



**Australian Government**

**Australian Maritime Safety Authority**

# **Australian Supplement to Version 2 of the NWEA Guidelines for the Safe Management of Offshore Supply and Rig Move Operations**

**Edition 1**

Edition 1 Published October 2011

## Disclaimer

The use of this Australian Supplement does not affect the responsibility of the ship operator and master to operate safely and to observe statutory requirements, or to prevent any person exercising their normal duty of care.

This document is not intended to conflict with or replace any applicable legislated requirements or contractual obligations.

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## Background

The Australian Offshore Supply Vessel (OSV) sector has identified that the *NWEA (North West European Area) Guidelines* could, in principle, apply in the Australian OSV context. The Australian Maritime Safety Authority (AMSA), through a process of consultation with industry, concluded that the *NWEA Guidelines* along with an Australian Supplement could replace the *Australian Offshore Support Vessel Code of Safe Working Practice*.

## Purpose

This Australian Supplement is provided for guidance to owners, managers, marine superintendents, masters and crew of offshore support vessels when operating within the Australian exclusive economic zone (EEZ) in order to meet their obligations under *Marine Orders Part 59, Issue 2 (Off-shore industry vessel operations)*.

It is recommended that relevant parts of the *NWEA Guidelines* and this Australian Supplement be incorporated into vessel safety management systems. This issue of the Australian Supplement is to be used in conjunction with Version 2 of the *NWEA Guidelines*.

## Application

The *NWEA Guidelines* in conjunction with this Australian Supplement can be used in relation to all OSVs engaged in the carriage of cargo, towing and in anchor handling operations related to offshore support and supply operations carried out under application of the *Navigation Act 1912*.

## Review process

This Australian Supplement reflects particular requirements of the Australian offshore industry and, to keep pace with these requirements, this supplement will be periodically reviewed and amended in accordance with AMSA procedures.

## Declared vessels

Australian registered and foreign flag OSVs can elect to declare under Section 8A of the *Navigation Act 1912*. This declaration brings an off-shore industry vessel under AMSA jurisdiction for all interstate and intrastate voyages. A declared vessel will be subject to the full application of the *Occupational Health and Safety (Maritime Industry) Act 1993* when on voyages that fall under the jurisdiction of the *Navigation Act 1912*.

## Interaction with offshore facilities

It is recommended that installation operators accommodate complementary arrangements in their respective management systems and plans to enable safe operations with off-shore industry vessels operating under AMSA jurisdiction.

## Abbreviations

AHV	Anchor Handling Vessel
AMSA	Australian Maritime Safety Authority
AQIS	Australian Quarantine and Inspection Service – a department of DAFF
DAFF	Department of Agriculture Fisheries and Forestry
DNV	Det Norske Veritas
EEZ	(Australian) Exclusive Economic Zone
E/R	Engine Room
IMCA	International Marine Contractors Association
IMO	International Maritime Organization
IMDG	International Maritime Dangerous Goods
IPIECA	International Petroleum Industry Environmental Conservation Association
ISM Code	International Safety Management Code
ISPS	International Ship and Ports Facility Security Code
JSA	Job Safety Analysis or Assessment
NOPSA	National Offshore Petroleum Safety Authority
MN	Marine Notices
MO	Marine Orders Part issued by AMSA under the <i>Navigation Act 1912</i> , as amended
MOU	Mobile Offshore Unit
MSC	Maritime Safety Committee – a committee of the IMO
MSF	Marine Safety Forum
NAV Act	<i>Navigation Act 1912</i> , as amended
NMD	Norwegian Maritime Directorate
NSA	Norwegian Shipowners' Association
NWEA	North West European Area
OGP	International Association of Oil and Gas Producers
OH&S(MI) Act	<i>Occupational Health and Safety (Maritime Industry) Act 1993</i>
OHS	Occupational Health and Safety
OLF	Oljeindustriens Landsforening (Norwegian Oil Industry Association)
OSV	Offshore supply vessel
OTS	Office of Transport Security
PCP	Permanent Chaser Pendant
PPE	Personal Protective Equipment
RCC	Rescue Coordination Centre
SOLAS	International Convention for the Safety of Life at Sea
STCW	International Convention on Standards of Training and Watchkeeping for Seafarers, 1978
UKOOA	United Kingdom Offshore Operators Association
UKCS	United Kingdom Continental Shelf

## The reason for the Australian Supplement

In general the Australian Supplement applies to clauses in the *NWEA Guidelines* that are **vessel specific**. The Australian Supplement identifies clauses within the *NWEA Guidelines* that require clarification, interpretation or reference to further information.

