



MANUAL NO.
AB-52-MA-048

BORGHOLM DOLPHIN OIL POLLUTION EMERGENCY PLAN

SECTION NO.
00

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REVISION HISTORY

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Revisions of this manual shall be issued as necessary by Dolphin Drilling Ltd, Aberdeen to Controlled Copy Holders. The issue and revision number are defined within the header.

REVISION HISTORY

ISSUE/ REV No.	DATE	SECTION	BRIEF DESCRIPTION OF CHANGE	AUTHOR OF CHANGE
1.0	31/03/15		Issue 1 Rev 0, dated 31/03/2015, submitted to the Competent Authority (CA) for assessment on 1st April 2015. Following the assessment by the CA a number of minor changes were required to address Non Acceptance Issues and Clarification Notifications.	
NOTE: THE COMPLETE MANUAL HAS BEEN REVISED AS ISSUE 1 REV 1, BUT ONLY THE SECTIONS DETAILED BELOW HAVE BEEN MODIFIED.				
	14/07/15	7	Response to correspondence from DECC - NAI & Clarifications for NPI OPEP 15001 received 04/06/15: <ul style="list-style-type: none">Para ii) Interfacing documentation to include a relevant contact directory (as per DDL Response AV/mm/020-15)Table 7.1 updated reporting requirements (as per DDL Response AV/mm/019-15)	
	14/07/15	8	Response to correspondence from DECC - NAI & Clarifications for NPI OPEP 15001 received 04/06/15: <ul style="list-style-type: none">Oil and Gas Operation Diesel Inventory Worst Case – removed text that is related to well	

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			related activity (as per DDL Response AV/mm/020-15)	
	14/07/15	11	<p>Response to correspondence from DECC - NAI & Clarifications for NPI OPEP 15001 received 04/06/15:</p> <ul style="list-style-type: none"> Removed web link of Oil Spill Response Effectiveness 	
<p>IN ADDITION THE FOLLOWING SECTIONS HAVE BEEN REVISED DUE TO DECC'S COMMENTS ON 15/05/15 OF THE IADC OPEP TEMPLATE</p>				
	14/07/15	10	Wording relating to assessment of dispersants has been amended due to DECC's comments on 15/05/15 of the IADC OPEP Template	
	14/07/15	Appendix 1	<p>Due to updated OPEP Guidance May 2015:</p> <ul style="list-style-type: none"> 6) Deleted the link: Does the NPI OPEP contain a link to the OGUK Equipment Register? 7) Deleted the link: Does the NPI OPEP contain a link to the OGUK Response Effectiveness Register? 	
<p>THIS COMPLETES THE CHANGES FOR ISSUE/REV 1.1</p>				



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ABBREVIATIONS AND DEFINITIONS

1.0 ABBREVIATIONS AND DEFINITIONS

Abbreviations

CA	-	Competent Authority
CIP	-	Communication and Interface Plan
DECC	-	Department of Energy and Climate Change
ERR	-	Emergency Response Room
ERRV	-	Emergency Response and Rescue Vessel
HS&E	-	Health, Safety & Environmental
IERP	-	Internal Emergency Response Plan
ISO	-	International Standards Organisation
IMO	-	International Maritime Organisation
JNCC	-	Joint Nature Conservation Committee
MAH	-	Major Accident Hazard
MARPOL	-	Marine Pollution
MCP	-	Management Control Procedure
MOU	-	Mobile Offshore Unit
MMO	-	Marine Management Organisation
MRCC	-	Maritime Rescue Coordination Centre
NPI	-	Non-Production Installation
OIM	-	Offshore Installation Manager
OPEP	-	Oil Pollution Emergency Plan
OSC	-	On Scene Commander
PFEER	-	Prevention of Fire and Explosion, Emergency Response
PON1	-	Petroleum Operation Notice Number 1
SECE	-	Safety and Environmentally Critical Elements

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SEMS	-	Safety and Environmental Management System
SNCB	-	Statutory Nature Conservation Bodies
SOPEP	-	Shipboard Oil Pollution Emergency Plan
STC	-	Safety Training Coordinator
TOOPEP	-	Temporary Operation Oil Pollution Emergency Plan
UK	-	United Kingdom
UKCS	-	United Kingdom Continental Shelf

Definitions

Combined Operation	An operation carried out from the Borgholm Dolphin with another installation or installations for purposes related to the other installation(s) which thereby materially affects the risks to the safety of persons or the protection of the environment on any or all of the installations.
Customer	Contracting party under whose supervision the MOU undertakes petroleum related activities, and party responsible for the provision, submission and attainment of regulatory acceptance of relevant Location Specific TOOPEP, Installation OPEP or CIP. Customer could be the Well Operator (person appointed to conduct the planning and execution of the well operations) or the Installation Operator (person appointed to conduct any offshore oil and gas operations, but excluding the planning and execution of a well operation).
Installation	A stationary, fixed or Mobile Offshore Unit (MOU) or a combination of facilities permanently inter-connected by gangway/bridge or other structures, which is used in offshore waters and for offshore oil and gas operations or in connection with such operations. Mobile offshore units are considered to be offshore installations only when they are stationed in offshore waters for drilling, production or other activities associated with offshore oil and gas operations.
Interface Document	This document describes how both Dolphin Drilling and Customer Management Systems will be applied and it is the primary document

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used to record internal and external interfaces and control arrangements.

