

Wintershall Norge AS

Instructions to Master - Supplement to GOMO and Operations manual for offshore vessels working on NCS

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Revision Updates

Revision	Changes from previous version
02M	New doc owner
03M	From NWEA to GOMO. Change in marine duty. Other minor changes.
04M	Change of Doc.Owner
05M	Updated standards, rules and regulations and other minor changes.

Security Classification

Security	Description of Security Classification
Public	Information that has already been published (e.g. on the Internet or in brochures) or released for publication by the competent unit shall be classed 'Public'.
Internal	Information that may be disclosed to all employees of affiliates of BASF shall be classed 'Internal'.
Confidential	Information that may only be disclosed to those employees who require such information for performing their tasks (e.g. department, project group) shall be classed 'Confidential'.
Strictly Confidential	Information to which only employees identified by name in a distribution list may have access shall be classed 'Strictly confidential'.

Specific Terms, Definitions, Acronyms and Abbreviations

Abbreviation	Definition
AB	Able Bodied Seaman / Able Seaman
AHV	Anchor Handling Vessel
AIS	Automatic ship Identification System
ARPA	Automatic Radar Plotting Aid
COG	Course Over Ground
CPA	Closest Point of Approach
DP	Dynamic Positioning
DPO	DP Operator
FME(C)A	Failure Mode, Effect and Criticality Analysis
FRC	Fast Rescue Craft
GOMO	Guidelines for Offshore Marine Operations (www.g-omo.info)
HSE	Health, Safety and Environmental
IMCA	International Marine Contractors Association
IMO	International Maritime Organization
IMR	Inspection, Maintenance and Repair
JRCC	Joint Rescue Coordination Centre
Marine Asset	Any vessel, barge, rig (MOU/MODU/SSDR), FPSO, FSO, tanker or similar which is afloat and used as platform for performing any marine operation(s).
MOU / MODU / SSDR	MobileOffshoreUnit / MobileOffshoreDrillingUnit / SemiSubmersibleDrillingRig
FSO / FPSO	Floating Storage and Offloading / Floating Production Storage and Offloading
NCS	Norwegian Continental Shelf
NOROG	Norsk Olje&Gass (former OLF)
OIM	Offshore Installation Manager
OLST	Offshore Loading Shuttle Tanker
PSV	Platform Supply Vessel
PTW	Permit Work Permit
ROV	Remotely Operated Vehicle
WELS	Wellit Logistics System
WINO	Wintershall Norge AS



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1 PURPOSE

The purpose of this supplement is to describe the additions to GOMO and the Operations Manual for Offshore Service Vessels on NCS (issued by Norwegian Oil&Gas Assosiation, NOROG) for marine assets operating for Wintershall Norge AS (WINO).

2 VALIDITY

This supplement is valid to all marine assets operating for WINO on the Norwegian Continental Shelf (NCS).

There may be project specific requirements etc which comes in addition to these instructions.

Comments and improvement suggestions to the company specified supplement to be sent marine.wino@wintershall.com Please write 'Instructions to Master' in subject field.

3 REFERENCE DOCUMENTS

All marine asset shall comply with NMA, NPD and/or PSA rules/regulations, relevant IMCA, NORSOK, Norsk Olje&Gass (NOROG), DNV-GL (or other relevant class society), ISO or IMO guidelines/standards/rules/regulation, where and whenever relevant related to the specific type of asset and/or the operation it has been nominated for.

Reference list below shall not be reckoned as a complete list but as minimum – not limited to (ref. above in bold).