The relevant clause in the Australian Supplement will be either supplementary to, or a replacement for, the clause in the *NWEA Guidelines*.

## 3 Operations

Australian Supplement clauses for the *NWEA Guidelines* Chapter 3 are:

<b>NWEA Clause</b>	<b>Clause heading</b>	<b>Australian Supplement guidance note</b>
3.1.2 <b>Replacement</b>	Shipboard Lifting Operations in Port	Compliance with Marine Orders Part 32 Cargo Handling Equipment is required.
3.3.3.2.9 <b>Replacement</b>	Radio Communication (including mobile phones)	Personal mobile phones must not be used by any person when: <ul style="list-style-type: none"> <li>• The vessel is inside the safety zone.</li> <li>• During anchor handling operations.</li> <li>• Entering or leaving port.</li> </ul>
3.3.6.5 <b>Supplementary</b>	Backload Vessel Responsibilities (2)	Ensure a JSA has been undertaken to minimise risk to crew on deck. Risk is to be as low as reasonably practicable.
3.3.7 <b>Supplementary</b>	Personnel Transfers	Personnel cradles and their use should be in accordance with Appendix 3 of Marine Orders Part 32 Cargo Handling Equipment.  Guidance is also provided at Section 10 of Marine Orders Part 60 Floating Offshore Facilities.

## 4 Bulk Cargo Operations

Australian Supplement clauses for the *NWEA Guidelines* Chapter 4 are:

<b>NWEA Clause</b>	<b>Clause heading</b>	<b>Australian Supplement guidance note</b>
4.4.2 <b>Replacement</b>	Bulk Transfers of Particular Concern	Compliance with Marine Orders Part 93 Marine Pollution Prevention - Noxious Liquid Substances is required.

## 6 Rig Moving

Australian Supplement clauses for the *NWEA Guidelines* Chapter 6 are:

<b>NWEA Clause</b>	<b>Clause heading</b>	<b>Australian Supplement guidance note</b>
6.3 <b>Supplementary</b>	Rig Move Plan	The agreed Rig Move Plan should be provided in an agreed timeframe to allow OSV crews adequate time to prepare for Rig Move Operations.
6.6.3 <b>Supplementary</b>	Pendant Return to MOU	To reduce shock loads on the installation crane when passing PCP back, the use of tugger wires should be considered to pay the PCP out to the stern roller before releasing the weight to the installation crane.  For further notes see NWEA v2 Annex N.

## 7 Risk Management

Australian Supplement clauses for the *NWEA Guidelines* Chapter 7 are:

<b>NWEA Clause</b>	<b>Clause heading</b>	<b>Australian Supplement guidance note</b>
7.3.3 <b>Supplementary</b>	Permit to Work	Supplementary <i>permit-to-work systems</i> guidance is provided by the Code of Safe Working Practice for Australian Seafarers. Details can be found on AMSA's website ( <a href="http://www.amsa.gov.au">www.amsa.gov.au</a> )
7.5 <b>Supplementary</b>	PPE	PPE Guidance is provided in Code of Safe Working Practice for the Australian Seafarer.

## 9 Training, Competency and Manning

Australian Supplement clauses for the *NWEA Guidelines* Chapter 9 are:

<b>NWEA Clause</b>	<b>Clause heading</b>	<b>Australian Supplement guidance note</b>
9.2.2 <b>Replacement</b>	Supply Vessels within the Safety Zone	<p>Guidance is provided in Marine Orders Part 58 International Safety Management Code (ISM).</p> <p>The ISM Code requires a company to ensure that its vessels are manned with qualified, certificated and medically fit seafarers in accordance with national and international requirements.</p>
9.2.3 <b>Replacement</b>	Anchor Handling Vessels	<p>Guidance provided in Marine Orders Part 28 Operations Standards and Procedures, requires that companies, masters, chief engineers and all persons engaged on watch keeping duties must observe both the standards and the guidance regarding watch keeping and fitness for duty set out in Chapter VIII of the Standards of Training Certification and Watch keeping Code.</p> <p>Additional Guidance is provided in Marine Orders Part 58 International Safety Management Code, and Marine Notice 18/2010.</p> <p>A company is responsible for ensuring that a vessel is manned to meet operational requirements and importantly to address the risk of fatigue.</p> <p>Fatigue is a hazard to personnel within the offshore industry and a threat to offshore safety. In view of this and to minimize the possibility of fatigue the following should be taken into account:</p> <ul style="list-style-type: none"> <li>• the necessity for onboard relief for Master and crew in case of prolonged operations;</li> <li>• the effects of bad weather during offshore operations;</li> <li>• the level of onboard automation (bridge; E/R; deck machinery);</li> <li>• the need for proper onboard victualling arrangements;</li> <li>• voyage patterns and repairs/husbandry support;</li> <li>• crew training and competence; and</li> <li>• the nature and extent of the work to be undertaken including special needs of the installation.</li> </ul>
9.1.4 (8) <b>Supplementary</b>	Crane Operators (Installation)	<p>Installation Crane Operators should be trained and competent with the requirements for the transfer of persons or goods between a ship and a facility.</p> <p>See also MO 59, 5 Application (Note 2).</p>

## 10 Emergencies

Australian Supplement clauses for the *NWEA Guidelines* Chapter 10 are:

<b>NWEA Clause</b>	<b>Clause heading</b>	<b>Australian Supplement guidance note</b>
10.1.2 <b>Supplementary</b>	Installation Emergencies	Crews on standby vessels should consider all risks associated with operations inside an installation's Safety Zone including those identified in the <i>NWEA Guidelines</i> .
10.1.2 <b>Supplementary</b>	Installation Emergencies	Ships shall prepare to respond to installation emergencies as per installation / project emergency plans. As a minimum the installation emergencies to be considered should include: <ul style="list-style-type: none"> <li>• Capsize of installation.</li> <li>• Fire or explosion on the installation.</li> <li>• Collision, grounding or wreck of installation.</li> <li>• An accident involving helicopters on installation.</li> <li>• Cyclone.</li> </ul>
10.3 <b>Replacement</b>	Operators Cooperative Emergency Service	Maritime rescue operations within Australia's EEZ are coordinated by the AMSA operated Rescue Coordination Centre - Australian (RCC-Australia). The RCC is responsible for coordinating maritime and aviation search and rescue over sections of the Indian, Southern and Pacific Oceans.  Also see <a href="http://www.amsa.gov.au">www.amsa.gov.au</a> and Marine Orders Part 63 AUSREP.
10.4 <b>Replacement</b>	Search and Rescue Contacts	The 24 hour emergency contact details for the RCC are: <ul style="list-style-type: none"> <li>• Maritime Tel: 1800 641 792 or +61 2 6230 6811</li> <li>• Aviation Tel: 1800 815 257 or +61 2 6230 6899</li> <li>• Facsimile: 1800 622 153 1800 643 586</li> <li>• Web: <a href="http://www.amsa.gov.au">www.amsa.gov.au</a></li> </ul>
10.5 <b>Supplementary</b>	Emergency Towage Arrangements (new heading)	AMSA has emergency towage arrangements within the Australian EEZ.  <a href="http://www.amsa.gov.au/Marine_Environment_Protection/National_Maritime_Emergency_Response_Arrangements">www.amsa.gov.au/Marine_Environment_Protection/National_Maritime_Emergency_Response_Arrangements</a>  Marine Notice 8/2009 National Maritime Emergency Response Arrangement.

## 11 Security

Australian Supplement clauses for the *NWEA Guidelines* Chapter 11 are:

<b>NWEA Clause</b>	<b>Clause heading</b>	<b>Australian Supplement guidance note</b>
11.1.2 <b>Replacement</b>	Security	<p>The Office of Transport Security (OTS) under the Department of Infrastructure and Transport is the Australian federal government agency responsible for maritime security and the International Ship and Ports Facility Security Code (ISPS).</p> <p>Seafarers on Australian regulated ships and people who work on and/or supply offshore oil and gas facilities require a Maritime Security Identification Card (MSIC) issued by the Department of Infrastructure and Transport to gain access to port facilities.</p> <p><a href="http://www.infrastructure.gov.au">www.infrastructure.gov.au</a></p> <p>To report a maritime transport security incident contact OTS (24-hour emergency contact): 1300 307 288</p>

## Annex F Cargo Segregation Table

Australian Supplement Clauses for the *NWEA Guidelines* Annex F are:

<b>NWEA Clause</b>	<b>Clause heading</b>	<b>Australian Supplement guidance note</b>
Annex F1 & F2 <b>Replacement</b>	Cargo Segregation Table	<p>The carriage of packaged dangerous goods is required to be conducted in accordance with Marine Orders Part 41 Carriage of Dangerous Goods. This Order implements the requirements of the International Maritime Dangerous Goods (IMDG) Code.</p> <p>Due to the nature of their operations OSV's may apply for an exemption related to notification and segregation requirements by applying to AMSA.</p> <p><a href="mailto:www.dangerousgoods@amsa.gov.au">www.dangerousgoods@amsa.gov.au</a></p> <p>Also see <a href="http://www.amsa.gov.au">www.amsa.gov.au</a></p>

## Annex O Bulk Cargo Hazard Overview

Australian Supplement clauses for the *NWEA Guidelines* Annex O are:

<b>NWEA Clause</b>	<b>Clause heading</b>	<b>Australian Supplement guidance note</b>
Annex O <b>Supplementary</b>	Bulk Cargo Hazard Overview	Refer to Marine Orders Part 41 Carriage of Dangerous Goods, MN 20/2008 Amendments to Marine Orders Part 41 and the International Maritime Dangerous Goods (IMDG) Code. Both documents are available at <a href="http://www.amsa.gov.au">www.amsa.gov.au</a>
<b>Supplementary</b>	Hazard Drilling Fluids (new heading)	Guidance is provided by OGP report Number 396, <i>IPIECA Drilling Fluids and Health Risk Management - A guide for drilling personnel, managers and health professionals in the oil and gas industry.</i>

## Annex P Hand Signals for Crane Operations

Australian Supplement clauses for the *NWEA Guidelines* Annex P are:

<b>NWEA Clause</b>	<b>Clause heading</b>	<b>Australian Supplement guidance note</b>
Annex P <b>Replacement</b>	Hand Signals for Crane Operations	Where hand signals are to be used they should be agreed between the OSV and facility or shore based before any crane operation commences. The hand signals for crane operations illustrated in Annex P of the Guidelines can be used.

## Annex Q References

**Note: The following replaces Annex Q of the NWEA Guidelines in its entirety.**

Australian Supplement references for the *NWEA Guidelines* Annex Q are:

No.	Reference
<b>General</b>	
<b>Anchor Handling &amp; Towing</b>	
1	OLF/NSA Guidelines for Safety and Emergency Preparedness Training
2	OLF/ NSA Acceptance Criteria for Offshore Service Vessels
3	UKOOA Guidelines for Anchor Handling in the Vicinity of UKCS Installations, Pipelines and Their Subsea Equipment
4	Marine Orders Part 12 Construction – Subdivision and Stability, Machinery and Electrical Installations Marine Orders Part 14 Accommodation Marine Orders Part 15 Construction – Fire Protection, Fire Detection and Fire Extinction Marine Orders Part 16 Load Lines Marine Orders Part 31 Ship Surveys and Certification Marine Orders Part 49 High Speed Craft
5	Marine Orders Part 47 Mobile Offshore Drilling Units
6	Marine Orders Part 58 International Safety Management Code
7	OLF/NSA 061 Guidelines for Safe Operation of Offshore Service Vessels
8	DNV Rules for Planning and Execution of Marine Operations
9	MSF Template for Data for AHV's
10	MSF Guidelines for the content of Rig move procedures
11	MSF Anchor Handling Manual Template
<b>Accident Reporting</b>	
12	<i>Transport Safety Investigation Act 2003</i> Section 268 of the <i>Navigation Act 1912</i> Marine Notice 25/2007 OH&S Incident Report Analysis <a href="http://www.amsa.gov.au/Shipping_Safety/Incident_Reporting/index.asp">www.amsa.gov.au/Shipping_Safety/Incident_Reporting/index.asp</a>
13	<i>Occupational Health and Safety (Maritime Industry) Act 1993</i>
<b>Bulk Transfers</b>	
14	IMO Resolution A.673(16) (as amended) – <i>Guidelines for the Transport and Handling of Limited Amounts of Hazardous and Noxious Liquid Substances in Bulk in Offshore Support Vessels</i>
<b>Cargoes</b>	
15	Marine Orders Part 32 Cargo Handling Equipment Marine Orders Part 41 Carriage of Dangerous Goods
<b>Cargo carrying units / Containers</b>	