Non Production
Installation

An offshore installation other than a production installation and includes MODU, light well intervention vessels, flotels and jack up accommodation/maintenance/light well intervention barges.

Oil Pollution
Emergency Plan

Contingency Plan (other than the National Contingency Plan) setting out arrangements for responding to incidents which cause or may cause marine pollution by oil, with a view to preventing such pollution or reducing or minimising its effect.

Owner

The person entitled to control the operation of a Non Production Installation i.e. Dolphin Drilling.

Tier Level

Tier 1 Local (within the capability of the offshore installation operator or OIM).

Tier 2 Regional (beyond the capability of the offshore installation operator (OIM) or requires additional contracted response).

Tier 3 National (requires the use of national resources coordinated by the Operator).

Verifier

An independent and competent person who performs functions in relation to a Verification Scheme.

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INTRODUCTION

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2.0 INTRODUCTION

This OPEP was based on the document "OPEP Template for Non-Production Mobile Offshore Drilling Units" (issue dated 9th March 2015) which was prepared by an IADC North Sea Chapter work group to meet the requirements specified for Non-Production Installations ("NPI's"), relevant to drilling contractors, under the Merchant Shipping (Oil Pollution Preparedness, Response and Co-operations Convention) Regulations 1998 (as amended). This OPEP contains information and operational instructions required by regulations and associated guidance laid out by the Competent Authority ("CA") and has been based on the major accident risk assessment undertaken in preparation of the Borgholm Dolphin HS&E Case.

Prior to the transposition of the requirements of Directive 2013/30/EU of the European Parliament and of the Council on Safety of Offshore Oil and Gas Operations into UK Regulations, MOUs were required by their Flag State, in accordance with the requirements of Regulation 37 of Annex 1 of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78 consolidated version of 2011), to produce a Shipboard Oil Pollution Emergency Plan ("SOPEP"). This requirement still exists for MOUs whilst not on their working location and not being used for offshore oil or gas operations or in connection with such operations. However, whilst on their working location and being used for offshore oil or gas operations or in connection with such operations MOUs have to comply with the requirements of the Merchant Shipping (Oil Pollution Preparedness, Response and Co-operations Convention) Regulations 1998 (as amended) and provide an NPI OPEP as specified herein.

The Offshore Installations (Offshore Safety Directive) (Safety Case etc.) Regulations 2015 require the duty holder to perform the internal emergency response duties, taking into account the risk assessment undertaken during preparation of the most recent HS&E Case for the MOU and, in addition, where a mobile non-production installation is to be used for carrying out a well operation the duty holder must perform the internal emergency response duties taking into account the risk assessment undertaken during the notification of well operations. The Safety Case Regulations describe the internal response arrangements as a description of the manner of performance of the internal emergency response duties in relation to that installation (PFEER), together with the Oil Pollution Emergency Plan produced pursuant to the Merchant Shipping (Oil Pollution Preparedness, Response and Co-operations Convention) Regulations 1998 (as amended).

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The NPI OPEP has to be submitted to the Secretary of State for Energy and Climate Change via the Competent Authority ("CA") portal at least two months before offshore oil or gas operations are due to be commenced by the MOU. (Note: An approved NPI OPEP is a pre-requisite for acceptance of the HS&E Case).

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3.0 SCOPE

This OPEP is only applicable whilst Borgholm Dolphin is on its working location and being used for offshore oil or gas operations or in connection with such operation within the UKCS.

The OPEP is a live document when the Borgholm Dolphin is working on location and being used for offshore oil or gas operations or in connection with such operation, however the relevant location specific Temporary Operation Oil Pollution Emergency Plan (TOOPEP) or Installation OPEP or Communication Interface Plan (CIP) must be used, where applicable, and referenced in the event of an oil spill in the UKCS.

The Customer is required to include all well/location specific information within the relevant location specific TOOPEP, Installation OPEP or CIP. Additionally, there is a requirement to ensure a description of how the oil spill response arrangements of the Customer and the Owner are to be coordinated to ensure effective oil spill response at all times. See the interfacing documentation as described in Section 7.0.

The purpose of the OPEP is to provide guidance to the Offshore Installation Manager (OIM) and supervisors onboard the Borgholm Dolphin with respect to the steps to be taken when an oil pollution incident has occurred or is likely to occur.

