

SAFE BRISTOLIA OIL POLLUTION EMERGENCY PLAN

Manual Responsible (sign original)
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Approved By (sign original)
Chief Operating Officer



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LIST OF MANUAL HOLDERS

<u>Manual No.</u>	<u>Location</u>
0.	Electronic Master (Intranet based Integrated Management System)
1.	Compliance Library
2.	Safe Bristolia – Master/ OIM
3.	Safe Bristolia – Control Room
4.	DECC/ Offshore Safety Directive Regulators (OSDR) 1 hard copy and 1 electronic copy required
5.	Reserved for Clients (if requested)

1. ABBREVIATIONS AND DEFINITIONS

1.1 Abbreviations

CA - Competent Authority

CIP - Communication and Interface Plan

DECC - Department of Energy and Climate Change

ICP - Independent Competent Person

IERP - Internal Emergency Response Plan

JNCC - Joint Nature Conservation Committee

MAH - Major Accident Hazard

MODU - Mobile Offshore Drilling Unit as defined by the International Maritime Organisation, and hereinto referred to as “the unit”

MMO - Marine Management Organisation

MRCC - Maritime Rescue Coordination Centre

NPI - Non-Production Installation

Master/ OIM - Offshore Installation Manager

OPEP - Oil Pollution Emergency Plan

OSC - On Scene Commander

PFEER - Prevention of Fire and Explosion, Emergency Response

PON1 - Petroleum Operation Notice Number 1

SECE - Safety and Environmentally Critical Elements

SEMS - Safety and Environmental Management System

SNCB - Statutory Nature Conservation Bodies

TOOPEP- Temporary Operation Oil Pollution Emergency Plan

UK - United Kingdom

UKCS - United Kingdom Continental Shelf

1.2 Definitions

Definitions	
Combined Operation	An operation carried out from an installation with another installation or installations for purposes related to the other installation(s) which thereby materially affects the risks to the safety of persons or the protection of the environment on any or all of the installations.
Client	Contracting party under whose supervision the MOU undertakes petroleum related activities and party responsible for the provision, submission and attainment of regulatory acceptance of relevant Location Specific TOOPEP, Installation OPEP or CIP. Client could be the Installation Operator (Person appointed to conduct any offshore oil and gas operations, but excluding the planning and execution of a flotel operation).
Installation	A stationary, fixed or mobile facility or a combination of facilities permanently interconnected by bridges or other structures, which is used in offshore waters and for offshore oil and gas operations or in connection with such operations. Mobile offshore accommodation units (flotels) are considered to be Offshore Installations only when they are stationed in offshore waters for accommodation, or other activities associated with offshore oil and gas operations.
Interface Document	This document describes how both the Owner and the Client management system will be applied and it is the primary document used to record internal and external interfaces and control arrangements.
Non Production	An offshore installation other than a production installation in the context of Prosafe's operation is an offshore accommodation unit or a flotel.
Oil Pollution Emergency Plan	Contingency plan (other than the National Contingency Plan) setting out arrangements for responding to incidents which cause or may cause marine pollution by oil, with a view to preventing such pollution or reducing or minimising its effect.
Owner	The person entitled to control the operation of a Non Production Installation.
Tier Level	
Tier 1	Local (within the capability of the offshore installation operator or Master/ OIM);
Tier 2	Regional (beyond the capability of the offshore installation operator (Master/ OIM) or requires additional contracted response);
Tier 3	National (requires the use of national resources coordinated by the Operator).

2. INTRODUCTION

This document “The Safe Bristolia Non Production Mobile Offshore Accommodation Unit (Flotel) OPEP” is prepared according to the NPI OPEP IADC template to meet the requirements specified for non-production installations (“NPI’s”), relevant to mobile offshore accommodations, under the Merchant Shipping (Oil Pollution Preparedness, Response and Co-operations Convention) Regulations 1998 (as amended). The OPEP contains information and operational instructions required by regulations and associated guidance laid out by the Competent Authority (“CA”); and has been based on the major accident risk assessment undertaken in preparation of the Safe Bristolia UK Safety Case.

