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# Quarantine Procedure Trading Vessels

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1.0	ABU-COP-01080 transitioned into OEMS framework, assigned OE number and new revision number. Content updated to reflect revised ballast water management options and process changes captured in issued quarantine instructions.	26 May 2021	Justin Downs	Barbara Marks

**Approvals**

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**Contents**

1 Introduction ..... 3

    1.1 Purpose ..... 3

    1.2 Scope ..... 3

    1.3 Objectives..... 3

    1.4 Target Audience ..... 3

    1.5 Management System Expectations..... 4

2 Legislation..... 4

    2.1 Ballast Water Management Options..... 5

        2.1.1 BWI Specific Ballast Water Requirements ..... 6

        2.1.2 Biofouling Requirements ..... 6

3 Trading Vessel Quarantine Clearance Process..... 6

    3.1 Quarantine Questionnaire - Trading Vessel ..... 6

    3.2 Company Quarantine Questionnaire - Trading Vessel Review..... 7

        3.2.1 Marine Pest Surveillance..... 7

    3.3 Quarantine Authorisation to Access BWI Infrastructure..... 8

4 Topside Quarantine Requirements..... 8

    4.1 Rodent Guards ..... 8

    4.2 Waste Management..... 8

    4.3 Pooled Water on Decks ..... 8

    4.4 Suspect NIS Birds..... 9

5 Crew Changes ..... 9

6 Quarantine Event Reporting..... 9

7 Inspections and Auditing ..... 10

8 Terminology, Definitions and Abbreviations ..... 10

9 References ..... 12

Appendix A: Trading Vessels Quarantine Clearance and Approval Process ..... 14

Appendix B: Map of High Risk Waters ..... 15

**Tables**

Table 8-1: Acronyms and Abbreviations..... 10

Table 9-1: References..... 12

## 1 Introduction

As part of Chevron Australia's commitment to protecting the values of Barrow Island (BWI) as a Class 'A' Nature Reserve, a Quarantine Management System (QMS) is in place that incorporates a series of stringent quarantine procedures.

The success of quarantine management on BWI depends on the ownership of, and participation in, the QMS by all Company and Transporter personnel.

This document defines the procedure for trading vessels intending to access BWI waters and provides information to the Company, Contractor, Lifters and others associated with trading vessels to ensure quarantine compliance.

This procedure forms one component of the QMS and should be used in conjunction with other relevant documents listed in Section 9.

### 1.1 Purpose

The purpose of this procedure is to prevent the introduction of Non-indigenous Terrestrial Species and Marine Pests to BWI or BWI waters via trading vessels.

This procedure outlines the steps required to risk assess, approve mobilisation, and undertake compliance inspection activities for trading vessels accessing the Gorgon Terminal at the Port of BWI.

### 1.2 Scope

This document applies to trading vessels only. For the purposes of quarantine management at BWI, trading vessels are defined as vessels designed to receive (lift) liquefied natural gas (LNG) and condensate from the Gorgon Terminal. Lifting of crude oil from the WA Oil operation is outside the scope of this procedure.

All other marine vessels (e.g., construction, supply chain and operations vessels) are outside the scope of this document and should refer to *OE-07.08.1010 Quarantine Procedure – Marine Vessels* (Ref 1).

All personnel, including Company, Contractors, and Suppliers, shall follow this procedure.

In the application of this procedure, all personnel should refer to and be guided by *GOR-COP-0174 Gorgon – Barrow Island Terminal Regulations Manual* (Ref 2) regarding the trading vessel's safety of operations.

### 1.3 Objectives

The objectives of this document are to clearly describe Company's Barrow Island quarantine compliance requirements for trading vessels.

### 1.4 Target Audience

This document is intended for use by:

- Company
- Joint Venture Partners

- Lifters and Transporters
- BWI Marine Operations

### 1.5 Management System Expectations

The following Management System Expectations are associated with this document:

- Complies with Company's Barrow Island Quarantine Management System
- Complies with State and Commonwealth biosecurity requirements
- Provides clear definition of roles and accountabilities
- Specifies agreed timelines and communications

## 2 Legislation

BWI is protected as an A Class nature reserve and marine park by both West Australian State, and Australian Commonwealth legislation including, but not limited to:

### **Australian Commonwealth Government**

Commonwealth Biosecurity Act 2015 and Biosecurity Regulations 2016: The Biosecurity Act 2015 is administered by the Australian Department of Agriculture Water and the Environment (DAWE). All vessels must adhere to the Biosecurity Act 2015 and Biosecurity Regulations 2016, which includes requirements for entry into Australian waters, ballast water management and sanitation.

