issued under the P(SL)A so as to give the holder the right to explore for or develop oil and gas fields in State or Federal leases.

POB (List)

Persons On Board. The list is a daily register of personnel currently onboard the particular facility.

P(SL)A

Petroleum (Submerged Lands) Act, as specified for Commonwealth or State Permits and the associated schedule.

RCC

Rescue Coordination Centre. Staffed by AusSAR – contact for aviation and maritime emergency SAR.

SAR

Search and Rescue

SMS

Safety Management System. In the case of the MODU this is described in the Campaign Bridging Document – DR-50-ID-022.

Senior Drilling Engineer

Responsible for the design of the well and the onshore support of day to day operational issues during the work programme. The focal point for communication with the offshore Drilling Supervisor.

Support Vessel

Standby vessel, supply vessel, Anchor Handling/Tow vessel or other vessel that may be chartered to support the work programs.

Third Party Contractor

Contractors other than the Drilling Contractor that are engaged to undertake specialist functions within and for the support of the work programme

VSC

Vessel Safety Case. The drilling contractor, DA approved "Case for Safety" for the particular MODU. The VSC includes a description of the Drilling Contractor SMS. The 'Bridging Document' defines the relationship between this SMS and the Apache SMS (AE-91-IF-001).

Well Operations Work/Drilling Programme

The work that the MODU undertakes for Apache. This includes drilling, workovers, wireline and completions.

The Operator's written instruction to be followed in the drilling of the well or other operations that are undertaken by the MODU.

6.0 CLASSIFICATION OF EMERGENCIES

Emergency Categories: Offshore Emergencies are classified as follows:

Level 1 Emergency	A level 1 emergency is one which can be controlled by the use of resources normally available at the facility concerned without the need to mobilise the Apache emergency response team or other external assistance.
Level 2 Emergency	<p>A level 2 emergency cannot be controlled by the use of facility resources alone and requires external support and resources to combat the emergency situation.</p> <p>The Apache emergency response team located in Perth will be activated to provide operational and technical resource management and liaise with authorities and mutual aid organisations.</p>
Level 3 Emergency	A level 3 emergency is a crisis which has a wide ranging impact on the Company and may require the mobilisation of external state or federal resources to bring the emergency under control.

Oil Spill Categories: The NatPlan MOP classifies oil spills by the amount of oil spilt as follows:

TIER 1	An oil spill within the Company's on-site capability to control (less than 10 tonnes).
TIER 2	An oil spill beyond the Company's capability to control requiring assistance from industry and outside oil spill agencies (10 to 1,000 tonnes).
TIER 3	An oil spill requiring the mobilisation of State, National and International combat resources (greater than 1,000 tonnes).

Priorities in addressing emergencies shall be in the following order:

1. Safety of Personnel
2. Safety of the MODU and the Environment
3. Protection of the Well and related Infrastructure

7.0 SCOPE

This document applies to the listed events and also to other adverse events that cause or have the potential to escalate and cause harm to personnel, damage to property or to the environment.

Broad List of Emergencies

1. Well Control - Threat of Well Blowout/Escape of Hydrocarbon Gas
2. Adverse Weather and Cyclones
3. SAR; Aircraft/Support Vessel
4. Medivac/ Serious Injury or Illness
5. Fire or Explosion
6. Helicopter Crash on Deck
7. Release of Hydrogen Sulphide (H₂S) Gas
8. Structural Damage to MODU
9. Threat of Sabotage/ Explosive Device
10. Illegal Boarding
11. Person Overboard - MODU/ Support Vessel
12. Unauthorised/ Criminal Act
13. Radioactive Source Incident
14. Unknown Vessel Approach
15. Explosive Device Incident
16. Towing Incident/ MODU Collision
17. Missing Person
18. Loss of Critical System
19. Oil Spill
20. Emergency Onboard a Support Vessel
21. Support Vessel Collision

Note: For detailed response to Oil Spills, refer to the "Gippsland Basin Oil Spill Contingency Plan" Ref AE-00-EF-0013.

8.0 ORGANISATION

The following organisation diagrams are included:

Fig 1	Drilling Department Organisation	AW.m4419
Fig 2	Emergency Response Action Bill	AW.m8454
Fig 3	MODU Emergency Response Document Structure	AWm8452
Fig 4	Emergency Activation Structure	AWm8453

The four diagrams are designed to clearly depict the relationship of various personnel and work groups and their relationship with other support entities. This information should be used during an emergency situation to properly address the situation in an organised and systematic method with the various parties undertaking their respective roles within the total plan.

8.1 Onshore Emergency Response Team

Level 1 emergencies will be managed using the resources within the Drilling Department, the Drilling Contractor's local office and onboard the MODU.

