Notifiable incident

Notification ID	NTF11871
Duty holder	Woodside Energy Ltd
Facility/Activity	Vincent
Nearest state	WA
Incident	OHS-DSCE: Fuel Gas Piping defects identified, not fit for service.

Basic information provided at time of notification	
Notification type	Incident
Incident date	19/11/2022 03:45 PM (AWST)
Notification date	20/11/2022 07:43 AM (AWST)
NOPSEMA response date	20/11/2022 02:00 PM (AWST)
Received by	[redacted]

Summary of information provided	
Brief descriptive title	OHS-DSCE: Fuel Gas Piping defects identified, not fit for service.
Incident location	
Subtype/s	
Summary *(provided at notification)*	2 x area 4 defects identified on fuel gas piping during routine NDT inspection. A controlled change-over of fuel gas users was conducted and fuel gas system shutdown and depressurised. Piping was confirmed not fit for service. System will remain offline until repair.

Request permission to disturb the site	
Permission given	Not Applicable
Permission given by	
Permission given on	

Initial spill and release amounts	
Gas (kg)	
Liquid (L)	
Release type	
More information	

Details of person providing information to NOPSEMA	
Full name	[redacted]
Job title	[redacted]

Initial notification category	
Initial category type *(based on notification)*	Dangerous Occurrence
Initial category *(based on notification)*	OHS - damage to safety-critical equipment

Running sheet
There are no running sheet entries for this notification

Decision	
Escalate to level 1	Yes
Inspector	[redacted]
Escalated on	21/11/2022 07:30

Final notification category	
Final category type *(based on final report)*	Dangerous Occurrence
Final category *(based on final report)*	OHS - damage to safety-critical equipment

Immediate causes	
Details	Undetermined at this stage until further investigation completed.

Initial report	
Due date	22/11/2022
Received date	21/11/2022
Reviewed date	19/12/2022
Reviewed by	[redacted]

Additional details provided by duty holder	Brief description of incident During routine Non-Destructive testing (NDT) inspections of the fuel gas filter piping 2 Area 4 defects were identified. Post engineering review these were determined to be a failure of Performance standard P08.1. Work or activity being undertaken at time of incident: Routine piping inspections. What are the Internal Investigation Arrangements Internal investigation in accordance with Woodside “Health Safety andEnvironment Event Reporting, Investigating and Learning Procedure" Action taken to make the work-site safe: Action taken: While waiting of engineering review of the Area 4 defects for Fitness for Service, a controlled changeover of all fuel gas users to Marine Deisel Oil (MDO) was conducted. Fuel Gas system was shut down and depressurised. Details of any disturbance of the work site No further scope was conducted on the Area 4 defects as yet. Was an emergency response initiated? No Was anyone killed or injured? No Immediate action taken/intended, if any, to prevent recurrence of incident. Action All fuel gas users transferred onto liquid fuel Responsible party [redacted] Completion date 19-Nov-2022 Actual or Intended Actual Action Fuel gas system shutdown and depressurised Responsible party [redacted] Completion date 19-Nov-2022 Actual or Intended Actual Action Formal isolation and gas freeing of system to allow close inspection and repair Responsible party [redacted] Completion date 20-Nov-2022 Actual or Intended Actual

Final report	
Due date	19/12/2022
Received date	19/12/2022
Reviewed date	19/12/2022
Reviewed by	[redacted]

Additional details provided by duty holder	Describe investigation in detail, including who conducted the investigation and in accordance with what standard/procedure The previous external inspection of the fuel gas filters was executed using a check sheet from IDMS rather than a bespoke scope of work. This check sheet did not call for inspection of the piping. A Corrosion Loop Markup review was executed by a contracting company in 2021, this identified multiple lines (including 50-GF-43042-BC11 and 50-GF-43044-BC11) were not included in the piping register and combined production and GED Line List. These comments were captured in an Excel spreadsheet but were not incorporated by WEL into the inspection process. It also appears that areas of corrosion had previously been coated over without adequate quality control. causing corrosion to develop underneath the coating which not easily identifiable until the inspection was conducted Actions to prevent recurrence of same or similar incident Action Perform corrosion loop review and gap close out and incorporate into inspection program - this are captured under MOC-110367 and MOC-110415. Responsible party [redacted] Completion date 31-Jul-2023 Actual or Intended Intended Action Replace spool under notification 20427861, this is currently planned for the Singapore shipyard in 2023. (Spool is currently isolated) Responsible party [redacted] Completion date 30-Jun-2023 Actual or Intended Intended

Final spill and release amounts	
Gas (kg)	0.00
Liquid (L)	0.00
Release type	
More information	

Root causes	
Code	
Description	Has the investigation been completed? Yes Root Causes Analysis Factor: EQ3-0 Equipment Predictive/Preventative Maintenance Comments Section of pipework had not been identified as belonging to fuel gas corrosion loop, and inspection was not completed as per schedule.

All data received	
Date	19/12/2022