### **West Australian State Government**

WA Fish Resources Management Act 1994 and its regulations: It is an offence under the Fish Resources Management Act 1994 and the Fish Resources Management Regulations 1995 to bring non-native aquatic species into WA without written approval or licences from the Department of Primary Industries and Rural Development (Fisheries) (DPIRD). The DPIRD (Fisheries) has the right to inspect any vessels for Marine Pests, and can impose instructions on vessels if a biosecurity threat is found. Vessel owners must note the obligations to DPIRD regarding species listed in the DPIRD (Fisheries) Western Australian Prevention List for Introduced Marine Pests (2016).

### **Barrow Island (State and Commonwealth Government)**

The Environmental Protection and Biodiversity Act 1999 (EPBC Act) and WA Environmental Protection Act 1986 (EP Act): Under the EPBC Act and the EP Act, all Gorgon BWI gas plant activities (including vessels) must be managed in order to prevent the introduction of non-indigenous species (NIS) and Marine Pests to or within BWI or the waters surrounding BWI. In accordance with Ministerial Statement 800/769 and EPBC 2008/4179 & 2003/1294, the Chevron QMS has been developed to satisfy this requirement and is approved by both Commonwealth and State governments, which makes the QMS legally binding. Contractors must adhere to the requirements of the QMS (which includes this document) and must manage all trading vessels such that no NIS or Marine Pests are introduced or spread to BWI or BWI waters.

All international vessels seeking Australian biosecurity clearance must retain evidence of submitted pre-arrival documents including, but not limited to: DAWE Pre-Arrival Report

- DAWE Ballast Water Report
- DAWE Biosecurity Status Document
- DAWE Biosecurity 20AA application for permission to enter an Australian non-proclaimed first port of entry.

Any changes to the legislation listed above, or any other applicable legislation, must be complied with by any trading vessels accessing BWI.

## 2.1 Ballast Water Management Options

Australia is phasing out ballast water exchange in line with the agreed schedule set out under the Ballast Water Convention in favour of a method that is compliant with the D-2 discharge standard. In order to achieve this, vessels will be required to install an International Maritime Organisation (IMO) approved Ballast Water Management System (BWMS).

Currently Australia will follow the IMO Ballast Water Management Convention regulation which allows the vessels to comply with D-1 and D-2 regulations which is confirmed in the vessel's Ballast Water Management Certificate.

D-1 Regulation allows ballast water exchange and vessels must adhere to Department of Agriculture, Water and the Environment DAWE requirements for ballast water when operating within Australian seas. Ballast water taken up at international ports and coastal waters of foreign countries is considered high risk. Vessels that have taken up high risk ballast water should only discharge in Australian seas if the biosecurity risk of the ballast water has been managed using a DAWE approved method.

A ballast tank is considered to contain low-risk ballast water if at least 95 percent of the ballast water in that tank is from a low-risk source.

Low risk sources of ballast water are defined by DAWE as:

- Fresh potable water sourced from a municipal water supply with supporting documentation or from an on-board desalination system. Documentation will be required to confirm the source of any potable water. Documentation may include:
  - A bill of sale or receipt, or
  - A signed letter on company letterhead verifying the origin of the water, or
  - A surveyor's report, or
  - Records of operating a desalination system detailing the volume of fresh water generated, or
- A test report verifying compliance of the fresh water with the D-2 discharge standard

- Ballast water that has been taken up on the high seas, or international waters. This includes water that is greater than 200 nautical miles from any land mass and in water that is greater than 200 metres deep.
- Ballast water taken up and discharged in the same place provided that the water comprises 95 per cent or greater of the volume of water in the tank. The same place is considered to be within the port limits of the same port, or within one nautical mile of the point of uptake.

