An ‘all hazards approach’ to maritime safety and security issues in the context of the Australian offshore oil and gas industry

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Australian Offshore Production

- Most offshore production in the NW maritime approaches
- The 5th largest LNG exporter
- Exports projected to grow 4-fold over the next decade
- Increasing global demand and geopolitical uncertainties may see prices increase further
- A shortage of infrastructure and personnel underscores the vulnerability of offshore facilities
• Australia has one of the world’s largest maritime jurisdictions
• Recently granted jurisdiction over an additional 2.5 million square km
• As resources become scarcer and energy prices rise, exploration in more distant and remote locations?

Legal Framework

• The UN Conventions on the Laws of the Sea
  – 500 m safety zones
• Safety of Life at Sea
  – ISPS Code
  – Automatic Identification Systems

• Maritime Transport and Offshore Facilities Security Act 2003 [Australia]
  – Implements ISPS but extended to offshore facilities in 2005
The Human Factor

• Learn from the safety culture
• Australian approach to safety regulation moved from prescription to goal setting:
  – Safety is the responsibility of the operator
• Security regulation is newer but applies a similar philosophy
• Continuous efforts to incorporate a security culture to match the quality of the safety culture

Technical Factors

• Domain awareness is a key for both safety and security
• AIS was developed as the international standard for ships over 300GT
• Australia seeks a National AIS Strategy to build an integrated picture
• Plans to establish a 24 hour monitoring centre for offshore facilities using AIS data
  – Government and industry working together to benefit safety and security
Conclusion

• The ‘all hazards’ approach facilitates both safety and security for offshore installations

• The key is to value both safety and security
  – Complementary not competing priorities