Prior to the transposition of the requirements of Directive 2013/30/EU of the European Parliament and of the Council on safety of offshore oil and gas operations into UK regulations, mobile accommodation units (flotels) were required by their Flag State in accordance with the requirements of Regulation 37 of Annex 1 of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78 consolidated version of 2011) to produce a Shipboard Oil Pollution Emergency Plan (“SOPEP”). This requirement still exists for mobile accommodation units (flotels) whilst not on their working location and not being used for offshore oil or gas operations or in connection with such operations. However, whilst on their working location and being used for offshore oil or gas operations or in connection with such operations mobile accommodation units have to comply with the requirements of the Merchant Shipping (Oil Pollution Preparedness, Response and Co-operations Convention) Regulations 1998 (as amended) and provide an NPI OPEP as specified herein.

The Offshore Installations (Offshore Safety Directive, Safety Case etc.) Regulations 2015 require the duty holder to perform the internal emergency response duties, taking into account the risk assessment undertaken during preparation of the most recent Safety Case for the installation and in addition where a mobile non-production installation is to be used for carrying out a flotel/ combined operation the duty holder must perform the internal emergency response duties taking into account the risk assessment undertaken during the notification of combined operations. The Safety Case regulations describe the internal response arrangements as a description of the manner of performance of the internal emergency response duties in relation to that installation (PFEER), together with the oil pollution emergency plan produced pursuant to the Merchant Shipping (Oil Pollution Preparedness, Response and Co-operations Convention) Regulations 1998 (as amended).

This NPI OPEP is developed in order to comply with the new SCR2015 Regulations in relation to the Safe Bristolia Safety Case submission.

3. SCOPE

This OPEP is only applicable whilst the mobile offshore accommodation unit is on its working location and being used for offshore oil or gas operations or in connection with such operation within the UKCS.

The OPEP is a live document when the Safe Bristolia is working on location and being used for offshore oil or gas operations or in connection with such operation, however the relevant location specific Temporary Operation Oil Pollution Emergency Plan (TOOPEP) or Installation OPEP or Communication Interface Plan (CIP) must be used where applicable and referenced in the event of an oil spill in the UKCS.

The Client is required to include all installation/location specific information within the relevant location specific TOOPEP, Installation OPEP or CIP. Additionally, there is a requirement to ensure a description of how the oil spill response arrangements of the client and the owner are to be coordinated to ensure effective oil spill response at all times. See the interfacing documentation as described in Section 7.

The purpose of this OPEP is to provide guidance to the Offshore Installation Manager (Master/OIM) and supervisors on-board the Safe Bristolia with respect to the steps to be taken when an oil pollution incident has occurred or is likely to occur.

This OPEP is provided to assist personnel in dealing with an unexpected release of oil. Its primary purpose is to set in motion the necessary actions to prevent or minimise the release of oil, while any mitigation plan will be covered in the relevant TOOPEP, Installation OPEP or CIP. Effective planning ensures that the necessary actions are taken in a structured, logical and timely manner.

It should be noted once submitted and accepted no alteration or revision should be made to any part of it without the prior approval of the Competent Authority.

4. UNIT PARTICULARS

The Table below provides key information on the unit particulars and tank capacities of the Safe Bristolia.

4.1 Table 1 Vessel Particulars And Tank Capacities

VESSEL	SAFE BRISTOLIA	
Displacement	19 204 Tonnes (Operation)	
IMO Number	8755077	International Call Sign: 9VMG9
Unit Type	Semi-submersible Mobile Offshore Accommodation	
Owner	Prosafe Offshore Pte Ltd	
Telephone	[REDACTED]	
Satellite Phone	[REDACTED]	
Fax		
Email	[REDACTED]	
Capacities	Fluid Type	Total Volume/ Capacity
	Diesel Fuel	1218 m ³
	Lube Oil	7.2 m ³
	Hydraulic Oil	2.3 m ³
	Air compressor oil	0.65m ³
	Helifuel	14.2m ³
	Sludge Oil	1.1m ³
Other Fluids		
	Paint	2.84m ³

5. PERSONNEL ARRANGEMENTS FOR EMERGENCY RESPONSE

5.1 Positions of Persons Authorised To Initiate Emergency Response Procedures

An On Scene Commander (OSC) is held responsible and is authorised to initiate the emergency response procedures in the event of an oil spill. The Safe Bristolia Master/ OIM assumes the role of OSC unless stated otherwise in the relevant location specific TOOPEP, Installation OPEP or CIP.

Safe Bristolia Chain of Command.