Additional information regarding ballast water management can be found at:

[www.agriculture.gov.au/biosecurity](http://www.agriculture.gov.au/biosecurity)

### 2.1.1 BWI Specific Ballast Water Requirements



**NOTE:**

To prevent the introduction of Marine Pests to BWI or the waters surrounding BWI Trading Vessels carrying high-risk ballast water (including water taken up within Australia's domestic ports) must not discharge ballast water when accessing BWI. Trading Vessels are permitted only to discharge low risk ballast water when accessing BWI.

### 2.1.2 Biofouling Requirements

All Trading Vessels entering Western Australian waters must meet DAWE and DPIRD requirements for managing biofouling and Marine Pests. Trading vessels must note their obligations to DPIRD with regard to species listed in the *Western Australian Prevention List for Introduced Marine Pests* (2016) (Ref 3) and utilisation of the Vessel Check portal to provide an indicative biofouling risk assessment. All trading vessels accessing BWI must complete *OE-07.08.3005 Quarantine Questionnaire - Trading Vessel* (Ref 4) to determine suitability to enter the Port of BWI.

Transporter must employ biofouling management measures for trading vessels to prevent the introduction of Marine Pests.

This may include all or some of the recommendations of the Australian Government's '*National Biofouling Management Guidelines for Commercial Vessels*' (Ref 5) - <https://www.marinepests.gov.au/commercial/vessels/biofouling-commercial>.

Transporter is recommended to follow the *IMO Guidelines for the Control and Management of Ships' Biofouling to Minimise the Transfer of Invasive Aquatic Species* (IMO 2012) (Ref 6).

## 3 Trading Vessel Quarantine Clearance Process

### 3.1 Quarantine Questionnaire - Trading Vessel

Transporter must complete the *OE-07.08.3005 Quarantine Questionnaire - Trading Vessel* (Ref 4) and submit the questionnaire and supporting documentation to Barrow Gas Plant Agreement (BGPA) Operator via the Lifting Coordinator during the vessel clearance process.

Transporters will be issued with authorisation to access BWI Infrastructure based on the response to the Questionnaire. Transporters that have not submitted a

*Quarantine Questionnaire - Trading Vessel OE-07.08.3005* (Ref 4) will not be granted authorisation to access BWI infrastructure.

### 3.2 **Company Quarantine Questionnaire - Trading Vessel Review**

The trading vessel quarantine assessment will follow the Trading Vessel Quarantine Clearance and Approval Process at Appendix 0 of this procedure. The *Quarantine Questionnaire - Trading Vessel OE-07.08.3005* (Ref 4) will be completed by the Transporter's representative and will result in one of three possible outcomes:

- Access to BWI Marine Infrastructure granted for seven days
- Access to BWI Marine Infrastructure granted for 96 hours
- Access to BWI Marine Infrastructure denied.

Where access to BWI Marine Infrastructure is denied, Lifters or Transporters may request Barrow Gas Plant Agreement (BGPA) Operator to review the circumstances leading to the denial of access. In this event, information provided to BGPA Operator will be assessed within 2 days to determine whether contingency quarantine measures can be applied to allow access (conditional upon requirements in section 0). Where the Trading Vessel Quarantine Clearance/Approval Process indicates access is granted for 96-hours or 7 days, Company internal processes may verify information without further reference to Transporters during the Clearance process.

Due to unforeseen or unusual circumstances, Trading Vessels may need to spend longer alongside BWI Marine Infrastructure than the period of time access has been granted. In this event, contingency quarantine measures will be developed and implemented in consultation with BGPA Operator. This will be managed on a case-by-case basis.

Contingency quarantine measures:

- May include surveillance around the vicinity of the Trading Vessel to determine whether the trading vessel operating under the contingency has introduced Marine Pests.
- May include BGPA Operator requesting additional information or undertaking verification checks of the information supplied, including inspection of the vessel.
- May include additional actions, such as an in-water inspection of vessel wetsides undertaken by a Company approved marine biologist or suitable substitute to ascertain the vessel's biofouling condition.

Trading Vessels will not be asked to leave the berth unless evidence can be produced that confirms an unacceptable biosecurity risk, should the vessel remain at the berth.