For Level 2 or 3 emergencies, a team of technical and management personnel will be assembled in support of the offshore emergency, in accordance with the Apache Emergency Response Management Manual AE-00-ZF-025.

The responsibilities of each person's position within the Drilling Department are defined in section 9 and the specific initial responses are also defined in the Emergency Response Action Bill. Some members of this team will also undertake specific functions in relation to the Emergency Response Management Manual AE-00-ZF-025.

The Drilling Manager will undertake the role of 'Operations Section Chief-Drilling' within the ERT. The function of this role is to communicate with the various support groups and to liaise with the Senior Drilling Engineer and the ERT Deputy Chairman and to ensure the various sub contractors are adequately informed. This role ensures a focal point for controlling the support to the offshore emergency.

9.0 RESPONSIBILITIES

9.1 Key Personnel - Main Responsibilities

9.1.1 OIM

- Is appointed by the Drilling Contractor management. The MODU will at all times be under the command of the OIM.
- Ensure compliance on board the MODU with company and regulatory procedures.
- Has the responsibility for the safety of the MODU and the safety, health and welfare of all persons onboard the MODU. The OIM will take advice from the Barge Supervisor, the Apache Drilling Supervisor and other onboard specialists but the ultimate authority and responsibility remains with the OIM at all times.
- Is responsible for the security and integrity of the MODU.
- Directs Apache third party support services, vessels and helicopter personnel at the MODU site to ensure the continued safety of the MODU and avoidance of conflict of operations that may jeopardise that safety.
- Is responsible for directing and coordinating response to adverse incidents to control such incidents and mitigate escalation.
- Acts in close liaison with the Apache Drilling Supervisor in all safety and emergency response matters. In the event of an emergency, the OIM immediately notifies the Drilling Supervisor.
- Communicates with the Drilling Contractor shore based management.

9.1.2 Drilling Supervisor

- Supervises the Work Programme at the MODU site. Ensures that the Work Programme, Procedures and Policies are carried out by the Drilling Contractor in accordance with the P(SL)A and Schedules and in compliance with company policies and procedures.
- Directs the Apache and Apache Third Party Contractor personnel on board the MODU in the performance of their specific operational duties.
- Liaises with the OIM and coordinates safety measures to be adopted during emergency situations.
- Directs and advises the OIM and other Senior Contractor personnel on matters related to the Work Programme.
- Monitors the safe suspension of well operations and ensures the well is secured during emergency situations.
- Reports directly to the Senior Drilling Engineer in the event of any accident or emergency situation.

9.1.3 Support Vessel Master

- Ensure compliance on board the Vessel with company and regulatory procedures.
- Has the ultimate responsibility and authority for the safety of the vessel and vessel crew.
- Reports to the OIM on the MODU when operating in the vicinity of the MODU and follows the OIM's instructions.
- Maintains the vessel in a state of preparedness to provide fire fighting assistance, recovery of person(s) overboard and other rescue duties, application of oil spill response as appropriate and other response as requested by the OIM.
- Maintains the vessel within 10 minutes steaming distance from the MODU when on close stand by duty (Within 1hr steam when on regular standby).
- Proceeds to a close safe distance for quick response when requested to undertake close stand by.
- Reports any change, permanent or temporary in the vessel's state of readiness. Work or repairs that may cause a reduction of readiness will only be undertaken with the approval of the OIM, provided such work does not compromise the safety of the vessel.

- Maintains a watch of unknown vessels approaching the MODU. Keep the OIM informed of any traffic that could affect the MODU and ongoing operations.
- Maintains a radio watch on the MODU emergency channel when within transmitting range.
- Maintains a watch during helicopter approach and departure from the MODU.

9.1.4 Helicopter Base Manager (Pilot in Charge)

- Approves all flights and ensures compliance with regulatory and company procedures.
- Immediately reports all emergencies to the MODU, Senior Drilling Engineer and the Aviation Authorities.
- Is the focal point for contact during emergencies and liaises with the Senior Drilling Engineer and the Shore Base Supervisor. Advises the Senior Drilling Engineer of all helicopter movements during an emergency.
- Maintenance of Flight Following Procedure for all flights during normal helicopter operations.
- Maintains the helicopter in a state of readiness at all times, unless approval is given by Senior Drilling Engineer for the helicopter to undergo maintenance on request.

