



Apache Energy Limited (Apache), on behalf of the Van Gogh joint venture participants, is proposing to develop an oilfield, known as Van Gogh, off the Exmouth coast.

Meeting Details

Meeting location: Novotel Ningaloo Resort, Exmouth
Time: 6.00 – 8.00 pm, followed by drinks and nibbles.

Agenda

The meeting agenda was as follows:

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| 1. | Welcome and introductions | Caroline de Mori |
| 2. | Project update | Myles Hyams |
| 3. | Outline of Preliminary Draft PER | Myles Hyams |
| 4. | Presentation on oil spill modelling results | Graeme Hubbert |
| 5. | Responses to community issues raised | Myles Hyams |
| 6. | Question and answer session | |
| 7. | Agenda and timing for next meeting | Caroline de Mori |
| 8. | Drinks and nibbles | |

Attendees

The attendees at the meeting are listed in the table below.

| # | Name | Company/Organisation | Title |
|-------------------------------------|------------------|---|---|
| Apache | | | |
| | Myles Hyams | Apache Energy | Environmental Manager |
| | Giulio Pinzone | Apache Energy | Environmental Scientist |
| | Caroline de Mori | Apache Energy | Public Affairs Manager |
| | Graeme Hubbert | Global Environmental Modelling Systems (GEMS) | Oceanographer/Meteorologist |
| Government | | | |
| 1 | Simon Terry | Gascoyne Development Commission (GDC) - Exmouth | Project Officer - Exmouth |
| 2 | Alison Harpin | Shire of Exmouth | Community Services Manager |
| 3 | Scott Reitsema | Shire of Exmouth | Health & Environmental Services Manager |
| 4 | Brooke Halkyard | Dept. of Environment and Conservation (DEC) | Nature Conservation Officer |
| Non-Government Organisations | | | |
| 5 | Barry Sullivan | Exmouth Chamber of Commerce (CoC) | President |
| 6 | Kate McGregor | Cape Conservation Group | President |

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| 7 | Jac Hine | Cape Conservation Group | Secretary |
| 8 | Julie Waller | Cape Conservation Group | Member |
| Industry | | | |
| 9 | Ron Shelley | Boeing Services Australia | Site Manager, NCS H.E.H |

Minutes

Myles Hyams presented an update of the Van Gogh Field Development for 20 minutes, with a focus on the FPSO conversion work taking place in Singapore. Graeme Hubbert presented results on the FPSO oil and diesel spill modelling for an hour. Copies of the Drilling EP and a Preliminary Draft of PER Chapters 1-4 were distributed to SCG members.

The following minutes are a record of questions and answers recorded during and after the presentations.

| Name | Comment/question | Action |
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| Barry | Are the two water injection wells new wells not previously planned? | |
| Myles | No, they've always been planned and shown on all diagrams. They're just configured a bit differently now. | |
| Barry | What happens if there is an oil spill during the FPSO disconnection process from the buoy? | |
| Myles | There's a very remote chance that this would happen. The flowlines are de-pressurised and flushed with gas prior to disconnection, so there is no oil inventory in the lines once the vessel is disconnected. This process takes about 6 hours. | |
| Julie | How would a tsunami affect the potential for oil spills? | |
| Graeme | At that distance offshore, a tsunami would be no different from a normal wave. They only become disastrous once they hit the continental shelf. There was a 3 m tsunami recorded at the North West Cape. This part of the coast would attract a tsunami if one was to occur in the region. | |
| Myles | The impact of a tsunami on the FPSO would be minimal. The risers are free-spanning so would simply move up and down with the wave action, not causing any stress on the risers or flowlines. | |
| Julie | Would there be an impact on the joints in the flowlines and risers (which could lead to an oil leak)? | |
| Myles | The flowlines are assembled in 1 km sections, so there are very few joints. Joints are mainly at the manifolds. Apache would undertake ROV surveys after cyclones or tsunamis to inspect for any damage to sub-sea infrastructure. | Find out tolerance in flowlines and risers. |
| Graeme | A new tsunami warning system has been implemented by the Commonwealth government. | |
| Barry | Did anyone in town hear this recently (in relation to the earthquake near Indonesia a few weeks ago)? Cyclone sirens sounded, but only 1-2% of people in town would've heard it. | |
| Barry | Skywest is currently offering \$150 one-way airfares from Perth to Exmouth. | |
| Julie | Does the EOC (Exmouth Offshore Consortium) impact on airfare prices? | |
| Myles | I'm not sure. There is a meeting in Exmouth on Monday the 24 th of | |