#### 3.2.1 **Marine Pest Surveillance**

Company will conduct marine pest surveillance at a frequency and at locations which can confirm the presence or absence of Marine Pests within the vicinity of



the BWI Marine Infrastructure. In the event that quarantine contingency measures are approved for trading vessels that have been denied access, additional surveillance may be required to determine if the trading vessel berthing under a quarantine contingency has contributed to the introduction of Marine Pests.

### 3.3 Quarantine Authorisation to Access BWI Infrastructure

Once the vessel is deemed Compliant, BGPA Operator will issue a Quarantine Authorisation to the Lifter as part of the 'Clearance Process' via the Lifting Coordinator. The authorisation from the BGPA Operator provides formal quarantine approval for the vessel to access BWI Marine Infrastructure. The authorisation is valid for the scheduled lifting only, and for the number of days granted. The period of access will commence once the Trading Vessel is all fast at the berth and conclude when the final mooring ropes have been disconnected. In cases where the time alongside BWI infrastructure is interrupted, due to weather or other unforeseen circumstances, the duration away will not count.

For example;

1. A vessel is approved for 7 days, but on the second day is interrupted by a cyclone event. The vessel departs the berth for 2 days. After the weather clears, the vessel may return for a further 5 days to complete its 7 day period of approval.
2. A vessel is approved for 96-hours, but after 48-hours is interrupted by a mechanical breakdown. The vessel departs the berth for 24-hours while the breakdown is repaired. After the repair is complete, the vessel may return for a further 48-hours to complete its 96-hour approval period.

## 4 Topside Quarantine Requirements

All trading vessels must maintain good housekeeping of the vessel topsides. All outside areas (e.g., decks) must be kept clean and free of discernible evidence of soil, plants, plant material, seeds, propagules, invertebrates and vertebrates.



**NOTE:**

In the situation whereby, vessels are at safe anchorage or extended layup periods awaiting berth availability, it is recommended that prior to entering the BWI Port, vessel topsides are washed down to remove live and dead invertebrates which have been attracted to vessel lighting.

### 4.1 Rodent Guards

Whilst at BWI, effective rodent guards must be used as a barrier to protect mooring lines on vessels. They must be installed and orientated correctly to remain effective, which means with the concave facing the vessel.

Rodent guards must be monitored regularly as part of the normal checks on mooring lines and replaced if they are not providing an effective barrier.

### 4.2 Waste Management

All waste is to be double bagged and appropriately contained in lidded bins or waste room that is inaccessible to invertebrates and vertebrates.

### 4.3 Pooled Water on Decks

Transporter and crew must monitor for any freshwater accumulation in either vessel structures, bunded areas or other receptacles which could harbour NIS

adult mosquitoes and larvae. Whenever observed, drain pooled water where practicable, or either chlorinate water body or apply NoMoz pellets to standing water.

#### 4.4 Suspect NIS Birds

If the vessel master communicates that there is a suspect live non-indigenous bird on board and/or a live non-indigenous bird is sighted during the quarantine clearance of the vessel then the following response is required:

- Topsides inspection of the vessel does not commence or should cease immediately if already commenced.
- If the bird is found by Company, the vessel master must be notified immediately to ensure all crew are informed to not approach or disturb the bird.
- Company will take up a position on the bridge of the vessel (internal) to continue to monitor/observe the suspect non-indigenous bird.
- Only essential personnel involved in the mooring/lifting activities shall access and/or approach other areas of the vessel.
- On-island Company representative (Site Services Team or delegate) is to be notified and is responsible for all communications to stakeholders and external government agencies relating to the suspect non-indigenous bird sighting.
- Company or any other personnel are not to attempt to capture the bird as the primary objective of the response is to ensure the bird departs with the vessel.

If the bird appears to be a 'flight risk' then two suitably qualified personnel are required to act as shoreline responders to observe/monitor the potential flight path and the likely shore crossing point on BWI for the bird.



**NOTE:**

As long as there is no flight risk and without disturbing the suspect NIS bird, where possible photos should be taken to assist with identification. Photos should be shared with DBCA Reserves Officer.

## 5 Crew Changes

Trading vessel crew/personnel are not authorised to disembark from vessels onto Barrow Island for shore leave or other purposes.