9.1.5 Senior Drilling Engineer

- Liaise with the Drilling Supervisor and the Drilling Manager.
- Liaise with the Drilling Contractor, Support Vessel and Third Party Contractor Management.
- Provides Technical Support.
- Directs and liaises with the Materials Superintendent.
- Coordinates Helicopter Base activities and interfaces with the Helicopter Base Manager.
- Directs movement of helicopters and fixed wing aircraft.
- Ensures POB List register for the MODU is available in the Perth office.
- During an offshore emergency, communicate with the Drilling Supervisor, the Drilling Contractor Rig Manager and the Apache Drilling Manager.
- Assist the Drilling Manager in notifications and response actions as appropriate.
- Liaise with the Shore Base Supervisor and the Materials Superintendent to ensure the required support is provided.

9.1.6 Drilling Manager

- Liaises with the Senior Drilling Engineer and the Deputy Chairman ERT.
- Ensures that all internal resources are quickly and effectively mobilised in the event of an emergency.
- Arranges additional support from Contractors and other Operators.
- Communicates with the DA in a Level 1 Emergency. Ensures that events and actions are documented during an emergency and reported as required under the P(SL)A.
- Activates ERT in the event of a Level 2 or 3 emergency. .
- Calls on other Apache Staff to assist as required.
- Undertakes his role within the ERT during Level 2 or 3 emergencies.

9.1.7 Shore Base Supervisor

- Arrange for logistics of materials, personnel, equipment between Shore Base and the MODU.
- Assists as required by the MODU and Perth Office for transportation and reception of evacuees and casualties.

9.1.8 Drilling Materials Superintendent

- Under the direction of the Drilling Manager and/or Senior Drilling Engineer, sources material, equipment and services to support the emergency response.
- Organises logistics from Perth Base and other locations to mobilise and transport the required materials and equipment to the Shore Base.

9.1.9 Drilling Contractor Operations Manager

- Contacts NOPSA to advise situation and report status as required.
- Liaises with and supports the OIM during emergencies.
- Liaises with the Apache Drilling Manager on contractual and operational matters and including emergency operational matters. Liaises with the Apache Senior Drilling Engineer during periods of Drilling Managers absence or when the Senior Drilling Engineer is delegated that responsibility by the Drilling Manager.
- Ensures all internal Drilling Contractor resources are mobilised as required to support the OIM during an offshore emergency.
- Liaises with the Drilling Contractor senior management during an emergency.
- Undertakes other duties per the Drilling Contractor specific Emergency Response Plans.
- Joins the 'Onshore Emergency Response Team' at the Apache office during a Level 2 or 3 Emergency. If not available then a substitute person will be made available.

9.2 Key Government Agencies - Main Responsibilities

9.2.1 NOPSA

- Administration of emergency reporting obligations.
- Contractor Operations Manager must advise of incidents as per the schedule. These include incidents resulting in property structural damage or damage in excess of A\$75,000, lost time work injuries and oil spills in excess of 80 litres.

9.2.2 DA

- Administration of the P(SL)A regulations.

9.2.3 Australian Maritime Safety Authority - AMSA

- Through their AusSAR division, provide maritime and aviation Search and Rescue for all Australian offshore areas. AusSAR staffs the Rescue Coordination Centre (RCC) 24 hours, with SAR specialists who have a naval, merchant marine, air force, civil aviation or police service background.
- Coordinate both maritime and aviation SAR operations.
- Advice to Shipping of navigation hazards. MODU OIM must advise AMSA of MODU movements and location of operations. This is performed via contacting (faxing) the RCC.
- Commonwealth Statutory Agency responsible for managing the Australia's National Plan to Combat Pollution of the Sea by Oil (NATPLAN).
- Participates on the VicPlan Management Committee and Operations Group.
- Responsible for response to Satellite Distress Systems activation.

9.2.4 Marine Safety Victoria (MSV)

- Victorian State Marine Authority.
- Statutory Agency for spills in State Waters.

- Administers, Maintains and Implements Marine Oil Pollution Emergency Management Plan (VicPlan M.O.P.)

9.2.5 State Police

- Policing the law within State waters and including Federal leases offshore the State.
- Must be advised of any fatalities on an offshore facility.
- Advise Next Of Kin in the case of a fatality.
- Must be advised of any threat of sabotage, criminal act or missing person incident and should be advised of other emergencies. Will conduct criminal investigations as per the applicable law.
- May provide available resources during an emergency.

9.2.6 Australian Federal Police (Counter Terrorism Coordination Unit)

- Offences against the Federal Government. This would include responsibility for an illegal boarding of a MODU by foreigners but not by Australian citizens.
- In Victoria, first contact to Counter Terrorism Coordination Unit.

9.2.7 State Emergency Service

- Volunteer based organisation that is supported by the State Government. Acts to support the community during natural disasters and other emergencies.
- This service may be able to provide equipment and material to assist an offshore emergency response and to assist in providing shelter and other support to evacuees. This service is flexible in its capacity and generally has availability of manpower to assist on an as required basis.

