

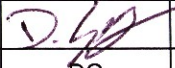
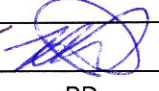


CASINO DEVELOPMENT
DRILLING AND COMPLETIONS CAMPAIGN
EMERGENCY RESPONSE PLAN
CD-4000-P03-002

24 Hour Emergency Contact Number
SANTOS 'FIRST ALERT'
EMERGENCY PAGING NUMBER: (08) 8273 4162
(Ask for 'Activate Duty Incident Manager: Casino Drilling & Completions')

Key Contact List – Attachment 1

APPROVAL

DATE	REV	REASON FOR ISSUE	AUTHOR	CHECKED	APPROVED
7/12/04	A1	Issue for Review	AA (IRC)		
27/01/05	0	Issued for use			
			AA(IRC)	DG	BD

DISTRIBUTION OF CONTROLLED COPIES

This Emergency Response Plan (ERP) and the Emergency Packs are controlled documents issued to the following personnel. Emergency Pack contents are described in Section 3.6.2.

	NAME	COMPANY	POSITION	ERP	EMERGENCY PACK
1	Dave Emslie	Santos	Casino Development Manager	✓	
2	Brett Darley	Santos	Offshore Australia Drilling and Completions Manager		✓ (2 copies)
3	Richard Buitenhuis	Santos	Operations Superintendent		✓
4	Darren Greer	Santos	Drilling and Completions Team Leader		✓
5	ICC – c/o Drilling Technical Assistant	Santos	Incident Control Centre Perth		✓
6	Ron King / John Herriot	Santos	Senior Drilling Supervisors		✓
7	Mal O'Connor / Lindsay Taylor	Santos	Logistics Superintendent / Shorebase Supervisor		✓ (2 copies)
8	Liz Main	Santos	Senior Project HSE Engineer		✓
9	Jack Hesketh	Santos	QA Advisor		✓
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11	Ian Thursby	Santos	EHS Compliance Coordinator		✓
12	Steve Ramsey	Diamond Offshore General Company	Ocean Patriot Operations Manager	✓	
13	Ocean Patriot OIM	Diamond Offshore General Company	Ocean Patriot Offshore Installation Manager	✓	
14	Dave Johnson	Diamond Offshore General Company	HSE & QA Manager	✓	
15	Ray Wells	National Offshore Petroleum Safety Authority	Team Leader	✓	
16	Andrew Coccoli	Farstad	Operations Manager	✓	
17	Far Grip	Farstad	Vessel Master (hard copy)	✓	

	NAME	COMPANY	POSITION	ERP	EMERGENCY PACK
18	Sam Pullan	Swire Pacific Offshore	Operations Manager	✓	
19	Pacific Wrangler	Swire Pacific Offshore	Vessel Master (hard copy)	✓	
20		Bristow Helicopters	Pilot in Charge	✓	
21	Dr Grant Ramage	City Occupational Health	Company Doctor	✓	
22	John Young	AusSAR	Operations Manager	✓	

DOCUMENT REVIEW AND AGREEMENT

This Emergency Response Plan (ERP) has been reviewed and agreed by both Santos Limited and Diamond Offshore General Company (DOGC) for the Casino Development Drilling and Completions Campaign to be carried out by the 'Ocean Patriot' in 2005.

The Offshore Australia Drilling and Completions Manager is responsible for ensuring this ERP remains current throughout the campaign and that exercises are carried out to test the Santos response to an emergency.

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Attachment 1 Key Contact List

Attachment 2 Government Notification Matrix

Attachment 3 Medivac (or Casivac) from Ocean Patriot

Attachment 4 Medivac Medical Form

Attachment 5 Missing Helicopter

Attachment 6 Well Securing Procedures

Attachment 7 Evacuation of Installation for Major Events

Attachment 8 Ocean Patriot Marine Radar Surveillance Procedure

Attachment 9 Ocean Patriot Emergency SITREP Form

Attachment 10 Event Log

Attachment 11 Units of Conversion

ABBREVIATIONS

AAV	Air Ambulance Victoria
AHV	Anchor Handling Vessel
AIS	Automatic Identification System
ALARP	As Low as Reasonably Practicable
AMOSC	Australian Marine Oil Spill Centre
AMSA	Australian Maritime Safety Authority
ATSB	Australian Transport Safety Bureau
AusSAR	Australian Search and Rescue
BoM	Bureau of Meteorology
BOP	Blow Out Preventor
DOGC	Diamond Offshore General Company
DoTaRS	Department of Transport and Regional Services
DPI	Department of Primary Industries (Victoria)
EDPHOT	Emergency Drill Pipe Hang-off Tool
EHSMS	Environment Health and Safety Management System
ERC	Emergency Response Centre (Perth) [DOGC]
ERM	Emergency Response Manual [DOGC]
ERP	Emergency Response Plan
ETA	Estimated Time of Arrival
ERT	Emergency Response Team (MODU) [Santos]
ETD	Estimated Time of Departure
FRC	Fast Rescue Craft
GDA	Geodetic Datum of Australia
GEMS	Global Excellence Management System (DOGC)
HLO	Helicopter Landing Officer
HUET	Helicopter Underwater Escape Training
IC	Incident Controller (Perth) [Santos]
ICC	Incident Control Centre (Perth) [Santos]
IFR	Instrument Flight Rules
IMO	International Maritime Organisation
IMT	Incident Management Team (Perth) [Santos]
ISPS	International Ship and Port Facility Security (Code)

ISSC	International Ship Security Certificate
Kt	Knots (1 knot = 1.852 km per hour)
Link	Emergency Paging Service
Medivac	Medical Evacuation
MICA	Mobile Intensive Care
MIP	Maritime Industry Participant
MOB	Man Over Board
MODU	Mobile Offshore Drilling Unit
MSP	Maritime Security Plan
MTSA	Maritime Transport Security Act 2003
NM	Nautical Mile (1 NM = 1.852 km)
NOK	Next of Kin
NOPSA	National Offshore Petroleum Safety Authority
OIM	Offshore Installation Manager
Pax	Passengers
POB	Persons on Board
POOH	Pull Out Of Hole
RIH	Run In Hole
ROV	Remotely Operated Vehicle
RRT	Relative Response Team [Santos]
Santos	Santos Limited
SAR	Search and Rescue
SART	Search and Rescue Radar Transponder
SDR	Safety Department Representative (also referred to as DOGC MODU Medic)
SIMP	Santos Incident Management Plan
SITREP	Situation Report
SOLAS	Safety of Life at Sea
SSU	Special Services Unit (specialised service arm of BoM contracted to provide meteorological forecasts and services)
TD	Total Depth
TEMPSC	Totally Enclosed Motor Propelled Survival Craft
WA	Western Australia

1 INTRODUCTION

1.1 Purpose and Scope

This Emergency Response Plan (ERP) provides guidelines for emergency response during the campaign. Variations may be necessary subject to the knowledge/experience of response management personnel and the specific circumstances of the situation.

This ERP describes the emergency response requirements and arrangements in place to effectively manage emergencies during the Casino Drilling and Completions Campaign, including:

- the structure of the Santos Incident Management Team (IMT) onshore and Emergency Response Team (ERT) offshore and their relationship;
- key roles, responsibilities and lines of communication (internal and external) to manage an emergency in the field;
- interface arrangements between the Diamond Offshore General Company (DOGC) Emergency Response Manual (ERM) [1] and this ERP; and
- ensuring that all reporting requirements are met, eg to the National Offshore Petroleum Safety Authority (NOPSA).

The scope covers all emergencies for the Casino Drilling and Completions Campaign while the “Ocean Patriot” mobile offshore drilling unit (MODU) is under contract to Santos.

This document supports the Casino Drilling and Completions Campaign Safety Case Bridging Document [2].

1.2 Drilling and Completions Campaign Overview

Santos has contracted DOCG “Ocean Patriot” semi-submersible MODU to undertake the Campaign. The campaign comprises drilling and completing the Casino-4DW and Casino-5 subsea gas wells for the Casino development in permit area VIC/P-44, offshore Victoria. It is planned to start in March 2005 with a duration of 75 days. Figure 1.1 presents the location of the Casino gas field. Table 1.1 summarises the well surface locations and water depths. The wells are about 5km apart. An exploration well may also be drilled in the permit area a part of the campaign.

Support for the campaign includes:

- the Farstad “Far Grip” and Swire “Pacific Wrangler” support vessels, at least one of which will be on standby for the MODU;
- the shore base in Portland, Victoria, about 60 NM west-northwest from the Casino gas field; and
- a Santos-dedicated Bristow Super Puma helicopter operating out of Essendon Airport.

Figure 1.1 Casino Gas Field Location Map

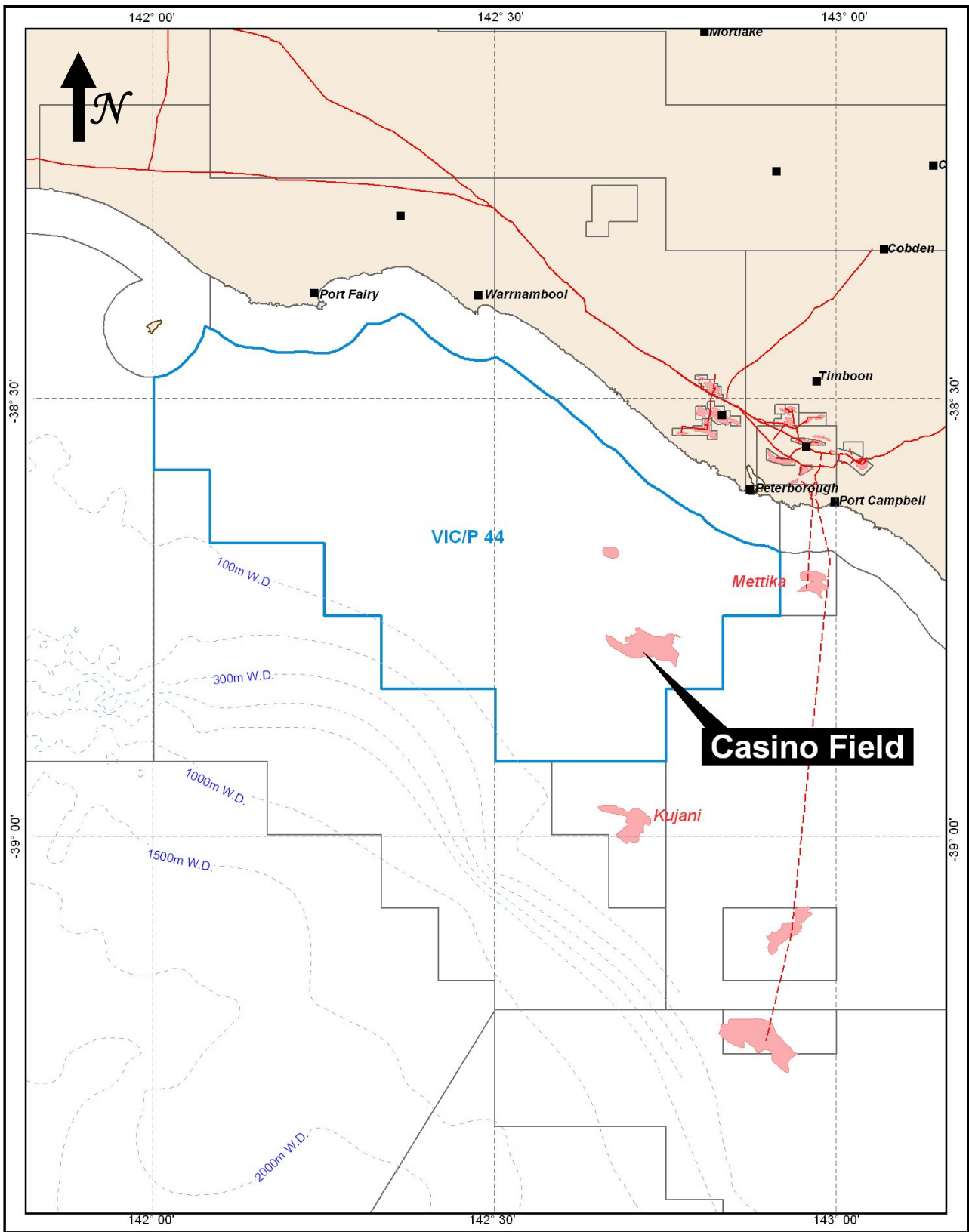


Table 1.1 Well Locations

Well	Geographic Surface Location	Water Depth
Casino-4DW	Latitude: 38° 47' 13" S Longitude: 142° 41' 55" E Easting: 647,519m E Northing: 5,705,498m N (GDA94 datum)	70m
Casino-5	Latitude: 38° 47' 44" S Longitude: 142° 44' 45" E Easting: 651,603m E Northing: 5,704,471m N (GDA94 datum)	
Contingent Exploration Well	TBA	

1.3 Emergency Response Objectives

The following hierarchy of objectives apply to all emergencies at Santos sites:

- the protection of human life is always the first priority;
- the protection of the environment is the second priority; and
- the protection and preservation of plant and product is the third priority.

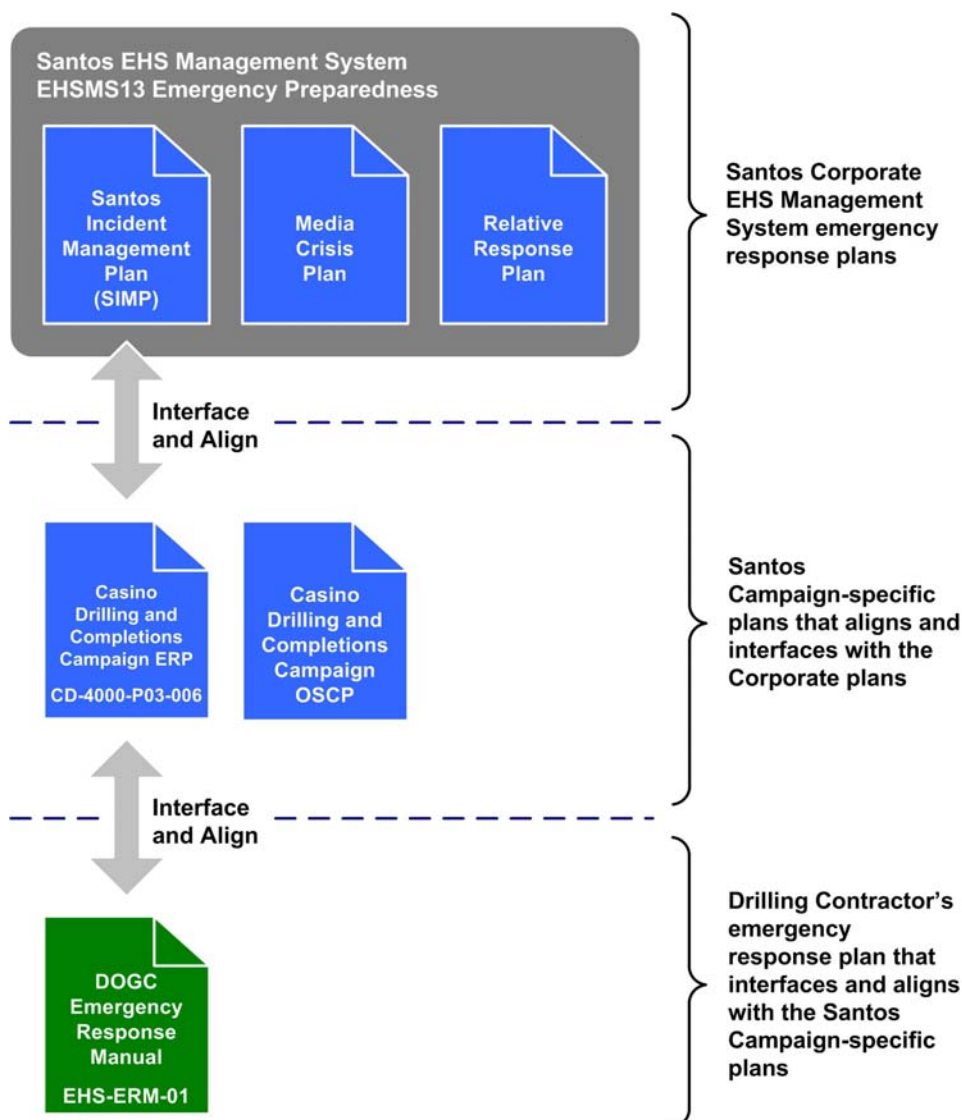
The objective of this ERP is to ensure that these priorities are satisfied and that risks to personnel, the environment and assets are reduced to as low as reasonably practicable (ALARP).

1.4 Emergency Response Plan Architecture

Figure 1.2 presents the overall ERP architecture for the campaign. The key features are;

- Santos has an Environment, Health and Safety Management System (EHSMS) to manage all operations in Australia [4]. The EHSMS framework, includes EHMSMS13 Emergency Preparedness, which defines the corporate requirements to ensure company operations are prepared and able to respond to foreseeable emergencies. EHSMS13 includes the Santos Incident Management Plan (SIMP), Media Crisis Plan and Relative Response Plan.
- This ERP and Campaign Oil Spill Contingency Plan [6] are the Campaign-specific plans that aligns and interfaces with SIMP Media Crisis Plan Relative Response Plan. This ERP defines the onshore emergency response provided by Santos.
- The DOGC ERM defines the emergency response on the MODU and the onshore emergency response support provided by DOGC. The ERM interfaces and aligns with this ERP. Santos has reviewed and accepted the DOGC ERM.

