



Facilities: Woodside Australian Offshore Assets*

Operator: Woodside Energy Limited

Inspection Dates: 24/04/2020 – 06/05/2020

Lead Inspector: [REDACTED]

Inspection Team: [REDACTED]

Inspection Number: 2208

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Abbreviations

COVID-19	Novel Coronavirus Disease 2019
EP	Environment Plan
FPSO	Floating Production Storage and Offloading
GWA	Goodwyn Alpha
MoC	Management of Change
MODU	Mobile Offshore Drilling Unit
NOPSEMA	National Offshore Petroleum Safety and Environmental Management Authority
PFP	Passive Fire Protection
WOMP	Well Operations Management Plan

*Woodside Australian Offshore Assets include:

- Angel Platform
- Goodwyn A Platform
- North Rankin Complex
- OKHA FPSO
- Pluto A Platform
- Vincent Facility (Ngujima Yin FPSO)

1. Aim and Scope

The aim of this inspection was to gain situational awareness of how industry is managing consequences as result of the COVID-19 pandemic. This information will inform an industry wide view of the situation and allow NOPSEMA to identify and plan its regulatory priorities in an informed way. It also allows NOPSEMA to review industry intelligence to inform an Australian government understanding of national energy security.

The scope of the inspection included the following key topics:

- Operational status of facilities and activities (section 3.1)
- Understanding safety, integrity and environmental management risk gaps (section 3.2)
- Strategic coordination of organisational response/management of COVID-19 preparedness and consequences (section 3.3)
- Plans for submissions of new permissioning documents to NOPSEMA (section 3.4).

2. Inspection Method

The inspectors informed Woodside of the intent to conduct an inspection via email on 7 April 2020. The inspection team prepared a short notice COVID-19 Consequence inspection prompt sheet and provided this to the operator prior to the inspection.

The proposed scope for this inspection was the operator's responses to the COVID-19 Consequence Inspection prompt sheet.

The inspection meeting was conducted with the operator's representatives by tele-conference. An attendance list for the meeting is included in Appendix A. At the commencement of the inspection, the inspection team discussed the inspection scope and sought further clarification on a number of Woodside's responses to the questions in the prompt sheet (Appendix B).

3. Inspection Observations

3.1. Operational status of facilities and activities

Woodside advised that all facilities have had no change to their operational status under the production plan from Pre-COVID status.

Woodside provided an overview of current and future activities proposed and those that have been postponed:

- Ocean Apex Mobile MODU is continuing drilling and completions for 4 production wells in the Julimar field. The campaign is forecasted to be completed by November 2020.
- Valaris DPS-1 MODU has finishing drilling two Pyxis production wells and undertaking lower completion on the last well with work completed in the first week of May. The MODU will then commence the Laverda-2 well workover activity until the end of July 2020. The DPS-1 will then return to the Pyxis field

well once the Xmas Tree has been delivered to finish completion operations. This is forecast to conclude mid-September 2020 at which point the rig is expected to be released.

- The Cimatti 4D seismic survey campaign will be completed at the end of April 2020
- The Vincent and Scarborough seismic surveys won't be completed under the current EP. Woodside propose to submit a new EP to conduct the remaining surveys.
- The GWA Construction Crane Project has been rescheduled till 2021

In order to comply with social distancing protocols all facilities are resourced with lower than normal persons on board, still maintaining required Licence to Operate roles with focus on regulatory compliance, technical integrity and production critical activities.

Woodside has implemented travel protocols to manage safe transfer of personnel to and from their offshore facilities. Measures include;

- dedicated transport through to end destination of offshore facilities
- social distancing applied in both Learmonth and Karratha airports
- Reduced manning on helicopters,
- charter and commercial fixed wing flights with social distancing modelling applied

3.2. Understanding safety, integrity and environmental management risk gaps

At the time of this inspection, an assurance review was underway on the prioritization of activities due to the COVID-19 outbreak. A multidiscipline team was conducting a peer review for the offshore assets to enable evaluation of the approach to ensure consistency with the Woodside Management System requirements for risk assessment. The scope of the assurance review included corrective and preventative maintenance of safety, integrity and environmental aspects.

A Management of Change (MoC) has been developed to understand any changes in risk profile on the manned NWS assets. This review has considered the impact on operations and maintenance activities associated with the need to reduce manning. The review concluded that there is no significant change in risk during the anticipated period that the manning restrictions will remain in place.