The Safe Bristolia Master/ OIM heads the chain of command at all times, unless stated otherwise by the relevant location specific TOOPEP, Installation OPEP or CIP. Should the Safe Bristolia Master/ OIM be incapacitated for any reason, the Chief Officer shall assume the role of Master/ OIM.

Figure 1. The Safe Bristolia Chain of Command.



5.1.1 **Positions of Persons Directing the Internal Response to an Oil Pollution Incident**

The Safe Bristolia Master/ OIM shall direct the initial internal response to any oil pollution incident, unless stated otherwise by the relevant location specific TOOPEP, Installation OPEP or CIP, and continue to direct the response for all tier 1 incidents.

5.1.2 **Positions of Persons Responsible for Liaising With the Authorities for the External National Contingency Plan**

In all tier 2 and tier 3 incident scenarios the positions of persons responsible for liaising with the authorities for the external national contingency plan are identified in the relevant location specific TOOPEP, Installation OPEP or CIP, and are summarised in the relevant interface document.

6. ENVIRONMENTAL EMERGENCY RESPONSE TRAINING AND EXERCISES

All personnel expected to assume the role of on scene commander shall be trained to DECC Level 1 on scene commander training with a three (3) yearly refresher, in line with legislation.

Training arrangements for personnel expected to liaise with the national contingency plan are identified in the relevant location specific TOOPEP, Installation OPEP or CIP, and are summarised in the relevant interface document.

Further to formal training, the Safe Bristolia performs periodic emergency response drills, including OPEP drills, in line with legislation.

Table 2 List of OPEP drills/ exercises.

Type of Exercise	Exercise Frequency	General Requirements
Flotel/ Combined Operations	Persons with pollution response duties must participate in a minimum of 1 (one) exercise per calendar year for each relevant TOOPEP /Installation OPEP or CIP.	<p>Exercise scenarios must ensure that all relevant personnel are exercised with regard to their roles and responsibilities and for new TOOPEP, Installation OPEP or CIPs must be exercised at the earliest opportunity.</p> <p>A sufficient number of exercises must be completed to ensure all persons with responsibilities for implementing the TOOPEP, Installation OPEP or CIP participate in at least one exercise per calendar year*.</p> <p>The scenario should incorporate a sufficiently large liquid hydrocarbon release to sea (> 1 tonne).</p> <p>If two or more installations commence combined operations all relevant personnel should participate in an exercise to jointly test pollution response requirements at the earliest opportunity.</p>

*This as a minimum requirement. If it is not operationally feasible to achieve, the CA Inspector shall be contacted by the relevant TOOPEP, Installation OPEP or CIP responsible persons and provided with justification as to why the requirement cannot be met.