Figure 1.2 Emergency Response Plan Architecture



1.5 Legislation and Industry Guidelines

Permit area VIC/P-44 lies in Commonwealth waters and is therefore under Commonwealth jurisdiction. This ERP has been prepared in accordance with the following regulations and directions issued by the Australian Commonwealth Government under the:

- Petroleum (Submerged Lands) Act 1967;
- Petroleum (Submerged Lands) (Management of Safety on Offshore Facilities) 1996;
- Victorian Occupational Health and Safety Act (1985); and
- Victorian Department of Primary Industries regulations for P(SL)A activities.

2 ENVIRONMENTAL CONDITIONS AND CAMPAIGN LOGISTICS SUPPORT

2.1 Environmental Conditions

The Casino gas field is located in western Bass Strait and the area experiences occasional storms. Winds are generally strong and predominantly from the southwest. Waves are generally large, with the largest waves occurring during the winter months.

Typical surface sea temperatures in the area range from 10°C to 18°C over the year. Table 2.1 presents the estimated survival times for a range of water temperatures.

Table 2.1 Estimated In-water Survival Times (wearing normal work clothing)

	Water Temperature				
	0°C	5°C	10°C	15°C	20°C
Estimated Survival Time	1 hour	1.5 hours	2 hours	3 hours	8 hours

2.2 AusSAR

Australian Search and Rescue (AusSAR) is a division of the Australian Maritime Safety Authority (AMSA). In accordance with Australia's National Search and Rescue (SAR) Plan, AusSAR provides support and advice to the Santos IMT and Ocean Patriot ERT on search and rescue of personnel in an emergency. AusSAR is a recipient of this ERP.

In each State and Territory, the Police are the search and rescue authority. AusSAR responsibilities include:

- notify the Victorian Police for searches in Victorian state waters; and
- upon request from the IMT or ERT, assume responsibility for the coordination of search and rescue operations relevant to the incident.

2.3 Distances and Travel Times

Table 2.2 presents a summary of the distances and travel times relevant to the campaign.

Table 2.2 Distances and Travel Times Between Various Locations

Transport Mode	From	Destination	Distance	Travel Time
Helicopter	Casino Field	Essendon Airport (Bristow, Air Ambulance Victoria)	121 NM	80 minutes
		La Trobe Valley (Air Ambulance Victoria)	180 NM	118 minutes
		Bendigo (Air Ambulance Victoria)	145 NM	95 minutes
		Warrnambool	34 NM	22 minutes
Vessel (at 14.5 Kt)	Casino Field	Portland	60 NM	4 hours 10 minutes
		Warrnambool	34 NM	2 hours 20 minutes
		Melbourne	122 NM	9 hours
Vehicle	Warrnambool	Melbourne	270 km	3 hours 30 minutes

2.4 Helicopter Support

Bristow Helicopters will operate from Essendon Airport during the campaign. A Super Puma helicopter will be dedicated to Santos for the campaign and will be on 24 hour standby. Routine helicopter operations (eg crew transfers) shall be undertaken during daylight hours only. The Super Puma is capable of night flying and landing on the Ocean Patriot. The Ocean Patriot helideck has a load capacity of 16 tonnes and is fitted with landing lights [3]. Two helicopter crews will be rostered to ensure 24 hour per day helicopter coverage.

Table 2.2 presents the flight times between the Casino field and Essendon and Warrnambool. Warrnambool is 34 NM north of Casino and has a helipad that may be used during emergency response, eg refuelling, drop-off point for MODU evacuation.

Table 2.3 presents the operating limits and Table 2.4 presents the emergency response capabilities of the Super Puma. Air Ambulance Victoria (AAV) will be the primary option for medivac. Bristow will be the backup option if AAV is not available, eg all three AAV helicopters are engaged in other emergencies. In the event of a night-time emergency, it takes 1 to 1.5 hours from calling out the Bristow duty flight crew to takeoff. The Super Puma can be fitted with a rescue winch within 30 minutes. **Winching man overboard (MOB) from the sea at night will not be undertaken under any circumstances.**

Table 2.3 Helicopter Operating Limits

Helicopter Type	Maximum Helideck Movement	Maximum Wind Speed
Super Puma	Pitch: 3°	Start-up: 65 Kt
	Roll: 3°	In-flight: 75 Kt
	Heave: 5m	Shut-down: 35 Kt

Table 2.4 Helicopter Emergency Response Capabilities

Helicopter	Passenger Capacity	Range	Speed	Rescue Winch
AS332L Super Puma	18 Pax (2 Crew) 4 Stretchers (seats have to be removed)	420 NM	125 Kt	Yes, 30 minutes to fit. Limited night winch operations.

Table 2.5 presents the time required to evacuate the full persons on board (POB) for the Ocean Patriot by helicopter. The key points are:

- The evacuation times from Casino to Essendon are considerable when using only one helicopter. Therefore more than one helicopter crew must be used in order to reduce the pilot's continuous flying time (in the event of a full evacuation). Bristow, in consultation with the Ocean Patriot OIM, Radio Operator and Santos Logistics Support (IMT), will determine the number of helicopter crews to be used.
- Warrnambool may be used as an alternate evacuation point. The total evacuation time is significantly reduced by using Warrnambool compared to Essendon. Warrnambool has medical and accommodation facilities which can be used during an emergency.

Table 2.5 Helicopter Evacuation Times

Helicopter	Evacuation Drop-off Point	Total Evacuation Time	Comment
AS332L Super Puma	Essendon	18 hours 25 minutes	Based on one helicopter being available, 100 POB to evacuate, 1.5 hours call-out time, return travel to Casino field from Essendon (see Table 2.2), 15 minutes turn-around time on MODU and 20 minutes turn-around time at the heliport to refuel, 7 return journeys each carrying 16 persons (+ 2 crew)
	Warrnambool	9 hours 50 minutes	Based on one helicopter being available, 100 POB to evacuate, 1.5 hours call-out time, return travel to Casino field from Warrnambool (with initial callout from Essendon) (see Table 2.2), 15 minutes turn-around time on MODU and 20 minutes turn-around time at the heliport to refuel, 7 return journeys each carrying 16

			persons (+ 2 crew)
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2.5 Medical Support and Medivac

Santos has contracted three Company Doctors:

- Two doctors are based in Melbourne and they can support the MODU medic and attend the Medivac situation offshore and stabilising the patient during the helicopter transit. Helicopter underwater escape training (HUET) dispensation must be received from the Santos Offshore Australia Drilling and Completions Manager prior to sending either doctor offshore, if the doctor does not have a current HUET.
- One doctor is based in Karratha, Western Australia (WA), who can support the MODU via telephone only. This doctor is familiar with MODU operations.

All three Company Doctors are available for medical support 24 hours a day, seven days a week. Their contact details are included in Attachment 1 Key Contact List.

The primary and first option for Medivac shall always be Air Ambulance Victoria (AAV). Bristow will be the backup option if AAV is not available.

AAV provides its services 24 hours a day, seven days a week. It has three Instrument Flight Rules (IFR) rescue helicopters based at Essendon, La Trobe Valley and Bendigo airports. All aircraft are:

- equipped with medical equipment and staffed by Mobile Intensive Care (MICA) Flight Paramedics; and
- capable of flying directly from the MODU and landing on the rooftop helipads of the major Melbourne hospitals (AAV will decide which hospital to fly to, based on the hospital's capability to deal with the specific medical emergency).

In the event of Medivac by Bristow (ie backup option), the patient will be flown to Essendon Airport and then transferred to a Company Doctor or Medic nominated hospital by ambulance. Alternatively, the Super Puma may fly directly to Alfred Hospital in Melbourne, which has a helipad with a 32 tonne load capacity and night time operation capability. The Alfred Hospital helipad can accommodate Black Hawk helicopters and has space for up to four helicopters. The Bristow Flight Coordination Centre at the Essendon Airport Base will coordinate all Bristow flights and is manned 24 hours a day, seven days a week.

In the event that helicopters are not or are unlikely to be available (eg bad weather), the Ocean Patriot OIM shall not conduct hazardous operations since a Medivac would not be possible.

2.6 Marine Support

Two anchor handling vessels (AHVs), the "Pacific Wrangler" and "Far Grip", will be used during the campaign. These vessels will operate out of Portland. One vessel shall remain on standby for the Ocean Patriot, while the other vessel provides logistics support between the MODU and Portland.

Both vessels can be used for rescue and are capable of accommodating the full POB on their main decks. Table 2.6 presents the vessels' emergency response capabilities.

Table 2.6 Vessel Emergency Response Capabilities

Vessel	Berths	Medical Facility	Speed
Pacific Wrangler	30 berths, including hospital	1 hospital with 2 beds	15.5 Kt
Far Grip	26 berths	1 hospital	17 Kt

2.7 Portland Shore Base

The K&S Freighters shore base in the Port of Portland is the Logistics base for the Campaign. The shore base will be provided with an Emergency Pack and will supply logistical support as directed by the IMT in Perth.

2.8 Ports of Portland, Melbourne Centre and Geelong

Emergency response support facilities are available in the Port of Portland, Melbourne and Geelong. The contact details for the Harbour Masters are included in Attachment 1, Key Contact Details.

2.9 Oil Spill Amenities

The Santos Oil Spill Contingency Plan [6] covers oil spills in more detail. North Corio Quay in the Port of Geelong maintains the oil spill equipment for the surrounding area.

3 EMERGENCY RESPONSE MANAGEMENT STRUCTURE

3.1 Overall Management Structure

Figure 3.1 presents the overall emergency response management structure for the campaign.

3.2 Incident Management Team

The primary role of the IMT is to provide an immediate response to emergencies, through the provision of support and resources during an emergency situation. The IMT is responsible for liaising with the OIM and informing all regulatory bodies of an incident, eg NOPSA.

During an incident the IMT will form and operate from the Incident Control Centre (ICC) located in Santos' Perth office.

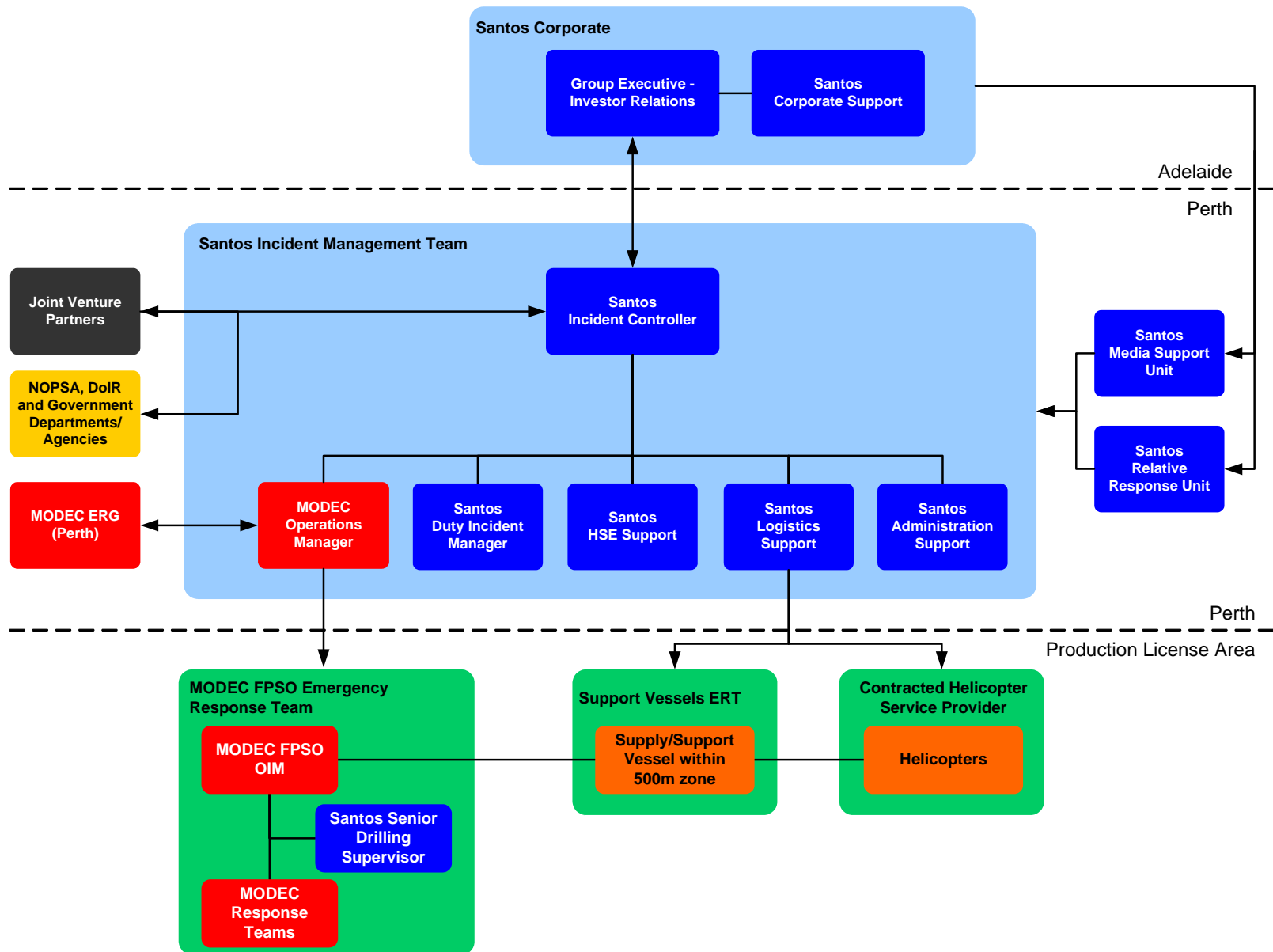
The Incident Controller heads the IMT and is responsible for the management of all incident operations. Duty Incident Managers shall be appointed from a selection of senior Santos personnel and share the responsibility of being on 24 hour call via the Santos Emergency Telephone number. In the event of an incident, the Duty Incident Manager shall activate the IMT and will act as the temporary Incident Controller until the nominated Incident Controller arrives at the ICC.

It is vital that the appointed Duty Incident Managers clearly understand when they are on duty as well as the responsibilities of the position.

IMT members must fully understand the contents and requirements of this Drilling and Completions Campaign ERP and SIMP.

The IMT may utilise specialist services as required, such as marine support, environmental support, media support, relative and trauma counselling etc.

Figure 3.1 Emergency Response Management Structure and Interfaces



3.3 Initial Response of the IMT at the ICC

The Duty Incident Manager will be the first person notified in the event of an emergency situation and will activate the IMT as appropriate.

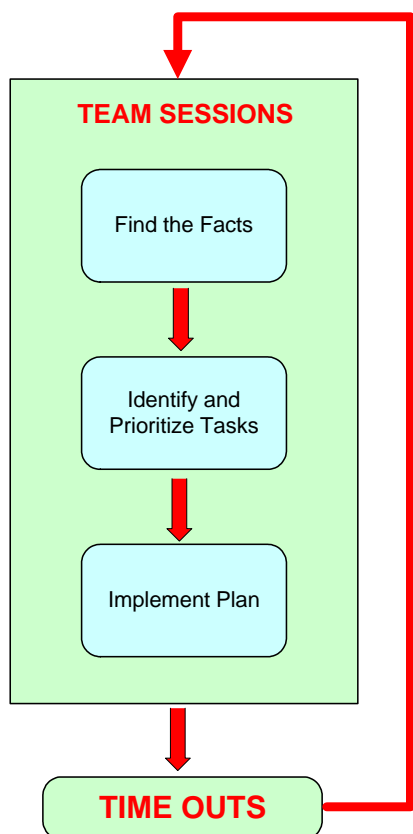
It is important that the most critical IMT tasks at the ICC are addressed in order of priority, irrespective of what member of the IMT arrives at the ICC first, eg the Logistics Support person could arrive before the Duty Incident Manager. The activities are:

- notify the Duty Incident Manager on arrival at the ICC;
- undertake any immediate actions as requested by the Duty Incident Manager;
- ensure all IMT telephone lines are active and fax machines operative;
- initiate the Event Log to ensure that all activities and development are being recorded;
- set up ICC as per Figure 3.3; and
- carry out responsibilities as per emergency response position description.

3.4 IMT Emergency Decision Making Process

To enhance the core process of team problem solving and decision making under pressure the following process should be considered, which includes the concept of team sessions and team timeouts.

Figure 3.2 IMT Decision Process



3.5 Emergency Paging (Link) System

Santos utilises the services of a paging company Link, to contact the Duty Incident Manager and call out the IMT when requested.

3.5.1 Duty Incident Manager Activation

To activate the Duty Incident Manager, the Emergency Paging Number is dialled as listed on the front page of this document. The Link paging operator will ask the caller who they require and the caller will state **“Activate Duty Incident Manager: Casino Drilling and Completions”**. The Link operator will call the Duty Incident Manager on their mobile number.

3.5.2 Duty Incident Manager – Contingency Contact

In the event the Duty Incident Manager can not be activated, the Link operator will contact the next member on the IMT list by mobile. This process will be repeated until the Link operator makes verbal contact with an IMT member. The first person to respond to the Link operator is considered the Duty Incident Manager until they are relieved by more senior IMT members. The Link operator will ask the Duty Incident Manager (or contact replacement) to acknowledge the call.

3.5.3 IMT and Santos Corporate Activation

The Duty Incident Manager can utilise the Link paging service to contact and call out the IMT members and Santos Corporate team. If the Duty Incident Manager decides an incident warrants the full IMT activation, he/she calls the Link operator and requests **“this is the Duty Incident Manager: Casino, please activate the Casino Drilling and Completions IMT”**. The remaining IMT members are activated and told to report immediately to the ICC. A core group of Santos Corporate members can be requested, and activated in the same manner, by the Duty Incident Manager.

