

October 2003

| Commitments & Compliance   | Responsibility  | When Required  |
|--|---|--|
| 1. Comply with regulatory requirements   | WEL Project Mgr<br>PGS Acq. Mgr.<br>All Crew                  | At all times   |
| Comments:<br>All Permits were in place and copies had been supplied to the vessel prior to commencement  |   |  |
| 2. No refuelling at sea except for an emergency.   | OE Vessel Master<br>Client Representative<br>WEL Project Mgr. | Prior to commencement of project and during operations |
| Comments:<br>All refuelling was done alongside in Portland prior to startup on Oct 17 <sup>th</sup> , 2003   |   |  |
| 3. Refuelling must be carried out in accordance with PGS bunkering procedure and bunkering checklists..  | OE Vessel Master<br>Supply Vessel Master                      | Prior to and during refuelling operations              |
| Comments:<br>Refuelling was done within the guidelines of PGS procedures and requirements.   |   |  |
| 4. Oil and fuel spill response procedures must conform with PGS own Waste Management Plan, Emergency Response - Accidental Oil Spill Plan and Shipboard Oil Pollution Emergency Plan (SOPEP).  | OE Vessel Master  | At all times   |
| Comments:  |   |  |
| 5. Any fuel or oil spills must be reported using PGS PS Logs or STOP cards and reported to the Client Representative.  | OE Vessel Master<br>Client Representative                     | In the event of a spill                                |
| Comments:<br>There was no spillage of oil or loss of caontainments.  |   |  |
| 6. Environment Australia Whale Interaction Procedures will be followed during the survey. These measures include specific visual observation, delay, soft start, whale watch/stop work, and recording/reporting procedures.  | Party Chief   | At all times   |
| Comments:<br>Requirements had been made available to the vessel and were also explained during Woodside Inductions at start-up and crew change in Portland   |   |  |
| 7. Local DPI/DSE Whale Interaction Procedures will be followed during the survey. These include; shooting to commence only after all clear given by aerial surveys flown within 24hours of survey commencement to confirm absence of whales, no shooting whilst Southern Right whales in the survey area, on sighting Southern Right whales within survey area shooting to cease and new aerial survey to be conducted to confirm whales have left survey area (no requirement for aerial surveys after 30-Oct03), new aerial survey to be flown if no shooting has occurred for 3 days (72 hours) contiguously, shooting between 01-Oct 03 and 30-Nov-03 inclusive only | Party Chief<br>Client Representative                          | At all times   |
| Comments: Two aerial surveys were carried out – one prior to stat of acquisition and the second after aperiod of standby for the crew change and weather on 31st October.<br>No whales were sighted or reported as a result of the surveys.  |   |  |
| 8. All whale sightings must be reported on Environment Australia's "Whale and Dolphin Sighting Report" sheets and forwarded to the WEL Project Manager.  | Party Chief<br>Client Representative                          | At all times   |
| Comments: No cetaceans were sighted or reported for the duration   |   |  |
| 9. Survey must stop shooting on evening of 30-Nov-03   | Party Chief<br>Client Representative                          | 30-Nov-03  |
| Comments: The survey was completed on Tuesdays 11 <sup>th</sup> October  |   |  |
| 10. The project start-up meeting will include a presentation by a WEL Environmental Adviser on environmental sensitivities of the survey location and requirements of the Environment Plan.  | WEL Environmental Adviser                                     | Prior to commencement of project                       |
| Comments: A comprhensive induction by Woodside Management at the startup and crew change for both European and Russian crews was delivered. This covered all environmental sensitivities and operational restraints in the area.   |   |  |
| 11. An environmental audit will be carried out aboard the survey vessel.   | WEL Environmental Adviser                                     | Prior to commencement of project                       |
| Comments: An Environmental Auditor came to the vessel during the start-up and completed the necessary audit. Bridge watch log-books and all whale documentation was explained and supplied.  |   |  |
| 12. Total number of environmental incidents (minor spills, streamer loss etc.) and reportable environmental incidents (spills >80 litres) will be recorded according to WEL HSE Management System requirements.  | WEL Project Mgr.  | During the project                                     |
| Comments: No spills were reported  |   |  |
| 13. Standard maritime safety procedures to be followed (Aus Coast warnings via AMSA, radio contact with approaching vessels, display of appropriate navigational beacons and lights).  | Vessel Master   | At all times   |
| Comments: All necessary AMSA and Coast Watch warnings were complied with.n. Lights and tow signals were dispalyed at all times when required.  |   |  |