## 6 Quarantine Event Reporting

Transporter and crew must monitor the trading vessel for Quarantine Risk Material (QRM) or suspected quarantine events throughout the duration of the voyage to BWI or the time within the port limits. Transporter must report all QRM, Quarantine Events or suspected quarantine events in accordance with *GOR-COP-0174 Gorgon - Barrow Island Terminal Regulations (BITR) Manual (Ref 2)*.

## 7 Inspections and Auditing

Company may undertake inspections or auditing of trading vessel quarantine compliance in line with the process set out in section 3.2 of this document to verify implementation. This may include review of documents provided to government Quarantine agencies in lieu of a physical inspection.

Independently of Company, and at their discretion, government agencies such as DAWE or DPIRD (Fisheries), may elect to perform inspections of trading vessels to verify compliance with the legislative requirements described in Section 2.

## 8 Terminology, Definitions and Abbreviations

Definitions of quarantine terminology and acronyms are listed in Appendix 1: of *OE-07.08.0001 Gorgon Gas Development and Jansz Feed Gas Pipeline: Terrestrial and Marine Quarantine Management System* (Ref 7). The following terms, definitions and abbreviations pertain to this Procedure.

Table 8-1: Acronyms and Abbreviations

Acronym / Abbreviation	Definition
Authorisation to Mobilise	The trading vessel quarantine approval has been issued and Contractor has permission to sail to BWI
Ballast water	Water taken up or released by a vessel to stabilise it, or raise/lower it in the water column
Ballast Water Management	Approved methods of ballast water management are: <ul style="list-style-type: none"> <li>• Use of a Ballast Water Management System</li> <li>• Ballast water exchange conducted in an acceptable area</li> <li>• Use of a low-risk ballast water (such as fresh potable water, high seas water or fresh water from an on-board freshwater production facility)</li> <li>• Retention of high-risk ballast water on board the vessel</li> <li>• Discharge to an approved ballast water reception facility</li> </ul>
BGPA Operator	Barrow Gas Plant Agreement Operator as stipulated in the LNG and Condensate Lifting Agreements
BWI	Port of Barrow Island
BWI Waters	The waters surrounding the BWI Marine Infrastructure
BWI Marine Infrastructure	Infrastructure that has been constructed as part of the Greater Gorgon Project. (i.e., Materials Offloading Facility [MOF], LNG Jetty, Offshore Feed Gas Pipeline System and marine component of the shore crossing, Domestic Gas Pipeline and WAPET Landing)
Company	Chevron Australia Pty Ltd or those acting on their behalf, including the Gorgon LNG Lifting Agreement Lifter and the Gorgon Condensate Lifting Agreement Lifter
Compliant	Trading Vessels having been granted access to berth at the BWI Marine Infrastructure in line with the Trading Vessel Flowchart in Appendix A
DAWE	Commonwealth Department of Agriculture, Water and the Environment
DBCA	Western Australian Department of Biodiversity, Conservation and Attractions
DPIRD (Fisheries)	Western Australian Department of Primary Industries and Rural Development (Fisheries)