- GOMO - Guidelines for Offshore Marine Operations
- Operations Manual for Offshore Service Vessels on Norwegian Continental Shelf
- WIN-GL-0016 - Instructions to Master (this document).
- WIN-TR-0162 - Marine Discipline – General Requirements.
- WIN-WR-0039 - Marine Operations in Exclusion Zone(s)
- WIN-SD 0173 - Shuttle Tanker Vetting - Questionnaire & Checklist
- IMCA M 103 - The Design and Operation of Dynamically Positioned Vessels.
- **182 MSF - International Guidelines for the Safe Operation of Dynamically Positioned Offshore Supply Vessels**
- IMCA M 117 - The Training and Experience of Key DP Personnel
- IMCA R-006 - Standard ROV audit document
- IMCA R-004 - Guidance for the safe and efficient operation of ROV's.
- IMCA R 011 Guidance for the Initial and Periodic Examination, Testing and Certification of ROV Launch and Recovery System.
- IMCA M 187 - Guidelines for Lifting Operations
- IMCA M 190 - Guidance for developing and Conducting DP Annual Trials programmes
- IMCA M 166 - Guidance on failure modes and effects analyses (FMEAs)
- IMCA M 109 - DP-Related Documentation for DP Vessels
- IMCA M 203 Guidance on Simultaneous Operations (SIMOPS)
- IMCA M 204 Vessel Assurance
- IMCA M220 Guidance on operational activity planning
- NORSOK U-102 Remotely Operated Vehicle (ROV) Services
- NORSOK U-100 Manned Underwater Operations

- NORSOK R-003 Safe use of lifting equipment
- NORSOK R-002 Lifting Equipment
- NORSOK S-001N Technical safety
- Norwegian Oil and Gas – Guidelines for Offshore Loading Shuttle Tankers No. 140
- Oil & Gas UK (crew matrix shuttle tanker).
- DNVGL Marine Operations, Design and Fabrication
- DNVGL Marine operation and marine warranty
- DNVGL Dynamic Positioning systems - operation guidance
- ISO 19901 Section 6 – Marine Operations*
- ISO 19901-Section 7 – Station keeping systems for floating offshore structures and mobile offshore units*
- IMCA 113 IMO MSC/Circ.645 'Guidelines for vessels with dynamic positioning systems'
- IMCA 245 IMO/ Circ.1580 'Guidelines for vessels with dynamic positioning systems'

See also relevant documentation/processes from the WINO management system which can be found in the WINO specific info on the following web page: www.operasjonsmanual.norog.no

Latest issued revisions to be followed.

*ISO is the paramount standard and DNV supplementary. In case of non-conforming requirements, ISO will apply.

In addition, relevant Bridging Documents to be followed as applicable.

4 HEALTH SAFETY AND ENVIRONMENTAL

4.1 General

In all marine operations for WINO it is stated clearly that the activities shall be characterized by a high level of HSE and carried out in accordance with regulatory requirements for the activities.

The paramount objective for WINO is that the activities are carried out as planned without any harm to life, health and the environment. Controlling the risk of major incidents is prioritized in all phases from planning to completion of the activities.

WINO has a continuous focus on improvement of our operations with regards to both safe and efficient operations. To achieve this it is believed that good reporting routines from all parties are vital.

4.2 HSEQ Reporting

All reports related to health, safety, environment, quality or security which is issued during charter/service for WINO, shall be sent in pdf format without delay to:

marinehseqreporting.wino@wintershall.com
marine.wino@wintershall.com

The vessel may use the vessel owner's internal format for reporting, if not project specific bridging document or similar states otherwise.

Serious incidents, discharges to sea, incidents with potential for LTI or worse shall immediately be reported according to the instructions given in emergency preparedness bridging document and according to any other project specific instructions for the operation.

If an incident occurs when performing work on behalf of or within the safety zone of any marine asset/installation or at base the OIM/Master or base duty officer shall be informed without any delay.

Note: Irregularities, e.g. equipment failure, which may affect the operation, shall also be reported without delay to WINO.

Emergency Notification

An emergency preparedness bridging document and/or emergency notification flowchart will be issued for each vessel for the relevant operation. The captain of the vessel is to confirm compliance with this plan prior to commencement of the operation.

Note:

All offshore vessels in service for WINO on the Norwegian Shelf shall always notify RCC directly of an emergency situation on their own vessel.

4.3 Manning

There shall always be 2 navigators on the bridge when the vessel is inside the safety zone (500m), regardless of operation.

All DP operations within 500mz of any installation/vessel shall be done with two officers on the bridge. The manning should as minimum be one Senior DPO (ref IMCA M 117) and one Junior DPO (ref IMCA M 117). See * & **.

The ECR / engine room shall always be manned by competent personnel when vessels are within 500mz of any installation/vessel. As minimum one engine officer to be on duty at all times when departure/arrival harbour and inside any installations Safety Zone (500mz)
Extra requirements may apply in connection with certain operations and contracts.