3.5.4 IMT Emergency Contact List Up-date

Santos will update the Casino IMT emergency contact list each Friday. The list will include;

- Duty Incident Manager;
- Casino IMT team members; and
- Santos Corporate emergency personnel.

The updated duty roster will also be displayed in the ICC, and a copy sent to the Santos Senior Drilling Supervisor and OIM on the Ocean Patriot.

3.6 Incident Control Centre (Perth)

3.6.1 Location and Resources

The Santos Casino ICC is located in the Santos Perth offices at Level 28, Forrest Centre, 221 St Georges Terrace, Perth, WA.

The Perth ICC shall be equipped and resourced in accordance with SIMP [5]. A layout of the ICC is shown in Figure 3.3. If it should become necessary to have further facilities, these would be arranged in the course of dealing with the emergency, for example:

- Media Management Team;
- press conference facilities;
- Relatives Response Team; and
- facilities for counselling distressed relatives.

3.6.2 Emergency Packs

Emergency packs contain the necessary plans, maps, drawings and documents to enable quick and effective initial response. The Santos Offshore Australia Drilling and Completions Manager is responsible for ensuring that all persons retain possession of an emergency pack while they are on duty, and that the information contained within the emergency packs is current.

Emergency Packs are held at the following locations or by the following positions:

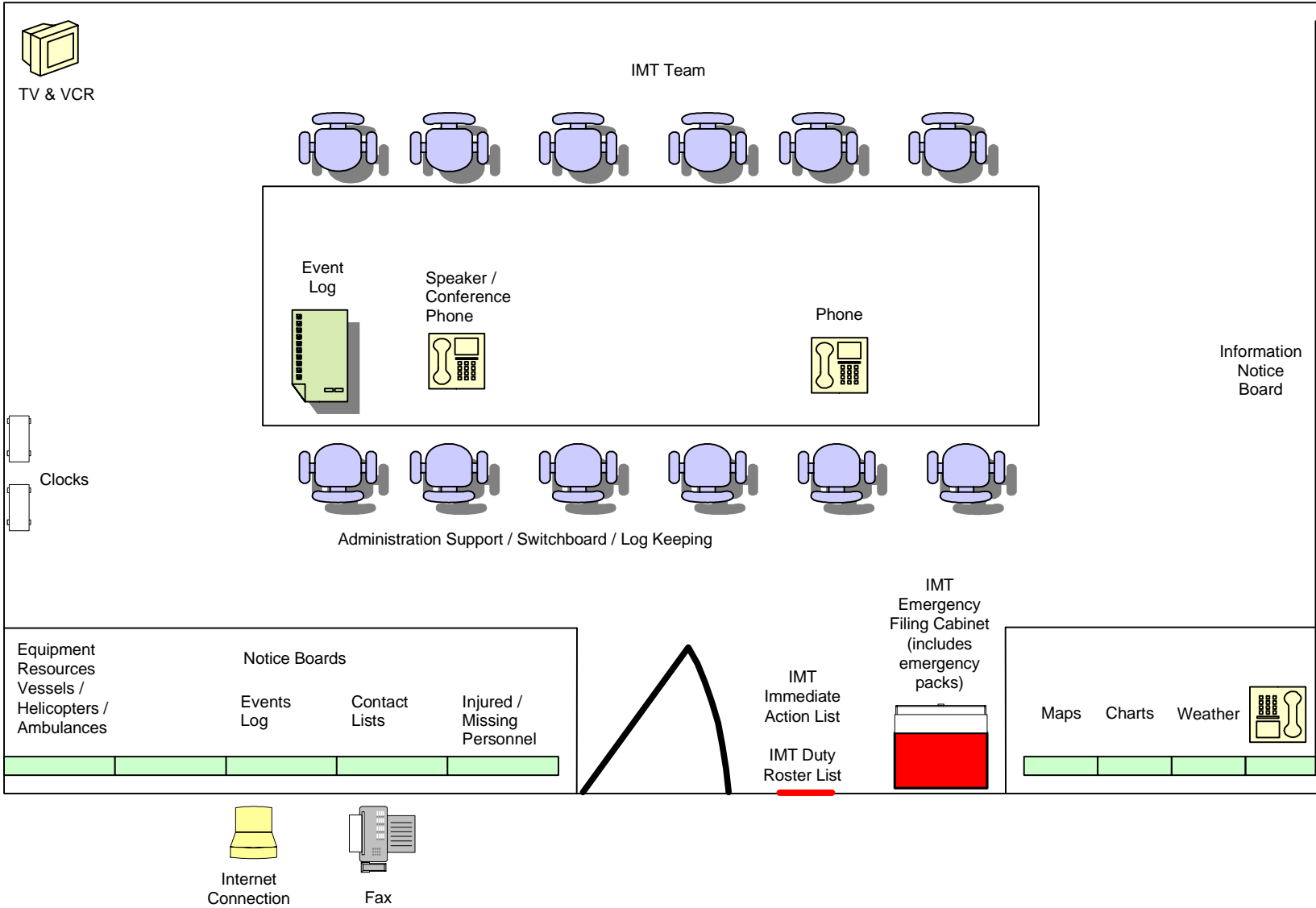
- Santos Senior Drilling Supervisor, Ocean Patriot.
- Duty Incident Manager;
- Incident Controller, in the event that entry cannot be gained into the Casino ICC in Perth;
- Santos Casino ICC (Perth, Level 28);
- DOGC ERT (Perth);
- Portland Shore Base (Santos Shorebase Supervisor); and
- Santos Corporate ICC (Santos House, Level 27, Adelaide).

The emergency packs shall include:

- a. this ERP;
- b. Oil Spill Contingency Plan [6];
- c. Environment Plan [12];
- d. Australian Marine Oil Spill Centre (AMOSC) Plan;
- e. SIMP;
- f. Media Crisis Plan, including example Media Statements (see Section 7.5) – all releases have to be prepared, reviewed and approved by Santos Corporate (Adelaide);
- g. Relative Response Plan;
- h. DOGC ERM [1];
- i. forms and logs taken from the above documents;
- j. key contacts lists and internal phone lists;

- k. drawings and layouts for the Ocean Patriot and Support Vessels;
- l. charts of the area surrounding the Casino Gas Field and Portland;
- m. maps of the area, with coverage of the Otway, Bass and Gippsland Basins ; and
- n. emergency response equipment lists showing locations of equipment in the field.

Figure 3.3 Perth Incident Control Centre



3.6.3 SITREP Forms/Event Log Forms

The Emergency SITREP Form provided in Attachment 8 is the means of rapidly communicating basic incident details to the IMT from the Ocean Patriot by facsimile. It is designed to be completed quickly and easily with basic incident information without the need for lengthy ongoing verbal or written reports and to confirm key details of verbal updates.

The Event Log form in Attachment 10 provides a proforma to chronologically log emergency response activities and events.

The **Santos Senior Drilling Supervisor** is required to:

- Make initial verbal contact with the IMT notifying of the emergency.
- Complete the Emergency SITREP Form as far as reasonably practicable. The aim is to give the IMT the kind of information they would receive if they were at the location themselves. Immediate response, in this regard only, is more important than accuracy.
- Provide continuing Emergency SITREP Forms as agreed with the IMT. The forms shall detail the time and date.
- Enter emergency information on the Santos Event Log proforma (see Attachment 10) and keep the form updated throughout the emergency response.

3.7 Santos Corporate (Adelaide)

The primary role of the Santos Corporate management group (Adelaide) is to consider strategic issues, such as the liaison with the Board, interaction with government, shareholders, stock-market and other key stakeholders. The Corporate support group will provide support to the IMT (Perth) and the Corporate management group as required. The Santos Incident Controller initiates communication with Santos Corporate (Adelaide). Following initial communication, the Santos Information Liaison is responsible for communicating to, and disseminating information from, Santos Corporate.

3.8 Emergency Responsibilities

Table 3.1 presents a summary of the main responsibilities for emergency response personnel. Detailed roles and responsibilities are provided in:

- SIMP [5] for Santos Corporate and IMT personnel; and
- DOGC Emergency Response Manual [1] for DOGC ERT (Perth) and Ocean Patriot personnel.

Company responsibilities for notifying government bodies, designated authority etc, including contact details, is presented in Attachment 2.

Table 3.1 Emergency Responsibilities

Position	Responsibilities
<i>Ocean Patriot</i>	
Offshore Installation Manager (OIM)	<ul style="list-style-type: none"> • has absolute authority onboard the Ocean Patriot; • responsible for the safety of all personnel onboard; • coordinates all safety and emergency response onboard the MODU; • generates POB evacuation plans for essential and non-essential personnel; • decides when to evacuate the MODU; • activates ship collision avoidance procedures; and • liaises with the Santos Senior Drilling Supervisor to initiate Coastwatch response (for non-hostile security infringements) or Police response (for hostile security infringements) in the Permit Area.
Rig Superintendent / Toolpusher	<ul style="list-style-type: none"> • responsible for making the well safe; and • assists the OIM in emergency response situations.
Bargemaster	<ul style="list-style-type: none"> • monitors the weather; • damage control and rig stability; • ensures the rig radar is monitored for the periods when the AHV radar is not effective – the OIM is to be immediately advised of any collision potential; and • POB accounting.
Radio Operator	<ul style="list-style-type: none"> • coordinates external communications during an emergency; • coordinates communications with Bristow during helicopter operations; • maintains contact with helicopters (Bristow) and support vessels during an emergency. Santos Logistics Support remains the primary contact for arranging and initiating helicopter and vessel support to the MODU. However, if the situation offshore requires immediate contact with, and assistance from, Bristow or a support vessel, initiation will be undertaken by the Santos Senior Drilling Supervisor, ie Medivac.
Helicopter Landing Officer (HLO)	<ul style="list-style-type: none"> • responsible for helicopter operations and safety on the Helideck.

Position	Responsibilities
Santos Senior Drilling Supervisor	<ul style="list-style-type: none"> • key Santos contact; • notifies Santos Duty Incident Manager of any emergency incident; • completes and faxes SITREP form to ICC in the event of an incident; • assists the OIM coordinate emergency response between the MODU, standby vessel, helicopters and external resources. Santos Logistics Support remains the primary contact for arranging and initiating helicopter and vessel support to the MODU. However, if the situation offshore requires immediate contact with, and assistance from, Bristow or a support vessel, initiation will be undertaken by the Santos Senior Drilling Supervisor, ie Medivac; • notifies the Incident Controller (or Duty Incident Manager) of any non-hostile and hostile security infringements, and if required immediately, initiates Coastwatch response (for non-hostile security infringements) or Police response (for hostile security infringements) in the Permit Area; • regularly up-dates IMT with SITREPs during an incident period; and • maintains the Santos Event Log form (Attachment 10).
Standby Vessels	
Vessel Master	<ul style="list-style-type: none"> • monitors the weather; • determines when the vessel should leave the MODU location to avoid dangerous weather; • prepares the vessel for helicopter winch and/or personnel basket winch operations; • ensures the FRC and crew are in a permanent state of readiness; • executes ship collision avoidance procedures at request from Santos Senior Drilling Supervisor or OIM; and • maintains radar watch and notifies the OIM immediately of any potential collision risk. Notifies the Barge Master when the vessel radar is unavailable.

Position	Responsibilities
IMT (Perth)	
Incident Controller	<ul style="list-style-type: none"> senior manager of IMT; leads the IMT from the ICC (Perth); ensures support and resources are available during emergency; ensures that all persons on duty retain possession of an emergency pack and that the emergency pack information is current; initiates communication with Santos Corporate management (Adelaide); notifies NOPSA and government departments of an emergency incident; acts as focal point to Emergency Services; primary IMT contact with AusSAR; provides technical support to emergency services; liaises with Santos Senior Drilling Supervisor and OIM, then initiates Coastwatch response (for non-hostile security infringements) or Police response (for hostile security infringements) in the Permit Area; ensures the Key Contact List is regularly updated and distributed to the Controlled Copy Holders of this document; ensures the IMT roster is updated weekly with the emergency paging service, Link; performs the function of Information Liaison, when the primary Information Liaison contact is otherwise engaged; key contact to 3rd party contractors; maintains POB list in field locations; submits a formal report to NOPSA within three days of any incident; advises reception of 'Releasable Information' as soon as possible; and decides when to initiate trauma support, the Santos Relative Response Plan and when to call out Relative Response Team.
Duty Incident Manager	<ul style="list-style-type: none"> provides continuous 24 hour 7 day/week callout coverage; contacts and activates the IMT (if required); performs the duties of the Incident Controller in the Incident Controller's absence, including: <ul style="list-style-type: none"> notifies NOPSA and government agencies of an emergency incident; acts as focal point to Emergency Services; primary IMT contact with AusSAR; provides technical support to emergency services; and liaises with Media Support Team as required.

Position	Responsibilities
DOGC Ocean Patriot Operations Manager	<ul style="list-style-type: none"> maintains shore contact with OIM; forms part of the Santos IMT; assembles the DOGC ERT (Perth) as required; focal communication link between Santos IMT and DOGC ERT (Perth); and coordinates activities and resources between Santos and DOGC Offshore.
Information Liaison	<ul style="list-style-type: none"> provides key liaison between IMT and Santos Corporate; disseminates information from Santos Corporate to Incident Controller and IMT members; liaises with Joint Venture partners; liaises with and supports Santos Crisis Media Consultants; performs initial media support function until relieved by the Santos Media Support Team; and supports Media Support Team with local knowledge.
HSE Support	<ul style="list-style-type: none"> provides status and location of casualties; coordinates medical assistance as required; liaises with company doctor in Karratha WA, and Melbourne; coordinates trauma support, ensuring it is being undertaken by third party contractors; coordinates with Santos Relative Response Team or Trauma Support Specialists, Davidson Trahaire; and key contact for environmental incidents.
Logistics Support	<ul style="list-style-type: none"> key contact for field logistics; key contact with Portland shore supply base; liaises with the Santos Senior Drilling Supervisor to determine helicopter support requirements, and arranges and initiates helicopter support from Bristow. Following helicopter support initiation, Radio Operator undertakes main liaison role with Bristow; receives, from Bristow, a list of landed POB at air base/hospital; liaises with Santos Senior Drilling Supervisor to determine emergency support vessel requirements, and arranges and initiates support vessel. Following helicopter support initiation, Radio Operator undertakes main liaison role with support vessels; remains the primary contact for arranging and initiating helicopter and vessel support to the MODU. However, if the situation offshore requires immediate contact with, and assistance from, Bristow or a support vessel, initiation will be undertaken by the Santos Drilling Supervisor, ie Medivac; coordinates land transport including fixed wing operations; organises flights for Next of Kin (NOK) to patients as required, and as agreed with the IMT.

Position	Responsibilities
Administration Support	<ul style="list-style-type: none">• maintains effective switchboard and communication roles including fax communications;• logs activities;• up-dates ICC whiteboards as required;• organises office space and facilities as required, ie facilities for relative support;• monitors and records TV and media updates;• maintains ICC to ensure readiness for use; and• displays the updated duty roster on the ICC door.

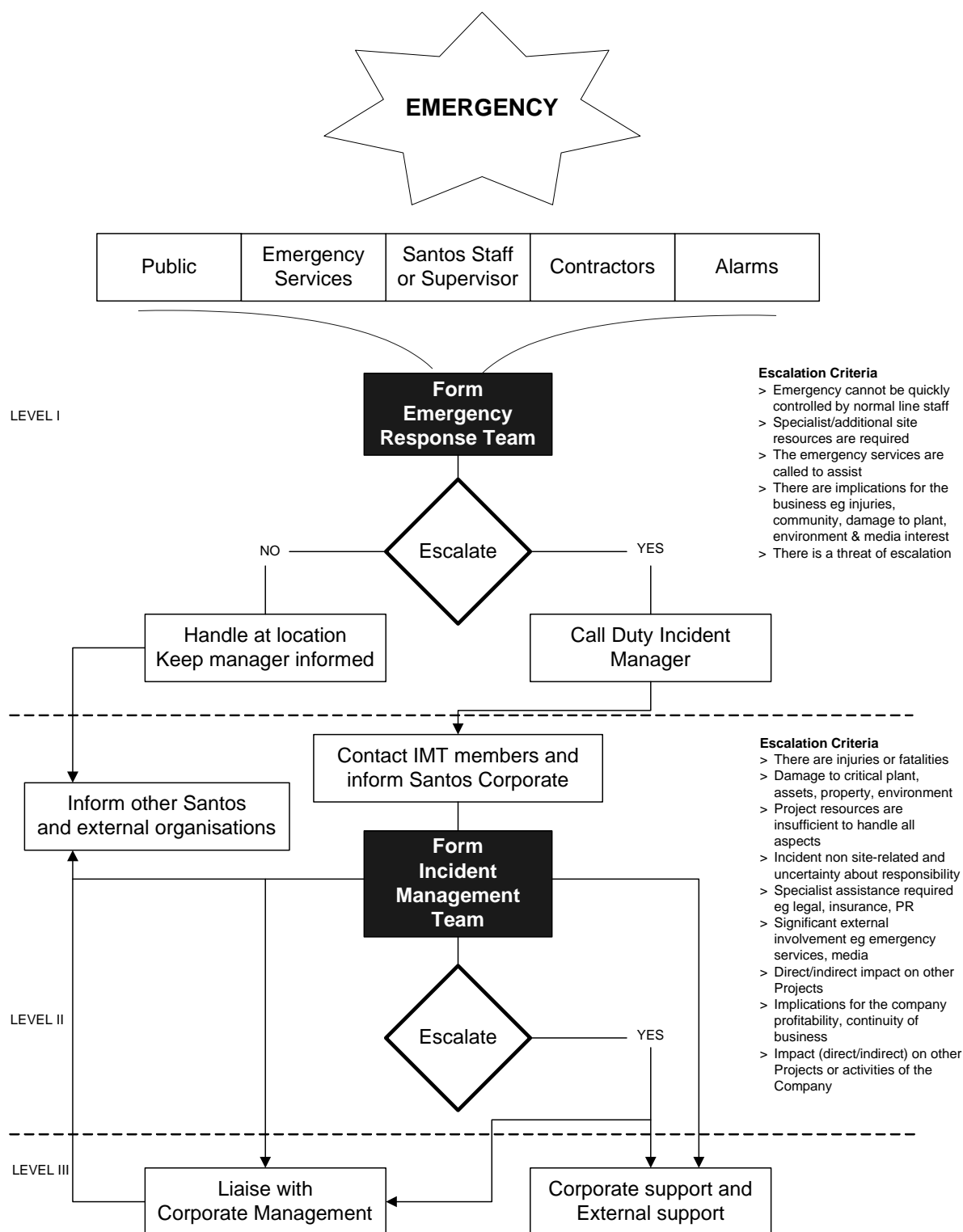
4 CLASSIFICATION OF AN EMERGENCY

There are three classification levels for an emergency as presented in Table 4.1. In the case of a Level/Tier 1 incident, only an operational response may be required from the ERT. Figure 4.1 presents the escalation process.