9.2.8 Air Services Australia (ASA)

- AusSAR will liaise with ASA as required during a SAR operation.
- Provide communications between search aircraft and the responsible SAR Authority.
- Responsible for declaration of Restricted or Danger Areas during SAR operations when appropriate.
- 'Manage' the air space and provide advice as required.

9.2.9 Department of Defence

- Naval support for Search and Rescue
- Aviation Support for Search and Rescue
- Hyperbaric support
- Equipment and Material supply to assist in combating emergencies.
- Specialist Technical and Logistical support

10.0 EMERGENCY RESPONSE ACTION - GUIDELINES

These are guidelines for some of the actions and report flows that may be required during particular emergencies. The actual emergency will dictate the necessary actions. This list should be referenced as a checklist and may be helpful for planning resources for contingency of an escalation to the initial emergency.

Apache ERC will nominally be the Perth office. If necessary a ERT representative could be mobilised to closer to the site of an emergency (eg Melbourne or Sale).

10.1 Medivac / Serious Injury or Illness

- Determine the capability of the local medical services to cope with the emergency. There is a regional hospital at Bairnsdale with an emergency ward, as well as a medical centre at East Sale RAAF AirBase. Alfred hospital is a likely location for medivac to Melbourne, and has a helideck. Each helicopter must be approved to land, to ensure helideck is suitable for that type of helicopter.
- Review alternative transport arrangements to Melbourne or regional facility. Consider commercial airline, Flying Doctor Service, Air Ambulance Victoria, Lifeflight, Victorian Airwing Police, or Road Ambulance options.
- Review requirements to send specialist medical support from Melbourne to local treatment facility.
- Advise DA if the injury or illness is work related as per the schedule.
- Injured persons direct employer is to inform Next of Kin. In the case of a fatality the police inform Next of Kin.

10.2 Fire or Explosion /Helicopter Crash on Deck

- External assistance to evacuate personnel. Extra helicopters. Helicopter options other than the regular provider (Bristows) include CHC, Airwing Police, RAAF, Air Ambulance Victoria.
- Liaise with Bristows Helicopter Base Manager (Pilot in Charge).
- Landing area at alternate facility at close proximity to MODU.
- If injuries, reference Diamond Offshore Medivac Plan.
- Support vessels with high volume/ pressure fire fighting capacity.
- Supply of specialised or extra equipment.
- Technical support from Fire Fighting services, Rig Design and Layout, Engineering etc.
- Advise AMSA (AusSAR) if external support is required for rescue of evacuees or danger to shipping notification.

10.3 Adverse Weather

- Ensure sufficient helicopters are available for down manning.
- Arrange shore base accommodation and transport for personnel down manning MODU. Provide a Coordinator to reconcile personnel lists and to supervise personnel.
- See contacts list for 'Crew Processing Australia', a useful contact for personnel movement and logistics.
- Provide Support Vessels for back load to reduce variable deckload to storm acceptable level.
- Provide technical support and equipment support for well securing.
- Advise AMSA and DA if total evacuation is to take place.
- Advise DA of well suspension details and evacuation plans.

10.4 Well Control - Threat of Blow Out / Escape of Gas Hydrocarbon

- Review MODU well control response and provide technical assistance.
- Provide helicopter services for down manning the MODU.
- Consider down manning to support vessels.
- Procure supply vessels, materials and equipment as required to combat the emergency.
- Consider engaging Well Blowout Specialists.
- Inform DA and AMSA and continue liaison during the emergency.
- If risk of oil spill, then reference Gippsland Basin "Oil Spill Contingency Plan" - AE-00-EF-013.
- Consider assistance from other operators, drilling contractors and service companies for technical and hardware assistance.
- Review possible relief well drilling contingencies.
- If down manning to shore base, arrange for transport, accommodation and supervision.
- Consider plan to move MODU from location.

10.5 Search and Rescue

- AMSA is the single emergency point of contact for search and rescue, both aviation and maritime.
- The "1800" emergency number directs you to the Rescue Coordination Centre (RCC) in Canberra, which is manned 24hours. This service is provided and operated by AusSAR (a division of AMSA).
- AusSAR will be the overall coordinator of the SAR operation, at least initially.
- AusSAR will also liaise with and may seek assistance from; Air Services Australia, the Defence forces, trained aviation organisations (Civil SAR Units), emergency medical helicopters, state Police services, state emergency services, the Australian Communications Authority (ACA), airlines, the general aviation industry, volunteer marine rescue groups, the Bureau of Meteorology, the shipping industry and fishing cooperatives.
- Bristows, Apache's helicopter provider are able to fit a SAR winch to their Super Puma helicopter. They can also accept stretchers by folding down the seats and laying the stretcher on top.