* Junior DPO shall as minimum have completed DP Induction Course (Nautical Institute) & DP Simulator Course (Nautical Institute) before he/she is accepted to fulfill the role as DPO.

** For OSTL, Oil & Gas UK Crew competence matrix shall apply.

4.3.1 Masters Responsibility

These company specified supplement do not limit the Masters responsibility given by national and International legislations, regulations and conventions or Ship Owners instructions.

Additional responsibility when operating for WINO:

- ✓ Ensure that the vessel comply with routines and instructions as given in;
 - GOMO guidelines
 - NOROG - Operations Manual for Offshore Service Vessels Norwegian Continental Shelf
 - Agreement between vessel and WINO
 - This WINO specific supplement including reference documents.
 - Information and instruction given by WINO during charter period.

- ✓ Ensure that the vessel follow the demand and methods described by WINO, including;
 - Follow the given sailing order from WINO.
 - Vessel to sail with economic speed, if no other instructions given.
 - Be proactive and evaluate deviation from sailing order.
 - Ensure that the crew is not under influence of drugs or alcohol.
 - Ensure that crew qualification is in line with Port State demands, industry standards and vessel specific contract including WINO specific supplement.
 - Ensure that all third party costs for WINO account during contract period is paid by the vessel operator, and re-invoiced to WINO if no other agreement.

If the Master is in doubt of the received information is sufficient to execute the orders or assignment in safe manners, WINO or their Company Representative on board to be contacted.

4.3.2 POB (crewlist) / NOK (next of kind) / Crew Qualifications

All marine assets operating for WINO, shall upon start of contract and after each crew change submit updated POB (personnel onboard / crew list) and NOK(next of kin) list to marine.wino@wintershall.com

It shall be ensured to fulfill competence and experience requirements in this document and as per relevant rules/guidelines listed in section 3.

This will be in addition to any project specific requirements which also need to be adhered to.

In the event of a non-conformity situation regarding crew competence, the owner/manager of the marine asset shall suggest compensating and/or corrective measures to be implemented which shall be presented to WINO marine authority for acceptance.

5 MARINE OPERATIONS

5.1 General

This guideline should ensure that marine operations are prepared with the necessary safety and quality.

All marine assets to follow owner/manager procedures and checklists for marine operations. In addition ensure to follow rules/guidelines given in section 3.

Minimum one hour prior to the ETA to the marine asset/installation the control room shall be notified and details regarding the planned arrival and operation(s) to be agreed between the parties. For special conditions/operations and project related work there may be a need for Work Permit (WP) and/or Safe Job Analysis (SJA). Master should, if in doubt, ask the arriving marine asset/installation for guidance.

When sailing to/from any location it should be ensured to never use any fixed or floating object as waypoint. Used waypoint and COG shall be set to ensure a CPA of minimum 1nm. This can be reduced to 0,5nm after the arrival has been duly communicated to the arriving marine asset/installation.

Master and officers to familiarize themselves with any exclusion zone(s) and other locations specific details which may be important for their arrival/stay/departure at any marine assets they will call on. For exclusion zones, see additional info/requirements in 5.5.2 and 5.5.3 and info found on www.operasjonsmanual.norog.no



5.1.1 SIMOPS

Simultaneous operations should be done according to guideline :
 IMCA M203 – Guidance on Simultaneous Operations.

5.1.2 ISPS

Prior to loading and unloading operations between vessel and installation, the ISPS declaration form shall be filled out and sent to the installation to obtain the necessary signatures.

ISPS-form can be found on:

<https://www.norskoljeoggass.no/PageFiles/1456/NCS%20Declaration%20of%20Security.pdf?epslanguage=no>

5.1.3 DP operations

DP (Dynamic Positioning) shall in principal be done according to the marine asset's procedures/checklists for this type of operations.

In addition it shall be ensured that the IMCA guidelines are followed for DP operations (see reference documents – section 3).

All dynamically positioned marine assets shall have a valid IMCA annual DP trial performed annually (valid for 12 months +/- 3 months). FME(C)A analysis should be revised regularly and at least every 5 years, or whenever relevant changes, conversions or similar occur.