Acronym / Abbreviation	Definition
Domestic Trading Vessels	Vessels making voyages only within Australian waters, for at least 12 consecutive months prior to GGOA charter. It is accepted that vessels that entered Australian waters more than 12 months before mobilising to BWI met the DAWR ballast water management requirements for mid-ocean transfers <b>NB:</b> If a domestic vessel is required to go overseas for a one off journey, its quarantine risk level will change, and the vessel will be re-assessed for Quarantine compliance
EP Act	Western Australian <i>Environmental Protection Act 1986</i>
EPBC Act	Commonwealth <i>Environment Protection and Biodiversity Conservation Act 1999</i>
GGOA	Greater Gorgon Operating Agreement
GGOA Participant	The entities which, from time to time hold a participating interest under the GGOA
High Risk Ballast Water	Water that has been taken up in a non-Australian port or in waters less than 50 metres in depth or less than 12 nautical miles from the nearest land mass. Ballast tanks that contain more than 5 per cent high risk water are considered to be high risk, regardless of the source of the other water
High Risk Waters	High-risk waters are all ports and coastal waters in which Marine Pests that can establish in BWI waters are known to occur (Refer Appendix B for locations/details)
IMO	International Maritime Organization
International Vessels	Vessels entering Australian waters <i>en route</i> to Barrow Island from overseas voyages, and/or vessels that have operated in Australian waters for less than 12 consecutive months
Lifter	Each party who is a GGOA participant
LNG	Liquefied Natural Gas
Load Line Mark	The line marked on the vessel, under requirements of the Commonwealth <i>Navigation Act 2012</i> and subsidiary legislation, which indicates the freeboard to which the vessel may safely be loaded. The Load Line Mark is also known as the Plimsoll Line
Low Risk Ballast Water	Water that has been managed using one of the approved methods or an approved low risk exemption and is sourced in Australia
Marine Pests	Species other than the native species known or those likely to occur in the waters of the Pilbara Offshore (PIO) [or adjacent] meso-scale bioregion[s] in A Guide to the Integrated Marine and Coastal Regionalisation of Australia (IMCRA Version 4.0, 2006), of which Barrow Island is a part, that do or may threaten biodiversity in the Pilbara Offshore (PIO) marine bioregion. As a minimum, the National Introduced Pest Information System Database (NIMPIS, Dept. Environment and Water Resources, Commonwealth Government), National Priority Pests listed in the document National Priority Pests, Part II, Ranking of Australian Marine Pests (Hayes <i>et al.</i> 2005) will guide the interpretation of this definition. Additional species may be added on the advice of experts from the WA Department of Fisheries and the Quarantine Expert Panel
MHHW	Mean Higher High Water Mark
NIS	Non-Indigenous Terrestrial Species
Non-indigenous Terrestrial Species	Any species of plant, animal, or microorganism not native to Barrow Island. Native: Species that are native to (naturally occurring in) a region.

Acronym / Abbreviation	Definition
Prevention List for Introduced Marine Pests	The Western Australian Prevention List for Introduced Marine Pests issued by Department of Fisheries (2016). Further information is available at <a href="http://www.fish.wa.gov.au">www.fish.wa.gov.au</a>
QAR	Quarantine Advice Report
QMS	Quarantine Management System
Quarantine Event	Any case where a suspected NIS or Marine Pest, or quarantine procedural deviation, is observed and reported
Quarantine Risk Material	All contaminants including, but not limited to, soil, plants, plant material, seeds, propagules, invertebrates, vertebrates and marine pests. Other examples include: Dirt (not dust) Webs, eggs or nests of any kind Bark or any other wood or timber product not otherwise approved Plants: live or dead including cuttings, leaves, twigs, grass, fruit, vegetables, nuts (raw), flowers (fresh and dried), moss, fungus and spores Vertebrates: mammals, amphibians, fish, birds, reptiles Invertebrates, such as worms, spiders (including ticks and mites), snails and insects (including flies, mosquitoes cicadas, moths, earwigs, fleas, bugs, cockroaches, bees, dragonflies, termites, ants, wood borers, and wasps) Marine pests including those listed on the Western Australian Prevention List for Introduced Marine Pests (DoF 2016) that can survive in BWI waters
Topsides	All parts of a vessel that are not regularly immersed or wetted with sea water during normal operation
Trading Vessel	Vessels designed to receive (lift) liquefied natural gas [LNG] and condensate within the limits of the Port of BWI
Transporter	The owner or operator of an LNG ship or condensate vessel, including any person contracted by a lifter or its LNG or condensate buyer to provide or operate an LNG or condensate vessel
Wetsides	All parts of a vessel that are regularly immersed or wetted with sea water during normal operation