This OPEP is provided to assist personnel in dealing with an unexpected release of oil. Its primary purpose is to set in motion the necessary actions to prevent or minimise the release of oil, while any mitigation plan will be covered in the relevant TOOPEP, installation OPEP or CIP. Effective planning ensures that the necessary actions are taken in a structured, logical and timely manner.

It should be noted once submitted and accepted no alteration or revision should be made to any part of it without the prior approval of the Competent Authority.

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MOU PARTICULARS

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4.0 MOU PARTICULARS

The Table below provides key information on the unit particulars and tank capacities of the Borgholm Dolphin.

TABLE: 4.1: BORGHOLM DOLPHIN CONTACT DETAILS AND TANK CAPACITIES

NAME OF MOU:	Borgholm Dolphin		
DISPLACEMENT:	21,215.8 tonnes (operating draft)		
IMO NUMBER:	8758093	INTERNATIONAL CALL SIGN:	ZCEN2
MOU TYPE:	Column-Stabilised Accommodation Unit		
OWNER:	Dolphin Drilling Ltd		
BORGHOLM DOLPHIN TELEPHONE:	[REDACTED]		
BORGHOLM DOLPHIN SATELLITE PHONE:	[REDACTED]		
BORGHOLM DOLPHIN FAX:	[REDACTED]		
BORGHOLM DOLPHIN OIM E-MAIL:	[REDACTED]		
CAPACITIES:	FLUID TYPE	TOTAL VOLUME/CAPACITY	
	Diesel/Fuel Oil	2692.2 m ³	
	Lube Oil	15.3 m ³	
	Hydraulic Oil	2.5 m ³	
	Helifuel	13.5 m ³	
	Engine Oil	0.9 m ³	
	Gear Oil	0.8 m ³	



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PERSONNEL ARRANGEMENTS FOR EMERGENCY RESPONSE

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5.0 PERSONNEL ARRANGEMENTS FOR EMERGENCY RESPONSE

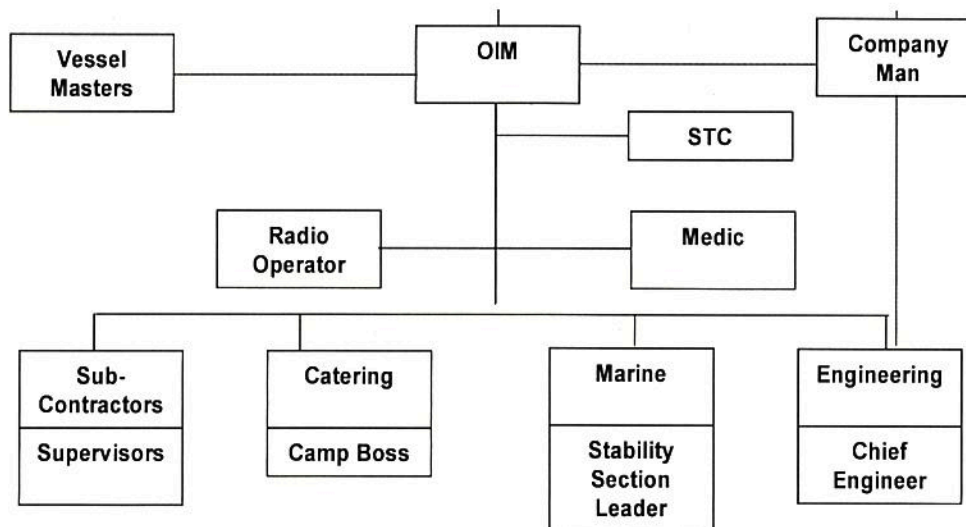
i) Positions of Persons Authorised to Initiate Emergency Response Procedures

An On Scene Commander (OSC) is held responsible and is authorised to initiate the emergency response procedures in the event of an oil spill. The Borgholm Dolphin OIM assumes the role of OSC unless stated otherwise in the relevant location specific TOOPEP, Installation OPEP or CIP.

Borgholm Dolphin Chain of Command:

The Borgholm Dolphin OIM heads the chain of command at all times, unless stated otherwise by the relevant location specific TOOPEP, Installation OPEP or CIP. Should the Borgholm Dolphin OIM be incapacitated for any reason, the Chief Engineer or Stability Section Leader, as most appropriate in the prevailing circumstances, shall assume the role of OIM.

FIGURE 5.1 BORGHOLM DOLPHIN CHAIN OF COMMAND



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ii) **Positions of Persons Directing the Internal Response to an Oil Pollution Incident.**

The Borgholm Dolphin OIM shall direct the initial internal response to any oil pollution incident, unless stated otherwise by the relevant location specific TOOPEP, Installation OPEP or CIP, and continue to direct the response for all Tier 1 incidents.

iii) **Positions of Persons Responsible for Liaising with the Authorities for the External National Contingency Plan**

In all Tier 2 and Tier 3 incident scenarios the positions of persons responsible for liaising with the authorities for the external national contingency plan are identified in the relevant location specific TOOPEP, Installation OPEP or CIP, and are summarised in the relevant interface document.