Woodside have conducted a review of oil spill response commitments for all current environment plans to identify any capability and timing gaps. A risk assessment has been completed for each commitment against each response strategy and this has been tested with service providers to verify the response. Woodside conducted this work ahead of the work currently being conducted by the APPEA Oil Spill Response Working Group, but is also contributing to the work of the group.

No gaps have been identified in the risk assessment at present noting international resources were still available but subject to timing with the Australian Border Force. Woodside have documented processes in place to get responders through as soon as possible and conducted a level 2 exercise on availability of international resources on 28 April 2020.

3.3. Strategic coordination of organisational response/management of COVID-19 preparedness and consequences

Woodside's COVID-19 Incident Control Team (CICC) was activated on 11 March 2020. However, a COVID-19 working group had been in place since late January. Woodside have an Organisational Chart and COVID-19 Response Rosters which is available on the Response SharePoint Site.

The CICC is based on the industry standard PEARL (People, Environment, Assets, Reputation, Livelihood). For COVID-19 response, Woodside has also included Health, Facilities, Contracts, International Offices, Projects and Digital functional teams.

As of 23 April 2020, the CICC has been deactivated and replaced by a smaller COVID-19 Coordination Group.

3.4. Plans for submissions of new permissioning documents to NOPSEMA

The inspection sought to understand Woodside's plans regarding the submission of permissioning documents to NOPSEMA. The following information was confirmed in relation to activities scheduled to commence within the next six to twelve months:

- GWA Safety Case Addendum for Echo Yodel Decommissioning
- GWA Passive Fire Protection (PFP) Scope of Validation
- GWA PFP Safety Case Update
- North West Shelf Pipelines Safety case re-submission
- Pluto Anchor Flowline Restraint works
- Balnaves 5 Yearly Safety Case Review
- Echo Yodel Decommissioning Environment Plan
- Greater Western Flank 3/Lambert Deep Drilling and Subsea Installation Environment Plan

Woodside advised that it is preparing historical well WOMPs for submission over the next three to six months.

Woodside confirmed that as a result of the risk gap analysis and reviews undertaken so far, no revised permissioning documents are currently required to be submitted.



Appendix A: Inspection Meeting

The inspection meeting was held on 23 April 2020 via teleconference and a list of attendees is given below:

OPERATOR:	Woodside Energy Ltd	FACILITIES:	N/A
Meeting date:	29/04/2020	Location:	Online conference call
NAME (Please Print)	COMPANY	POSITION	Initial (Please Initial)*
	NOPSEMA		
	NOPSEMA		
	NOPSEMA		
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Appendix B: Inspection Prompt Sheet

Novel coronavirus (COVID-19) "Consequences" inspection campaign – Prompt Sheet

Duty-holder: Woodside Energy Ltd		Date: 6 – 29 April 2020		Interviewee(s):		NOPSEMA Inspectors:	
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NOPSEMA intends to collect regulatory information via a targeted series of inspections across the industry, with the aim of gaining situational awareness intelligence around how the industry is managing consequences of the COVID-19 pandemic. NOPSEMA's intelligence around industry's management of COVID-19 consequences will inform an industry wide view of the situation and allow NOPSEMA to identify and plan our regulatory priorities in an informed way. It will also allow NOPSEMA to review and understand the changes occurring as the situations develops.

Topic 1 – Operational status of facilities and activities

The following information aims to provide NOPSEMA with situational awareness regarding the current operational status of facilities and activities so that it is better placed to target regulatory services.

Topic summary	Prompt	Finding	NOPSEMA Observation
Operational status of petroleum production operation facilities	1. Please describe the operational status of all petroleum production operation facilities?	All facilities are producing as per production plan.	Production Plan has not changed. The status of all production facilities is as per pre-COVID. The shut down for Angel facility has been deferred to September
	2. Please describe any planned changes/challenges to this status in response to the COVID-19 pandemic?	Plans are in place to reduce the risk of COVID-19 to ALARP, including lower personnel on board (POB) which has been implemented as part of Woodside's	For NWS Assets, an overarching MoC is in place that stipulates what is being deferred. The MoC articulates the process that has been followed and there are 4 criteria

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Novel coronavirus (COVID-19) "Consequences" inspection campaign – Prompt Sheet

