CONTROLLED DOCUMENT

Barrow Island Quarantine:
Trading Vessel Procedure

Document Information

<table>
<thead>
<tr>
<th>Document Number</th>
<th>Revision</th>
<th>ABU-COP-01080</th>
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<tbody>
<tr>
<td>Document Author</td>
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</tr>
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Revision History

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<th>Rev No.</th>
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<td>New document for Phase Five Operations</td>
<td>03 June 2015</td>
<td>Caroline Moran</td>
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<td>Caroline Moran</td>
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</tr>
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<td>28 April 2017</td>
<td>Justin Downs</td>
<td>Johann van der Merwe</td>
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Approvals

<table>
<thead>
<tr>
<th>Name</th>
<th>Signature</th>
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<tbody>
<tr>
<td>Author:</td>
<td>Caroline Moran</td>
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<td>Checked:</td>
<td>Justin Downs</td>
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<tr>
<td>Approved:</td>
<td>Johann van der Merwe</td>
<td>8/5/17</td>
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1.0 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 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 mobilise a trading vessel to 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 within the limits of the Port of BWI. Lifting of crude oil from the WA Oil operation is also outside the scope of this procedure.

All other marine vessels are outside the scope of this document. Construction, supply chain and operations vessels should refer to ABU-COP-01062: Barrow Island Quarantine: Marine Vessels Procedure (Excluding Trading Vessels).

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 section 9.4.2, 9.10 and 9.13.1 of GOR-COP-0174 Gorgon – Barrow Island Terminal Regulations Manual 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

1.5 Management System Expectations

The following Management System Expectations are associated with this document:

- Complies with Company’s Barrow Island Quarantine Management System
- Provides clear definition of roles and accountabilities
- Specifies agreed timelines and communications
2.0 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 BiosecurityAct 2015 is administered by the Australian Department of Agriculture and Water Resources (DAWR). 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 Fisheries (DoF). The DoF 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 DoF regarding species listed in the DoF Western Australian Prevention List for Introduced Marine Pests (DoF 2014).

**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 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: DAWR Pre-Arrival Report
- DAWR Ballast Water Report
- DAWR Biosecurity Status Document
- DAWR 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 Requirements

Vessels must adhere to DAWR 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 DAWR approved method.

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

- Fresh potable water sourced from a municipal water supply with supporting documentation or from an on-board desalination system
• Ballast water that has been exchanged to the equivalent of a 95% (or better) volumetric exchange at an approved location (not within 12 nautical miles from the nearest landmass and, where possible in water at least 50 metres deep) by an approved method

• Ballast water of which at least 95% was taken up in mid-ocean in at least 50 metres depth of water

Additional information regarding ballast water management can be found at www.agriculture.gov.au/biosecurity.

2.1.1 BWI Specific Ballast Water Requirements

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 DAWR and DoF requirements for managing biofouling and Marine Pests. Trading vessels must note their obligations to DoF with regard to species listed in the Western Australian Prevention List for Introduced Marine Pests (DoF 2014). All trading vessels accessing BWI must complete ABU-COP-01076 Barrow Island Quarantine: Trading Vessel Quarantine Status Questionnaire 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’. (http://www.marinepests.gov.au/Petroleum/managing-biofouling/Pages/default.aspx)

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).
3.0 Trading Vessel Quarantine Clearance Process

In normal operating conditions, trading vessels are expected to stay less than 7 days’ duration alongside BWI Marine Infrastructure.

3.1 Trading Vessel Quarantine Status Questionnaire

Transporter must complete a Trading Vessel Quarantine Status Questionnaire, and submit the questionnaire and supporting documentation to Company Quarantine 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 Trading Vessel Quarantine Status Questionnaire will not be granted authorisation to access BWI infrastructure.

3.2 Company Trading Vessel Quarantine Status Questionnaire Review

The trading vessel quarantine assessment will follow the Trading Vessel Quarantine Clearance and Approval Process at Appendix B of this procedure. The Trading Vessel Quarantine Status Questionnaire 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 Company Quarantine to review the circumstances leading to the denial of access. In this event, information provided to Company Quarantine will be assessed within 2 days to determine whether contingency quarantine measures can be applied to allow access (conditional upon requirements in section 3.2.1). 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 Company Quarantine. 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 Company Quarantine 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, Company Quarantine will issue a Trading Vessel Quarantine Mobilisation Certificate (TVQMC) to Transporter, via the Lifting Coordinator. The TVQMC provides formal quarantine authorisation for the vessel to access BWI Marine Infrastructure. The TVQMC 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.)