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ENVIRONMENTAL EMERGENCY RESPONSE TRAINING AND EXERCISES

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6.0 ENVIRONMENTAL EMERGENCY RESPONSE TRAINING AND EXERCISES

All personnel expected to assume the role of OSC shall be trained to DECC Level 1 OSC training with a three (3) yearly refresher, in line with current legislation. Dolphin Drilling's Training Manual sets out requirements for DECC Level 1 OSC training.

Training arrangements for personnel expected to liaise with the national contingency plan are identified in the relevant location specific TOOPEP, Installation OPEP or CIP and are summarised in the relevant interface document.

Further to formal training, the Borgholm Dolphin performs periodic emergency response drills, including OPEP drills, in line with current legislation and in accordance with Dolphin Drilling's Management Control Procedure "Drills & Drill Log" MCP SF/pr/013.

When the Borgholm Dolphin is part of combined operations with associated well operations additional OPEP exercises (see Table 6.1) will be carried out.

TABLE: 6.1 WELL RELATED OPERATIONS EXERCISE REQUIREMENTS

TYPE OF EXERCISE	EXERCISE FREQUENCY	GENERAL REQUIREMENTS
Well Related Operation	Persons with pollution response duties must participate in a minimum of 1 (one) exercise per calendar year for each relevant TOOPEP/Installation OPEP or CIP	<p>Exercise scenarios must ensure that all relevant personnel are exercised with regard to their roles and responsibilities and for new TOOPEP, Installation OPEP or CIPs must be exercised at the earliest opportunity.</p> <p>A sufficient number of exercises must be completed to ensure all persons with responsibilities for implementing the TOOPEP, Installation OPEP or CIP participate in at least one exercise per calendar year*.</p> <p>The scenario should incorporate a sufficiently large liquid hydrocarbon release to sea (> 1 tonne).</p> <p>If two or more installations commence combined operations all relevant personnel should participate in an exercise to jointly test pollution response requirements at the earliest opportunity.</p>

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- * This as a minimum requirement. If it is not operationally feasible to achieve the CA Inspector shall be contacted by the relevant TOOPEP, Installation OPEP or CIP responsible persons and provided with justification as to why the requirement cannot be met.

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COMMUNICATION AND INTERFACE ARRANGEMENTS

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7.0 COMMUNICATION AND INTERFACE ARRANGEMENTS

i) NPI OPEP for Mobile Offshore Units

As stated in Section 3.0, this document is written as a standalone OPEP in accordance with UKCS regulatory requirements, though is inherently linked to other aspects of the emergency response arrangements of the Owner, and ultimately integrating with the Internal Emergency Response Plan (IERP) as detailed in Part 5 of the Borgholm Dolphin HS&E Case.

The diagram below (extracted from Borgholm Dolphin HS&E Case Appendix 1) summarises the internal and external communication and reporting processes associated with the IERP