All DP operations within 500mz of any installation/marine asset shall be done with two officers on the bridge. The bridge manning should as minimum be one Senior DPO(ref definition in IMCA M 117) and one Junior DPO (ref definition in IMCA M 117). See * & **.

The ECR / engine room area shall always be manned by competent person(s) when the marine asset is within the 500mz of any installation/marine asset.

* Junior DPO shall as minimum have completed DP Induction Course (Nautical Institute) & DP Simulator Course (Nautical Institute) before he/she is accepted to fulfill the role as DPO.

** For OSTL, Requirement set in Oil & Gas UK Crew competence matrix shall apply.

The DP requirements related to vessels for various marine operations are as follows:

Activity	Equipment class* (DPclass)
Manned underwater operations	3**
Manned underwater operations conducted from a work boat (the requirement applies for the support vessel)	2
Lifting operations between vessel and installation conducted with the vessel's crane (heavy lifts)	3
Pipe-laying and riser installation within the safety zone***	3
All other marine operations within safety zones or on, over or close to subsea infrastructures or similar.	2
Simple, non critical marine operations outside safety zone(s) and not involving work on, over or close to subsea infrastructure or similar.	1
Inshore survey and offshore metocean data collection outside the safety zone	-

* For definition of equipment class, see IMCA - International Guidelines for The Safe Operation of Dynamically Positioned Offshore Supply Vessels (Ref section 3)

**On a case by case evaluation and after being duly risk assessed this may be evaluated reduced to DP class 2 if in compliance with relevant NCS petroleum acts/regulations etc.

***For pipe-laying activities and riser installation within the safety zone, DP class 2 is accepted if the following measures are implemented as a minimum:

- Extra fire watch routine
- Extra watch in the engine room

5.1.4 ROV Operations

ROV operations shall in principal be done according to ROV contractors procedures/checklists. In addition it shall be ensured that relevant IMCA/NORSOK guidelines are followed (see reference documents in section 3).

All ROV spreads (including LARS and associated systems) working for WINO should, when being mobilized and in regular intervals or whenever found necessary, perform a self assessment according to IMCA R-006 - Standard ROV audit document.

It shall be ensured that relevant NDT and load testing has been performed when installed and that relevant certificates/documentation for ROV, LARS and associated systems are available onboard.

All ROV operations done on behalf of WINO should be done either from a fixed or anchored asset or by means of DP(dynamically positioned).

If a DP marine asset (vessel, rig, barge or similar) is used this should, as minimum, be according to IMO equipment class 1. Nevertheless the table in 5.1.3 to be adhered to.

5.1.5 Lifting Operations

In general, all marine assets (vessels, rigs, barges or similar) working for WINO, should use their own procedures/checklists for planning and executing lifting operations.

In addition the marine assets shall ensure compliance to rules/guidelines in section 3 where and whenever relevant for them.

5.1.6 Personnel transfer in open waters

Transportation of personnel between vessels in open sea with FRC (Fast rescue Craft) entails risk for personnel, especially those who are not trained in such operations. This type of operations should in general be avoided, but under certain circumstances this can be done. If to be performed this should be cleared with the WINO marine authority onshore, this can be done by contacting WINO Marine at the following e-mail: marine.wino@wintershall.com

In the event of transfer between vessels with their own WINO representative onboard, the representative will be able to give WINO's consent, but nevertheless, the operations shall always be done according to the below criteria.

Weather criteria for this type of operations described below:

1.

Crew change operations in conditions above significant wave heights of 3m should in general be avoided.

But in situations where the weather conditions range between significant wave heights of between 3-4m, and still evaluated to be acceptable due to local conditions, a case-by-case written and documented additional risk assessment of the site-specific conditions may be done.

If this additional risk assessment finds the risks involved acceptable by both vessels/parties involved, the masters of both vessels may mutually agree to perform a crew change.

crew change operations in conditions above 4m significant wave height shall not be performed.

2.

Crew change during darkness should in general be avoided.

But during fair weather conditions and after being duly risk assessed, documented and found acceptable onboard both involved vessels this may be performed.

In marginal weather conditions as stated above this shall not be performed.

All crew change operations done in open waters shall be duly logged in the deck log book with weather conditions clearly stated.