Topic summary	Prompt	Finding	NOPSEMA Observation
		operating model for COVID-19 response which has delayed some non-essential work scopes.	decide about deferral, with health and safety the highest criteria. Those work scopes deferred are low level such as EEHA inspections. There are no blanket deferrals. The MoC process and procedure has been reviewed and approved. for NY and OSHA, Woodside considered an MoC but decided that it was not worthwhile given that the base case of not deferring TI due to resources is being followed. The only reason for deferral is due to vendor availability. Therefore only a small numbers of deferrals are anticipated. This includes low rated non TI and non-regulatory requirements deferrals for Pluto, a similar process for NY and OSHA has been applied. Woodside has reduced the POB on their offshore facilities to where possible accommodate one person per cabin.
	3. Please describe any changes/challenges to manning and rostering in response to the COVID-19 pandemic?	Woodside's COVID-19 operating model has been implemented. This includes two weeks precautionary isolation, four weeks offshore and two weeks rest. • All facilities are resourced with lower than normal POB, still maintaining required licence to Operate roles with focus on regulatory compliance, technical integrity and production critical activities. • Roster change communicated to NOPSEMA management on the 6 April 2020 and was also the subject of a short notice inspection (#2206) conducted on 16 April 2020.	Details of roster changes were discussed during SMI 2206 (16 April 2020).
	4. Please describe any changes to the transport of personnel to and from facilities as a result of COVID-19. What protocols are in place with respect to PPE and any other COVID-19 precautions?	• Dedicated transport has been arranged through to end destination of offshore facilities.	Woodside attendees confirmed the following (tested last week and functioned well):

2

Novel coronavirus (COVID-19) "Consequences" inspection campaign – Prompt Sheet

Topic summary	Prompt	Finding	NOPSEMA Observation
		<ul style="list-style-type: none"> • Manning on Helicopters consistent with 14 day precautionary isolation has been applied to personnel onboard, as part of Woodside's lower POB operating model in response to COVID-19. • Transport to Heliport via dedicated transport carrying precautionary isolation personnel. • Charter and commercial fixed wing flights are being utilised as required with social distancing modelling applied. • Life Jackets and Ear Defenders cleaned on each leg of the trip. • Social distancing applied at both LEA and KTA Heliports 	<ul style="list-style-type: none"> • Eastern states employee come in to Perth on normal flights (but are subject to 2 week quarantine) • Quarantine is done in Karratha in camp (following protocols as per legislation). While in quarantine personnel comply with defined protocols to mitigate infection/cross infection • Western Australian based personnel are required to self-isolate under state legislated requirements. • Flights to Karratha are on charter flights for all employees (allows physical separation of personnel and minimises exposure to public) • Dedicated bus services to camp (allows physical separation of personnel) • From camp to heliport are dedicated bus (allows physical separation of personnel) • Buses and helicopters are cleaned according to defined protocols • When they land at the facility the incoming crew does not come into contact with the outgoing crew <p>When the outgoing crew leaves the facility they are segregated into a departure location, the facility is cleaned (ie control room, arrival room etc are cleaned) and the new crew is allowed to enter the facility.</p>

3

Novel coronavirus (COVID-19) "Consequences" inspection campaign – Prompt Sheet

Topic summary	Prompt	Finding	NOPSEMA Observation
	5. Please describe the impact on planned maintenance activities at your facilities. How is planned maintenance being prioritized? How is (any) maintenance backlog being tracked and managed?	<ul style="list-style-type: none"> • Priority given to Technical Integrity (TI) Regulatory Requirement (RR) and Production Critical Activities. • The facility is also resourced to sustain production • Backlog is being tracked and managed as per normal business processes. 	<p>Woodside attendees confirmed the following with regards to deferral of environmental critical controls:</p> <ul style="list-style-type: none"> • Deferral of environmental critical controls etc is treated the same as other critical controls (ie see the response for Topic 1 Question 2) <p>Subsea assets activities going forward include:</p> <ul style="list-style-type: none"> • Julimar: next subsea inspection early may. Not currently forecast for any deferrals. • NW shelf gas – going ahead as planned (exception is one diving activity has been deferred to later in the year). • All others proceeding as planned.
	6. How is the COVID-19 situation affecting planned shutdown and fabric maintenance campaigns?	<p>FABRIC MAINTENANCE</p> <ul style="list-style-type: none"> • Priority for fabric maintenance is given to Technical Integrity (TI) Regulatory Requirement (RR) and Production Critical Activities. • The facilities are also resourced to sustain production • Backlog is being tracked and managed as per normal business processes. <p>Turnarounds:</p> <ul style="list-style-type: none"> • North Rankin Complex deferred from Q2 to Q3 2020 • Majority of Goodwyn Alpha scope deferred to 2021 • ANGEL: No Change 	<p>For more information see the response for Topic 1 Question 2 for more information on "Impact to planned maintenance activities".</p>