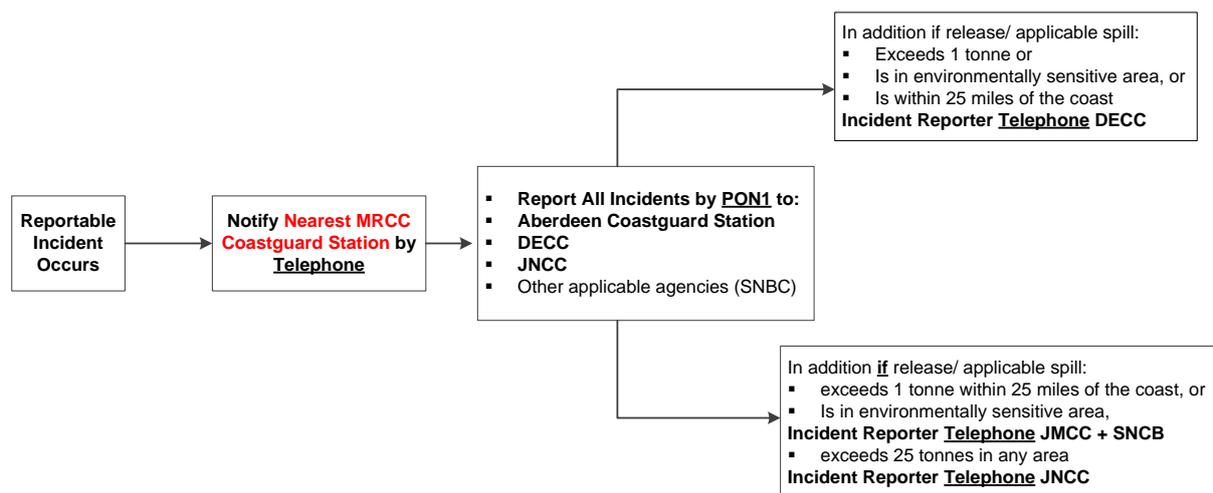
7. COMMUNICATION AND INTERFACE ARRANGEMENTS

7.1 NPI OPEP for Mobile Offshore Accommodation Units

As stated in Section 3, this document is written as a standalone OPEP in accordance with UKCS regulatory requirements, though is inherently linked to other aspects of the Emergency Response arrangements of the Owner, and ultimately integrating with the Internal Emergency Response Plan (IERP) as detailed in Safe Bristolia Emergency Response Manual (Doc no. VM-610-52).

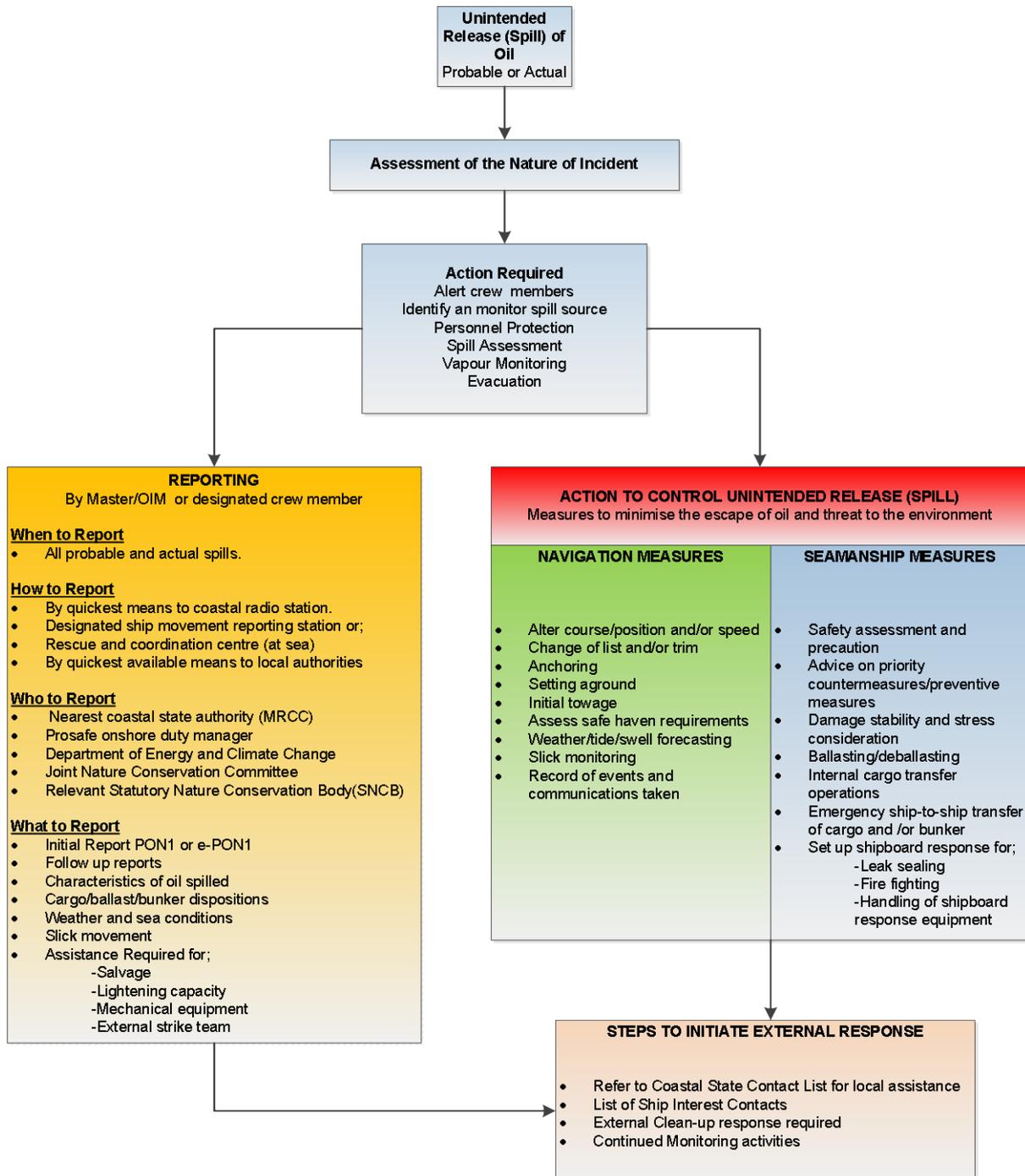
Figure 3 below summarises the internal and external communication and reporting processes associated with the IERP as well as the internal measures to control unintended release of oil to the environment. Figure 2 describes the statutory notification requirements when operating within the UKCS. Table 3 describes the statutory oil spill (unintended release of oil) reporting requirements depending on the volume of spill and environmental sensitivity of the location affected.