Table 4.1 Santos Emergency Classification

Level / Tier	Description	Typical Examples (not limited to)
1	<p>An incident that can be handled by an operational response without the need for external assistance.</p> <p>Has limited potential for causing injury to personnel and damage to equipment by executing standard emergency control measures.</p>	<p>Non-urgent medivac.</p> <p>Person overboard.</p> <p>Minor accident.</p> <p>Minor well control incident.</p> <p>Minor fire.</p> <p>Minor oil spills up to 10 tonnes (0.7 and 80bbls).</p>
2	<p>An incident that attracts local, national and/or international media coverage or requires external interaction and has the potential for escalation into a Class/Tier 3 emergency.</p> <p>Even if no external assistance is required an incident may be classified as 2 if there is potential for causing serious injury to personnel or for damaging public or government relations.</p>	<p>Person overboard and missing.</p> <p>Overdue vessel.</p> <p>Oil spills between 10 to 1,000 tonnes (80 to 8,000bbls).</p> <p>Serious casualties.</p> <p>Major well control incident.</p>
3	<p>Severe incidents or emergencies that attract major national and/or international media coverage or create public outrage and have the potential to cause a major impact on commercial considerations of Santos.</p>	<p>Major fire / explosion.</p> <p>Major gas leak.</p> <p>Blowout.</p> <p>Fatality.</p> <p>Major oil spill > 1,000 tonnes (> 8,000bbls).</p> <p>Aircraft overdue or crash.</p> <p>Collision or vessel loss.</p> <p>Bomb threat.</p>

Figure 4.1 Santos Emergency Response Escalation



5 MARITIME SECURITY PLANS

5.1 Overview

In December 2002 the International Maritime Organisation (IMO) adopted amendments to the Safety of Life at Sea (SOLAS) Convention including the International Ship and Port Facility Security (ISPS) Code intended to detect and deter acts that threaten security in the maritime transport sector. All contracting governments to the SOLAS Convention, including Australia, are required to adopt the ISPS Code.

The Australian government has responded to the international treaty obligation by implementing the requirements of the ISPS Code through the Maritime Transport Security Act (MTSA) 2003. The MTSA requires that all port operators, port facility operators, port service providers and ship operators undertake security assessments to develop appropriate maritime and ship security plans to mitigate the identified risks to their operations from acts of unlawful interference, such as terrorism. Plans must be lodged with the Department of Transport and Regional Services (DoTaRS).

In Australia, the ISPS Code through the MTSA applies to the following – servicing or engaged on inter-state and overseas voyages:

- ships that carry more than 12 passengers;
- MODUs (note: at present, DoTaRS is only considering propelled units, ie not the Ocean Patriot);
- ports serving MODUs and ships that carry more than 12 passengers; and
- port facilities and port service providers operating within those ports and servicing such ships as listed above.

5.2 Casino Maritime Security Plans

The Port of Portland has a Maritime Security Plan (MSP), accepted by DoTaRS.

The Far Grip and Pacific Wrangler support vessels are certified under the ISPS Code and have an approved Ship Security Plan. They have been audited by third party auditors on behalf of their Flag States and have been issued with International Ship Security Certificates (ISSCs).

DoTaRS has advised DOGC that the definition of a MODU under the ISPS Code is a self-propelled unit. The Ocean Patriot is a non-self-propelled unit, and as such DoTaRS has confirmed that an ISSC is not required. However, some interaction between Port Security Plans may occur if the Ocean Patriot is taken into a harbour, but even under these circumstances, it is envisaged that the rig will be covered under the tow vessel's Security Plan and the Ports Security Plan. Notwithstanding, as a result of the new legislation, DOGC has developed security procedures and has conducted training to key personnel and are applying for registration as a Maritime Industry Participant (MIP) to ensure they receive updated information on any security issues or any change to security levels.

5.3 Response to Security Infringements

5.3.1 Coastwatch

Customs is tasked by the Government with providing a civil maritime surveillance and response service to a range of government agencies. Coastwatch, a Division of Customs, provides this service. Surveillance flights are undertaken to detect and report activities as diverse as: people smuggling, attempts to import or export prohibited goods, illegal boarding of vessels etc.

Coastwatch also plays an important role in supporting Australia's Oceans Policy by identifying and responding to illegal fishing in Australian waters, detecting and reporting environmental incidents such as marine pollution, and contributing to marine species protection through reporting sightings of marine mammals. Coastwatch, as with all other operators of aircraft in Australia, also provides support to Australia's search and rescue authorities.

5.3.2 Non-Hostile Security Infringement

If any foreign fishing vessels, or vessels suspected of illegal entry into the Permit Area, are seen then Coastwatch should be contacted immediately. Examples of non-hostile security infringements are:

- fishing vessels; and
- vessels containing suspected illegal immigrants.

The Coastwatch 24 hour contact number is included in Attachment 1.

Depending on the need for IMT assistance, contact with Coastwatch should be made from the Santos Incident Controller, or direct from the MODU (via the Santos Drilling Supervisor in liaison with the OIM), as appropriate.

5.3.3 Hostile Security Infringement

Examples of hostile security infringements are where:

- people on the approaching vessel are making threatening demands;
- firearms are involved; and
- the facility has been boarded without the permission of the OIM.

The Victorian Police should be notified immediately by the Santos Incident Controller, or direct from the MODU (via the Santos Senior Drilling Supervisor in liaison with the OIM), depending on the need for IMT assistance. The Victorian Police 24 hour contact number is included in Attachment 1.

Follow-up contact should be made by the Incident Controller to Coastwatch and NOPSA.

6 REPORTING AND INVESTIGATION REQUIREMENTS

It is a statutory requirement to report accidents/incidents and near misses to NOPSA. It is also a Santos requirement that all emergency incidents are reported, investigated and a debriefing conducted where appropriate. The IMT is responsible for reporting to NOPSA and other government authorities. The IMT will also conduct the debriefing session. Environment related incidents are to reported to the Victorian Department of Primary Industries (DPI).

Incident reporting and investigation requirements are described in the Santos Casino Incident Reporting and Investigation procedure [10].

7 EMERGENCY PROCEDURES

7.1 Santos IMT Emergency Procedures

It is impractical for the Santos IMT to plan for every possible emergency. However, to best equip Santos for an emergency situation, Santos has developed a management and communications infrastructure, procedures and guidelines to enable the IMT and ERT to effectively manage the situation.

Emergency procedures and guidance notes have been developed specifically for potential incidents that might occur during the campaign which are not specifically covered by the DOGC ERM [1]. Table 7.1 specifies the key procedures for responding to various types of emergencies. Specific emergency procedures (process maps) are provided in the Attachments. In addition, Farstad and Swire have emergency response procedures in place, eg for helicopter emergency operations, handling of serious injury or casualty etc.

Actions and guides to be considered during any incident are listed in the SIMP Section 5.3 [5].

7.2 DOGC Offshore Emergency Procedures

DOGC has an approved and tested ERM [1], with specific emergency procedures. These procedures are listed in Table 7.1.

Table 7.1 Emergency Situations and Procedures

Emergency / Incident	Incident Location	Reference	
General Emergency Procedures	Ocean Patriot	DOGC ERM [1] - Offshore Procedures	Section 1
Fire or Explosion		DOGC ERM [1] - Offshore Procedures	Section 2
Well Control		DOGC ERM [1] - Offshore Procedures	Section 3
Leakage of Oil or Gas from the Well		DOGC ERM [1] - Offshore Procedures	Section 4
Storm or Severe Weather		DOGC ERM [1] - Offshore Procedures	Section 5
		Santos ERP – Well Securing Procedures	Attachment 6
Movement of Seabed		DOGC ERM [1] - Offshore Procedures	Section 6
Structural Failure or Damage to the Rig		DOGC ERM [1] - Offshore Procedures	Section 7
Failure of Equipment Affecting Safety		DOGC ERM [1] - Offshore Procedures	Section 8
Failure of Station Keeping		DOGC ERM [1] - Offshore Procedures	Section 9
Collision/Interfaces by Other Vessels		DOGC ERM [1] - Offshore Procedures	Section 10
		Santos ERP – Ocean Patriot Marine Radar Surveillance Procedure	Attachment 8
Helicopter Emergency (not including missing helicopter during flight)		DOGC ERM [1] - Offshore Procedures	Section 11
Missing Helicopter (during flight to MODU)	Offshore	Santos ERP	Attachment 5
Man Overboard	Ocean Patriot	DOGC ERM [1] - Offshore Procedures	Section 12
Fatality, Serious Injury or Illness / Epidemic		DOGC ERM [1] - Offshore Procedures	Section 13
Medivac		Santos ERP – Medivac	Attachment 3
Suspected Explosive Device or Terrorist Threat		DOGC ERM [1] - Offshore Procedures	Section 14
Criminal Acts		DOGC ERM [1] - Offshore Procedures	Section 15
Making Work Safe in an Emergency		DOGC ERM [1] - Offshore Procedures	Section 16
Evacuation of Installation		DOGC ERM [1] - Offshore Procedures	Section 17
		Santos ERP (guidance information)	Attachment 7
Standby Vessels – Standby and Emergency Duties		DOGC ERM [1] - Offshore Procedures	Section 18
Bomb Threats	Santos Office (Perth)	Santos Incident Management Plan (SIMP) [5]	Santos EHSMS13
Handling of Mail and Packages			

7.3 Santos Emergency Response Structure / DOGC Interface

7.3.1 Class / Tier 1 Emergency

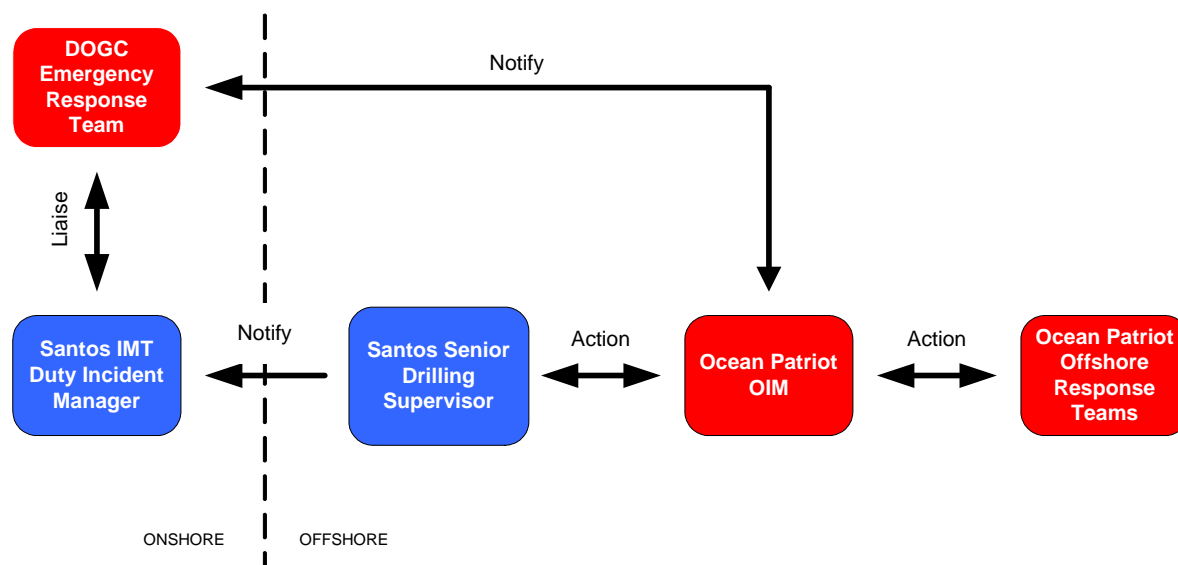
The purpose of the DOGC ERM [1] is to specify the action to be taken in the event of an emergency, on or near the Ocean Patriot, which is considered to pose danger to life or adversely impact the environment.

The ERM is to be read in conjunction with a number of referenced documents, in particular the Ocean Patriot Station Bill. It is the responsibility of every person on the MODU to make themselves aware of the Station Bill with regards to their specific duty in the event of an emergency and the command structure on the MODU.

For the campaign, the ERM procedures shall largely be used to manage a Class/Tier 1 emergency situation on the MODU (local emergency).

The main onshore/offshore interface between Santos and the Ocean Patriot is shown in Figure 7.1.

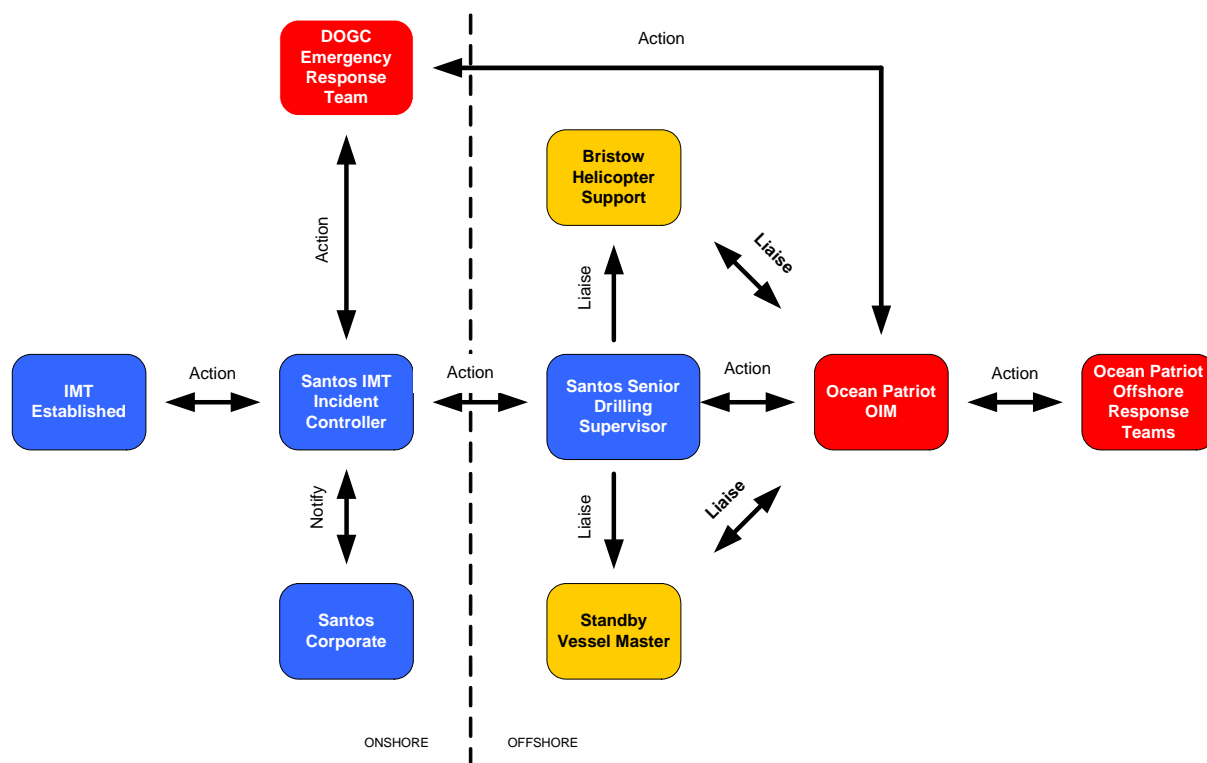
Figure 7.1 Class / Tier 1 Emergency Response Interfaces



7.3.2 Class / Tier 2

Class / Tier 2 emergencies require the assistance of the IMT. The IMT Incident Controller must notify Santos Corporate, and the events must be constantly monitored and communicated. The main onshore/offshore interface is shown in Figure 7.2.