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Novel coronavirus (COVID-19) "Consequences" inspection campaign – Prompt Sheet

Topic summary	Prompt	Finding	NOPSEMA Observation
		<ul style="list-style-type: none"> Ngulima-Yin: No Change (2022) OKHA: No Change (2021) PLA: Pluto Water Handling Module (heavy lift) has been deferred. Plan is worked by the project for execution at the next available opportunity 	
Status for continuation or commencement of all other activities (e.g. drilling, construction, seismic)	<p>7. What is the current status of any <u>drilling</u> activities <i>currently underway</i>?</p> <p>If you have any drilling activities underway, what do you intend to do over the following planning horizons:</p> <ul style="list-style-type: none"> Next 28 days? and Next 3-months? 	Drilling is proceeding according to the in-force Environmental Plans on the Julimar, Pyxis and Laverda fields.	<p>Woodside attendees confirmed the following (via email following the meeting) as the planned drilling activities coming up:</p> <ul style="list-style-type: none"> Urean Apex Module MODU: Continuation of planned drilling and completions activities as described in the in-force Julimar Phase 2 Drilling and Subsea Installation EP (J00006RF1401113680 – Rev 2). Campaign is forecasted to be completed by November 2020. Valaris DPS1 MODU: Continuation of planned drilling and completions activities as described by the in-force WA-34-L Pyxis Drilling and Subsea Installation EP (X0005GD1401162507 – Rev 2) until approximately the first week of May resuming in August. <p>The DPS-1 is expected to commence the Laverda 01 well workover activity in May 2020 which will continue through to end-July 2020. The DPS-1 will then return to the Pyxis well once the Xmas Tree has been delivered to finish completion operations. This is forecast to conclude mid-September 2020 at which point the rig is expected to be released.</p>
	<p>8. Do you still plan to commence any <u>planned drilling</u> activities in the next 3 months that have <i>not yet commenced</i>?</p>	Yes. Laverda field will commence in June.	For more information see the response for Topic 1 Question 7 (previous question) for more information on "planned drilling activities".

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Novel coronavirus (COVID-19) "Consequences" inspection campaign – Prompt Sheet

Topic summary	Prompt	Finding	NOPSEMA Observation
	<p>9. What is the current status of any other activities with an associated standalone permissioning document (e.g. seismic survey, installation or construction activities) <i>currently underway</i>?</p> <p>In relation to any of these activities currently underway, what does your company intend to do over the following planning horizons:</p> <ul style="list-style-type: none"> Next 28 days? and Next 3-months? 	<p>Seismic: Greater Enfield_Cimatti campaign will be completed at the end of April 2020. Vincent Seismic campaign was scheduled for May 2020 and has now been cancelled. Scarborough was scheduled for June 2020 and has now been cancelled.</p> <p>Activities with permissioning documents are progress as per plan, with the exception of the GWA Construction Crane Project, this has been rescheduled till 2021</p>	<p>Woodside advised that the Vincent and Scarborough surveys won't be completed under the current EP (Area B portion of the survey area and the last part of Area C.) Woodside propose to submit a new EP to conduct the remaining surveys.</p>
	<p>10. Do you still plan to commence any of these other planned activities with an associated stand-alone permissioning documents in the next 3 months that has <i>not yet commenced</i>?</p> <p>If yes, please provide details of each case.</p>	No activities relating to permissioning documents due in the next three months.	Noted

Topic 2 – Understanding safety, integrity and environmental management risk gaps

The following information aims to provide NOPSEMA with situational awareness regarding changes in operational risk profiles due to operational responses to the pandemic:

Topic summary	Prompt	Finding	NOPSEMA Observation
Identifying and managing change in impact/risk profile to ensure continued safe and environmentally-responsible planned activities	<p>1. Has there been a review of the safety, well integrity and environmental risk profile of your planned activity/ies in the wake of the COVID-19 outbreak?</p> <p>If no, when is this scheduled to be undertaken?</p>	<p>A Management of Change (MoC) has been developed to understand any changes in risk profile on the manned NWS assets. This review has considered the impact on operations and maintenance activities associated with the need to reduce manning. The review has concluded that there is no significant change in risk during the anticipated period that the manning restrictions will remain in place.</p>	<p>Terms of reference for the assurance review relate to how Woodside have undertaken management during COVID-19 (i.e. how managed work orders, maintenance TI, non TI), the framework that has been used for the various assets, whether there is consistency to demonstrate that risks are being managed to ALARP.</p>

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Novel coronavirus (COVID-19) "Consequences" inspection campaign – Prompt Sheet

Topic summary	Prompt	Finding	NOPSEMA Observation
		An assurance review is taking place on the prioritization of activities due to the covid-19 outbreak. A Multidiscipline team is conducting a Peer Review for the offshore assets to enable evaluation of the approach to ensure consistency with the Woodside Management System requirements for risk assessment.	The scope of the assurance review include corrective and preventative maintenance of safety, integrity and environmental aspects. The MoC for NWS assets has been incorporated in the assurance review and includes a review of the MoC for any gaps or issues in development.
	2. Have there been any changes to the safety, well integrity and environmental impacts and risks? If yes, <ul style="list-style-type: none"> what are the nature of these changes? How are such changes being managed within your organisation? What are the activities and/or impact/risk control measures that have been reviewed in relation to changes to safety, integrity and environmental impacts and risks? 	The review covers risk associated with deferral of work related to Remediation of MoC risks, TI assurance tasks (Hazardous area Equipment Inspection, External Vessel Inspections) and deferral of turnarounds.	See Topic 1 Question 2 for more details.
Identifying and managing change in impact/risk profile associated with maintaining preparedness for an unplanned event	3. Has your organisation undertaken a review to identify risk gaps, associated with the COVID-19 pandemic, that may affect your : a. control measures associated with an MAE? b. ability to access source control? c. oil spill response and oil spill monitoring capability? d.	a. No impact upon the control measures to manage an incident in the event of an unplanned event i.e. emergency response remains intact and in line with Safety Case requirements. Control measures reviewed and validated through Safety Case Risk Bowtie Review b. Woodside's ability to access source control arrangements for Subsea First Response Toolkit (SFRT), Mobile Offshore Drilling Unit (MODU), and Capping Stack remain in place as per hydrocarbon spill preparedness (HSP) Assurance Register. c. Woodside's ability to conduct oil spill response and oil spill monitoring capability remains in place as per the relevant evidence in the HSP Assurance Register. Oil spill desk top exercise scheduled for 28th April 2020. Woodside is actively engaging the APPLA Oil Spill Working Group (OSWG) who are looking at ways to expedite the testing and	Over the last 5-6 weeks, Woodside have reviewed OSR commitments for all live EPs to identify any capability and timing gaps. A risk assessment has been completed for each commitment against each OSR strategy. This has been tested with service providers to verify response and captured in the register. Woodside advised that there were no gaps identified in the risk assessment at present noting there are some issues with international resources. Woodside conducted a level 2 exercise on availability of international resources on 28 April. The outcome was that the resources were still available but subject to timing with the Australian Border Force. Woodside have documented processes in place to get responders through as soon as possible.

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Novel coronavirus (COVID-19) "Consequences" inspection campaign – Prompt Sheet