Figure 2. Statutory reporting flowchart when operating within the UKCS.



Note: HM Coastguard have designated Aberdeen MRCC Coastguard Station as a central unit to receive all FAX and Electronic PON1's. Verbal notifications of pollution from offshore installations is to the nearest MRCC Coastguard Station.

Figure 3- Safe Bristolia NPI OPEP summary flowchart.



The OSC is responsible for the notification of any oil release to the relevant authorities. The Safe Bristolia Master/ OIM assumes the role of OSC unless stated otherwise in the relevant location specific TOOPEP, Installation OPEP or CIP.

Table 3 UKCS Statutory reporting requirements.

Hydrocarbon Volume to Sea	Statutory body	Areas within 40 km of the shoreline	Environmentally sensitive areas	Any other areas
0-1 tonnes	Aberdeen MRCC	PON1	PON1	PON1
	Nearest Coastguard	Telephone	Telephone	Telephone
	DECC	Telephone and PON1	Telephone and PON1	Telephone and PON1
	JNCC	PON1	PON1	PON1
	Marine Scotland/MMO ¹	PON1	PON1	PON1
	SNCB ²	N/A	N/A	N/A
1-25 tonnes	Aberdeen MRCC	PON1	PON1	PON1
	Nearest Coastguard	Telephone	Telephone	Telephone
	DECC	Telephone and PON1	Telephone and PON1	Telephone and PON1
	JNCC	Telephone and PON1	Telephone and PON1	Telephone and PON1
	Marine Scotland/MMO	PON1	PON1	PON1
	SNCB	Telephone	Telephone	Telephone
>25 tonnes	Aberdeen MRCC	PON1	PON1	PON1
	Nearest Coastguard	Telephone	Telephone	Telephone
	DECC	Telephone and PON1	Telephone and PON1	Telephone and PON1
	JNCC	Telephone and PON1	Telephone and PON1	Telephone and PON1
	Marine Scotland/MMO	PON1	PON1	PON1
	SNCB	Telephone	Telephone	Telephone

Note: Statutory oil spill reporting requirements contained within the relevant location specific TOOPEP, Installation OPEP or CIP supersede the reporting requirement contained in the above table.

¹ Marine Scotland if in Scottish water or MMO if in English water

² Statutory Nature Conservation Bodies are detailed in location specific TOOPEP, Installation OPEP or CIP.

7.2 Relevant Location Specific TOOPEP, Installation OPEP or CIP

Whilst on location, and in connection with offshore oil and gas operations, this OPEP forms part of the Owner's wider IERP. Details of how the OPEP and the IERP interface with any relevant location specific TOOPEP, Installation OPEP or CIP, including details of any Combined Operations, Safety and Environmental Management System (SEMS) interfacing, early warning notification and specific emergency response procedures and communication arrangements, are contained within the associated interfacing documentation.

The interfacing documentation shall include specific details of the agreed internal and external communication, including a relevant contact directory and reporting arrangements. These may also be contained within, or rely on in part, details of the relevant location specific TOOPEP, Installation OPEP or CIP.

During any response, the relevant location specific TOOPEP, Installation OPEP or CIP should be read in conjunction with both the wider emergency response documentation and interfacing documentation.

The List of Ship Interest Contacts is shown in Appendix 2. This can be used as the base point when developing the contact directory when the Safe Bristolia is in contract.

8. IDENTIFICATION OF WORST CASE SCENARIO

The worst case potential release of oil to sea from the Safe Bristolia on location operating normally as flotel would be the total loss of diesel inventory on-board as detailed in Table 1.