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| | September between numerous agencies to discuss this and other aviation issues. | |
| Simon | There will be representatives from DPI, Skywest, Shire of Exmouth, GDC, Bristows, community members and so forth at the meeting. Pricing is likely to be discussed. | |
| Julie | Do the EOC seats occupy the bottom end airfares and decrease the number of cheaper seats available to the community? | |
| Simon | Oil and gas personnel are normally booked on fully flexible seats (most expensive fares), so they don't take up the cheaper fares. | |
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| | Debate about flight delays caused by helicopters ensued for several minutes and the behaviour of offshore personnel while waiting for flights at Learmonth airport. | |
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| Julie | What's Apache's stance on drunkenness (of offshore personnel) on flights back to Perth? | |
| Myles | Once personnel are off their shift, they're no longer on work time. This situation is normally monitored by flight crew. | |
| Simon | It's normally monitored by the ground crew, who can report this to the captain. The captain can refuse to fly drunk passengers. | |
| Myles | What's the main concern? | |
| Julie | From a social perspective, there's men and women getting intoxicated at the airport bar waiting for their flights, and then unaccompanied minors, elderly people, etc on the flight (who may feel threatened by this). | |
| Scott | Offshore personnel have complained to the Shire about the high level of aircraft noise coming into the airport waiting area. The Shire's stance on this is that they're at an airport, so they should accept this sort of noise. | |
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| Jac | What plans are in place regarding the new fire engine (purchased by the EOC for the airport) at the airport? Will locals be trained to drive and operate it? | Follow up with EOC |
| Ron | No one at the airbase is trained to drive it. | |
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| Kate | There is a proposal for a new loading/unloading marina in the Exmouth Gulf. As a key stakeholder, has Apache been consulted about this? | |
| Myles | Apache isn't a key stakeholder in this proposal. The DPI has put out an Expression of Interest (EoI) for development of the marina. Apache has been approached to determine if we'd support the proposal. We wouldn't assist with funding of the marina development, but may use it indirectly to support our FPSO. Our service providers, such as Bhagwan Marine, may use the marina, but not Apache directly. | |
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| Julie | For what purpose would you use these vessels? Would it influence FIFO (fly in-fly out) operations or the number of people living in town? | |
| Myles | We use these vessels once a week for support services to Varanus Island, for food supply runs etc. Woodside has an existing exclusive-use marine supply base at Dampier, so they would presumably be reluctant to move these activities to Exmouth. | |
| Kate | So would we see a large wharf and huge bits of equipment associated with the wharf? | |
| Myles | It's unlikely. If the marina/wharf was to be built, it's likely to be used mainly to support food and supply runs to the FPSOs and drill rigs. Apache would only use such a facility if it was built | |

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| | specifically to cater to the needs of Exmouth (we would not advocate for it to be built just to support oil and gas activities). Hasn't DPI consulted with locals about this proposal? Our supply vessel would only use it once a week or once a fortnight to take goods out to the FPSO. | |
| Uncertain | There hasn't been much consultation at all. | |
| Kate | There is lots of local opposition to this proposal. Exmouth doesn't want to become another industrial stop on the coast. Exmouth has different values (to other coastal towns). Increasing vessel movements have already been shown to impact on humpback cow/calf activity in the gulf (supported by Jenner research). | |
| Myles | For the Van Gogh Field Development, the HLV (heavy lift vessel) will only use the gulf for a short period of time and shouldn't have a major impact on whales. (It will be based there from October/November 2008.) | |
| Kate | This impact becomes death by degree; once the marina is built, extra vessels will be attracted to use the area, increasing the impact on whales. | |
| Myles | Support vessels for the FPSOs would only undertake weekly or fortnightly trips. They're usually 8 m draft vessels, about 40-50 feet (12-16 m) long, so they wouldn't use shallow parts of the gulf important for dugongs. | Provide photos of vessels (see below) |
| Kate | Exmouth Gulf is one of the few remaining resting areas for humpback whales. Increasing disturbance in the gulf may impact on their ability to migrate and get to where they need to go. | |
| Myles | Our installation vessel will only be in Exmouth Gulf for 90 days, after the peak humpback whale transition season in the gulf. | |
| Kate | I would be interested to see if other companies are monitoring the impacts of their vessels in the gulf on whales. | |
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Follow-up Items

Examples of Bhagwan Marine support vessels commonly used by Apache in its Varanus Island operations:

Loligo

Length: 22.8 m
 Beam: 8.0 m
 Draft 0.8 m

- 15 tonne cargo capacity
- 12,500 litres of fuel
- 3,500 litres/day desalination plant



Stenella

Length: 21.0 m
Beam: 7.5 m
Draft 1.6 m

- 15 tonne cargo capacity
- 12,500 litres of fuel
- 3,500 litres/day desalination plant