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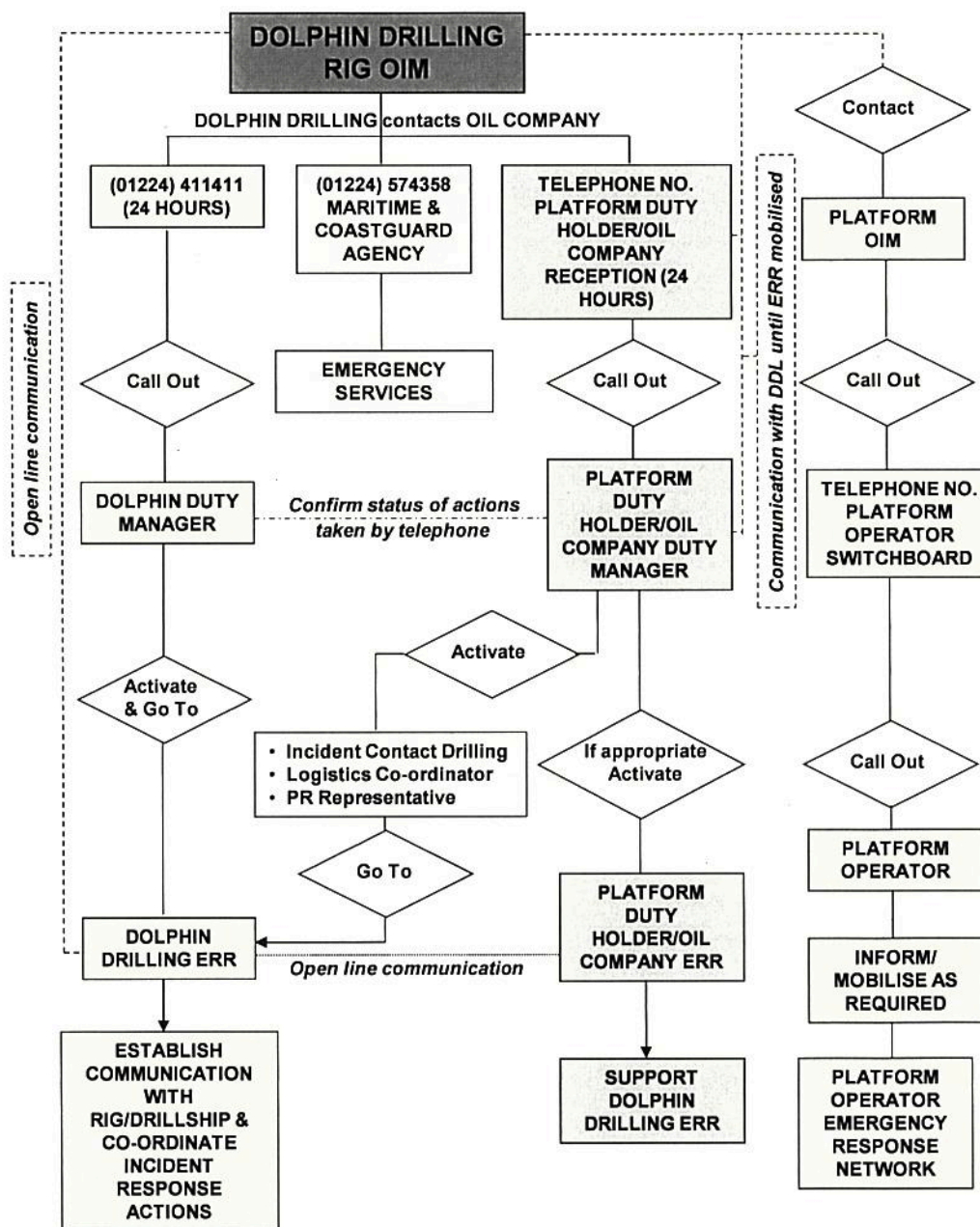
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FIGURE 7.1: EMERGENCY CALL OUT SEQUENCE





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The OSC is responsible for the notification of any oil release to the relevant authorities (see Table 7.1). The Borgholm Dolphin OIM assumes the role of OSC unless stated otherwise in the relevant location specific TOOPEP, Installation OPEP or CIP.

TABLE 7.1 REPORTING REQUIREMENTS

HYDROCARBON VOLUME TO SEA	STATUTORY BODY	AREAS WITHIN 40 KM OF THE SHORELINE	ENVIRONMENTALLY SENSITIVE AREAS	ANY OTHER AREAS
0-1 tonnes	Aberdeen MRCC	PON1	PON1	PON1
	Nearest Coastguard	Telephone	Telephone	Telephone
	DECC	PON1	PON1	PON1
	JNCC	PON1	PON1	PON1
	Marine Scotland/MMO ¹	PON1	PON1	PON1
	SNCB ²	N/A	N/A	N/A
1-25 tonnes	Aberdeen MRCC	PON1	PON1	PON1
	Nearest Coastguard	Telephone	Telephone	Telephone
	DECC	Telephone and PON1	Telephone and PON1	Telephone and PON1
	JNCC	PON1	PON1	PON1
	Marine Scotland/MMO ¹	PON1	PON1	PON1
	SNCB ²	Telephone	Telephone	N/A
>25 tonnes	Aberdeen MRCC	PON1	PON1	PON1
	Nearest Coastguard	Telephone	Telephone	Telephone
	DECC	Telephone and PON1	Telephone and PON1	Telephone and PON1
	JNCC	Telephone and PON1	Telephone and PON1	Telephone and PON1
	Marine Scotland/MMO ¹	PON1	PON1	PON1
	SNCB ²	Telephone	Telephone	N/A

¹ Marine Scotland if in Scottish water or MMO if in English water.

² Statutory Nature Conservation Bodies are detailed in location specific TOOPEP, Installation OPEP or CIP.

Note: Statutory oil spill reporting requirements contained within the relevant location specific TOOPEP, Installation OPEP or CIP supersede the reporting requirement contained in Table 7.1.



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ii) Relevant Location Specific TOOPEP, Installation OPEP or CIP

Whilst on location, and in connection with offshore oil and gas operations, this OPEP forms part of the Dolphins IERP. Details of how the OPEP and the IERP interface with any relevant location specific TOOPEP, Installation OPEP or CIP, including details of any Combined Operations, Safety and Environmental Management System (SEMS) interfacing, early warning notification and specific emergency response procedures and communication arrangements, are contained within the associated interfacing documentation.