The major accident hazards that could result in the total loss of inventory, whilst on location, are:

- Loss of Flotel stability and loss of the unit
- Structural Failure – loss of unit
- Ship Collision – holing of pontoon tanks / loss of unit
- Loss of station – Collision with the Adjacent Installation

The Safe Bristolia Environmental Consequence Analysis (CPOGS, 2015a) also identifies towing incidents as a potential cause of an environmental release, but these do not affect the Safe Bristolia whilst the flotel is on location and are therefore outside of the scope of the OPEP. Towing scenarios are addressed instead in the SOPEP (Shipboard Oil Prevention Emergency Plan) produced in accordance with IMO requirements.

Furthermore, Prosafe recognises that the Loss of Containment on the Adjacent Installation poses a credible risk to the flotel which could result in the loss of the flotel and the eventual release of the diesel inventory to the environment. However, this MAH scenario is addressed in the Main Installation OPEP and discussed further in the Communication and Interface Plan document.

Given the worst case scenario being the release of marine diesel inventory, the below gives an indication of the anticipated worst case impact of this loss to the environment.

Diesel Fuel Oil

Diesel fuel is considered non-persistent oil (as compared to a heavier Bunker or crude oil product) even in the most calm sea conditions, as it will lose 40% of its volume due to evaporation within 48 hours in cold weather. Adverse weather will disperse the sheen into smaller slicks creating a greater surface area for evaporation. In open rough seas most of the volume released will be dispersed and evaporated within 5 days. Nevertheless, it still poses a threat to marine organisms and particularly birds if they happen to come into contact with the slick. [Canadian Ministry of Environment, British Columbia, 2014]

Diesel fuel has very high levels of light ends, evaporating quickly on release. The low asphaltene content prevents emulsification reducing its persistence in the marine environment. Due to its characteristics and subsequent behaviour when released, diesel oil is not considered to offer a significant threat to the environment in comparison with the risks posed from a formation Hydrocarbon release.

All other Major Accident hazards identified in the Safe Bristolia Safety Case are related to alongside flotel operations, and details of associated worst case scenarios are contained within the relevant location specific TOOPEP, Installation OPEP or CIP.

Oil and Gas Operation Diesel Inventory Worst Case

In all oil and gas operations the relevant location specific TOOPEP, Installation OPEP or CIP must contain a description of the potential worst case release of oil to sea.

In any offshore oil and gas operations where the loss of the flotel's diesel inventory represents this worst case oil release, the Client is required to model the release of the entire diesel inventory in the appropriate TOOPEP, Installation OPEP or CIP.

Assessment of Environmental Effects

The location specific TOOPEP, Installation OPEP or CIP must contain an assessment of the potential environmental effects resulting from a release of oil."

9. ARRANGEMENTS FOR LIMITING RISKS TO THE ENVIRONMENT

The Owner has in place policies and procedures preventing risks to the environment, which are contained within the Integrated [Safety and Environmental] Management System (IMS). Prosafe's Environmental Management System is certified to ISO 14001:2004.

In support of Owner's policies and procedures, the Safe Bristolia operates and maintains equipment for the protection of the environment from an incipient major accident hazard. These are identified and recorded within the Written Scheme of Verification (WSV) for Safety and Environmental Critical Elements (SECEs). Appropriate performance standards along with verification and assurance activities for assessing continuing suitability have also been identified and are subject to Independent Competent Person (ICP) verification in accordance with legislation.

In addition to the listed SECEs in the Safety Case, it was recommended from the Safe Bristolia ENVID (CPOGS, 2015b) that the Spill Prevention equipment stored onboard is now considered a new Environmental Critical Element and as such would be verified within the WSV.

The ICP is also appointed to verify the continued suitability of such systems as SECEs.

Further procedures are in place for the operational aspects of SECEs, such as Fire Fighting Procedures, Marine Procedures and Emergency Response Procedures. These procedures anticipate scenarios from incipient major accident hazards and the subsequent actions required by designated personnel to limit the risks to personnel and the environment.

It is the responsibility of the Client to ensure that the location specific response checklists detailing actions required during an oil spill response and the arrangements for limiting risks to the environment are contained within the relevant location specific TOOPEP, Installation OPEP or CIP.