If additional risk assessment is done, as per above, this and any mutually agreed decisions shall also be logged and documented.

5.2 Platform Supply Operations (PSV)

5.2.1 General

PSV operations shall in principal be done according to vessel owner/managers procedures and checklists. In addition, it shall be ensured that GOMO and other relevant rules/guidelines are followed (see reference documents in section 3).

For all types of PSV operations WINO vessels to follow sailing orders given by logistics and/or base coordinator. Primary contact for logistics will outside office hours and in weekends/holidays: Logistics Duty +47 928 74 020

WELS will be the primary system for logistic and reporting. (<http://www.wels.no>)

All PSV's on hire for operation on behalf of Wintershall are required to report their journey in WELS Reporting Client.

WELS Reporting Client is a web based application tool running in the Google Chrome.

The vessel reports all activities (loading at base, steaming to location, handling cargo at location, receiving bulk, waiting for weather etc.). The application is available even when there is no internet connection available, meaning that the vessel can report locally on their computer, and update the online system when there is internet connection.

Required reporting:

Voyage: Is used to log all events during a voyage.

Deck: is used to show how deck is loaded and should be updated after every load/off-loading operation.

Bulk: Is used to report current status and all movements to/from/between bulk tanks.

ROB: Is used to report the daily ROB figures on specific consumables.

Training for new vessels will be given organized by WINO.
Vessel must share deck state information (GA drawing) and tank plan.
For vessels where WELS is not implemented please use as described as below in 5.2.2

5.2.2 DPR and status reporting

For vessels not included in WELS, each voyage schedule and sailing orders will be issued to the vessel by the respective logistic/ base coordinator.

DPR shall include:

Position, ROB's, info about the last 24 hrs (00.00-23.59) and a short summary from midnight until time of report. Logistics or Marine will issue a template for DPR to be used when going on hire.

The DPR shall be issued before 07:00 to the following addresses:

marine.wino@wintershall.com

In addition, departure/arrival and any deviation reports shall be reported to the logistic/ base coordinator primarily by e-mail or alternatively by phone.

WINO Logistics will issue a well/project/location specific logistics plan.

5.2.3 Special care when carrying noxious and hazardous products in bulk.

We emphasize that the routines described in GOMO, for carrying noxious and hazardous products in bulk, including wet return bulk from the installations, must be followed.

To minimize the risk of H₂S development, wet return bulk must not be loaded in tanks which already contain other fluids. The vessel must also have procedures for all types of bulk operations. The procedures shall as a *minimum* describe:

- Safe method
- Precautions for loading and unloading incl. communication and requirements related to documentation
- Risk of harmful evaporation from tank ventilation must be considered. Based on this risk, routines for regular measuring, recommended to at least every 6th hour and the establishment of safe zone must be conducted.
- Use of personal protective equipment
- Notification and emergency preparedness routines related to personal exposure, harmful evaporation and/or spill onboard, or discharge to the external environment.

5.3 Stand by and rescue operations (St.by)

5.3.1 General

For all types of operations WINO vessels to follow sailing orders given by logistics and/or base coordinator.

When on location the St.by vessel should follow the instructions given by the OIM.

Additional information and instructions may be found in project specific bridging documents.

5.4 Anchor Handling / Pre-lay Operations

5.4.1 General

For anchor handling operations, a 1st Notice e-mail will be issued to all involved parties/vessels with scope of work / emergency bridging document and information on location and time for vessel brief and mobilization. This e-mail will be issued as soon as the vessels are committed.

Prior to start-up of the anchor handling operation the captain of the vessel **shall** confirm, by e-mail to marine.wino@wintershall.com and additional e-mail addresses as per instructions in the 1st notice, that the Scope of Work (SOW) / Guideline is within the capacities of the vessel, and that the described tasks can be performed by qualified and rested crew.

An operational briefing will be held with relevant crew on all anchor handling vessels. The brief should include a presentation of the SOW, the Risk Assessment from the rig move meeting and a general safety briefing.

The briefing should as far as practicable possible be done prior to commencement of the mobilization.

AHV Master to perform SJA for all phases of the planned operations based on but not limited to the operation Risk Assessment presented during briefing.

Call-out of vessels will be ensured by WINO offshore marine rep.