The interfacing documentation shall include specific details of the agreed internal and external communication, including a relevant contact directory and reporting arrangements. These may also be contained within, or rely on in part, details of the relevant location specific TOOPEP, installation OPEP or CIP.

During any response, the relevant location specific TOOPEP, Installation OPEP or CIP should be read in conjunction with both the wider emergency response documentation and interfacing documentation.

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IDENTIFICATION OF WORST CASE SCENARIO

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8.0 IDENTIFICATION OF WORST CASE SCENARIO

Dolphin Drilling has identified a list of scenarios with the potential to lead to Major Accidents and Environmental Incidents. This has been established to form the basis for risk assessments of MOUs. In evaluating these scenarios, specific features of the Borgholm Dolphin were taken into account during various qualitative assessments drawing upon in-house experience and specialist advisors as appropriate.

The worst case potential release of oil to sea from the Borgholm Dolphin on location would be the total loss of inventory onboard as detailed in Table 4.1. Note the Borgholm Dolphin does not carry out any well activities.

The major accident hazards that could result in the total loss of inventory, whilst on location, are:

- Engine Room Fire & Emergency Generator Room Fire – i.e. worst case scenario is failure to control fire, escalation leading to loss of MOU.
- Structural Failure – loss of MOU.
- Reduction in Stability – loss of MOU.
- Ship Collision – holing of pontoon tanks / failure of leg chord and loss of MOU.
- Mooring Failure – loss of MOU.

From the inventory detailed in Table 4.1, the major volume is the marine diesel inventory. This gives an indication of the anticipated worst case impact of the diesel loss to the environment.

Diesel Fuel Oil

Diesel fuel is considered non-persistent oil (as compared to a heavier bunker or crude oil product) even in the most calm sea conditions, as it will lose 40% of its volume due to evaporation within 48 hours in cold weather. Adverse weather will disperse the sheen into smaller slicks creating a greater surface area for evaporation. In open rough seas most of the volume released will be dispersed and evaporated within 5 days. Nevertheless, it still poses a threat to marine organisms and particularly birds if they happen to come into contact with the slick, (Reference 1).

Diesel fuel has very high levels of light ends, evaporating quickly on release. The low asphaltene content prevents emulsification reducing its persistence in the marine environment. Due to its characteristics and subsequent behaviour when released, diesel oil is not considered to offer a significant threat to the environment in comparison with the risks posed from a formation hydrocarbon release.

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Oil and Gas Operations Diesel Inventory Worst Case

In all oil and gas operations the relevant location specific TOOPEP, Installation OPEP or CIP must contain a description of the potential worst case release of oil to sea.

In any offshore oil and gas operations where the loss of the MODU diesel inventory represents this worst case oil release, the customer is required to model the release of the entire diesel inventory in the appropriate TOOPEP, Installation OPEP or CIP.

Assessment of Environmental Effects

The location specific TOOPEP, Installation OPEP or CIP must contain an assessment of the potential environmental effects resulting from a release of oil.

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SECTION NO.
9.0

ARRANGEMENTS FOR LIMITING RISKS TO THE ENVIRONMENT

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9.0 ARRANGEMENTS FOR LIMITING RISKS TO THE ENVIRONMENT

Dolphin Drilling have in place policies and procedures preventing risks to the environment which are contained within the integrated Management System. Dolphin Drilling's Management System is certified to ISO 14001 standards. The certification is applicable to the Borgholm Dolphin.

Dolphin Drilling's Health, Safety and Environmental Policy includes the following statements:

- Identify the potential impact our activities may have on the environment and have contingencies in place to ensure these risks are controlled.
- Ensure that all facilities are resourced, designed, engineered and maintained to satisfy Dolphin's HS&E requirements.
- Comply with all relevant HS&E statutory obligations.
- Comply with other requirements to which Dolphin subscribes which relate to its environmental aspects.
- Prevent pollution (including the accidental release of oils, chemicals and other material), and to maintain contingency plans to address potential sources of pollution

In support of Dolphin Drilling's policies and procedures, the Borgholm Dolphin operates and maintains equipment for the protection of the environment from an incipient major accident hazard. These are identified and recorded within the Verification Scheme for Safety and Environmental Critical Elements (SECEs). Appropriate Performance Standards, along with verification and assurance activities for assessing continuing suitability, have also been identified and are subject to verification by the Verifier in accordance with current legislation.

Further procedures are in place for the operational aspects of SECEs, such as; "Maintenance Management" (MCP TS/pr/001), "Operational Risk Assessment" (MCP OP/pr/014), Borgholm Dolphin Operations Manual (Manual No. AB/52/MA/004), Borgholm Dolphin Offshore Emergency Procedures Manual (Manual No.: AB/52/MA/016) and Borgholm Dolphin STOPs Manual. These Management System documents anticipate scenarios from incipient major accident hazards and the subsequent actions required by designated personnel to limit the risks to personnel and the environment.