10. DESCRIPTION OF SPILL RESPONSE EQUIPMENT AND RESOURCES

The Safe Bristolia carries no inventory of equipment or resources to respond to an oil spill to sea. In addition there is no equipment or resources, under the Owner's control, located onshore. However it carries the following equipment to prevent oil spills onboard the flotel from spilling into the sea.

Table 4 Oil spill equipment on the Safe Bristolia.

Unitor Product No.	DESCRIPTION	QUANTITY
940 607439	Large Non Sparking Shovels	3
-	Large Deck Brooms	3
940 607441	Heavy Duty Squeegees	3
940 607440	Heavy Duty Buckets	3
941 592766	Absorbent Booms	6
941 592 758	Absorbent Pads	200
941 603274	Sawdust/ Particulate	300 Kgs
	Rags	20Kgs
	Heavy Duty Disposal Bags	5 x 50 Litres or equivalent
	Waste Containers	2 x 200 Litres or equivalent
664 592568	Sprayers	1
940 640926	“Wilden” Pumps	2
	Disposable Paper Boiler-suits	12 Pairs
	Protective Rubber Gloves	12 Pairs
	Protective Rubber Boots	12 Pairs
	Respirator Masks	6

For all scenarios where there is a standby vessel in attendance, the OSC (or deputy) may have at his disposal an inventory of oil dispersant. Details of any such dispersant will be found in the relevant location specific TOOPEP, Installation OPEP or CIP, which includes evidence that a prior assessment of the dispersant has been carried out to minimise environmental damage. This dispersant may be deployed on their command, without prior approval, should they consider the safety of the installation or the persons thereon, at risk.

The location specific TOOPEP, Installation OPEP or CIP will describe the equipment and resources available, including technical and non-technical measures in place to respond to a Tier 1, 2 or 3 oil spill incident. The implementation of which is designed to prevent, reduce or offset the environmental effects of the oil release. Spill Response Effectiveness

11. SPILL RESPONSE EFFECTIVENESS

An estimate of the oil spill response effectiveness, including consideration of the below environmental conditions must be contained within the relevant location specific TOOPEP, Installation OPEP or CIP.

- Weather, including wind, visibility, precipitation and temperature
- Sea states tides and currents
- Presence of ice and debris
- Hours of daylight; and
- Other known environmental conditions that may influence the efficiency of the response equipment or the overall effectiveness of a response effort.

12. REVIEW AND REVISION

This document must be reviewed and if necessary amended in the following circumstances:

- Where any proposed change which constitutes a major change which affects or could affect the validity or effectiveness of an OPEP to a material extent.
- After a period of 5 years from the date the OPEP was first approved and a minimum of every five years thereafter.

When this plan has been approved by the Competent Authority, no alteration or revision shall be made to any part of it without the prior approval of the Competent Authority.

13. REFERENCES

- Canadian Ministry of Environment, British Columbia, 2014. Environmental Impact Assessment, “FATE, EFFECT, BEHAVIOUR AND ENVIRONMENTAL IMPACTS AS THE PRODUCTS WEATHER” [online] Available from:

<http://www2.gov.bc.ca/gov/topic.page?id=E4DC95E7E5BE4EA280896786353949A9>.

- CPOGS, 2015a. The Safe Bristolia Environmental Consequence Assessment. Doc. No. 52-O-RA-046. City Port Oil & Gas Services, 2015.
- CPOGS, 2015b. Safe Bristolia ENVID. Report No 15-PRO-SBRI-P06-001. Issued 26th March 2015 City Port Oil & Gas Services,
- Prosafe, 2014. Safe Bristolia Emergency Response Manual. Doc No. 8521/ VM-610-52.
- Prosafe, 2015. The Safe Bristolia Shipboard Oil Pollution Emergency Plan, Doc No. 8523/ VM-612-52.

