

Committee, Economics & Industry Standing

Subject: FW: Follow up information requested during hearing

From: Marren, Michael A
Sent: Tuesday, 9 December 2014
To: Committee, Economics & Industry Standing
Subject: RE: Follow up information requested during hearing



Hi Dr Abernethie

Please see below ConocoPhillips' formal responses to the supplementary questions as provided by the Inquiry in your correspondence dated 17 November 2014 (Ref: A472895).

Thank you
Mike

1. Whether ConocoPhillips' Bayu-Undan facility or FPSOs have experienced cyclones either close by or directly, and what procedures were followed when faced with the cyclone alerts.

Cyclone management is captured as a sub-set of the Bayu-Undan Emergency Response Plan. Further information regarding cyclone history in the JPDA is located with the Australian Bureau of Meteorology.

2. Whether and, if so, at what stage, a cyclonic event nearby or directly impacting an offshore facility is reported to the Federal Government or NOPSEMA.

For the Bayu-Undan facility within the JPDA, a cyclonic event would be reported to the designated regulator, the ANP. NOPSEMA has regulatory jurisdiction over the export pipeline to the JPDA boundary. Any impact on the export pipeline would require COP to notify NOPSEMA. For an offshore installation located in commonwealth waters, NOPSEMA, as the designated regulator, would be notified.

3. The LTI rate for Bayu-Undan for this year and the LTI trend since the project began in 2004.

ConocoPhillips' overall safety record has consistently been below the industry average. For the Bayu-Undan facility, the LTI rate has been on a downward trend since 2006 with the 2013 figure being 0.00 and 2014 YTD figure also 0.00. Across the Australian oil and gas industry there has been a significant improvement over the last decade in the rates of injuries and safety performance. For example, the industry-wide LTI rate for 2013 was 0.54 per million hours worked, which was 33% lower than the previous year.

4. The details of any specific serious incidents involving trauma on the Bayu-Undan facilities and outline how they were managed.

There have been no injurious incidents involving trauma on the Bayu-Undan facility. An incident of that type would be managed in the same way we would treat other medivacs that may also be initiated for relatively minor or preventative reasons. Incidents such as these are managed under our Emergency Response procedure whereby a dedicated helicopter is mobilised to transport the injured person (IP) to shore and then onto further care. The IP will be accompanied by someone from the facility, typically a medic, depending on the nature of the injury. A procedure is in place to outline the processes required to ensure the IP is provided with the most appropriate level of care. Incidents of this type are subject to formal notification and investigation procedures under the company's HSE policy and procedures, ensuring resulting recommendations or corrective actions are fully developed, tracked, closed out and communicated to relevant employees and contractors. Emergency response drills include the management of unconscious or traumatised injured parties including their transfer onto a helicopter.

5. What expertise ConocoPhillips has developed from its experience in hurricane management in the Gulf of Mexico and what lessons there might be for operators in Australian waters that may experience tropical cyclones.

We plan for events that are typical for each facility in the area of operation. Our Emergency Response Plans deal with cyclone activity and cater for worse case CAT 5 intensity.

6. Whether the information provided by the Bureau of Meteorology is sufficient, both in terms of quality and timing, to maximise operators' cyclone management in Australian waters, and what improvements might be made

The BoM provides the following:

- A Long Range Tropical Cyclone Outlook describing the risk of tropical cyclone formation for the next three weeks (received every Tuesday)
- A facility specific (area specific) seven-day TC outlook and a short range three-day TC outlook
- A daily weather forecast for each facility

In addition to this, once a cyclone develops we receive a TC track map every day depicting range, bearing, speed, intensity and ETA of gales to our facilities. As the cyclone intensifies, the daily map becomes a six-hourly forecast and then three-hourly forecast. The quality and timing of the BoM service is sufficient for demobilisation of non-core personnel to Dili (four days @ four flights per day).

7. The details of the onshore facilities and support mechanisms required in the Northern Territory for emergency responses to serious incidents on oil and gas facilities off that jurisdiction's coast.

Helicopters routinely fly offshore via Dili, Timor-Leste but have the capacity to fly direct to Darwin when required for medivac. Logistics support services facilitate these arrangements in the event of a medical emergency response. Medical, ambulance and hospital facilities are available in Darwin. ConocoPhillips employs an Occupational Health Co-ordinator to support and co-ordinate these efforts as well as First-Aid trained Security Guards. Darwin LNG Emergency Response arrangements include co-ordination with NT Fire and Rescue, Police and St John Ambulance. We also work closely with Darwin Ports Corporation.

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