It is the responsibility of the Customer to ensure that the location specific response checklists detailing actions required during an oil spill response and the arrangements for limiting risks to the environment are contained within the relevant location specific TOOPEP, Installation OPEP or CIP.

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SECTION NO.
10.0

DESCRIPTION OF SPILL RESPONSE EQUIPMENT AND RESOURCES

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10.0 DESCRIPTION OF SPILL RESPONSE EQUIPMENT AND RESOURCES

The Borgholm Dolphin carries no inventory of equipment or resources to respond to an oil spill to sea. In addition, there is no equipment or resources, under Dolphin Drilling's control, located onshore to respond to an oil spill to sea. In most cases of a spill there are actions that can be taken onboard in order to reduce the amount of spill. The diagram below (extracted from the Borgholm Dolphin (Shipboard) Oil Pollution Emergency Plan, Section 3 "Steps to Control Discharge" (Manual No. AB-52-MA-024) shows the actions to be taken and the responsible person for performing the actions.

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CAUSE OF SPILL	ACTION TO BE TAKEN	RESPONSIBLE PERSON
HOSE OR PIPE LEAK ONBOARD ACCOMMODATION UNIT	<ul style="list-style-type: none"> STOP PRODUCT FLOW. CONTAIN SPILL ONBOARD. BYPASS, REPAIR OR REPLACE FAILED COMPONENT WHEN BUNKERING, PLUGS TO BE PLACED IN DECK SCUPPERS AND DRIP TRAYS IN WAY OF HOSE COUPLINGS ULLAGE PLUGS NOT OPENED INDISCRIMINATELY DUE TO POSSIBLE LOSS OF BUOYANCY 	MAIN DECK AND SUPPLY MANIFOLD STABILITY SECTION LEADER CHIEF ENGINEER MACHINERY SPACES DUTY ENGINEER
HOSE OR PIPE LEAK ON SUPPLY OR SERVICE VESSEL	<ul style="list-style-type: none"> INSTRUCT SUPPLY VESSEL TO STOP PUMPING STOP PRODUCT FLOW CONTAIN SPILL ASSIST AS REQUIRED WHEN BUNKERING, PLUGS TO BE PLACED IN DECK SCUPPERS AND DRIP TRAYS IN WAY OF HOSE COUPLINGS ULLAGE PLUGS NOT OPENED INDISCRIMINATELY DUE TO POSSIBLE LOSS OF BUOYANCY 	STABILITY SECTION LEADER CRANE OPERATOR CONTROL ROOM OPERATOR DUTY ENGINEER
TANK OVERFLOW ON ACCOMMODATION UNIT	<ul style="list-style-type: none"> STOP PRODUCT FLOW CONTAIN SPILL ONBOARD RECOVER, CONTAIN AND OFFLOAD SPILLED PRODUCT WHEN BUNKERING, PLUGS TO BE PLACED IN DECK SCUPPERS AND DRIP TRAYS IN WAY OF HOSE COUPLINGS ULLAGE PLUGS NOT OPENED INDISCRIMINATELY DUE TO POSSIBLE LOSS OF BUOYANCY 	STORAGE TANK STABILITY SECTION LEADER SETTling AND SERVICE TANKS DUTY ENGINEER CRANE/SUB CONTRACTORS EQUIPMENT CONTROL ROOM OPERATOR
HULL LEAKAGE ABOVE WATERLINE	<ul style="list-style-type: none"> DETERMINE SOURCE STOP PRODUCT FLOW CONTAIN SPILL REDUCE TANK LEVEL IF NECESSARY REPAIR TANK IN CONSULTATION WITH DDL BASE OFFICE AND DNV WHEN BUNKERING, PLUGS TO BE PLACED IN DECK SCUPPERS AND DRIP TRAYS IN WAY OF HOSE COUPLINGS ULLAGE PLUGS NOT OPENED INDISCRIMINATELY DUE TO POSSIBLE LOSS OF BUOYANCY 	OIM
HULL LEAKAGE AT/OR BELOW WATERLINE	<ul style="list-style-type: none"> DETERMINE SOURCE STOP PRODUCT FLOW CONTAIN SPILL REDUCE TANK LEVEL IF NECESSARY REPAIR TANK IN CONSULTATION WITH DDL BASE OFFICE AND DNV WHEN BUNKERING, PLUGS TO BE PLACED IN DECK SCUPPERS AND DRIP TRAYS IN WAY OF HOSE COUPLINGS ULLAGE PLUGS NOT OPENED INDISCRIMINATELY DUE TO POSSIBLE LOSS OF BUOYANCY 	OIM

IN ALL CASES OF POLLUTION OR RISK OF POLLUTION, THE OIM MUST BE NOTIFIED IMMEDIATELY.
AUTHORISATION MUST BE OBTAINED TO RESTART BUNKERING OPERATIONS

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DESCRIPTION OF SPILL RESPONSE
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For all scenarios where there is ERRV in attendance, the OSC (or deputy) may have at his disposal an inventory of oil dispersant. Details of any such dispersant will be found in the relevant location specific TOOPEP, Installation OPEP or CIP, which includes evidence that a prior assessment of the dispersant has been carried out to minimise environmental damage. This dispersant may be deployed on their command, without prior approval, should they consider the safety of the installation or the persons thereon, at risk.