Helicopter Overdue or Crash

- Advise AMSA (AusSAR) via appropriate "1800 number", who will coordinate SAR.
- Notify the Police.
- Advise Apache Emergency Response Team.
- Advise DA, Safety Branch.
- Liaise with the Helicopter Contractor Management.
- RAAF and / or RAN may be called upon by AusSAR to assist with (or coordinate) the SAR. There is an RAAF base in East Sale.

Vessel Overdue or Sinking

- Advise AMSA (AusSAR) who will co-ordinate SAR. Advise them of aircraft which Apache have available.
- RAAF at East Sale may be able to assist with SAR.
- Advise DA, Safety Branch.
- Advise Police
- Liaise with Vessel Contractor management.

Person Overboard

- If person missing, notify AMSA (AusSAR) and Police.

- If rescued, provide medical assistance as per section 10.1.
- If there is a suspected fatality advise ERT, send Medical Practitioner to MODU to certify death.
- Use contracted support vessels and helicopters for immediate SAR.
- Advise DA and management of missing person employer.

10.6 Release of H₂S Gas

- Secure well and suspend operations until source of the gas is confirmed.
- If H₂S is confirmed to be formation gas then suspend operations until a safe procedure for ongoing drilling operations is agreed to.
- Advise DA.
- Consider partial or total down manning of MODU while evaluating the hazard.
- Consider engaging specialist H₂S company for managing operations and supplying the required equipment.
- If injuries occur, reference section 10.1.

10.7 MODU Structural Damage/Vessel Collision/Towing Incident/Punch Through

- Provide Helicopter or Support Vessel to down man / evacuate the MODU.
- Assist the Drilling Contractor to ascertain the severity / extent of structural damage.
- Provide technical support to secure the well.
- Inform DA.
- Inform AMSA and liaise on the planned movements of the MODU.
- If injuries occur reference section 10.1.
- If oil spill or threat of one, initiate Vessels Oil Spill Response Plan and refer to Gippsland Basin Oil Spill Contingency Plan AE-00-EF-013.
- If person overboard reference section 10.5.
- Source Support Vessels for towing and other assistance as required.

10.8 Threat of Sabotage/Illegal Boarding/Criminal Act

- Notify State Police and follow their instruction. (Applies to State and Commonwealth Leases).
- If foreign personnel are involved, inform the Federal Police (Counter Terrorism Coordination Unit).
- Provide transport for police to travel to MODU as requested.
- Provide helicopters and support vessels for down manning/evacuation as required.
- Ensure the well is secured.
- Advise other authorities under instruction from the Police so as not to jeopardise the police action.

10.9 Diving Accident or Illness

- Advise diving contractors management.
- Place aircraft on standby to deploy specialist medical team or equipment to the MODU/Dive Vessel.
- Source special equipment that may be required by the diving specialists.
- Provide support vessel for any required transport of hyperbaric unit to shore.
- Advise DA of incident/accident.