|  | WEL Environmental Adviser<br>WEL Project Mgr.                 | Prior to and during the project                        |

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| Comments:   |  |  |
| 14. Woodside must be informed within 2 hrs of any reportable incidents involving fuel/oil spill, the loss of streamers/individual streamer sections or other equipment and spillage of ISOPAR M.  | OE Vessel Master<br>Party Chief<br>Client Representative                     | <b>Within 2 Hours</b>                              |
| Comments: <i>There were no lost time incidents, reportable incidents, oil spills, loss of streamers or other equipment reported for the duration</i>  |  |  |
| 15. Any spills greater than 10 tonnes must be reported to Woodside within one hour, via the Woodside International Emergency Response number (Karratha Main Gate +61-8-9158 8333).  | OE Vessel Master<br>Client Representative                                    | <b>Within 1 Hour</b>                               |
| Comments: <i>There were no oil spills or loss of containment.</i>   |  |  |
| 16. Woodside must notify the Designated Authority of all spills >80 litres and other reportable incidents.  | WEL Project Mgr.   | <b>Within 2 Hours</b>                              |
| Comments: <i>No oil spills or loss of containments.</i>   |  |  |
| 17. All oil pollution incidents in Commonwealth waters must be reported to AMSA, under Marine Notice 1/1996.  | OE Vessel Master   | <b>As soon as practical</b>                        |
| Comments: <i>Not necessary as no spillage occurred. Crew were familiar with the requirements and the time frame for reporting all of the above.</i>   |  |  |
| 18. Any spills greater than 10 tonnes in Commonwealth waters must be reported to AMSA within one hour, via the national 24 hour emergency notification contacts.  | OE Vessel Master   | <b>Within 1 Hour</b>                               |
| Comments: <i>No spills were reported.</i>   |  |  |
| 19. Daily reports must be forwarded to WEL.   | WEL Project Mgr.<br>Client Representative                                    | Daily during project                               |
| Comments: <i>Daily reports were forwarded to Woodside via e-mail, followed by a daily telephone update.</i>   |  |  |
| 20. Incidents to be reported on the PGS PS Log or STOP system and forwarded to the WEL Project Manager.   | OE Vessel Master<br>Party Chief<br>WEL Project Mgr.<br>Client Representative | As soon as practical                               |
| Comments: <i>STOP cards were issued and the details forward to Woodside SEISOPS Project Manager</i>   |  |  |
| 21. All personnel hold a pre-shift handover prior to commencing work.   | All Crew   | Prior to shift change                              |
| Comments: <i>Toolbox meeting for all extra-ordinary tasks were completed and chifft changeover mneetings were always conducted.</i>   |  |  |
| 22. All Sightings of fishing vessels to be recorded   | OE Vessel Master   | Ongoing during survey                              |
| Comments: <i>Fishing vessel sightings and communications were reported to Woodside.</i>   |  |  |
| 23. Waste management and disposal must be carried out in accordance with the vessel's <i>MARPOL Waste Management Plan</i> .   | OE Vessel Master   | At all times                                       |
| Comments: <i>MARPOL regulations were strictly adhered to throughout</i>   |  |  |
| 24. Sewage and foodscraps disposal will conform to requirements of MARPOL 73/78 Annex IV and P(SL)A schedule.   | OE Vessel Master   | At all times                                       |
| Comments: <i>Sewage and food-scrap disposal confirmed to all MARPOL requirements. No foodscraps or any waste was disposed of overboard.</i>   |  |  |
| 25. The vessel is required to segregate solid and hazardous wastes onboard for transport onshore for disposal in accordance with Woodside's Waste Minimisation and Disposal Policy, the PGS Garbage Management Plan, and appropriate legislative requirements.  | OE Vessel Master   | At all times                                       |
| Comments: <i>Segregation of all waste was performed on the vessel, prior to transportation ashore.</i>  |  |  |
| 26. All storage facilities and handling equipment are required to be in good order and designed and constructed in such a way as to prevent spillage.   | OE Vessel Master   | At all times                                       |
| Comments: <i>Plastic bins, bags and skips were supplied for the storage of waste.</i>   |  |  |
| 27. In line with shipboard procedure, MARPOL 73/78 requirements and the PGS Garbage Management Plan, a Waste Log Form must be kept detailing the quantities of comminuted sewage waste discharged overboard, the quantities of waste and sludge incinerated aboard and non-combustible wastes produced and returned to shore for disposal | OE Vessel Master   | For each discharge, incineration or waste transfer |
| Comments: <i>No waste was disposed of overboard, macerated or not.</i>  |  |  |