No.	Reference
16	IMO Circular MSC/Circ.860 - <i>Guidelines for the Approval of Containers Handled in Open Seas.</i>
17 & 18	Marine Orders Part 44 Safe Containers Marine Orders Part 42 Cargo Stowage and Securing
	<b>Dangerous Goods</b>
19-27	Marine Orders Part 41 Carriage of Dangerous Goods <i>Drilling Fluids and Health Risk Management - A guide for drilling personnel, managers &amp; health professionals in the oil &amp; gas industry</i> OGP report Number 396, IPIECA <a href="http://www.ipieca.org">www.ipieca.org</a>
	<b>Gangways etc</b>
28	Marine Orders Part 32 Cargo Handling Equipment
	<b>Health and Safety</b>
29-32	<i>Occupational Health and Safety (Maritime Industry) Act 1993</i>
33	<i>Navigation Act 1912</i> Marine Orders Part 32 Cargo Handling Equipment
34	<i>Code of Safe Working Practice for Australian Seafarers</i>
35 & 36	Marine Orders Part 32 Cargo Handling Equipment
37	Marine Orders Part 21 Safety of Navigation and Emergency Procedures
38	OLF Guidelines for Safety and Emergency Preparedness Training
39	Marine Orders Part 21 Safety of Navigation and Emergency Procedures
40	DNV-RP-H101 Risk Management in Marine and Subsea operations
	<b>Hours of Work/STCW</b>
41 & 42	Marine Orders Part 28 Operations Standards and Procedures
	<b>Interface between installation and vessel</b>
43	<i>Offshore Petroleum and Greenhouse Gas Storage Act 2006</i> Marine Orders Part 47 Mobile Offshore Drilling Units Marine Orders Part 60 Floating Offshore Facilities
44	UKOOA Guidance on Ship/ Installation Collision Avoidance
45	<i>Offshore Petroleum and Greenhouse Gas Storage Act 2006</i> Marine Orders Part 47 Mobile Offshore Drilling Units Marine Orders Part 60 Floating Offshore Facilities
	<b>International</b>
46	IMO Resolution MSC.235 (82) - <i>Adoption of the guidelines for the design and construction of offshore supply vessels, 2006 supersedes IMO Assembly resolution A.469(XII)</i>

No.	Reference
47	IMO Resolution A.741(18) (as amended) - <i>International management code for the safe operation of ships and for pollution prevention</i> (International Safety Management (ISM) Code).
48	IMO Resolution A.863(20) (as amended) - <i>Code of safe practices for the carriage of cargoes and person by offshore supply vessels</i> (OSV Code).
49	IMO circular MSC/Circ.645 - <i>Guidelines for vessels with dynamic positioning systems</i>
	<b>Manning</b>
50	Marine Orders Part 28 Operations Standards and Procedures
	<b>Masters Responsibility</b>
51	Marine Orders Part 28 Operations Standards and Procedures
	<b>Merchant Shipping Legislation – General</b>
52	<i>Navigation Act 1912</i>
	<b>Pollution Prevention</b>
53 & 54	Marine Orders Part 91 Marine Pollution Prevention - Oil Marine Orders Part 93 Marine Pollution Prevention - Noxious Liquid Substances Marine Orders Part 94 Marine Pollution Prevention - Packaged Harmful Substances Marine Orders Part 95 Marine Pollution Prevention - Garbage Marine Orders Part 96 Marine Pollution Prevention - Sewage Marine Orders Part 97 Marine Pollution Prevention - Air Pollution Marine Orders Part 98 Marine Pollution Prevention - Anti Fouling Systems
	<b>Regulatory Authorities – Demarcation</b>
55	Marine Orders Part 47 Mobile Offshore Drilling Units Marine Orders Part 60 Floating Offshore Facilities
	<b>Stowage and Securing</b>
56 & 57	Marine Orders Part 42 Cargo Stowage and Securing
	<b>Technical</b>
58	OLF ' <i>Guidelines for Acceptance Criteria for Offshore Service Vessels</i> ' (No. 072)
	<b>Training</b>
59	Marine Orders Part 61 Safe Working on Board Ships
60	IMCA M182 ' <i>Guidelines for Safe Operation of Dynamically positioned Offshore Supply Vessels</i> '
	<b>Transfer and Towing</b>
61	NMD Regulations of 17 December 1986 relating to transfer and towing of mobile installation as well as towing arrangement and mooring of supply vessels on such installations (w/ associated guidelines and notices).

