

Please check the following boxes if applicable to this report					
			Nil Incident Report: <input type="checkbox"/>	Final report for this activity: <input checked="" type="checkbox"/>	
Titleholder name:	Woodside	Titleholder business address:	240 St Georges Terrace Perth WA 6000	Title of environment plan for the activity:	WA-34-L Infill Drilling and Activities Environmental Plan
Activity type: (e.g. drilling, seismic, production)	Drilling and Completions	Month, Year:	September 2019	Facility name and type: (e.g. MODU, Seismic Vessel, FPSO)	Ocean Apex - MODU
Contact person:	██████████	Email:	██████████@Woodside.com.au	Phone:	██████████
Incident date	All material facts and circumstances (including release volumes to environment if applicable)	Performance outcome(s) and/or standard(s) breached	Action taken to avoid or mitigate any adverse environmental impacts of the incident	Corrective action taken, or proposed, to stop, control or remedy this incident	Action taken, or proposed, to prevent a similar incident occurring in future
15/09/2019	<p>Whilst conducting the operation to disconnect the Ocean Apex from mooring line 2, a decision was made by the Rig Mover to change the stopper location ~200m from MODU stated in the scope of work, to ~80m away from the MODU. This change was not appropriately assessed the prior to operation proceeding.</p> <p>During the Anchor Handling Vessel ██████████ move to the new stopper location ~80m away from the MODU, the trailing work wire looped around the subsea mooring</p>	<p>EPO 18</p> <p>No unplanned release of hazardous or non-hazardous waste to the marine environment during the Petroleum Activities Program in the Operational Area</p>	<p>The operation to disconnect the Ocean Apex from mooring line 2 was completed. The subsea mooring buoy retrieved with approximately 10% of the buoyancy module contents lost to ocean.</p>	<p>Risk assessment conducted at the time of the incident, decision was made to not to attempt to retrieve the lost buoyancy contents as the risk of that operation was disproportionate to the potential environmental benefit gained.</p>	<p>Completed actions:</p> <ul style="list-style-type: none"> - Incident investigation <p>Proposed action by mooring contractor:</p> <ul style="list-style-type: none"> - Include clear guidance in the scope of work document that the calculations included within the document are specific to the rig location described and any changes must be recalculated. - Conduct catenary calculation training for Rig

	<p>buoy attached to mooring line 2 causing damage to the buoy and loss of approximately 10% of the buoyancy module to ocean.</p>				<p>Movers to allow them to have the tools required to confirm changes in the catenary calculations whilst operating offshore.</p> <ul style="list-style-type: none"> - Generate an incident lesson learned and communicate to the team. <p>Proposed action by Woodside:</p> <ul style="list-style-type: none"> - Revise and update the Prelay Mooring Operations Best Practice document to reflect appropriate learnings from this incident.
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