The location specific TOOPEP, Installation OPEP or CIP will describe the equipment and resources available, including technical and non-technical measures in place to respond to a Tier 1,2 or 3 oil spill incident. The implementation of which is designed to prevent, reduce or offset the environmental effects of the oil release.

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SECTION NO.
11.0

SPILL RESPONSE EFFECTIVENESS

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11.0 SPILL RESPONSE EFFECTIVENESS

An estimate of the oil spill response effectiveness, including consideration of the below environmental conditions must be contained within the relevant location specific TOOPEP, Installation OPEP or CIP.

- Weather, including wind, visibility, precipitation and temperature
- Sea states tides and currents
- Presence of ice and debris
- Hours of daylight; and
- Other known environmental conditions that may influence the efficiency of the response equipment or the overall effectiveness of a response effort.

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SECTION NO.
12.0

REVIEW AND REVISION

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12.0 REVIEW AND REVISION

This document must be reviewed and if necessary amended in the following circumstances:

- Where any proposed change which constitutes a major change which affects or could affect the validity or effectiveness of an OPEP to a material extent.
- After a period of 5 years from the date the OPEP was first approved and a minimum of every five years thereafter.

When this plan has been approved by the Competent Authority, no alteration or revision shall be made to any part of it without the prior approval of the Competent Authority.

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APPENDIX NO. 1

BORGHOLM DOLPHIN OIL POLLUTION EMERGENCY PLAN

APPENDIX 1: LEGISLATIVE COMPLIANCE MATRIX

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APPENDIX 1: LEGISLATIVE COMPLIANCE MATRIX

Merchant Shipping (Oil Pollution Preparedness, Response and Co-operation Convention) Regulations 1998 (As amended); Schedule 2 requirements		NPI OPEP Location
1)	Does the NPI OPEP state which positions would be responsible for initiating and directing an oil spill response?	Section 5
2)	Does the NPI OPEP state which position would be responsible for the notification of any oil release to the relevant authorities?	Section 7
3)	Are the relevant training and exercise requirements detailed within the NPI OPEP?	Section 6
	Is the maximum oil inventory of the NPI given within the NPI OPEP?	Section 4
4)	Does the NPI OPEP contain a commitment to link to the relevant Production Installation / TOOPEP / Communication and Interface Plan and detail the estimated worst case release scenario?	Section 8
5)	Does the OPEP detail arrangements in place for limiting risks to the environment, which include response checklists detailing who would undertake any necessary actions during a response?	Section 9
6)	Does the NPI OPEP state that the required well/location specific information must be included in the relevant Production Installation/Field OPEP or TOOPEP?	Section 10
7)	Does the NPI OPEP state that the required well/location specific information must be included in the relevant Production Installation/Field OPEP or TOOPEP?	Section 11

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APPENDIX NO.
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BORGHOLM DOLPHIN OIL POLLUTION EMERGENCY PLAN

APPENDIX 1: LEGISLATIVE COMPLIANCE MATRIX

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8)	The NPI OPEP must also state that any well / location specific information relating to dispersants will be detailed within the relevant Production Installation/Field OPEP or TOOPEP.	Section 10
9)	Does the NPI OPEP contain a statement that the measures identified to prevent, reduce or offset the potential effects resulting from a release of oil must be provided in the relevant Production Installation/Field OPEP or TOOPEP.	Section 10
10)	Does the NPI OPEP contain a contact directory and detail the method by which reporting to the relevant Authorities will take place (i.e. ePON1 reporting arrangements)?	Section 7
	The NPI OPEP must also state that any well / location specific information relating to notifications will be detailed within the relevant Production Installation/Field OPEP or TOOPEP.	Section 7

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APPENDIX NO.
2

APPENDIX 2: REFERENCES

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APPENDIX 2: REFERENCES

1. Canadian Ministry of Environment, British Columbia, 2014. Environmental Impact Assessment, "*FATE, EFFECT, BEHAVIOUR AND ENVIRONMENTAL IMPACTS AS THE PRODUCTS WEATHER*"[online] Available from:

<http://www2.gov.bc.ca/gov/topic.page?id=E4DC95E7E5BE4EA280896786353949A9>

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