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 is 96 hour approval period.)
4.0 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.

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

Monitor for any fresh water accumulation in either vessel structures, bunded areas or other receptacles which could harbour adult mosquitoes and larvae. Drain pooled water where practicable.
5.0 Crew Changes

Trading vessel crew/personnel are not authorised to disembark from vessels onto Barrow Island for shore leave.
6.0 Quarantine Event Reporting

Transporter and crew must monitor the trading vessel for Quarantine Risk Material or suspected quarantine events throughout the duration of the voyage to BWI or the time within the port limits.

Transporter must report all Quarantine Risk Material, Quarantine Events or suspected quarantine events in accordance with GOR-COP-0174 Gorgon - Barrow Island Terminal Regulations (BITR) Manual.
7.0 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 DAWR or Department of Fisheries, may elect to perform inspections of trading vessels to verify compliance with the legislative requirements described in Section 2.
8.0 Terminology, Definitions and Abbreviations

Definitions of quarantine terminology and acronyms are listed in Appendix 1: of G1-PP-QRT-GDL-0001 – Barrow Island Quarantine: Terrestrial and Marine Quarantine Management System. The following terms, definitions and abbreviations pertain to this Procedure.

Table 8-1 captures the terms, acronyms and abbreviations used in this document.

<table>
<thead>
<tr>
<th>Terminology/Definition/Abbreviation</th>
<th>Definition</th>
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<tbody>
<tr>
<td>Authorisation to Mobilise</td>
<td>The Trading Vessel Quarantine Mobilisation Certificate (TVQMC) has been issued and Contractor has permission to sail to BWI</td>
</tr>
<tr>
<td>Ballast water</td>
<td>Water taken up or released by a vessel to stabilise it, or raise/lower it in the water column</td>
</tr>
<tr>
<td>BWI</td>
<td>Port of Barrow Island</td>
</tr>
<tr>
<td>BWI Waters</td>
<td>The waters surrounding the BWI Marine Infrastructure</td>
</tr>
<tr>
<td>BWI Marine Infrastructure</td>
<td>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)</td>
</tr>
<tr>
<td>Company</td>
<td>Chevron Australia Pty Ltd or those acting on their behalf, including the Gorgon LNG Lifting Agreement Lifter and the Gorgon Condensate Lifting Agreement Lifter</td>
</tr>
<tr>
<td>Company Quarantine</td>
<td>Company employed quarantine personnel</td>
</tr>
<tr>
<td>Compliant</td>
<td>Trading Vessels having been granted access to berth at the BWI Marine Infrastructure in line with the Trading Vessel Flowchart in Appendix C</td>
</tr>
<tr>
<td>DAWR</td>
<td>Commonwealth Department of Agriculture and Water Resources (formerly Commonwealth Department of Agriculture)</td>
</tr>
<tr>
<td>DoF</td>
<td>Western Australian Department of Fisheries</td>
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</table>
| 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.  

