

Response to Economics and Industry Standing Committee Inquiry into FLNG Safety

This information should be read in supplement to previous responses to Committee questions including the evidence given by Shell in hearings, the Shell submission to the Inquiry and our responses to further questions of December 2014.

Request for clarification:

The Committee would like clarification on some issues relating to Prelude's emergency evacuation capacity.

The Committee understands that evacuation would occur via helicopter, life boats and life rafts, and through using the ISVs.

Based on the evidence provided by Shell, the Committee understands that 'there are five freefall lifeboats each with capacity of 70 people and therefore total capacity of 350 personnel. There are integrated chute based life rafts located both aft and forward and located on both port and starboard sides. The aft life rafts have a total capacity of 170 people on each side. The forward life rafts have a total capacity of 70 people on each side'.

Could you please provide information in response to the following questions:

- What is the capacity of the helicopter(s) that would be available to assist evacuate people from Prelude? The Committee has been informed that, depending on the size of the helicopter, approximately 18 to 22 people can be accommodated. If the helicopters to be used will be the same as used to transfer crew to and from shore, then please advise what that capacity is. It is understood that capacity will depend on the condition of people being evacuated.
- What is the capacity of each of the ISVs being used for Prelude? That is, how many people could be evacuated to each ISV?
- The Committee is assuming that personnel would reach the ISVs via the life boats or rafts. Is there any circumstances in which personnel would be evacuated from Prelude using Billy Pugh equipment?

Response:

General

As noted in our response of 17 December 2014, the Prelude FLNG facility will have response mechanisms to Emergency Evacuation and Response no different to any other offshore installation operating in the region. Each of these response mechanisms will be assessed as part of the Operations Safety Case submission to NOPSEMA. Shell is required to provide a formal Escape, Evacuation & Rescue Assessment as part of the OPGGS (Safety) Regulations 2009 for the Facility Safety Case submission.

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Helicopter Evacuation

Total capacity currently for the type of helicopter being used is 20 POB including pilots however, operational capacity can vary subject to weather and fuel loads. This will reduce to POB of 14, 16-18 and is at the helicopter operator's management decision on the day and planning with Shell. Note the Prelude FLNG facility has refuelling capability on board to ensure the helicopters have the range and flying air time necessary.

Depending on the circumstances of any specific incident, including the medical condition and numbers requiring evacuation from the facility the most suitable helicopter will be mobilised to carry out the evacuation from the facility. For example, if the injured person has a minor injury and does not require urgent medical attention at a level above what can be provided by the facility response resources, return to Broome would be by scheduled helicopter. In the event of a medevac classification (depending on injury/condition) the all-weather Search and Rescue (SAR) helicopter would be mobilised with the appropriate medical personnel on board with stretcher arrangement. For multiple stretcher cases the SAR plus standard helicopters would be on call to provide assistance. The helicopters have a removal seating arrangement to take multiple stretcher cases should there be a need.

Marine Evacuation

As detailed in the Safety case, each Infield Support Vessel (ISV) has the capacity of 85 POB plus crew. While the planned capacity of 85 POB is stated in the Safety Case for Health and Welfare, in a worse case scenario and life threatening situation the ISV's can accommodate more. However, this is not our EERA arrangement.

In terms of Facility to Vessel evacuation, Shell does not employ the Billy Pugh transfer basket. The Billy Pugh has very limited use for transfer of an injured or medically sick person. The Prelude FLNG facility will have a transfer system on board which meets the company and offshore industry and regulator safety requirements. The device on the facility is a 4-6 FROG crane transfer device and meets all the requirements for safe handling of personnel (including stretcher cases) either from Prelude to the ISV, or from an ISV to Prelude.

The primary means of medical evacuation from Prelude, is via helicopter, to Broome.