## 9 References

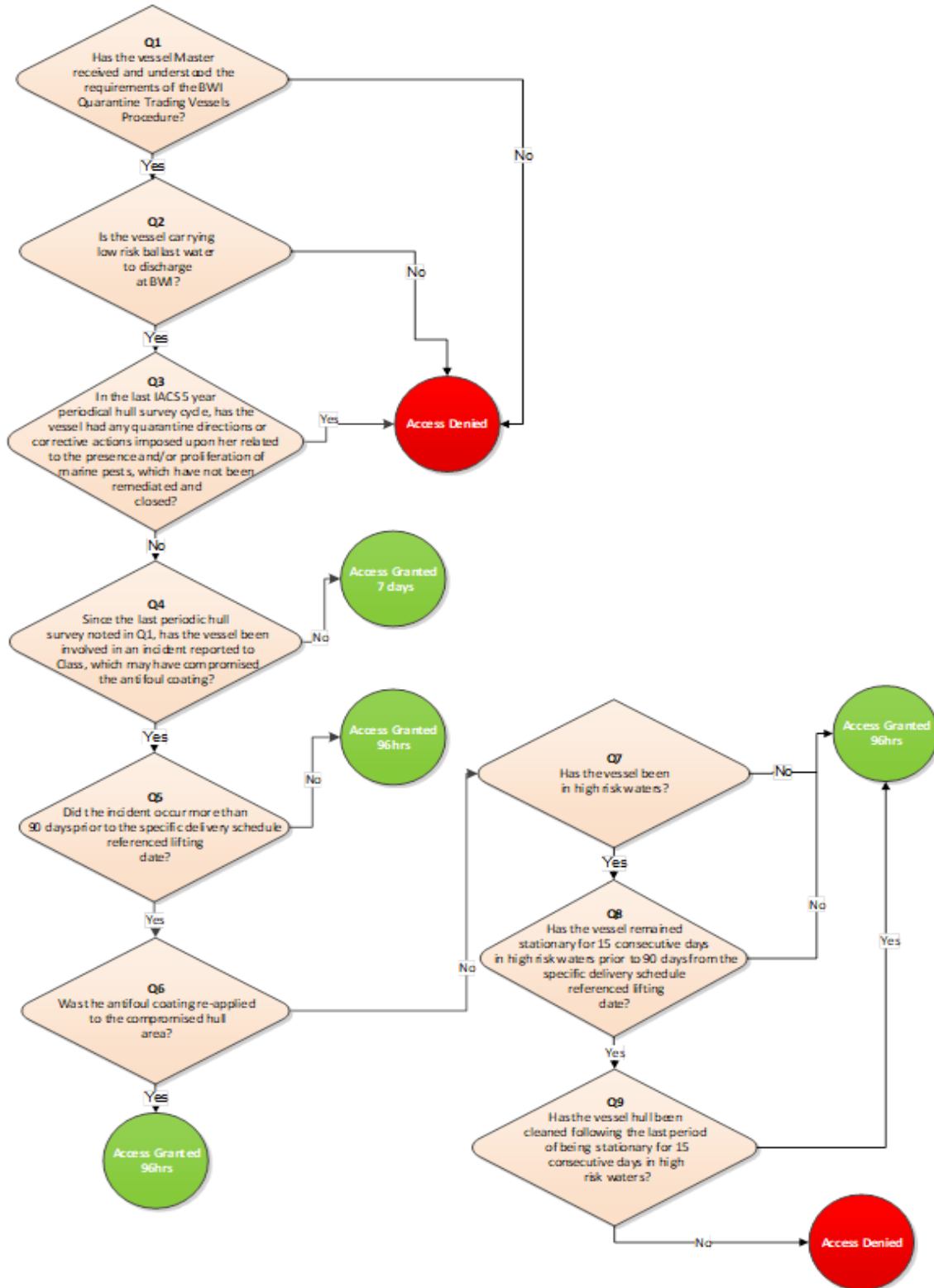
The following documentation is either directly referenced in this document or is a recommended source of background information.

Table 9-1: References

Ref No	Description	Document ID
1.	Quarantine Procedure – Marine Vessels	OE-07.08.1010
2.	Gorgon – Barrow Island Terminal Regulations (BITR) Manual	GOR-COP-0174
3.	Western Australia Department of Fisheries 2016 Western Australian Prevention List for Introduced Marine Pests	N/A
4.	Quarantine Questionnaire - Trading Vessel	OE-07.08.3005
5.	National Biofouling Management Guidelines for Commercial Vessels	N/A

Ref No	Description	Document ID
6.	IMO Guidelines for the Control and Management of Ships' Biofouling to Minimise the Transfer of Invasive Aquatic Species (IMO 2012)	N/A
7.	Gorgon Gas Development and Jansz Feed Gas Pipeline: Terrestrial and Marine Quarantine Management System	OE-07.08.0001
8.	Department of Agriculture, Water and the Environment Australian Ballast Water Management Requirements, Version 8	N/A

### Appendix A: Trading Vessels Quarantine Clearance and Approval Process



Appendix B: Map of High Risk Waters