APPENDIX 1

COMMUNICATION LIST

Ref. Emergency Response Telephone Directory AE-00-ZF-034

Figure 1

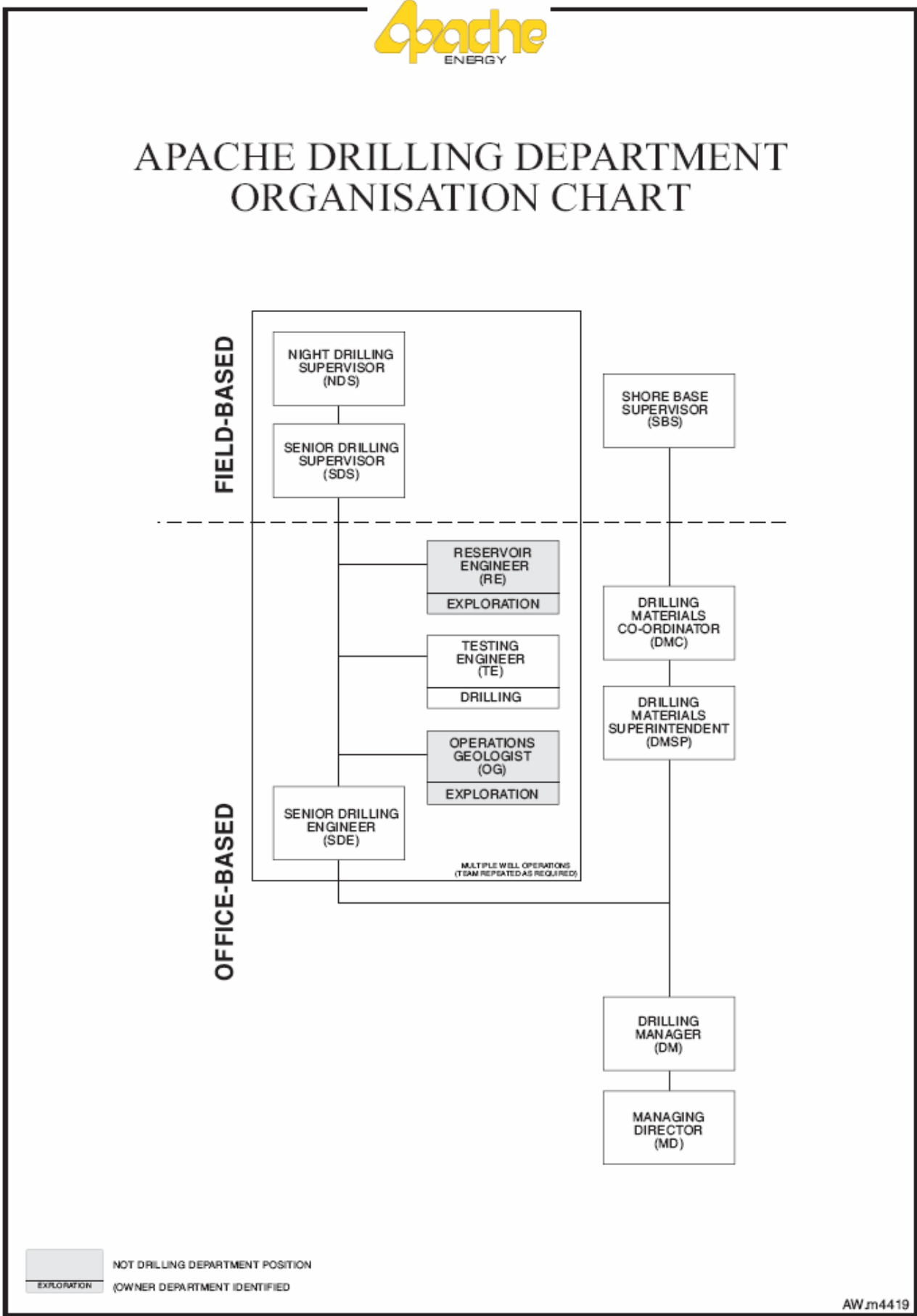


Figure 2

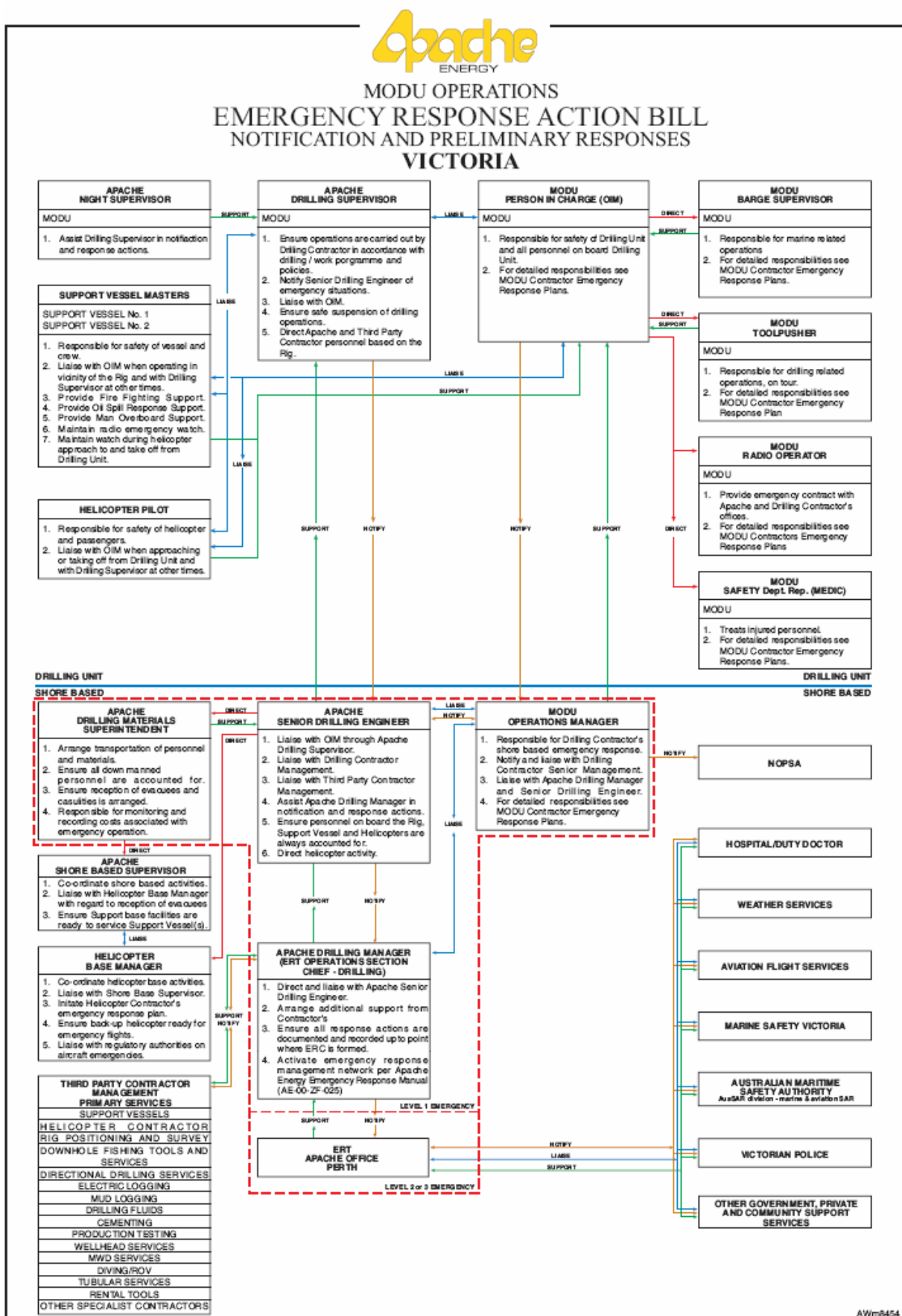


Figure 3

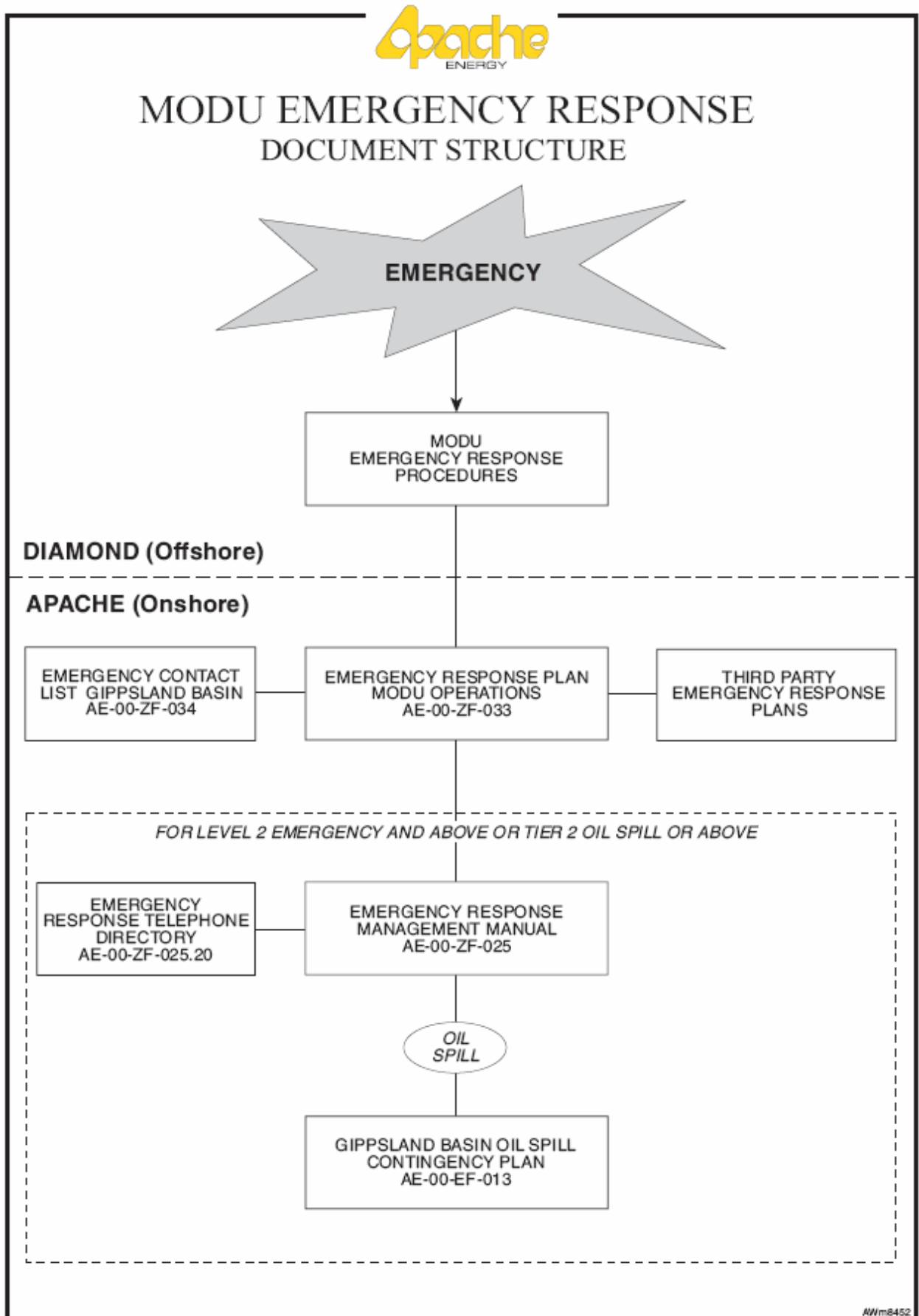