**NB:** 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 reassessed for Quarantine compliance |
<p>| EP Act                               | Western Australian Environmental Protection Act 1986 |
| EPBC Act                             | Commonwealth Environment Protection and Biodiversity Conservation Act 1999 |
| GGOA                                 | Greater Gorgon Operating Agreement |
| GGOA Participant                     | The entities which, from time to time hold a participating interest under the GGOA |</p>
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<th>Terminology/Definition/Abbreviation</th>
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<tr>
<td>High Risk Ballast Water</td>
<td>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.</td>
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<tr>
<td>High Risk Waters</td>
<td>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 C for locations/details)</td>
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<tr>
<td>IMO</td>
<td>International Maritime Organization</td>
</tr>
<tr>
<td>International Vessels</td>
<td>Vessels entering Australian waters en route to Barrow Island from overseas voyages, and/or vessels that have operated in Australian waters for less than 12 consecutive months</td>
</tr>
<tr>
<td>Lifter</td>
<td>Each party who is a GGOA participant</td>
</tr>
<tr>
<td>LNG</td>
<td>Liquefied Natural Gas</td>
</tr>
<tr>
<td>Load Line Mark</td>
<td>The line marked on the vessel, under requirements of the Commonwealth Navigation Act 2012 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</td>
</tr>
<tr>
<td>Low Risk Ballast Water</td>
<td>Water that has been taken up from mid-ocean in at least 50 metres depth of water or fresh potable water</td>
</tr>
<tr>
<td>Marine Pests</td>
<td>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 et al. 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</td>
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<tr>
<td>MHHW</td>
<td>Mean Higher High Water Mark</td>
</tr>
<tr>
<td>Mobilisation</td>
<td>The Trading Vessel Quarantine Mobilisation Certificate (TVQMC) has been issued and Contractor has permission to sail to BWI</td>
</tr>
<tr>
<td>NIS</td>
<td>Non-Indigenous Terrestrial Species</td>
</tr>
<tr>
<td>Non-indigenous Terrestrial Species</td>
<td>Any species of plant, animal, or microorganism not native to Barrow Island. Native: Species that are native to (naturally occurring in) a region.</td>
</tr>
<tr>
<td>Prevention List for Introduced Marine Pests</td>
<td>The Western Australian Prevention List for Introduced Marine Pests, issued by Department of Fisheries (June 2014). Further information is available at <a href="http://www.fish.wa.gov.au">www.fish.wa.gov.au</a></td>
</tr>
<tr>
<td>QAR</td>
<td>Quarantine Advice Report</td>
</tr>
<tr>
<td>QMS</td>
<td>Quarantine Management System</td>
</tr>
<tr>
<td>Quarantine Event</td>
<td>Any case where a suspected NIS or Marine Pest, or quarantine procedural deviation, is observed and reported</td>
</tr>
<tr>
<td>Terminology/Definition/Abbreviation</td>
<td>Definition</td>
</tr>
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</table>
| 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 2014) 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 |
| TVQMC                             | Trading Vessel Quarantine Mobilisation Certificate |
| 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 |
# 9.0 References

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

**Table 9-1: References**

<table>
<thead>
<tr>
<th>Ref. No.</th>
<th>Description</th>
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<tr>
<td>1.</td>
<td>Barrow Island Quarantine: Trading Vessel Quarantine Status Questionnaire</td>
<td>ABU-COP-01076</td>
</tr>
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<td>2.</td>
<td>Barrow Island Quarantine: Trading Vessel Quarantine Mobilisation Certificate</td>
<td>ABU-COP-01073</td>
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<tr>
<td>3.</td>
<td>Gorgon – Barrow Island Terminal Regulations (BITR) Manual</td>
<td>GOR-COP-0174</td>
</tr>
<tr>
<td>4.</td>
<td>Western Australia Department of Fisheries 2014 Western Australian Prevention List for Introduced Marine Pests</td>
<td></td>
</tr>
<tr>
<td>5.</td>
<td>National Biofouling Management Guidelines for Commercial Vessels</td>
<td></td>
</tr>
</tbody>
</table>
Appendix B Trading Vessels Quarantine Clearance and Approval Process

Q1: Has the vessel Master received and understood the requirements of the BWI Quarantine Trading Vessels Procedure?

Yes → Q2: Is the vessel carrying low risk ballast water to discharge at BWI?

No → Access Denied

Yes → Q3: In the last IMCS 5 year periodical hull survey cycle, has the vessel had any quarantine directions or corrective actions imposed upon her related to the presence and/or proliferation of marine pests, which have not been remediated and closed?

No → Access Granted 7 days

Yes → Q4: Since the last periodic hull survey noted in Q1, has the vessel been involved in an incident reported to Class, which may have compromised the antifoul coating?

No → Q5: Did the incident occur more than 90 days prior to the specific delivery schedule referenced lifting date?

Yes → Access Granted 96hrs

No → Q6: Was the antifoul coating re-applied to the compromised hull area?

Yes → Access Granted 96hrs

No → Q7: Has the vessel been in high risk waters?

Yes → Access Granted 96hrs

No → Access Denied

Q8: Has the vessel remained stationary for 15 consecutive days in high risk waters prior to 90 days from the specific delivery schedule referenced lifting date?

Yes → Q9: Has the vessel hull been cleaned following the last period of being stationary for 15 consecutive days in high risk waters?

Yes → Access Granted 96hrs

No → Access Denied

No → Access Denied
Appendix C: Map of High Risk Waters