Topic summary	Prompt	Finding	NOPSEMA Observation
		verification of key contractors involved in spill response, industry wide.	
	4. Has your organisation's risk gap (or ALARP position) changed due to circumstances associated with COVID-19? i.e. is your response capability reduced? In particular, please explain with reference to any consideration given to: <ul style="list-style-type: none"> medical evacuation (medevac) arrangements. organisational reliance on international resources (people and equipment) needed to respond to an oil pollution emergency. If yes, how is this change being managed? 	<ul style="list-style-type: none"> Medivac capability has not changed significantly with the Western Australia Resources Aero Medical Evacuation Service (WARAME) providers enabled to take COVID-19 cases Oil Spill: No current change in oil spill response capability due to COVID-19 and the HSP Assurance Register has confirmed international resources, such as for Wild Well Control, Australian Marine Oil Spill Centre, Marine Spill Response Corporation and Oil Spill Response Ltd, can still be mobilised to Australia in the event of a hydrocarbon spill emergency. The Australian Border Force (ABF) has provided high level assurances they would expedite the entry of international responders into Australia 	Noted
	5. Do you have suitable arrangements in place to achieve source control, in a timely fashion, in the case of a well blow-out? If yes, what are the key features of these arrangements?	HSP Assurance Register has confirmed suitable arrangements are in place to move source control equipment and personnel for response strategies within permitted timeframes	Noted
	6. Has your organisation undertaken a review of the Emergency Response Plan to ensure that you can maintain your emergency response capability throughout the COVID-19 crisis? Please describe any additional measures (if any) you have put in place to maintain emergency response capability.	A number of plans have been consulted during the response to COVID-19, including the facility Emergency Response Plans (ERP), Headquarters Emergency Response Plans, International Office response plan, Business Continuity Plans (BCP) and the Pandemic Response Plan. Amendments have been made to plans where necessary in line with response arrangements, in particular World Health Organisation (WHO) and government guidelines. Online training has commenced to educate the ICC rostered teams in the fundamentals of a COVID-19 response as the COVID-19	Woodside attendees confirmed the following with regards to any changes to facility emergency response plans (e lower PCB etc): <ul style="list-style-type: none"> Emergency Response Plans have been reviewed and no significant gaps have been found for onsite arrangements. Woodside attendees confirmed the following with regards COVID response: <ul style="list-style-type: none"> Response roster for COVID has been set up (so COVID response is handled differently)

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Novel coronavirus (COVID-19) "Consequences" inspection campaign – Prompt Sheet

Topic summary	Prompt	Finding	NOPSEMA Observation
		rosters move to a business as usual operating mode and existing response teams take on the responsibility. This has utilised both the ICC and video conferencing to provide an interactive training environment.	<ul style="list-style-type: none"> Checks have been done to ensure plans meet requirements eg legislation etc (across the entire company) Identified a number of other plans that need upgrading based on learnings. Disease control was found to need work on review in December.

Topic 3 – Strategic coordination of organisational response/management of COVID-19 preparedness and consequences

The following information aims to provide NOPSEMA with situational awareness regarding the strategies organisations are employing to ensure strategic oversight and coordination of responses.

Topic summary	Prompts	Finding	NOPSEMA Observation
Establishment of Incident, Crisis or Emergency Management team to coordinate your organisation's management of Covid19 preparedness and consequences.	<p>1. Has your organisation activated an incident, crisis, or emergency management team to coordinate your company's response and management of COVID-19 consequences on your business operations?</p> <p>If yes, provide details of the person in charge (e.g. CMT Chief, incident controller) and an organisational chart for the team(s) with names of personnel assigned to key functional roles.</p>	<p>Woodside's COVID-19 Incident Control Team (CIC) was activated on 11 March 2020. However, a COVID-19 working group had been in place since late January.</p> <p>Organisational chart available through Management Support upon request.</p> <p>COVID-19 Response Rosters available on request via Response SharePoint Site.</p> <p>As of 23 April 2020, the Corporate Incident Coordination Centre (CICC) has been deactivated and the CICC has been replaced by a smaller COVID-19 Coordination Group.</p>	Noted
	2. Do you have a functional plan describing roles and responsibilities and arrangements for the performance of the team and various support functions?	The Corporate Incident Control Centre (CICC) is based on the industry standard PEARL (People, Environment, Assets, Reputation, Livelihood). For our COVID-19 response we have also included Health, Facilities, Contracts, International Offices, Projects and Digital functional teams.	Noted

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Novel coronavirus (COVID-19) "Consequences" inspection campaign – Prompt Sheet

Topic summary	Prompts	Finding	NOPSEMA Observation
	<p>3. Is an incident action planning process (IAP, or similar) being implemented?</p> <p>If yes:</p> <ul style="list-style-type: none"> outline objectives and strategies your organisation is implementing to manage Covid19-related preparedness and consequences; and describe key features of the process for preparing, approving, implementing, monitoring and reviewing IAPs (or similar) manage the incident. 	<p>Our COVID-19 response includes a set of overall objectives, which in turn have enabled the team to build up our weekly and daily functional tasks. This is all tracked in an overall planner for governance of action completion.</p> <p>CICC lead approves the plan for each cycle (either weekly or daily).</p>	Noted

Topic 4 – Plans for submission of permissioning documents to NOPSEMA

The following information aims to inform NOPSEMA of duty-holders' plans regarding the submission of permissioning documents to allow optimal allocation of resources to support the industry.