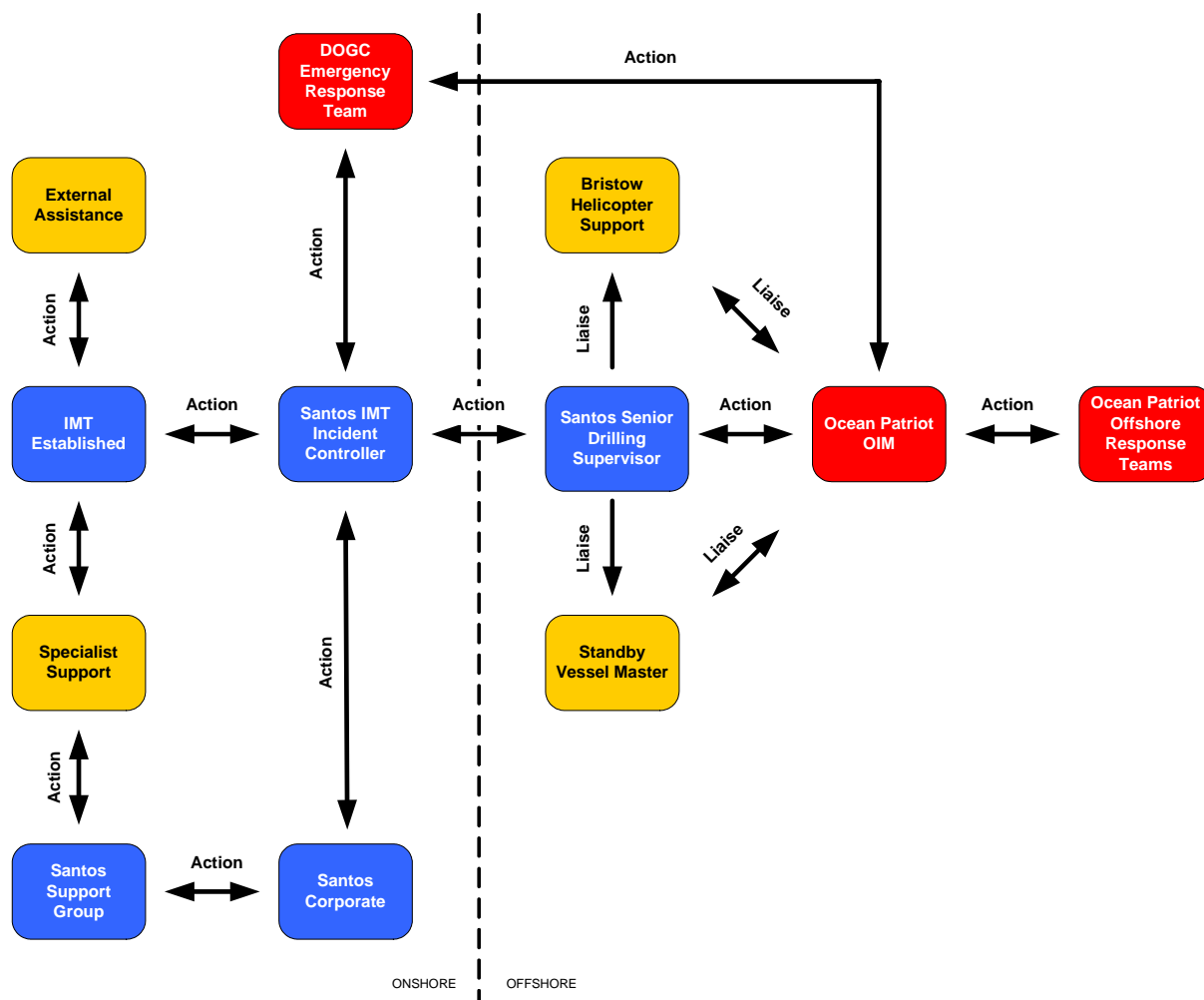
Figure 7.2 Class / Tier 2 Emergency Response Interfaces



7.3.3 Class / Tier 3

For a Class / Tier 3 emergency, both the IMT and Santos Corporate are activated. External assistance will be required and the events are constantly monitored and communicated. The main onshore/offshore interface is shown in Figure 7.3.

Figure 7.3 Class / Tier 3 Emergency Response Interfaces



7.4 Key Contact List

A Key Contact List is regularly updated for this ERP and is given in Attachment 1.

During the campaign the Key Contacts List shall be maintained, updated as required and distributed at **monthly intervals**. The distribution shall include all the parties listed in Distribution of Controlled Copies listed at the beginning of this document. The Incident Controller is responsible for ensuring that this list is updated and distributed.

7.5 Media and Crisis Response

Media response procedures are laid down in the Media Crisis Plan [9], which is a Santos Corporate document.

Within the Casino IMT, the appointed Information Liaison reports to the Group Executive – Investor Relations regarding media issues as shown in Figure 3.1. The Santos Media Support Team provide support to the IMT as required. The Information Liaison also performs the duties listed in Table 3.1.

Santos has pre-prepared Media statements [8] which are contained within the Santos Media Crisis Plan. In an emergency it is important to communicate the situation, as soon as possible, in a clear, concise and consistent manner to all Santos areas of operation. All Media statements will be prepared, reviewed and approved by Santos Corporate. The Media statement(s) will be communicated via Santos Corporate to the media, IMT members (including telephone responders), OIM, Santos Senior Drilling Supervisor and any other relevant persons involved in the response. The Santos Information Liaison will initiate media response with the Group Executive – Investor Relations and Santos Media Support Team. A copy of the Media Crisis Plan will be retained in the emergency packs (see Section 3.6.2).

The Incident Controller performs the function of the Information Liaison when the primary Information Liaison is otherwise engaged.

7.6 Relative Response / Trauma Support

The Santos Relative Response Plan [9] provides detailed procedures for the support of employees, employees relatives and friends, and contractors during an incident that requires trauma assistance.

The IMT (Perth) shall utilise the services of Trauma Specialist Support Consultants, Davidson Trahaire, which shall include professional psychologists specialised in trauma support who will provide professional assistance to the IMT as required. The Incident Controller is responsible for initiating trauma support and the Santos Relative Response Plan.

The IMT (Perth) maintains a small core team, trained in relative and trauma response to perform the function of preliminary trauma response to:

1. manage a small event requiring relative/trauma support, but not necessarily the resources of the Trauma Specialist Support Service (Perth) and/or Santos Relative Response Team (Adelaide); or
2. perform the duties of relative/trauma response until Relative Response Team support arrives from the Trauma Specialist Support Service (Perth) and/or Santos Relative Response Team (Adelaide).

Relative Response Training, as dictated in the Santos Relative Response Plan [9], shall be undertaken by a minimum of the following personnel from the IMT (Perth):

- HSE Support – to coordinate the trauma support between the IMT (Perth), Trauma Specialist Support Service (Perth) and/or Santos Relative Response Team (Adelaide), and assist in fatality advice to next of kin.
- Drilling & Completions Manager Offshore Australia – notify next of kin of fatality (**note:** the Victorian Police shall assist during any fatality notifications to next of kin).
- IMT Telephone Assistance – receive calls and complete the Relative Response Team logs, as well as providing compassionate assistance over the telephone if required.

Relative Response Team training shall include:

- an introduction to Emergency Management and Relative Response Team (covering theory); and
- Relative Response Team Training (covering practical application).

The resources available to the IMT for relative response and trauma support are presented in Figure 7.4. Figure 7.5 presents the key steps to providing relative response to both Santos and Contractor employees. A dedicated telephone number shall be made available to next of kin in the advent of an incident which shall be manned by personnel trained in Relative Response Team telephone assistance, the number is listed in Attachment 1.

Figure 7.4 Relative Response / Trauma Support

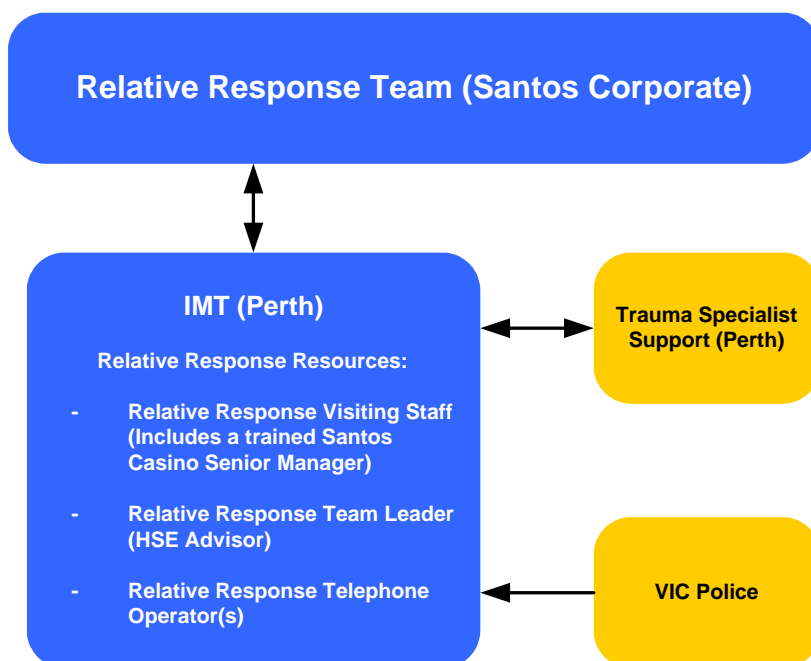
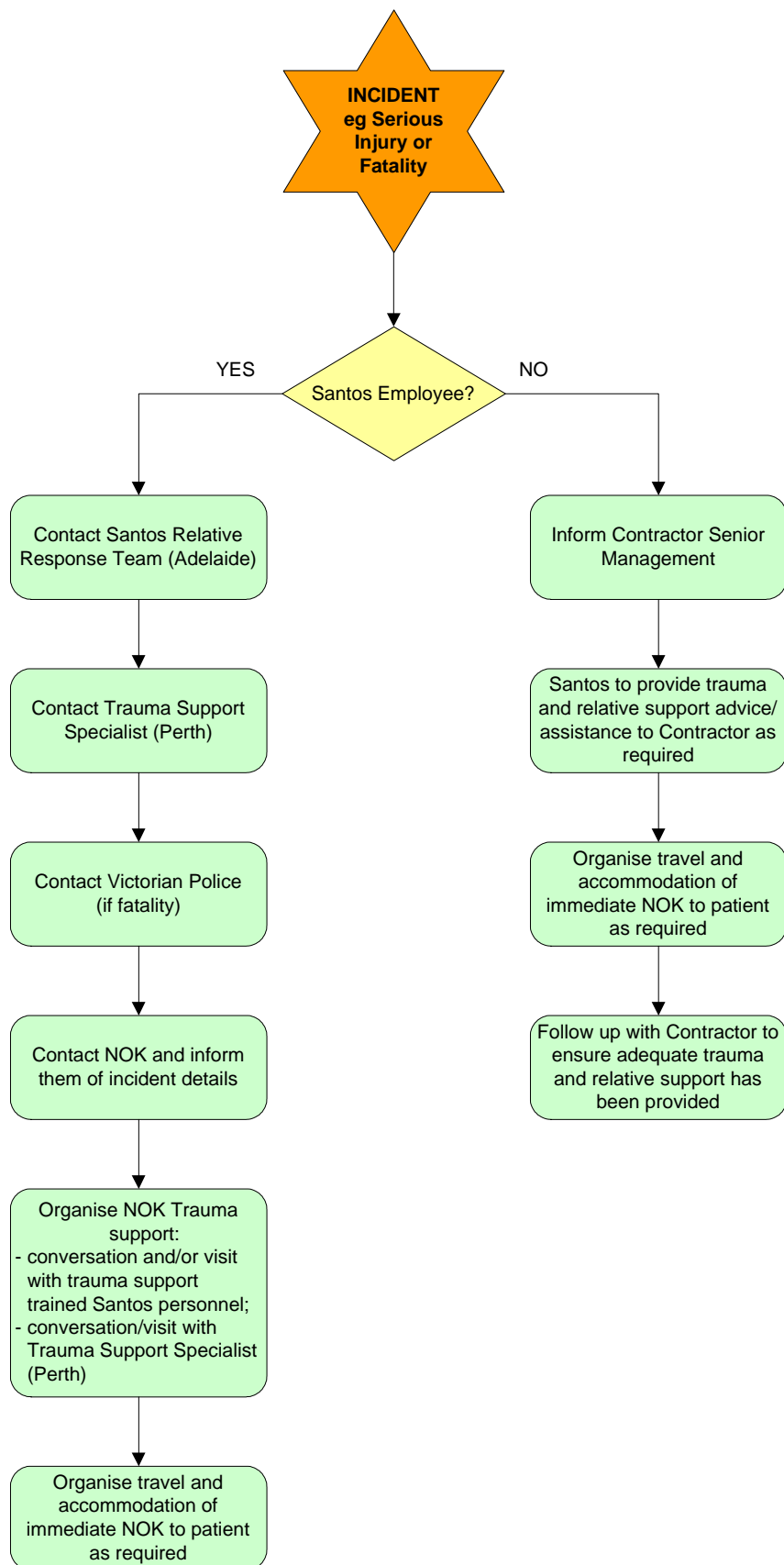


Figure 7.5 Key Steps in the Santos and Contractor Employee Response Process



8 EMERGENCY CLOSE-OUT

8.1 Emergency Management

8.1.1 Class/Tier 1 Emergency

For a Class/Tier 1 emergency, the OIM in conjunction with the Santos Senior Drilling Supervisor will declare the emergency is over when:

- the MODU and/or support vessels and aircraft have been returned to a safe condition;
- all people have been accounted for; and
- injured persons have been stabilised and/or evacuated.

8.1.2 Class/Tier 2 Emergency

For a Class/Tier 2 emergency, the Incident Controller will declare that the IMT response to the emergency is over when notice is given from the Santos Senior Drilling Supervisor that the ERT response has been completed.

The Incident Controller will ensure that all involved offshore parties, shorebase operations, Santos Corporate and other parties are notified as appropriate.

8.1.3 Pollution Emergency Response

In the event of a hydrocarbon discharge to the marine environment (not, for example, synthetic based mud), the campaign Oil Spill Contingency Plan [6], as part of the overall emergency response capability, shall be implemented.

8.2 Santos Corporate Management

8.2.1 Class/Tier 3 Emergency

For a Class/Tier 3 emergency, Santos Corporate management will declare that the IMT and ERT response to the emergency is over when:

- notice is given from the Incident Controller that the IMT response has been completed; and
- notice is given from all external support services, eg AusSAR, Police, that the response has been completed.

Santos Corporate management will ensure that all involved parties are notified as appropriate.

8.3 Incident Investigation

All emergency incidents are to be investigated and reported [10]. Investigations will be carried out in accordance with the procedures identified in Section 6.

9 TRAINING AND EXERCISES

9.1 Training

All Santos IMT personnel and the Senior Drilling Supervisors shall be provided with a suitable level of training to enable them to carry out their role in an emergency. The Incident Controllers and Senior Drilling Supervisors have undergone incident management training.

Ocean Patriot personnel regularly undertake a range of emergency drills and exercises weekly as specified in the DOGC Procedure EHS-PRO-10 Emergency Drills and Exercises [7]. Contracting companies on board the Ocean Patriot shall be made familiar with the DOGC ERM [1], Station Bill and their role in an emergency. All contracting personnel on board shall provide assistance to the OIM (or nominee) where requested.

9.2 Exercises

In accordance with SIMP [5], desktop emergency response exercises shall be held to test the callout mechanisms and effectiveness of this ERP, and any other relevant emergency response documentation. To confirm the effectiveness of the ICC exercises for the drilling and completions campaign shall include:

- one desktop exercise will be conducted prior to mobilisation or during transit to location to test this ERP and the IMT; and

10 REFERENCE DOCUMENTS

- [1] 'Emergency Response Manual', DOGC, Doc No EHS-ERM-01 Rev 3, November 2004.
- [2] 'Casino Development Drilling and Completions Campaign Safety Case Bridging Document', Santos, Doc No. CD-4000-P03-001 Rev 0.
- [3] 'Ocean Patriot Vessel Safety Case', DOGC Rev 0, 2004.
- [4] 'Environment Health and Safety Management System', Santos, available from 'The Well' (Santos Intranet).
- [5] 'Santos Incident Management Plan', Santos, EHSMS13 Appendix A, available from 'The Well' (Santos Intranet).
- [6] 'Otway Basin Victoria Exploration Program Oil Spill Contingency Plan', Santos.
- [7] 'Company Safety Policies and Procedures Manual', DOGC.
- [8] 'Media Crisis Plan', available from "The Well" (Santos Intranet).
- [9] 'Relative Response Plan EHSMS13 Appendix C', Santos.
- [10] 'Casino Development Incident Reporting and Investigation, Santos, Doc No. CD-4000-P03-006.
- [11] 'Incident & Non-Conformance Investigation, Corrective and Preventative Action EHSMS15, Santos.
- [12] 'Casino Development Drilling Campaign Environment Plan', Santos.