## Additional Guidance Notes

Issue	Comment
Asbestos	<p>Asbestos is prohibited for use on all Australian ships under the OH&amp;S (MI) Act and associated regulations.</p> <p>'<i>Guidance of the Prohibition on the use of Asbestos in the Australian Maritime Industry Workplace</i>' is available from the Seacare website at <a href="http://www.seacare.gov.au">www.seacare.gov.au</a></p> <p>Also refer to AMSA Marine Notice MN19/2008</p>
Ballast water management	<p>Ballast water management for ships arriving in Australia need to comply with the requirements of AQIS and DAFF.</p> <p><a href="http://www.marinepests.gov.au/australian_ballast_water_management">www.marinepests.gov.au/australian_ballast_water_management</a></p>
Biofouling	<p>Biofouling requirements for ships in Australian waters may need to comply with the requirements of AQIS and DAFF.</p> <p><a href="http://www.marinepests.gov.au">www.marinepests.gov.au</a></p>
Cyclones and extreme weather	<p>Contingency plans for cyclones must be considered to minimise risk to OSV crews, vessels and the marine environment.</p>
Methanol	<p>A hazardous cargo, to be used in line with Marine Orders Part 41 Carriage of Dangerous Goods and the IMDG Code.</p>
OSV involvement in the evacuation of an installation	<p>Consideration for the evacuation of an offshore facility to an OSV should be considered in agreements with offshore facilities. (<i>West Atlas</i> evacuation establishes precedent).</p>
Rescue craft	<p>Rescue craft crew must be competent and ready for immediate use of rescue craft. The rescue craft must be of a type approved fit for purpose and properly maintained.</p>

## Additional Supplementary advice *NOPSA*

### Provided by National Offshore Petroleum Safety Authority re: Offshore Petroleum Facilities and the NWEA Guidelines

This note is prepared in the context of activities performed at offshore petroleum facilities in relation to supply and anchor handling operations.

#### **Offshore petroleum OHS regulatory regime:**

Occupational Health and Safety on offshore petroleum facilities in Commonwealth waters is regulated by the *Offshore Petroleum and Greenhouse Gas Storage Act 2006*. (*OPGGSA 2006*). Through the administration of Schedule 3 of the *OPGGSA 2006* and associated regulations, the National Offshore Petroleum Safety Authority (NOPSA) has jurisdiction over OHS regulation at or near offshore facilities. The OHS regime is largely performance based with the primary obligation for safe operation of an offshore facility being the responsibility of its operator.

Offshore petroleum facilities are defined in Schedule 3 of *OPGGSA 2006*. Fixed production platforms, Mobile Offshore Drilling Units (MODU), Floating Production Storage and Offloading (FPSO) vessels and pipe laying vessels/barges are some examples of facilities.

**Supply vessels and anchor handling tugs are excluded from being facilities or associated offshore places (part of a facility).**

The operator of a facility has a duty to ensure that all activities on a facility are carried out in a manner that is safe and without risk to the health of any person at or near the facility. Activities that offshore supply vessels and anchor handling tugs are likely to be involved in at an offshore facility are loading and unloading, bunkering, personnel transfer preparations for towing and anchor handling. (This is not an exhaustive list). Vessels used for supplying facilities or otherwise traveling between facility and the shore and anchor handling tugs are **specifically excluded** from the definition of a facility and the provisions of the *OPGGSA 2006*.

#### **Safety case:**

Regulations under the *OPGGSA 2006* require **each offshore petroleum facility to have a safety case accepted by NOPSA**. The safety management system described in this safety case must provide for all activities that take place at or in connection with a facility, including the activities in connection with vessels. **The safety case must include a description of the system that ensures the safe performance of operations that involve vessels**. An operator is required to comply with the accepted facility safety case that is in force.

#### **Standards:**

Standards must also be specified by the operator as part of the facility safety case. The industry developed *NWEA Guidelines* are standards of performance that have been developed to eliminate or reduce hazards and risks during supply or rig moving operations. In adopting this guidance on good practice an operator will be able to assure itself that it will achieve the safety goals set out in the *OPGGSA 2006*.

**The Australian Supplement and the NWEA Guidelines are not** prescribed codes of practice under the provisions of the *OPGGSA 2006*.