Topic summary	Prompt	Finding	NOPSEMA Observation
Submission of <u>new</u> permissioning documents in the next 3 months	<p>1. What is your current submission schedule for the next 3 months for new safety case(s)?</p> <p>What is the associated priority for a regulatory acceptance decision for each:</p> <ul style="list-style-type: none"> High – activity was planned to commence within 3 months Medium – activity was planned to commence within 12 months Low – activity was planned to commence beyond 12 months 	<ul style="list-style-type: none"> GWA Safety Case Addendum for Echo Yodel Decommissioning - MEDIUM GWA Passive Fire Protection (PFP) Scope of Validation - MEDIUM GWA PFP Safety Case Update - MEDIUM North West Shelf Pipelines Safety case re-submission - MEDIUM Pluto Anchor Flowline Restraint works - MEDIUM Bahaves 5 Yearly Review - MEDIUM 	Noted

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Novel coronavirus (COVID-19) "Consequences" inspection campaign – Prompt Sheet

Topic summary	Prompt	Finding	NOPSEMA Observation
	<p>2. What is your current submission schedule for the next 3 months for new Well Operations Management Plans (WOMPs)?</p> <p>What is the associated priority for a regulatory acceptance decision for each:</p> <ul style="list-style-type: none"> High – activity was planned to commence within 3 months Medium – activity was planned to commence within 12 months Low – activity was planned to commence beyond 12 months 	<p>Laverda 02 Well Operations Management Plans (WOMP) currently awaiting acceptance.</p> <p>Historical well WOMPs being prepared for submission and consideration over the next three to six months.</p> <p>Inactive wells: No activity planned in the near future.</p>	Noted
	<p>3. What is your current submission schedule for the next 3 months for new Offshore Project Proposals/Environment Plans?</p> <p>What is the associated priority for a regulatory acceptance decision for each:</p> <ul style="list-style-type: none"> High – activity was planned to commence within 3 months Medium – activity was planned to commence within 12 months Low – activity was planned to commence beyond 12 months 	<p>The following Environment Plans are planned for submission over the next 12 months:</p> <p>Echo Yodel Decommissioning Environment Plan - Medium</p> <p>Greater Western Flank 3/Lambert Deep Drilling and Subsea Installation Environment Plan - Low</p> <p>The following remain under assessment with NOPSEMA:</p> <p>Nganhurra Operations Cessation Operations Environment Plan - Medium</p> <p>Okha Floating Production Storage and Offtake Facility Operations Environment Plan - Medium</p> <p>WA-49-L Gentree Exploration Drilling - Low</p>	Noted
Submission of revised permissioning documents to address measures taken following COVID-19 pandemic	<p>4. Do you believe revised safety cases will need to be submitted to address measures taken to manage identified consequences of the COVID-19 pandemic?</p> <p>If so, please provide details of each applicable case.</p>	<p>It is not currently believed that any Safety Cases require resubmission due to changes required to manage the COVID-19 Pandemic.</p>	Noted

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Novel coronavirus (COVID-19) "Consequences" inspection campaign – Prompt Sheet

Topic summary	Prompt	Finding	NOPSEMA Observation
	<p>5. Do you believe revised WOMPs will need to be submitted to address measures taken to manage identified consequences of the COVID-19 pandemic?</p> <p>If so, please provide details of each applicable case.</p>	<p>No. The structure of Well Lifecycle Management System and management of risk remains unchanged in the current situation.</p>	Noted
	<p>6. Do you believe revised EPs will need to be submitted under regulation 17 to address measures taken to manage identified consequences of the COVID-19 pandemic?</p> <p>This may include for example submission of proposed EP revisions under regulation 17(5) or (6) to address outcomes of internal review processes that identify significant modification or new stages of activities or, new or increased impacts and risks posed for the environment.</p> <p>If so, please provide details of each applicable case, including:</p> <ul style="list-style-type: none"> The name of the activity. The title, revision number and date of the relevant in force EP. a summary of the nature of the proposed change, and likely EP submission date. 	<p>Current MOC indicates no triggers for resubmission under regulation 17. This will be reviewed as relevant assurance checks have been completed.</p> <p>Oil spill response arrangements are as per hydrocarbon spill preparedness (HSP) Assurance Register.</p>	Noted

Other:

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