ATTACHMENTS

Attachment 1
Key Contact List

Emergency Contact Details

24 Hour Emergency Contact Number
SANTOS 'FIRST ALERT'
EMERGENCY PAGING NUMBER: (08) 8273 4162
(Ask for 'Activate Duty Incident Manager – Casino Drilling and Completions')

ORGANISATION	CONTACT	WORK	AFTER HOURS
1. Ocean Patriot			
Ocean Patriot MODU	OIM Phone	0011 872-353 807 512 (08) 6363 8870	Same – 24 hrs Same – 24 hrs
	Santos Offshore Representative	Tel: (08) 6363 8871 Fax: (08) 6363 8873	Same – 24 hrs Same – 24 hrs
	Radio Room Phone	(08) 6363 8872	Same – 24 hrs
	Radio Room Fax	(08) 6363 8873	
	Medic	(08) 6363 8873	Same – 24 hrs
	SAT A	0011 872 353 807 510 Fax: 0011 872 353 807 511	Same – 24 hrs
	HF Marine Radio	Monitor 2182 / 4125 kHz	
	VHF Marine Radio	Monitor 16 / 72	
	VHF Aero	126.4 kHz	
2. Support Vessels			
Far Grip (Farstad)	Iridium Sat Phone	0011 870 762 842 840	Same – 24 hrs
	Masters Mobile (Port Contact only)	0418 341 728 or 0437 754 637	
	CDMA Phone		
Pacific Wrangler (Swire Pacific Offshore)	Iridium Sat Phone	0011 1480 7682 500	Same – 24 hrs
	Masters Mobile (Port Contact only)	0427 103 811	
	CDMA Phone	8816 318 522 35	

ORGANISATION	CONTACT	WORK	AFTER HOURS
3. Portland (Ocean Patriot) Shore Support Base			
Portland Shore Support	Santos shore-base support supervisor Lindsay Taylor	Mob:0429 419 529	Same – 24 hrs
4. Emergency Support			
Australia Search and Rescue (AusSAR)	Marine	Main: 1800 641 792 Canberra: (02) 6230 6811 Fax (24hrs): (02) 6230 6868	Same – 24 hrs
Australian Maritime Safety Authority	Aviation	Main: 1800 815 257 Canberra: (02) 6230 6899 Fax (24hrs): (02) 6230 6868	Same – 24 hrs
Coast Watch	Aviation	Main: 1800 06 1800	Same – 24 hrs
Police – Emergency Communications Centre (Victoria)	Duty Inspector	Main: (03) 5523 1999	Same – 24 hrs
Portland Port Authority	Harbourmaster Vijay Vijayapalan	Main: (03) 5525 0981 Emergency: 0419 306 434 Fax: (03) 5521 7488	Emergency: 0419 306 434
National Offshore Petroleum Safety Authority (NOPSA)	General Switchboard	Main: 08 6461 7000 Fax: 08 6461 7037	Emergency: 08 9480 9427
Department of Primary Industries (DPI)	Switchboard	(03) 9412 4011	Same – 24 hrs
5. Air Support (Essendon)			
Bristow Helicopters Essendon Airport Level 1, 250 English Street, Essendon Airport, North Essendon, 3040, Victoria	Pilot in Charge Essendon Airport Melbourne Office	Ops: (03) 9374 3647 Fax: Sat: (03) 9374 3647 Tel: (03) 9374 3647 Fax: (03) 9379 4720 Main: Fax:	0418 934 099 24 hour pager

ORGANISATION	CONTACT	WORK	AFTER HOURS
6. Marine Support			
Farstad Shipping	Duty Manager Vessel Manager Vessel Emergency Number	Tel: (03) 9254 1546 Pager: (03) 9625 1980 Fax: (03) 9254 1659 (03) 9254 1505	24 hour callout 24 hour callout 24 hour callout
Swire Pacific Offshore	General Manager (Perth) Operations and Safety manager (Perth)	Wk: (08) 9430 5434 Mob: 0411 430 669 Mob: 0412 928 275	24 hour callout 24 hour callout
7. Medivac / Serious Injury or Illness			
Air Ambulance Victoria	Duty Doctor HF Radio	Main (24 hrs) 1800 625 800 5300 kHz or 5360 kHz	Same – 24 hours
Melbourne Doctor City Occupational Health	Duty Doctor Dr Grant Ramage	(03) 9670 9385	Same – 24 hours
8. Hospitals			
Alfred Hospital Casualty Admitting Officer Alfred Hospital Trauma Centre (Helipad) Karen Flett (Coordinator)	Main Reception Consulting Doctor	(03) 9276 2000 (03) 9276 2960 1800 253 733	Same – 24 hours
Portland Medical Seaport Medical Centre 6 Fern street, Portland Victoria 3305	Main Reception	Main: (03) 5523 2322	Same – 24 hours
9. Weather			
Bureau of Meteorology Special Services Unit (Melbourne)	Duty Forecaster 24 hr Severe Weather Forecasting (Senior Forecaster)	Main: (03) 9669 4000 Tel: (08) 9263 2258	Same – 24 hours

ORGANISATION	CONTACT	WORK	AFTER HOURS
10. Evacuee Support / Trauma Counselling			
Primary Contact: Davidson Trahaire	Duty Psychologist Dedicated Trauma Line:	1300 360 364	Same – 24 hours
Secondary Contact: Prime Psychology	Duty Psychologist Dedicated Trauma Line	Main: (08) 9446 0800 A/H: (08) 9480 4652	Office Hours only Out of Hours Service
11. Santos Incident Management Team (Perth)			
Incident Control Centre Level 28, The Forrest Centre 221 St Georges Terrace, Perth WA 6000	Reception	(08) 9460 8900 Fax: (08) 9460 8971	Same – 24 hours
DUTY INCIDENT MANAGERS	Emergency Number	(08) 8273 4162 Ask for “Duty Incident Manager – Casino Drilling and Completion”	Same – 24 hours
	Brett Darley Offshore Australia Drilling and Completions Manager	Wk: (08) 9460 8933 AH: (08) 9402 7738 Mob: 0418 186 520	Same – 24 hours
	Richard Buitenhuis Operations Superintendent	Wk: (08) 9460 8960 AH: (08) 9299 8417 Mob: 0438 827 030	Same – 24 hours
	Darren Greer Drilling and Completions Team Leader	Wk: (08) 9460 8957 AH: (08) 9228 0696 Mob: 0402 034 750	Same – 24 hours

ORGANISATION	CONTACT	WORK	AFTER HOURS
INCIDENT CONTROLLERS	Brett Darley Offshore Australia Drilling and Completions Manager	Wk: (08) 9460 8933 AH: (08) 9402 7738 Mob: 0418 186 520	Same – 24 hours
	Darren Greer Drilling and Completions Team Leader	Wk: (08) 9460 8957 AH: (08) 9228 0696 Mob: 0402 034 750	Same – 24 hours
HSE Support	Primary Contact: Liz Main HSE Advisor	Wk: (08) 9460 8920 AH: (08) 9443 7992 Mob: 0411 018 024	Same – 24 hours
	Secondary Contacts: Jack Hesketh QA Advisor	Wk: (08) 9460 8968 AH: (08) 9309 2028 Mob: 0419 046 521	Same – 24 hours
	John Easton Corporate Health & Safety Advisor	Wk: (08) 8224 7840 Mobile: 0439 804 726	Same – 24 hours
Environmental Support	Peter Jernakoff	Wk: (08) 9481 0100 AH: (08) 9307 7171 Mob: 0416 237 250	Same – 24 hours
	Rob Phillips	Wk: (08) 9481 0100 AH: (08) 9336 5446 Mob: 0405 493 964	Same – 24 hours
Administration Support	Primary Contact: Lyndsey Dixon Technical Assistant	Wk: (08) 9460 8932 AH: 0419 596 416 Mob: 0419 596 416	Same – 24 hours
	Cathy Collishaw Office Administrator	Wk: (08) 9460 8910 AH: 0412 067 274 Mob: 0412 067 274	Same – 24 hours

ORGANISATION	CONTACT	WORK	AFTER HOURS
Logistics Support	Primary Contact: Mal O'Connor Logistics Superintendent Secondary Contact: Lindsay Taylor	Wk: (08) 9460 8925 AH: (08) 9383 2023 Mob: 0428 545 620 Wk: TBA AH: TBA Mob: 0429 419 579	Same – 24 hours Same – 24 hours
12. DOGC Emergency Response Team (Perth)			
DOGC Offshore ERT (Perth) Unit 2 5 Turner Avenue Bentley, Western Australia, 6102	Main:	(Tel):08 6363 8900 Fax: (08) 6363 8999	Same – 24 hours
Operations Manager (Santos IMT)	Primary Contact: Operations Manager Steve Ramsey Secondary Contact: Nick Webster Rig Engineer	Wk : (08) 6363 8945 AH : 0431 507 423 Mob : 0431 507 423 Wk: (08) 6363 8914 Ah: 0411 600 473 Mob: 0411 600 473	Same – 24 hours Same – 24 hours
Area Manager	Primary Contact: Area Manager Ronnie James Secondary Contact: Operations Manager Steve Ramsey	Wk: (08) 6363 8910 AH: (08) 9314 1365 Mob: 0411 600 443 Wk: (08) 6363 8945 AH: 0431 507 423 Mob: 0431 507 423	Same – 24 hours Same – 24 hours
Evacuee Support	Primary Contact: Finance & Admin Manager Mike Polak Secondary Contact: Personnel Manager Teena Hoyne	Wk: (08) 6363 8901 AH: (08) 9330-3121 Mob: 0403 186 001 Wk: (08) 6363 8930 Mob: 0403 186 008	Same – 24 hours Same – 24 hours

ORGANISATION	CONTACT	WORK	AFTER HOURS
Advisor	Primary Contact: Operations Manager Steve Ramsey	Wk: (08) 6363 8945 AH: 0431 507 423 Mob: 0431 507 423	Same – 24 hours
	Secondary Contact: Nick Webster Rig Engineer	Wk: (08) 6363 8914 Ah: 0411 600 473 Mob: 0411 600 473	Same – 24 hours
Relative Support	Primary Contact: Personnel Manager Teena Hoyne	Wk: (08) 6363 8930 Mob: 0403 186 008	Same – 24 hours
	Secondary Contact: Personnel Administrator Sharon Midgley	Wk: (08) 6363 8931 Mob: 0422 458 595	Same – 24 hours
Logistics Support	Primary Contact: Materials Control Manager Debbie Ricardo	Wk: (08) 8984 3313 Mob: 0411 600 465	Same – 24 hours
	Secondary Contact: Operations Manager Steve Ramsey	Wk: (08) 6363 8945 AH: 0431 507 423 Mob: 0431 507 423	Same – 24 hours
Doctors/ Safety & Casualty Support	Primary Contact: HSE & QA Manager Dave Johnson	Wk: (08) 6363 8960 AH: (08) 9291 9243 Mob: 0403 186 006	Same – 24 hours
	Secondary Contact: HSE Supervisor Alix Hinchliffe	Wk : (08) 6363 8963 AH : (08) 9304 1309 Mob : 0403 186 007	Same – 24 hours
13. Santos Corporate (Adelaide)			
Corporate Affairs	Manager Corporate Affairs Stuart Symons	Wk: (08) 8218 5217 Mob: 0421 705 947	Same – 24 hours

ORGANISATION	CONTACT	WORK	AFTER HOURS
Legal	Manager – Legal Services Wesley Glanville	Wk: (08) 8218 7155 Mob: 0408 799 577	Same – 24 hours
Finance	Chief Financial Officer Peter Wasow	Wk: (08) 8218 5231 Mob: 0419 107 328	Same – 24 hours
Supply	Manager Strategic Sourcing Services David Allen	Wk : (08) 82185248 Mob: 0408 721 253 AH: (08) 81520168	Same – 24 hours
Human Resources	Manager HR & Training Jo Fox	Wk: (08) 8218 5630 Mob: 0419 850 621	Same – 24 hours
Technical & Support Services	Group Consulting Engineer Denis Dare	Wk: (08) 8218 5130 Mob: 0419 838 246	Same – 24 hours
Health & Safety	Manager, EHS & Sustainability Andrew Antony	Wk: (08) 8218 5987 Mob: 0418 893 564	Same – 24 hours
Environmental	Chief Environmental and Cultural Heritage Adviser Steve Tunstill	Wk: (08) 8224 7896 AH: (08) 8271 4091 Mob: 0438 835 912	Same – 24 hours
Risk Management	Group Risk Manager Chris McMichael	Wk: (08) 8218 5850 Mob: 0408 627 002	Same – 24 hours
Media management Team	EHS & Sustainability Communications Advisor Kathryn Mitchell	Wk: (08) 8218 5260 Mob: 0407 979 982 Ah: 8132 1893	Same – 24 hours
	Mike Hanzalik Investor Relations Analyst	Wk: (08) 8224 7725 Ah: (08) 8338 2630 Mob: 0439 892 143	Same – 24 hours
Government Affairs	Advisor, State Government and Indigenous Affairs Paul Woodland	Wk: (08) 8218 5824 Mob: 0417 875 450	Same – 24 hours
Relative Response Team	Rehab Co-ordinator Tracey Wadsley	Wk: (08) 8224 7164 Mob: 0408 880 144	Same – 24 hours
	Davidson Trahaire	1 300 360 364	Same – 24 hours

ORGANISATION	CONTACT	WORK	AFTER HOURS
14. Third Party Contractors			
Farstad	Bruce Dann W.A. Area Manager	WK: (03) 9254 1546 AH: 0408 488 382 Mob: 0408 488 382	Same – 24 hours
Swire Pacific Offshore	Sam Pullen General Manager	Wk: (08) 9430 5434 Mob: 0411 430 669	Same – 24 hours
Bristow Helicopters	Patrick Thirley Commercial Manager	Wk: (08) 9478 3388 AH: (08) 9572 4042 Mob: 0418 121795	Same – 24 hours
Baker Hughes -Atlas	Scott Blair Operations Manager	Wk: (08) 9455 0915 AH: 0417 357 071 Mob: 0417 357 071	Same – 24 hours
Halliburton Sperry Sun	Steve Edwards MWD Manager	Wk: (08) 6424 4607 Ah: 0417 931 764 Mob: 0417 931 764	Same – 24 hours
Schlumberger Dowell	Matt Cazalet Cell Leader Cementing	WK: (08) 9420 4659 AH: 08 9226 1417 Mob: 0411 654 526	Same – 24 hours
K & S Freighters	David Whitehead Operations Base	Mob: (03) 5523 4144	Same – 24 hours
(Fugro) Thales	Terry Blake ROV Operations	Wk: 08 6241 1351 AH: 0427 779 190 Mobile: 0427 779 190	Same – 24 hours
Weatherford	Aaron Sinnott Country Product Service Line Manager	WK: (08) 9212 4606 AH: 08 9248 1430 Mob: 0418 51 759	Same – 24 hours
Security DBS	Joseph Thompson Account Representative	Wk: (08) 6424 4642 AH: (08) 6380 1153 Mob: 0414 911 787	Same – 24 hours
Expro	Dave Linkston	Wk: (08) 9456 7619 AH: (08) 9456 2951 Mob: 0403 242 966	Same – 24 hours
Labrador	Tom Brand Managing Director	Wk: (08) 9423 5600 AH: (08) 9221 6316 Mob: 0413 532 547	Same – 24 hours

ORGANISATION	CONTACT	WORK	AFTER HOURS
Diamond Offshore General Company	Steve Ramsey	Wk: (08) 6363 8945 AH: 0431 507 423 Mob: 0431 507 423	Same – 24 hours
Cameron	Bruce Hassett	Mob: 0411 704 914	Same – 24 hours
MI	Dave Bennett	Wk: (08) 9325 4822 Ah: (08) 9405 1586 Mob: 0417 971 769	Same – 24 hours
Smith	Colin Hankinson	Wk: (08) 9455 5311 Mob: 0419 044 850	Same – 24 hours
Exploration Consultants Ltd	Ian Scorgie	Wk: (08) 9480-0105 Fax: (08) 9480-0105	Same – 24 hours

Attachment 2
Government Notification Matrix

Organisation	Emergency														Contact Details		
	All offshore emergencies	Evacuation by lifeboat	Person Overboard	Fatality	Unknown vessel approach	Collision / hull damage	SAR Vessel	SAR Aircraft	Aviation incident eg helicopter crash on MODU	Bomb threat	Concealed explosives on board	Unauthorized or criminal act	Illegal boarding	If ongoing government assistance is required	Title	Contact Numbers	By When / Who
AMSA (AusSAR)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Aviation SAR Emergency (24 hours): 1800 815 257 or (02) 6230 6899 Fax: (02) 6230 6868 Maritime SAR Emergency (24 hours): 1800 641 792 or (02) 6230 6811 Fax: (02) 6230 6868 Web: www.amsa.gov.au		As soon as practicable (by DOGC)
Australian Transport Safety Bureau (ASTB)								✓	✓						Aviation Incidents Emergency (24 hours): 1800 011 034		As soon as practicable (by Bristow)
Coastwatch					✓					✓	✓		✓		Emergency (24 hours): 1800 06 1800		As soon as practicable (by Santos/DOGC)
National Offshore Petroleum Safety Authority (NOPSA)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	NOPSA Duty Inspector Emergency Pager Emergency (24 hours): (08) 9480 9427 Switchboard: (08) 6461 7000 Fax: (08) 6461 7038 Web: www.nopsa.gov.au		Initial (verbal or written) notification within 2 hours of incident (by Santos)
Victorian Workcover Authority				✓											Worksafe Commissioner Accident Reporting: (03) 9641 1444 1800 136 0889 Emergency (24 hours): 132 360		Next working day (by site/premises owner)
Police (Victoria)				✓						✓	✓	✓	✓		Duty Officer Emergency (24 hours): (03) 9247 6666 (03) 9323 9300 or 000		As soon as practicable (by employer)
Portland Port Authority (emergency in port boundary)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Harbour Master Emergency (24 hours): 0418 551 821 Switchboard: (03) 5525 0900 Harbour Master: (03) 5572 5590		As soon as practicable

Attachment 3
Medivac (or Casivac) from Ocean Patriot

MEDIVAC (also known as CASIVAC)

Air Ambulance Victoria (AAV) shall always be the first and primary option for Medivac. Bristow is the backup option if AAV is unavailable, eg all helicopters are already engaged in other emergencies.

Medivac by Air Ambulance Victoria (First and Primary Option)

AAV provides its services 24 hours a day, seven days a week. Table A3.1 summarises the location and capabilities of the three AAV rescue helicopters. All aircraft are:

- instrument flight rules capable, ie can fly at night or in poor weather;
- equipped with medical equipment and staffed by Mobile Intensive Care (MICA) Flight Paramedics; and
- capable of flying directly from the MODU and landing on the rooftop helipads of the major Melbourne hospitals.