All fuel figures must be noted at on/off-hire between licenses.

5.4.2 Vessel DPR and status reporting

For vessels on short term contracts a report shall be sent to marine.wino@wintershall.com and additional e-mail addresses as per instructions in the 1st notice

The report shall be given on AHV DPR template issued in 1st notice, and should be issued at midnight.

5.4.3 AHV Bunkering

Request for bunker shall be done as per instructions given in 1st notice, and always in CC to: marine.wino@wintershall.com

The request shall also be confirmed by the base coordinator as applicable.

Any fuel loaded must be noted in the on/off-hire certificates and daily vessel reports.

5.5 Shuttle tanker operations

5.5.1 General

Shuttle tanker operations shall be done according NOROG guideline 140, latest revision and according to vessels management system and site-specific field operational procedures and requirements. Contract specific (CoA, TC, Spot or similar) requirements may come in addition.

No shuttle tanker operations shall be performed without having completed vetting and having acceptance for each individual operation (cargo) by WINO and any other involved party.

5.6 Other Marine Operations

5.6.1 General

This part of the guideline applies to preparations for marine operations of a project nature and similar. With project nature and similar we mean operations for which operational guidelines/procedures must be developed each time. For such operations, the overall management and requirements related to projects will come in addition.

Operations shall in principal be done according to the marine assets owner/managers procedures and checklists. In addition, it shall be ensured that GOMO and other relevant rules/guidelines are followed (see reference documents in section 3).

Typical operations, but not limited to:

- Subsea construction work
- Subsea repair work
- Pipe-laying
- Installation or replacement of risers, umbilical's, cables and anchor lines (including components in anchor lines. But excluding work as per 5.5 Anchor handling / Pre-lay operations)
- Lifts from vessel with vessel crane*
- Seabed interventions
- Removal work
- Pipeline commissioning (RFO)
- Geotechnical Soil Investigation*
- All marine operations involving diving
- All marine operations that involve entering the exclusion zone
- IMR operations
- IMR operations restricted to visual inspection only *
- Seismic, survey and metocean operations*

This type of operations will normally need a WP and SJA to be in place before start of operations.

This may be deviated from for some operations marked * above, but only if duly planned and risk assessed and clearly stated in project documentation. Relevant marine asset/installation/infrastructure owner and /or operator must be informed of same.

If the work is to be done towards a marine asset/installation/infrastructure the approval of WP shall be done by Master, OIM or infrastructure owner/operator as applicable. For diving operations, the Company Representative onboard shall approve the WP.

There may be rules, guidelines and project specific documents that are not mentioned in this guideline that needs to be adhered to.

5.6.2 Marine operation in the installation's exclusion zone

For facilities with an exclusion zone for vessels, vessel activity inside the exclusion zone is in general prohibited. If the exclusion zone must be entered, an approved dispensation with mitigating actions shall be obtained before entering the exclusion zone.

See WIN-WR-0039-Marine Operations in Exclusion Zone(s).

Dispensation for carrying out a marine operation in the exclusion zone shall be based on a risk assessment and risk-reducing measures. The dispensation shall be approved by the facilities OIM and onshore marine authority.

5.6.3 Depressurise risers in connection with marine operation in exclusion zones

In connection with marine operations in the installation's exclusion zone, hydrocarbon production through risers which may be exposed to possible impacts from the vessel or equipment shall be shut down, and the riser depressurised to an acceptable risk level.

In order to define what an acceptable risk level is, the following professionals shall be involved:

- Installation manager
- Representative Marine
- Technical safety
- Person responsible for marine systems
- Technical advisor for flexible risers

5.6.4 Marine operation at another operator's installation or subsea installation

In connection with marine operations at another operator's installation, or over another operator's subsea installation, it shall be clarified with the relevant operator which operational conditions and communications routines to comply with.

Necessary bridging documents, proximity agreement, work permit and/or similar to be in place before start of operations.

5.6.5 Emergency Preparedness Bridging Document / Operational Bridging Document

Emergency Preparedness Bridging Document and/or Emergency Notification Flowchart including notification/contact plan of emergency situations relating to marine operation shall be in place for all planned operations.

If found necessary additional operational bridging document or equal shall be available for vessel master.