| 28. Personnel transfer at sea restricted to a minimum and persons consent must be obtained. PGS's "Transfer of Personnel at Sea" will be followed.  | OE Vessel Master<br>Client Representative                                    | Ongoing during project                             |

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| Comments: Up to completion there was no transfer of personnel to or from the vessel. All personnel transfers were made in port, whilst alongside.   |  |  |
| 29. A qualified paramedic to be provided onboard the vessel.  | WEL Project Mgr.<br>PGS Acq. Mgr.                        | Ongoing during project                                       |
| Comments: A qualified Medic was available on both swings for the duration.  |  |  |
| 30. All personnel to participate in toolbox meetings, JSA, STOP and hazard reporting.   | All Crew   | Ongoing during survey  |
| Comments: All personnel contributed to the STOP system and toolbox meeting, plus incident and hazard reporting.   |  |  |
| 31. All personnel to be exposed to the Step 5x5 program and encouraged using it.  | WEL Project Mgr.<br>Client Representative                | Prior to commencement of activities                          |
| Comments: The Step 5 x 5 program was explained to the crew but the PGS policy was to adhere to the STOP card system. The differences in the systems was explained.  |  |  |
| 32. All personnel to attend survey induction.   | WEL Project Mgr.<br>PGS Acq. Mgr.                        | Prior to commencement of activities                          |
| Comments: All persons attended Woodside HSE Inductions prior to the start of the survey and at crew change. The Russian crew received special induction with the assistance of the interpreter who was on the vessel at all times.  |  |  |
| 33. All personnel to have a valid HUET certificate.   | WEL Project Mgr.<br>PGS Acq. Mgr.                        | Ongoing during project in case of crew change by helicopters |
| Comments: Three persons on the first shift did not have valid HUET courses. No helicopter operations were performed. If they had, the persons involved would not have been allowed to fly. PGS are to ensure all on-coming persons have a minimum of HUET and basic Sea Survival    |  |  |
| 34. Vessel to adhere to pre-sail statutory requirements in relation to all marine crew competence requirements.   | OE Vessel Master   | Before departure   |
| Comments: The crew competence requirements were maintained throughout.  |  |  |
| 35. Ensure 3 <sup>rd</sup> party services are fully integrated to PGS HSE MS  | PGS Acq. Mgr.  | At all times   |
| Comments: Third party contractors had been given Woodside Induction Training during the Portland startup. This included chase boat crews and client representatives. This included the supplying of all Woodside HSE management Documentation and information available at the time |  |  |
| 36. Test of the ER telephone number to be run within 24hrs of the start of survey and review of emergency contact numbers conducted half way through the survey.  | OE Vessel Master<br>Party Chief<br>Client Representative | Within 24h of Project start & after 3 months                 |
| Comments: Telephone number checks were made prior to the survey and once the survey had commenced. This included calls to the Woodside Duty mand and the Karratha main Gate, plus hospitals, and airport facilities.  |  |  |
| 37. Emergency response exercise may be carried out.   | OE Vessel Master<br>Party Chief<br>PGS Acq. Mgr.         | In the beginning of survey                                   |
| Comments: There was no emergency response exercise carried out apart from the telephone checks,   |  |  |
| 38. Personnel must have a minimum 10 hours rest prior to working on the vessel.   | OE Vessel Master<br>Party Chief<br>PGS Acq. Mgr.         | At crew changes  |
| Comments: All persons had rested a night in Melbourne prior to flying to Portland (1 hour) to join the vessel at crew change  |  |  |
| 39. Vessel's position to be logged every 10 minutes at all times.   | Party Chief  | Over survey period   |
| Comments: This was complied with throughout   |  |  |
| 40. Effort to be made to complete survey before 15-Nov-03, the opening of the local Cray fishing season   | Party Chief<br>Client Representative                     |  |
| Comments: The survey was completed on 11 <sup>th</sup> November, well in advance of the crayfish season   |  |  |
| 41. Sail-lines in adjacent permit VicP44 line to be shot before 10-Nov-03   | Party Chief<br>Client Representative                     |  |
| Comments: Lines were acquired in the allotted time frame.   |  |  |
| 42. Coordinates of all shoals, facilities, subsea hazards and other obstructions to be put in the onboard navigation system.  | OE Vessel Master   | Over survey period   |
| Comments: This was complied with during the survey once co-ordinates were made available  |  |  |

