• Provisions in the OPGGS Act
  – Petroleum safety Zones
  – Duties of facility operators

• Provisions in the OPGGS(S) Regulations
  – Safety case content requirements

• Practical examples
  – Provisions in safety cases for Facility – Vessel interactions
Petroleum Safety Zones
• OPGGSA Section 616 – Petroleum Safety Zones
  – Purpose is to protect petroleum wells, structures & equipment in an offshore area
  – Entry prohibited by NOPSEMA via notice published in the Gazette

• Notices
  – Typically prohibit all but vessels under the control of the titleholder and vessels operated by authorised persons (police, defence & customs)
  – Penalty for breaching, up to 15 years imprisonment
  – Established via application to NOPSEMA
Processes
Commonwealth of Australia

OFFSHORE PETROLEUM AND GREENHOUSE GAS STORAGE ACT 2006

PROHIBITION OF ENTRY INTO A PETROLEUM SAFETY ZONE

I, Jeremy Dunster, a representative of the National Offshore Petroleum Safety and Environmental Management Authority [NOPSEMA], pursuant to section 616 of the Offshore Petroleum and Greenhouse Gas Storage Act 2006, hereby prohibit all vessels other than vessels operated by the control of INPEX Operations Australia Pty Ltd the registered holders of WA-50-L and vessels operated by authorised persons who are exercising powers under section 635(1) of Division 1 of Part 6.6 of the above Act from entering or being present in the area of the petroleum safety zones without the consent in writing of NOPSEMA.

The petroleum safety zones extend to a distance of 500 metres, measured from each point of the outer edge of the Brewster Drill Centres (BDC) as described in Table 1 and shown in Figure 1 below.

Table 1 – Brewster Drill Centre Petroleum Safety Zones

<table>
<thead>
<tr>
<th>Petroleum Safety Zone Centres (GDA94)</th>
<th>Latitude S</th>
<th>Longitude E</th>
</tr>
</thead>
<tbody>
<tr>
<td>BDC-1A</td>
<td>13° 51' 42.32&quot;</td>
<td>123° 16' 22.23&quot;</td>
</tr>
<tr>
<td>BDC-1B</td>
<td>13° 50' 48.66&quot;</td>
<td>123° 19' 13.67&quot;</td>
</tr>
<tr>
<td>BDC-1C</td>
<td>13° 52' 46.44&quot;</td>
<td>123° 19' 04.33&quot;</td>
</tr>
<tr>
<td>BDC-4</td>
<td>13° 54' 17.84&quot;</td>
<td>123° 09' 53.01&quot;</td>
</tr>
<tr>
<td>BDC-5</td>
<td>13° 49' 29.27&quot;</td>
<td>123° 12' 47.85&quot;</td>
</tr>
</tbody>
</table>

A petroleum safety zone also extends to a distance of 500 metres, measured from each point of the outer edge of the equipment and structures contained within the area identified by coordinates in Table 2 and shown in Figure 2 below including the:

- Ichthys permanently moored Semi-Submersible Central Processing Facility (CPF) (136m x 165m); and;
- Subsea Infrastructure supporting and connecting flexibles to the permanently moored Floating Storage and Offtake Facility (FPSO) turret (from CPF); and;
- Flexible Risers connecting Flowlines to CPF topsides, supported at mid-length by 130m tall Riser Support Structure (RSS); and;
- FLETs connecting seabed flexible section of condensate transfer line which rises to the FPSO turret via MDB to rigid lines; and;
- Hydrocarbon Transfer lines between CPF and FPSO.
Safety at or near a facility
9 Duties of operator

General duties

(1) The operator of a facility must take all reasonably practicable steps to ensure that:

(a) the facility is safe and without risk to the health of any person at or near the facility; and

(b) all work and other activities carried out on the facility are carried out in a manner that is safe and without risk to the health of any person at or near the facility.
2.22 Vessel and aircraft control

(1) The safety case for a facility must describe a system, that is implemented or will be implemented, as part of the operation of the facility that ensures, as far as reasonably practicable, the safe performance of operations that involve vessels or aircraft.

(2) The system must be able to meet the emergency response requirements identified in the Formal Safety Assessment in relation to the facility and be described in the facility’s Safety Management System.

(3) The equipment and procedures for ensuring safe vessel and aircraft operations must be fit for purpose.
The marine vessel Master of an attending vessel shall contact the facility to request clearance from the OIM prior to [approaching the facility]. The vessel will then agree with the facility the VHF or UHF channel that will be used for communications. The vessel must then conduct and confirm a series of checks (e.g. vessel response, environmental conditions assessment, vessels motion and behaviour etc) prior to the final approach to the facility, as per the Marine Operations Procedure.
In relation to when there is subsea intervention work being undertaken in the field, the vessel master is responsible for all activities undertaken on the vessel, but is accountable to the OIM for activities undertaken in the [vicinity of the FPSO]. This is managed through regular communications during operations between the OIM and the master / senior [operator] person on the vessel.
The [operator] Marine Operations Procedure recognises the key role of the Vessel Master in marine safety and provides guidance on communications, marine control, vessel management, supply operations (including fuel transfers), anchor handling, tug operations, support vessel operations, transfer of personnel, emergency procedures (including search and rescue), and cyclone preparation.
Questions?