Medivac by AAV involves calling AAV (contact details in Attachment 1 Key Contact List) and faxing the completed Medivac form in Attachment 4 to AAV. AAV will decide which hospital to fly to, based on the hospital's capability to deal with the specific medical emergency.

Once a patient has been admitted to hospital it is unlikely that the hospital will divulge any information with regards to treatment, expected duration in hospital etc. This is because of patient confidentiality. Santos has 'Authority to Supply Medical Information' request forms, signed by all Santos offshore personnel (not contractors) during their offshore induction, which permits Santos to receive patient information. The 'Authority to Supply Medical Information' form will be faxed to Alfred Hospital, who has accepted this protocol, for completion and return fax to the Santos ICC.

Tale A3.1 AAV Helicopter Details

Base	Helicopter	AAV Crew	Patient Capacity
Essendon Airport	Eurocopter Dauphin AS 365N3	Pilot and observer (Victoria Police Officers) and 1 MICA flight paramedic	2 stretcher patients
La Trobe Valley Airport	Helimed 1 Bell 412 EP	Pilot and observer (CHC Helicopters) and 1 MICA flight paramedic	2 stretcher patients, or 1 stretcher and 4 sitting
Bendigo Airport	Bell 412 EP		

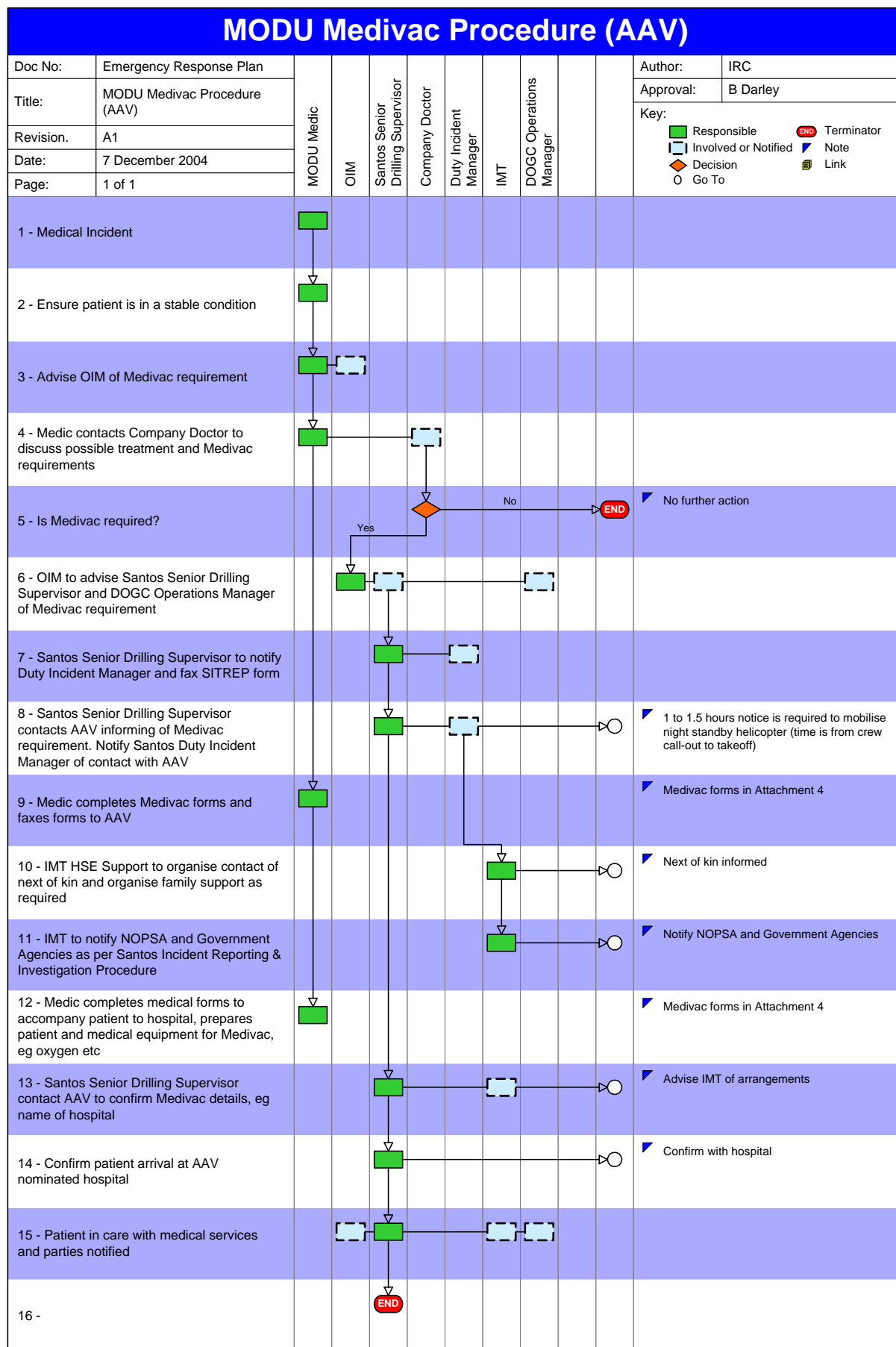
Medivac by Bristow (Backup Option)

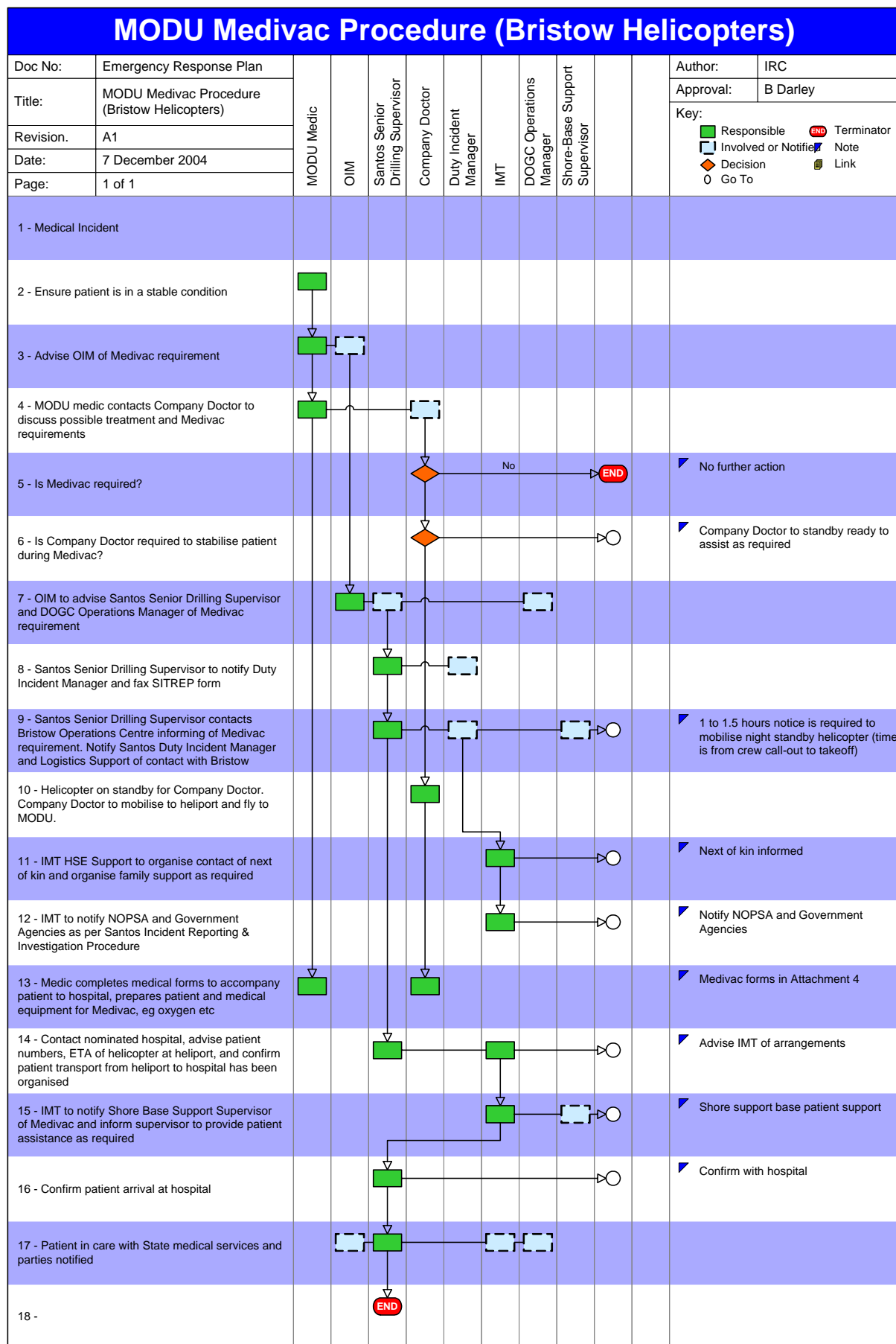
In the event of a Medivac emergency, the patient shall be evacuated from the MODU by helicopter to Essendon Airport. The patient shall be transported by ambulance to Alfred Hospital in Melbourne, or another Company Doctor nominated hospital, for treatment.

In critical cases:

- the Company Doctor may be requested to join the helicopter in Essendon prior to takeoff in order to attend to the patient on the return trip from the MODU to Essendon; and
- the helicopter can land on the rooftop helipad of Alfred Hospital.

Once a patient has been admitted to hospital it is unlikely that the hospital will divulge any information with regards to treatment, expected duration in hospital etc. This is because of patient confidentiality. Santos has 'Authority to Supply Medical Information' request forms, signed by all Santos offshore personnel (not contractors) during their offshore induction, which permits Santos to receive patient information. The 'Authority to Supply Medical Information' form will be faxed to Alfred Hospital, who has accepted this protocol, for completion and return fax to the Santos ICC.

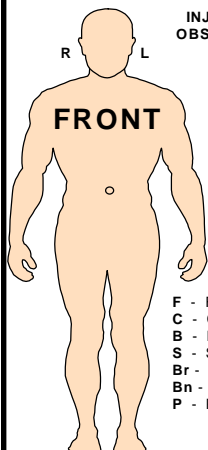
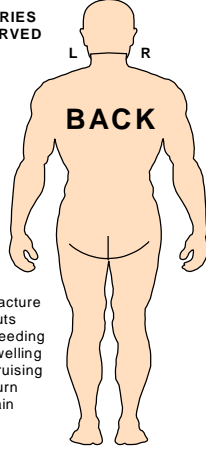




Attachment 4
Medivac Medical Form

Rev 0

Medivac Patient Form

<p>DATE:</p> <p>TIME:</p> <p>WELL:</p> <p>MODU:</p> <p>1. PATIENT NAME:</p> <p>2. D.O.B:Years.....</p> <p>3. EMPLOYER:</p> <p>4. POSITION:</p> <p>5. HOME PHONE No:</p> <p>6. NATURE OF INJURY/ILLNESS:</p> <p>7. VITAL SIGNS:</p> <p>(A) COLOUR:</p> <p>(B) EXTENT OF BLEEDING (IF ANY):</p> <p>(C) STATE OF CONSCIOUSNESS: ORIENTED () CONFUSED () NCONSCIOUS ()</p> <p>(D) PULSE RATE:</p> <p>(E) BLOOD PRESSURE:</p> <p>(F) ANY OTHER SYMPTOMS CONSIDERED IMPORTANT:</p> <p>.....</p> <p>.....</p> <p>8. TREATMENT/MEDICATION GIVEN:</p> <p>9. ALLERGIES / MEDICATION USED:</p> <p>10. BLOOD GROUP:</p> <p>11. IF MEDICAL PROBLEM, ANY PREVIOUS HISTORY OF SAME OR SIMILAR:</p> <p>.....</p> <p>.....</p> <p>12. TYPE OF MEDICAL AID:</p> <p>13. IS X-RAY REQUIRED:</p> <p>14. HAS MEDIC SPOKEN TO DOCTOR AND IF SO, WHICH DOCTOR:</p> <p>.....</p> <p>15. IS MEDICAL ESCORT REQUIRED ON FLIGHT:</p> <p>.....</p> <p>16. ACCOMMODATION:</p> <p> AMBULANCE:</p> <p> OTHER:</p> <p>ANY OTHER INFORMATION:</p> <p>MEDIC:COMPANY REPRESENTATIVE:</p> <p>Signature: Signature:</p>	<div style="border: 2px solid black; padding: 10px; margin: 0 auto; width: 80%;"> <p style="margin: 0;">INJURIES OBSERVED</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>R L</p>  <p>FRONT</p> </div> <div style="text-align: center;"> <p>L R</p>  <p>BACK</p> </div> </div> <div style="margin-top: 10px;"> <p>F - Fracture C - Cuts B - Bleeding S - Swelling Br - Bruising Bn - Burn P - Pain</p> </div> <div style="margin-top: 10px;"> <p>CHECK</p> <ul style="list-style-type: none"> • neck • head • chest • abdomen • pelvis • back • limbs </div> </div>
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This form should be completed in as much detail as possible and faxed to the Incident Controller as soon as possible.

**Attachment 5
Missing Helicopter**

MISSING HELICOPTER

This Function is conducted from the Bristow Essendon Operations Centre.

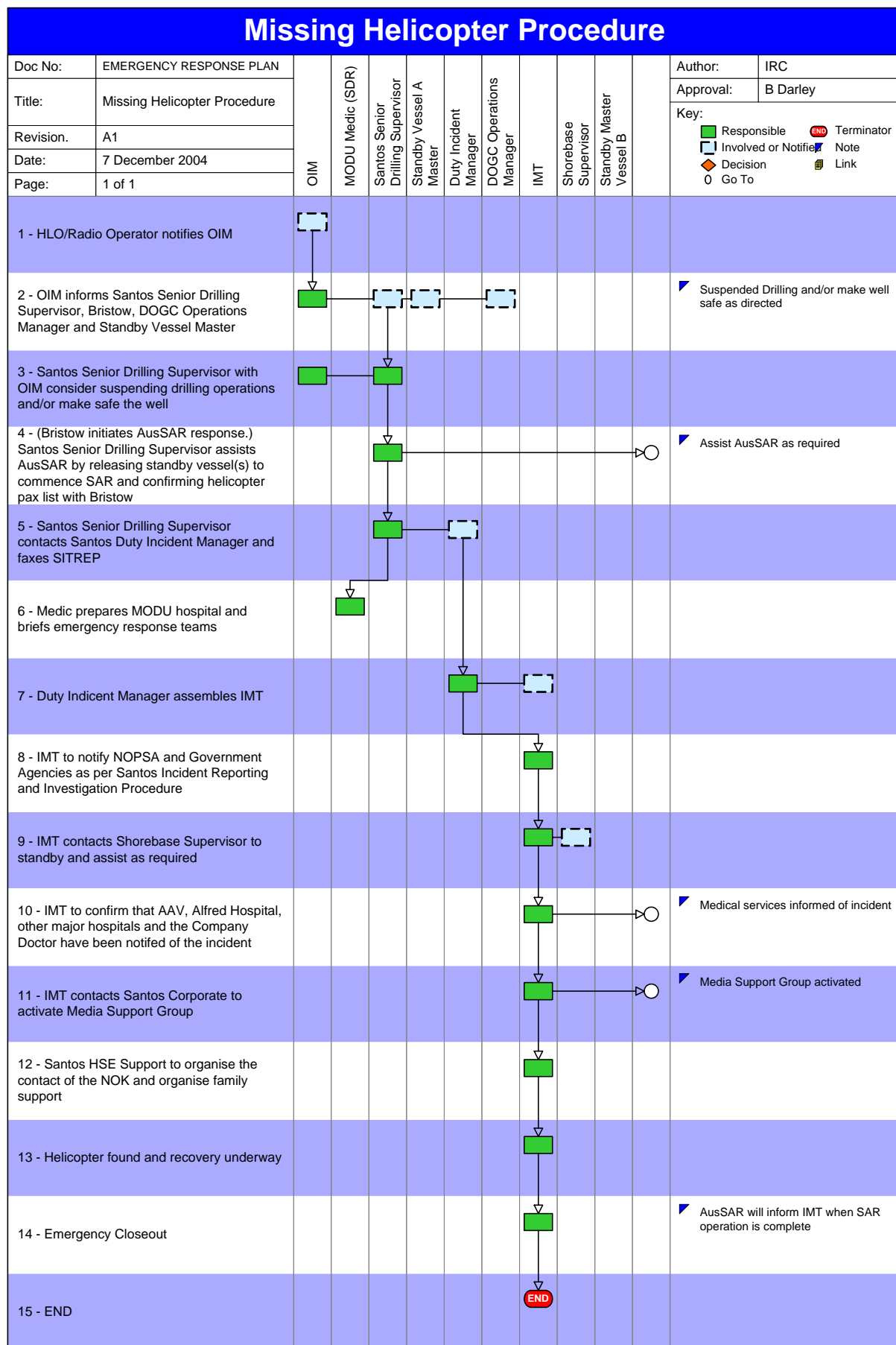
Helicopter Monitoring

The Bristow Essendon Operations Centre performs monitoring of all its helicopter operations from take off, routine radio contact at 15 minute intervals to pre-landing and post take-off. The Essendon Operations Centre has a comprehensive emergency procedure system for helicopter operations. If assistance is required from the MODU, the Essendon Operations Centre will make contact with the MODU and direct instructions.

On departure of the helicopter, the Essendon Operations Centre will contact the MODU advising the flights departure, ETA, POB and manifest. The pilot will contact the MODU approximately 20 minutes prior to its ETA in order to check communications, receive a weather update, and ensure the deck crew have time to assemble.