Notification and reporting of emergency situations relating to marine operations shall be done according to the applicable bridging document(s)/flowchart/notification plan/contact plan which has been issued for the specific operation.

APPENDIX A.

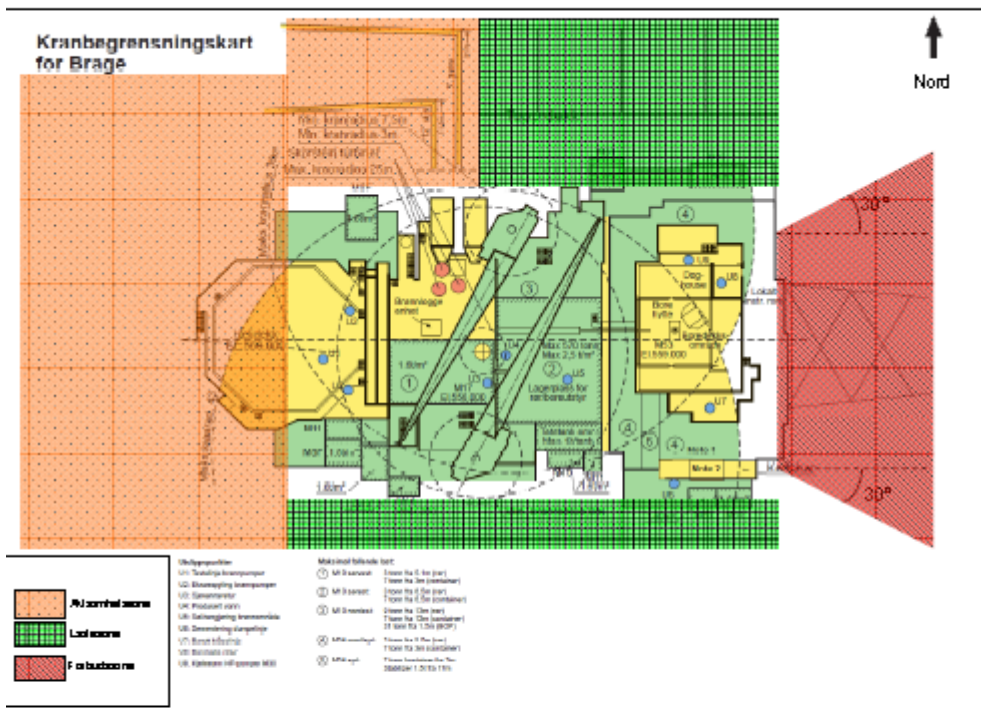
A.1 Installations

A.1.1 Brage

Navn på innretning: **Brage**

Posisjon: N 60° 33' E 003° 03'

Northings 6711996,3 Easting 502567,6



	UHF		VHF	Tlf. nr.
	RX	TX	Kanal	
Sentrabord (Land)				51822400
Sentral kontrollrom	415.3125	425.3125	16 - 10	51933500
Dekk	415.2625	425.2625	16 - 10	51934725
Beredskap	415.1125	425.1125	16 - 10	
Nord kran	416.4625	416.4625	10	51934734
Sør kran	416.3875	416.3875	10	51934733

A.2 Contact info

Name/function	Phone numbers	E-mail
Wintershall Marine		
Arve Børseth Bjørnsen Marine Manager	+47 90 10 52 62	arve.bjornsen@wintershall.com
Harald Aske Marine Advisor	+47 91 88 71 44	harald.aske@wintershall.com
WINO Marine	(not 24/7)	marine.wino@wintershall.com
Wintershall Logistics		
WINO Logistics (after office hours and weekends/holidays)	+47 92 87 40 20	
Wintershall 2nd line Emergency Response Centre		
Emergency Response Manager (ERM) on Duty	+47 930 77 240 +47 51 96 51 10/20	beredskapsleder@offb.no
Wintershall 3rd line		
Duty Manager (Ledelsesvakt)	+47 957 04 111	
Fixed Installations		
Brage	CCR +47 51 93 35 00 Deck +47 51 93 47 25 VHF channel 10(16)	

Other relevant info on drilling rigs, vessels etc will be given prior to start of operations. Contact Wintershall Logistics & Marine for further info/guidance.