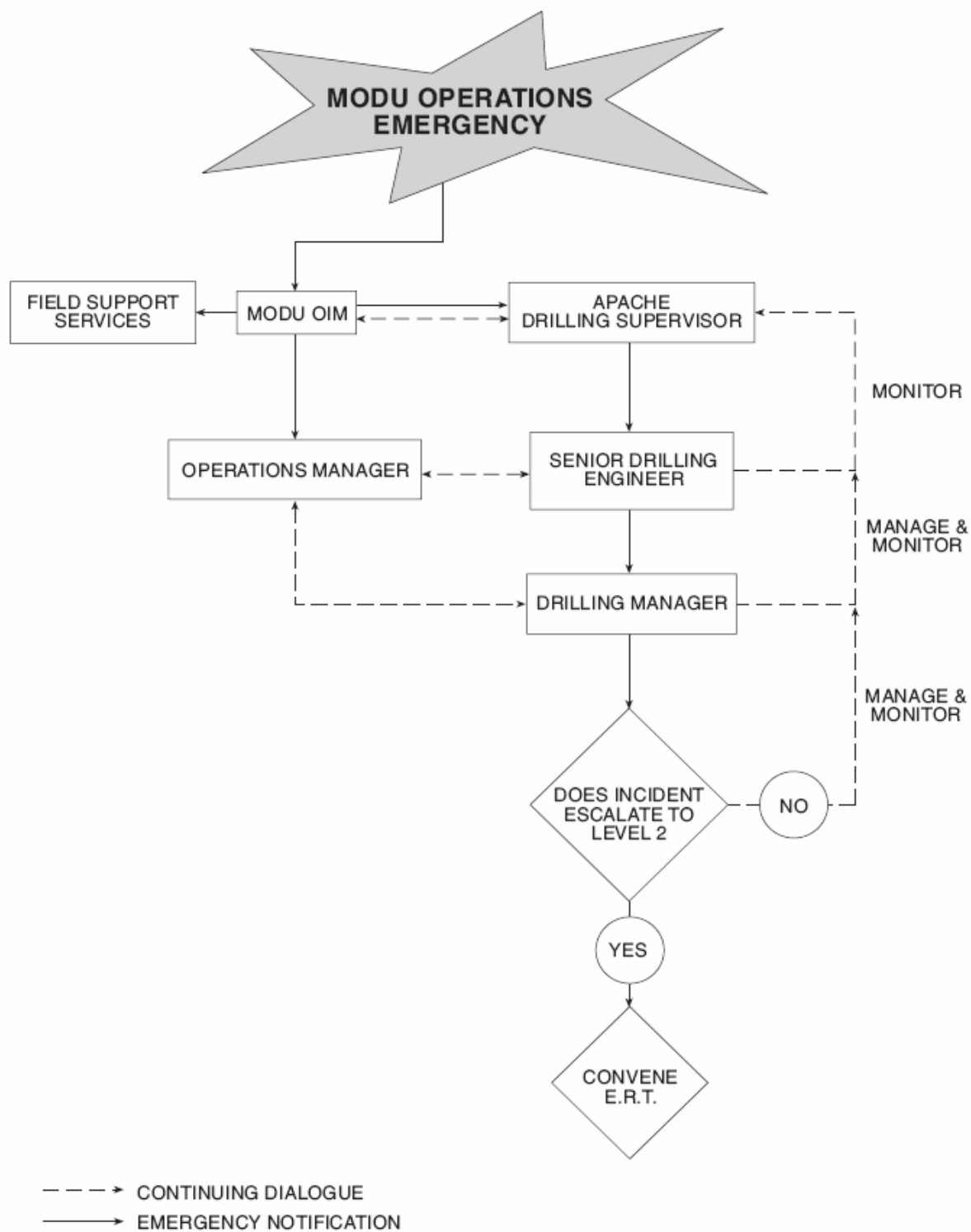


Figure 4



EMERGENCY ACTIVATION STRUCTURE



AWm8453