Missing Helicopter

Bristow shall contact AusSAR and liaise with them during the SAR. Santos shall provide resources and support for the SAR as required. Santos shall organise support for next of kin and arrange for media coverage as per the process flow diagram attached.



Attachment 6
Well Securing Procedures

WELL SECURING PROCEDURES

The following procedures have been prepared for the drilling and completions phases. The drilling procedures relate to disconnecting the drill string in the event of a MODU evacuation with insufficient time to pull out of hole (POOH).

Procedure for the Release of Drill Pipe Inside a BOP

Purpose: Disconnect the string at the seabed in the event of rig evacuation with insufficient time to POOH.

Note: This procedure is based on, and subject to changes in, controlled document R10145-41 Rev NC.

Activity	Disconnect Procedure
1.	Cameron Technician/Senior Drilling Supervisor on the MODU to confirm that the Emergency Drill Pipe Hang-off Tool (EDPHOT) is configured correctly for hang-off operation.
2.	If possible, pull drill string inside the shoe.
3.	Pull an extra 8 stands.
4.	Break out tool joint.
5.	Make up EDPHOT to drill string.
6.	Run in hole and set EDPHOT on seat protector or wear bushing in casing hanger housing.
7.	After landing the EDPHOT, close the required 5" pipe ram.
8.	Rotate to the right to release the upper easy back-out joint from the hang off sub.
9.	Pull to surface with upper easy back-out joint.
10.	Close shear/blind ram as appropriate.
Activity	Retrieval Procedure
1.	After determining that the well is dead, open blind/shear ram.
2.	Run retrieving tool and land in drill pipe threads of EDPHOT.
3.	Make up by rotating to the right , as directed by the Cameron Technician/Senior Drilling Supervisor on board.
4.	Open 5" pipe ram and pull out with EDPHOT.

Purpose:

- To hang-off completion and secure the well in the event of bad weather. As such there will be sufficient time to do this in a controlled manner. The completion program will provide metocean and weather criteria for running the upper completion.

Background:

The lower completion will be set across the reservoir in drill-in fluid. The production casing above the lower completion will be filled with inhibited kill weight brine. The two primary barriers once the

completion is hung-off will be an RTTS packer and the BOP shear rams. The Upper Completion will comprise of 7" 13% chrome tubing, a wireline entry guide, production packer, chemical cut sub and a sub-surface safety valve complete with a approximately 50m of control line.

There are two possible options should the LMRP require disconnecting in an emergency situation:

1. The completion can be crossed-over to drill pipe and hung-off on an RTTS packer in the 9 5/8" or 10 3/4" casing. Should the sub-surface safety valve control line be in the hole this would be cut above a control line clamp before make up of the EDPHOT. This control line would have to be replaced on recommencement of completion operations.
2. Depending on the depth of the completion run in the hole (i.e. If time allowed), the completion can be retrieved to surface. To retrieve the completion to surface from 1700m would take approximately 12 hours. An RTTS packer would be set in the 9 5/8" or 10 3/4" casing as a mechanical barrier.

Activity	RTTS Hang-off of Completion Procedure
1.	Cut the sub-surface safety valve control line above a control line clamp
2.	Halliburton Technician / Senior Drilling Supervisor on the rig to supervise make up and running of RTTS packer. Cross-over from tubing to (4 1/2" IF) and make up additional drill collars (if required) and RTTS packer.
3.	Run in hole and set RTTS packer in the 9 5/8" or 10 3/4" casing.
4.	Back out RTTS running tool with left hand rotation and POOH.
5.	Close shear / blind ram as appropriate.
6.	Disconnect LMRP as per DOGC procedures.

Activity	RTTS Retrieval Procedure
1.	After determining that the well is dead via choke/kill lines, open blind/shear ram.
2.	Run retrieving tool and land tag RTTS packer.
3.	Rotate RTTS to the right as directed by the Halliburton Technician/ Senior Drilling Supervisor. Check for pressure below the RTTS as the retrieval tool engages the RTTS.
4.	Release RTTS packer by overpulling the total string weight as instructed by the Halliburton Technician.

Attachment 7
Evacuation of Installation for Major Events

EVACUATION OF INSTALLATION FOR MAJOR EVENTS

General

In the event of major escalation requiring the MODU to be partially or completely evacuated, the preferred means of evacuating shall be in the following order:

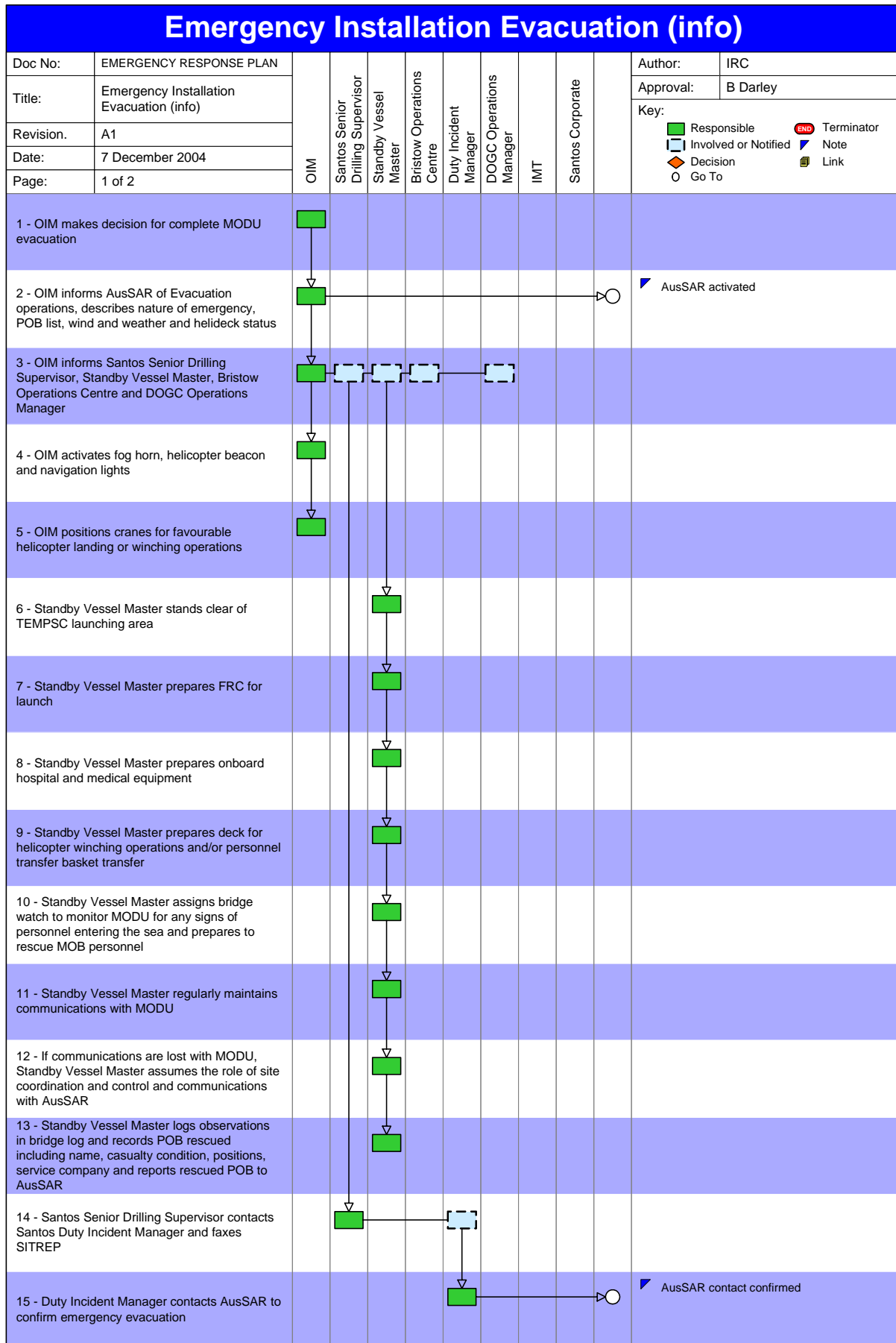
- Helicopter – direct entry from helideck.
- Personnel transfer basket to standby support vessel.
- Helicopter – winching or High Line.
- Total enclosed motorised propelled survival craft (TEMPSC) or lifeboat.
- Liferafts.
- Entry to sea via fixed ladders.
- Direct entry into sea.

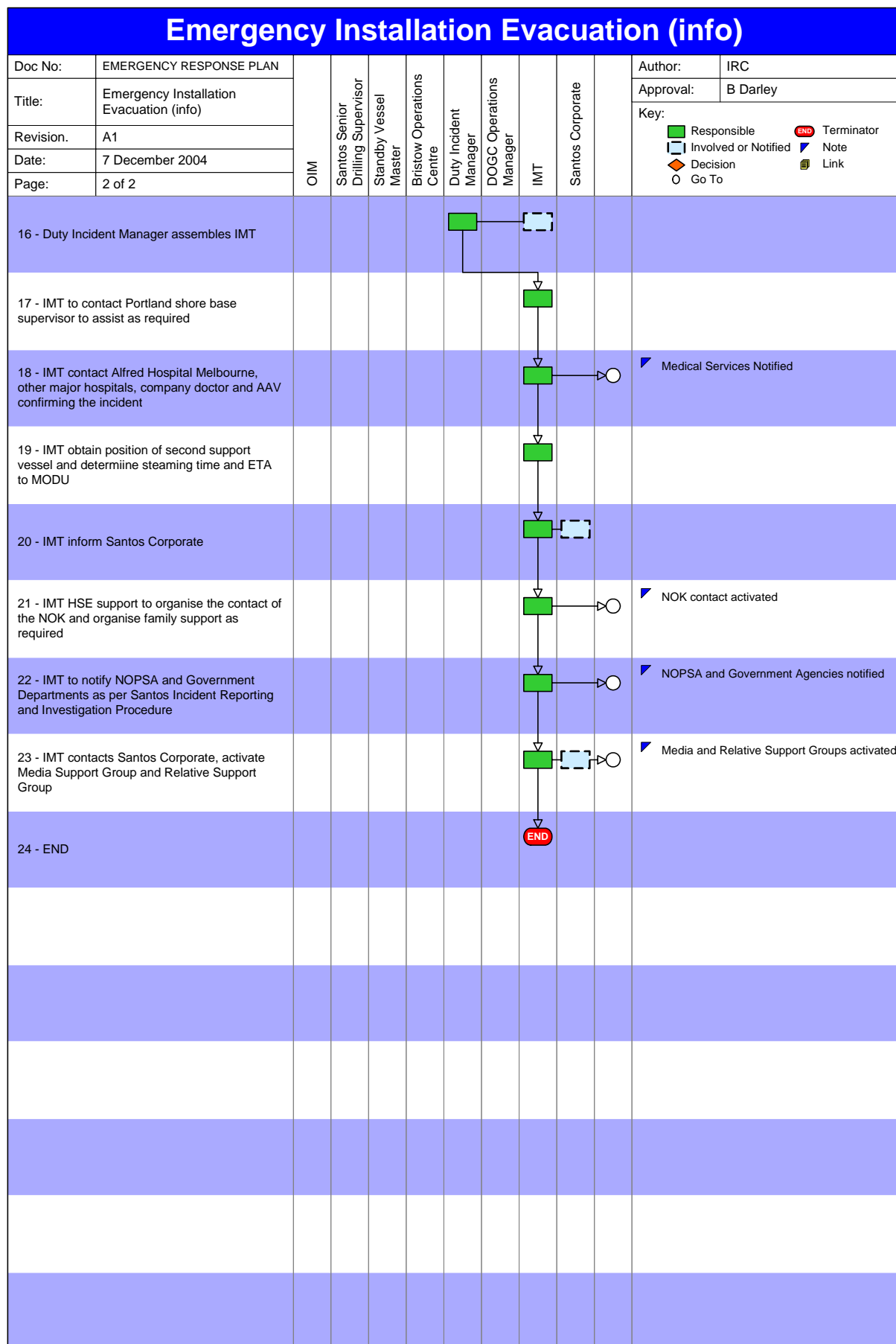
The standby vessel is equipped with a fast rescue craft (FRC) that can be used to transfer personnel from the TEMPSC or liferafts to the standby vessel or rescue personnel from the water.

The Bristow helicopters can be fitted with winches, but the Super Pumas cannot perform winching operations from the sea other than during the day. Military aircraft which can be utilised by the AusSAR have the ability for night winching operations.

Procedures

The DOGC ERM includes procedure for evacuating the MODU (see Table 7.1). **The DOGC procedure is the primary procedure to be used.** The following information has been provided as **guidance** and **inputs** into the Santos IMT decision making process for evacuation and response.





Attachment 8
Ocean Patriot Marine Radar Surveillance Procedure

Santos Surveillance Procedure for Ocean Patriot in Permit VIC/P-44

Radar installed on Ocean Patriot:

This procedure will be adopted to minimise the risk of collision between the Ocean Patriot and passing vessels and also to avoid collision with the AHV mooring buoy (when installed).

The AHV on standby duty at the MODU will maintain the primary radar watch.

To cater for those periods of time when the AHV cannot provide full radar coverage, radar will be utilized on the Ocean Patriot to provide required coverage. The AHV will keep its radar operational at all times unless it poses an HSE hazard to personnel.

In the event a vessel closes to within 10NM of the MODU and is on a potential collision course, the AHV and the Ocean Patriot radio operators will endeavour to contact the vessel via VHF, HF radio and by any other appropriate means. The AHV can obtain the call sign and name of the vessel from the Automatic Identification System (AIS). The AHV may need to sail at full speed to intercept the approaching vessel and establish contact via horn, searchlights etc.

The Melbourne or Portland Port Authority may need to be contacted to ascertain the vessels name in order to issue vessel specific warnings.

The MODU OIM will also be advised of the potential risk and the OIM will ensure appropriate personnel are briefed and assigned stations at winches. If the vessel closes within 5NM and is still on a collision course, the MODU will prepare to disconnect from the BOP and prepare to conduct a controlled winch from location (MODU will be able to move up to circa 100m from predicted collision path). Personnel will go to abandon ship stations and don life jackets. At 3NM, the MODU will disconnect and conduct a controlled winch off. The contingency plan, if time does not allow for a controlled winching operation, is an emergency release of appropriate anchors.

Marine Radar Operating Instructions:

1. Because of the limited life of the MAGNATRON in the Marine Radar the only time the radar should be in use is if there is a single supply vessel on location and he is alongside the MODU for more than half an hour.
2. In those circumstances the radar should be turned on and set for the 20 min watchman setting, on a 12 mile radius. The guard zone is set from 13NM to 5NM (i.e. an alarm will ring when a vessel enters that zone, but only if the unit is operational).
3. The unit should not be turned on and off frequently, it is better for the unit to be left on than turned on and off more than 4 times a day.
4. If repairs or maintenance need to be carried out on the scanner on the port crane rack the unit must be turned off.
5. Spare 5 amp fuse for the monitor is in a bag stuck to the unit (the fuse is in the cable at the rear of the unit).
6. Spare 1 amp fuse for the Heading Sensor (on the bulk sounding panel) are attached to the sensor. (the fuse is in the cable from the unit).
7. Please read the instructions before operating the unit.

Attachment 9
Ocean Patriot Emergency SITREP Form

OCEAN PATRIOT EMERGENCY SITREP FORM

Santos ICC Fax No: (08) 9460 8971		
Fax to:	Date:	Time:
Name:	Title:	Company:
Details of emergency (time, description, location):		
No of fatalities:	Santos	Non-Santos
No of injuries:	Santos	Non-Santos
Brief details of injuries:		
Extent of damage:		
In the event of a fatality, provide the time the person deceased, name, date, location and any other persons present at the time of the incident, and witnesses when the person was confirmed deceased):		
Signed (OIM):		
Signed (Santos Company Representative):		
Is emergency contained or escalating?		
Is emergency impacting off Santos site?		
Emergency services involved:		
Press/media coverage occurring or likely?		
Contact arrangements with site:		
Any initial site assistance requirements:		
Time of Next Report / Update:		By whom?

Attachment 10
Event Log

Rev 0

Attachment 11
Units of Conversion

The following tables have been provided to assist with unit conversion.

Measure	Conversion	
Distance	1 Nautical mile (NM)	1.852 kilometres (km)
Speed	1 knot	1.852 km/hour
	1 knot	0.514 metres/second

Several versions of the Beaufort wind scale exist. They mostly vary by small degrees. The following has been taken from the Australian Bureau of Meteorology website: www.bom.gov.au/lam/glossary/beaufort.shtml.

Beaufort Force	Descriptive Term	Estimated 10 min averaged wind (Kt) ⁽¹⁾	Description	Equivalent Tropical Cyclone Category
0	Calm	<1	Mirror-like	-
1	Light Air	1-3	Ripples	-
2	Light Breeze	4-6	Small wavelets	-
3	Gentle Breeze	7-10	Some breaking crests	-
4	Moderate Breeze	11-16	Fairly frequent white horses	-
5	Fresh Breeze	17-21	Mainly white horses, and possible some spray	-
6	Strong Breeze	22-27	Extensive white horses and spray	-
7	Near Gale	28-33	Foam begins to form streaks downwind from crests	-
8	Gale	34-40	Well-marked foam streaks	1
9	Strong Gale	41-47	Tumbling crests, spray may affect visibility	1
10	Storm	48-55	Sea surface generally white with foam	2
11	Violent Storm	56-63	Wave crests blown into froth, forming long white patches on sea surface	2
12	Hurricane	64+	Air filled with foam and spray, sea surface white, visibility badly affected	3-5

(1) The standard height for ship observations is 19m, rather than the 10m used for land.