



**The Hon Joe Francis MLA
Minister for Emergency Services; Corrective Services;
Small Business; Veterans**

Our Ref: 51-05465



Mr Ian Blayney MLA
Chairman
Economics and Industry Standing Committee
Parliament House
Perth WA 6000

Dear Mr Blayney

Thank you for your letter addressed to the Department of Fire and Emergency Services (DFES) dated 19 May 2014 inquiring into safety related matters on Floating Liquid Natural Gas (FLNG) projects.

I have been advised that the Emergency Management Act 2005 (EM Act) Section 18 provides for the State Emergency Management Committee (SEMC) to arrange for the preparation of State emergency management plans as the SEMC considers necessary. The Emergency Management Regulations 2006 prescribes the Marine Safety, General Manager, Department of Transport (DoT) is the Hazard Management Agency (HMA) for actual or impending events involving a ship that is capable of causing loss of life, injury to a person or damage to the health of a person, property or the environment in the waters of the State.

Accordingly, the Department of Transport has developed Westplan Marine Transport Emergency that applies three zones which delineate responsibility:

1. A Marine Transport Emergency occurring in the Coastal Waters (also known as 'State Waters' – includes from shoreline to 3nm to seaward) of the State;
2. The sea on the landward side of the Coastal Waters adjacent to the State that is not within the limits of the State and;
3. Waters within the limits of the State.

The Australian Maritime Safety Authority (AMSA) is responsible for a Marine Transport Emergency in Commonwealth Waters; however, they may request State assistance especially if there is the potential for the incident to impact State Waters.

If there has been an actual or impending spill of hazardous materials by a ship in State Waters, or at berth, and in which the hazardous materials and/or the mitigating actions required will not affect the structural integrity of the ship, then the emergency shall be regarded as a Hazardous Materials (HAZMAT) Emergency for which DFES is the HMA and management of the emergency will be addressed through Westplan HAZMAT.

Under these circumstances DoT will be the Controlling Agency for the Marine Transport component of the emergency as specified under the Emergency Management Regulations 2006.

Specifically to FLNG, I understand that the oil and gas industry is responsible for the provision of suitable safety management plans and emergency management arrangements for all oil and gas projects, as well as the provision of training and equipment for personnel.

Incidents occurring offshore are dynamic in nature. I would expect that the on-site industry employee crews are the first and most qualified to respond due to their specialist knowledge of the working environment coupled with their ability to quickly isolate pipelines and supplies, either remotely from an onshore location or on board.

DFES has advanced expertise which includes:

1. Incident management
2. Rescue
3. Firefighting
4. Elimination of ignition sources
5. Stopping leakages
6. Containment of hazardous substances and;
7. Neutralisation and decontamination

However DFES has limited capacity to address these risks when they may be posed several hundred kilometres offshore.

There are no arrangements in place for DFES to provide qualified personnel or equipment to assist industry if an emergency situation were to arise on a FLNG vessel. I am not aware of any arrangements in Australia for jurisdictional fire services to respond to industry in similar circumstances.

I hope the information contained in this letter is of assistance to you.

Yours sincerely



HON KEN BASTON MLC
MINISTER FOR EMERGENCY SERVICES
27 NOV 2014