

Please check the following boxes if applicable to this report		Nil Incident Report: <input type="checkbox"/>		Final report for this activity: <input type="checkbox"/>	
Titleholder name:	Woodside Energy Ltd	Titleholder business address:	Mia Yellagonga, 11 Mount St Perth WA 6000	Title of environment plan for the activity:	Okha FPSO Facility Operations Environment Plan (Rev 7) [EH0005AH0004]
Activity type: (e.g. drilling, seismic, production)	Production	Month, Year:	January 2025	Facility name and type: (e.g. MODU, Seismic Vessel, FPSO)	Okha FPSO
Contact person:	[REDACTED]	Email:	[REDACTED]@woodside.com	Phone:	[REDACTED]
Incident date	All material facts and circumstances (including release volumes to environment if applicable)	Performance outcome(s) and/or standard(s) breached	Action taken to avoid or mitigate any adverse environmental impacts of the incident	Corrective action taken, or proposed, to stop, control or remedy this incident	Action taken, or proposed, to prevent a similar incident occurring in future
18-Jan-25	Main engine stopped while steaming as a ship (off-station) during avoidance of adverse weather from cyclone Sean.	6.8.8. Unplanned Hydrocarbon Release: Loss of Structural Integrity (MEE-06) PS 17.1 Integrity will be managed in accordance with SCE Management Procedure (Section 7.1.5) and SCE technical PSs to prevent environment risk related damage to SCEs for: • P07 – Substructures and P21 – Topsides Surface Structure to both: – provide and maintain structural integrity to support SCE systems under all design conditions through service life – prevent structural failure from contributing to the escalation of	None, no impact to environment.	Fault finding commenced, vessel safety of navigation was monitored and maintained, and the engine-side control was established to allow engine operation.	Investigation pending

		<p>a MEE by providing support/protection of SCE systems during an emergency event, and/or support containment of environmentally hazardous material.</p> <ul style="list-style-type: none"> • P22 – Bilge, Ballast and Cargo Systems to: <ul style="list-style-type: none"> – maintain hull stress and vessel stability within integrity limits. • P23 – Mooring Systems to: <ul style="list-style-type: none"> – provide station, keeping within allowable excursion envelope – provide ability to disconnect facility from mooring on demand; and – provide ability to disconnect offtake tanker from facility on demand. • P24 – Propulsion and Steering Systems and P33 – Equipment Supporting Marine Navigation to together (within Operational Area): <ul style="list-style-type: none"> – manoeuvre the facility under self-propulsion away from hazardous conditions – provide critical information to enable safe navigation of the FPSO; to allow the FPSO to disconnect and avoid adverse environmental conditions exceeding structural integrity limits 			
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10-Jan-25	During an inspection a single point gas detector in gas turbine package was found to be out of range.	<p>6.8.5. Unplanned Hydrocarbon Release: Topsides Loss of Containment (MEE-03) PS 13.2</p> <p>Integrity will be managed in accordance with SCE Management Procedure (Section 7.1.5) and SCE technical PSs to prevent environment risk related damage to SCEs for:</p> <ul style="list-style-type: none"> • F01 – Fire and Gas Detection and Alarm System; <p>to continuously monitor and alert for fire events and significant gas accumulations, initiate actions to minimise event escalation, and support Emergency Response by providing status of situation.</p>	None, no impact to environment.	Detector was re-calibrated and tested to confirm full functionality.	Continue routine maintenance inspections.
9-Jan-25	During routine rounds it was identified that the Tank ullage gauge on 5 starboard crude oil tank had failed and was not providing level indication.	<p>6.8.7. Unplanned Hydrocarbon Release: Cargo Tank Loss of Containment (MEE-05) PS 16.2</p> <p>Integrity will be managed in accordance with SCE Management Procedure (Section 7.1.5) and SCE technical PSs to prevent environment risk related damage to SCEs for:</p> <ul style="list-style-type: none"> • P22 – Bilge, Ballast and Cargo Systems: <p>– to maintain hull stress and vessel stability within integrity limits.</p>	None, no impact to environment.	Confirmed fluid level in tank with manual dips and verified the tank was not being loaded into. Pre-approved controls enacted under Manual of Permitted Operations (MOPO) until sensor is replaced.	Sensor to be replaced.

6-Jan-25	During a process shutdown, a shutdown valve failed to meet its specified maximum allowable response time.	<p>6.8.5. Unplanned Hydrocarbon Release: Topsides Loss of Containment (MEE-03) PS 14.2</p> <p>Integrity will be managed in accordance with SCE Management Procedure (Section 7.1.5) and SCE technical PSs to prevent environment risk related damage to SCEs for:</p> <ul style="list-style-type: none"> • F06 – Safety Instrumented System to: <ul style="list-style-type: none"> – detect and respond to pre-defined initiating conditions to protect mechanical integrity and prevent loss of containment (including uncontrolled diesel transfer/overflow) • F21 – Relief Systems to: <ul style="list-style-type: none"> – protect pressurised equipment, equipment exposed to high pressures and piping from a loss of containment to prevent escalation to a MEE. 	None, no impact to environment.	The regulated air supply was increased slightly and during subsequent testing the valve functioned within the maximum allowable response time.	Continue routine scheduled testing.
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Approved by:

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(Feb 13, 2025 09:52 GMT+8)

Approved by:

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(Feb 13, 2025 12:49 GMT+8)

SCE Recordables Report_January 2025_Okha

Final Audit Report

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