14. APPENDICES**14.1 Appendix 1**

Merchant Shipping (Oil Pollution Preparedness, Response and Co-operation Convention) Regulations 1998 (As amended); Schedule 2 requirements		NPI OPEP Location
1	Does the NPI OPEP state which positions would be responsible for initiating and directing an oil spill response?	Section 5
2	Does the NPI OPEP state which position would be responsible for the notification of any oil release to the relevant authorities?	Section 7
3	Are the relevant training and exercise requirements detailed within the NPI OPEP?	Section 6
4	Is the maximum oil inventory of the NPI given within the NPI OPEP?	Section 4
5	Does the NPI OPEP contain a commitment to link to the relevant Production Installation / TOOPEP / Communication and Interface Plan and detail the estimated worst case release scenario?	Section 8
6	Does the OPEP detail arrangements in place for limiting risks to the environment, which include response checklists detailing who would undertake any necessary actions during a response?	Section 9
7	Does the NPI OPEP state that the required well/location specific information must be included in the relevant Production Installation/Field OPEP or TOOPEP?	Section 10
8	Does the NPI OPEP state that the required well/location specific information must be included in the relevant Production Installation/Field OPEP or TOOPEP?	Section 11
9	The NPI OPEP must also state that any well / location specific information relating to dispersants will be detailed within the relevant Production Installation/Field OPEP or TOOPEP.	Section 10
	Does the NPI OPEP contain a statement that the measures identified to prevent, reduce or offset the potential effects resulting from a release of oil must be provided in the relevant Production Installation/Field OPEP or TOOPEP.	Section 10
10	Does the NPI OPEP contain a contact directory and detail the method by which reporting to the relevant Authorities will take place (i.e. ePON1 reporting arrangements)?	Section 7
	The NPI OPEP must also state that any well / location specific information relating to notifications will be detailed within the relevant Production Installation/Field OPEP or TOOPEP.	Section 7

14.2 Appendix 2

List of Ship Interest Contacts Document BR 301-11-03



LIST OF SHIP INTEREST CONTACTS

VESSEL: Safe Bristolia

INSTITUTION/ PERSON TO BE CONTACTED	ADDRESS	TELEPHONE/ FAX/ INMARSAT/ EMAIL	REMARKS
Prosafes's Office/ holder of 24 hour duty telephone	Greenwell Road East Tullos Industrial Estate Aberdeen AB12 3AX United Kingdom	Phone: +44 (0)1224 406900 Fax: +44 (0)1224 406901 [Redacted]	
Prosafes Offshore Pte Ltd	3 rd Floor North Tower Mielles House Rue des Mielles JE2 3QD St Helier Jersey	[Redacted]	
Chief Operating Officer – [Redacted]	Greenwell Road East Tullos Industrial Estate Aberdeen AB12 3AX United Kingdom	[Redacted]	
Safe Bristolia - Manager - Vessel Management [Redacted]	Greenwell Road East Tullos Industrial Estate Aberdeen AB12 3AX United Kingdom	[Redacted]	
Gard (P & I)	Gard AS Kittelsbuktheien 31 Box 600,NO-4809 Arendal Norway	Phone: +47 3701 9100 Fax: +47 3702 4810 (24hr Emergency No) Website: www.gard.no	
MRCC Aberdeen	HM Coastguard 4th Floor Marine House Blaikies Quay Aberdeen AB11 5PB	Phone: +44 (0) 1224 592334 Fax: +44 (0) 1224 212862	



DECC Aberdeen	Atholl House, 86-88 Guild Street, Aberdeen AB11 6AR	Phone: +44 (0) 1224 254000	
Maritime and Coastguard Agency (MCA)- Counter Pollution Officer	Spring Place 105 Commercial Rd Southampton SO15 1EG	Phone: +44 (0) 2380 329525 Or Dial 999 (for nearest Coastguard)	
Joint Nature Conservation Committee (JNCC)	JNCC, Inverdee House, Baxter Street, Aberdeen, AB11 9QA	Phone: +44 (0) 1224 266556 24 Hour Telephone: +44 (0) 7974 257464 FAX: +44 (0) 1224 266556 Email: pollutionadvice@jncc.gov.uk .	
Marine Scotland		24 Hour telephone: +44 (0) 7770 733423 Email: MS.SpillResponse@scotland.qsi.gov.uk Email: spillresponse@marlab.ac.uk	
Scottish National Heritage Headquarters- [REDACTED]	Great Glen House Leachkin Road, INVERNESS, IV3 8NW	Phone: +44 (0) 0131 316 2610 24 Hour Telephone: +44 (0) 7774 161273 24 Hour pager: +44 (0) 7699 761509 Fax: 0131 316 2690	
Marine Management Organisation (MMO)		Office hours telephone: 0300 2002024 Email: dispersants@marinemanagement.org.uk	
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