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| 43. Sail lines to be flagged "RED" and "GREEN" with red lines to be shot only in daylight, calm sea conditions   | OE Vessel Master<br>Party Chief                           |                                       |
| Comments: This was complied with throughout  |   |                                       |
| 44. An "Emergency Tow Exercise" between the Orient Explorer and Southern Salvor will be conducted before shooting commences  | OE Vessel Master<br>Party Chief                           |                                       |
| Comments: Three tow tests were made after the initial departure from Portland and the procedures updated. A fourth test was done following the October crew change with the new crew.  |   |                                       |
| 45. Sim Ops plan to be followed when operation in the vicinity of BHPB's Minerva Development Pipe Lay Operations   | OE Vessel Master<br>Party Chief                           |                                       |
| Comments: The plan was available and followed. There was no interference from the Se-Mac 1 and correct communications were maintained.   |   |                                       |
| 46. Vessel to stay outside the Simultaneous Operations facility's exclusion zone and to follow facilities instructions.  | OE Vessel Master  | While working close to facilities     |
| Comments: This was complied with at all time.  |   |                                       |
| 47. All applicable close pass procedures will be followed while working in proximity of facilities.  | OE Vessel Master  | While working close to the facilities |
| Comments: Procedures were in place and put into practice during any passes near the SeMac 1  |   |                                       |
| 48. The workboat will be used according to small boat operating guidelines.  | OE Vessel Master  | Over survey period                    |
| Comments: Operating guidelines were strictly adhered to throughout.  |   |                                       |
| 49. Helicopter operations to be carried out in accordance with PGS procedures.   | OE Vessel Master  | During every helicopter operation     |
| Comments: No helicopter operations were permitted, only in case of emergency, which was not the case.  |   |                                       |
| 50. Number of emergency response exercises completed (target: 1 exercise and 1 telephone number check in the beginning of survey followed by reports and corrective action close out, stretch: 1 exercise and 2 telephone number checks throughout the survey followed by reports and corrective action close out).  | Vessel Master<br>Client Representative<br>WEL Project Mgr | Over survey period                    |
| Comments: There were two checks of emergency numbers made during the survey, but only one to the Duty manager at Woodside. During both checks good clear communications were reported and all numbers were contactable. The second check was made at approximately 03:00 hours local time. To ensure 24 hour operators were available at hospital, Karratha, Woodside Duty Manager, and hospitals and emergency centres. |   |                                       |
| 51. Number of drills per month of survey period (3 drills and debriefing sessions target, 4 drills and debriefing sessions stretch).   | All Crew  | Over survey period                    |
| Comments: Target exceeded: 9 drills completed all followed by required debriefs.   |   |                                       |
| 52. Total number of suggestions received to improve HSE onboard (10 suggestions target, 20 suggestions stretch).   | All Crew  | Over survey period                    |
| Comments: 25 hazard reports and suggestions were lodged for the duration of the survey. These were forwarded to Woodside. 35 STOP cards were issued.   |   |                                       |
| 53. Number of hazard reports as a % of all HSE reports (75% target, 80% stretch).  | All Crew  | Over survey period                    |
| Comments:  |   |                                       |
| 54. % compliance with commitment register at end of survey (95% target, 100% stretch).   | All Crew  | Over survey period                    |
| Comments: 98.25% compliance (HUET training failed)   |   |                                       |
| 55. Maximum 0 Total Reportable Case Injuries (TRC) - Fatalities, Lost Time Injuries, Restricted Work Cases, Medical Treatment Cases.   | All Crew  | Over survey period                    |
| Comments: 0 reportable Cases. 0 Lost Time Injuries 0 Restricted Work Cases. 0 Medical Treatment Cases. 1 non-work related illness reported.  |   |                                       |
| 56. Zero Lost Time Injuries (LTI).   | All Crew  | Over survey period                    |
| Comments: NIL recorded   |   |                                       |
| 57. Zero High Potential Incidents (HPI). (Cat A or B on WEL Event Potential Matrix)  | All Crew  | Over survey period                    |
| Comments: 0 High Potential Incidents Reported  |   |                                       |