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resourcing the future

Gulf of Mexico Production Unit

GULF OF MEXICO TRANSIT CONTAINER CODE PROCEDURE

| Rev No. | Issue Date | Reason for and Description of change | ORIG | CHECKER | APPROVER |
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|-------------|------------------------------|-------|----------------|
| Originator: | Shane Pitre | Date: | April 11, 2011 |
| Role: | Logistics Supervisor GOM PU | | |
| Checker: | Chris Hart | Date: | 4/19/2011 |
| Role: | HSE Supervisor GOM | | |
| Reviewer: | Tom Oddie | Date: | 4-19-2011 |
| Role: | HSE Manager GoM PU | | |
| Approver: | Graham Taylor | Date: | 4-19-2011 |
| Role: | Material & Logistics Manager | | |

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Distribution List

| Name | Title | Function / Company |
|----------------|---------------------------------|--------------------|
| Todd Lee | GOM Operations Manager | |
| Graham Taylor | Materials & Logistics Manager | |
| Paul Kelly | Neptune Field Manager | |
| Myron Protz | Shenzi Field Manager | |
| Frank Fowler | Drilling Superintendent | |
| Steve Kendrick | Drilling Superintendent | |
| Bruce Redies | Supply Manager GOM | |
| Wade Janda | Supply Manager Exploration | |
| Gregory Thomas | Supply Manager Projects | |
| John Milne | Supply Manager Production & M&L | |
| Jerry Acosta | Contracts Supervisor GOM | |
| Shane Pitre | Logistics Supervisor GOM PU | |
| John Krajewski | QA/QC Specialist Contractor | |
| John Warmuth | QA/QC Specialist Contractor | |

Transit Container Code Checklist

[A signed, completed copy of this checklist is to accompany each CCU (Cargo Carrying Unit).]

| | | | | | | |
|-------|-------------------------------------|--|---------|--|-------|--|
| To: | BHPB Shorebase | | | | | |
| From: | Supplier: | | Tel No: | | Date: | |
| | Offshore Location to be shipped to: | | | | | |

Container Specifics

| Description of Unit [Container, Basket, Skip, or Rack] | Unit ID | Unit Dimensions [LXWXH][FT] | Max Gross Weight | Certificate No. | Test Date |
|---|---------|--------------------------------|------------------|-----------------|-----------|
| | | | | | |

Checklist – GOMPU

| Sec. | Requirement | State [Y/N] |
|--------|---|-------------|
| 2.1 | Are the doors and locking mechanisms secure with a primary and secondary locking device attached? | |
| 2.1 | Have Pad-eyes drilled holes? Holes within 10% of pin dia? Plate >75% of shackle gap? Angled towards lift/pick point? | |
| 2.3 | For Tall Containers, a "stinger" (5 th leg) should hang over its side at between shoulder and waist height. | |
| 2.1 | Are Fork Lift Pockets installed? Of correct size? (8in x 4in) and free of dropped objects (rocks etc) | |
| 2.2 | Are Lids/Doors suitable for one person operations | |
| 2.2 | Are Lids/Doors secured closed by a primary & secondary device | |
| 2.2 | Does Tool/Gang box have positive latching mechanism to hold Lids/Doors in the open position | |
| 2.2 | Does Tool/Gang box with doors include a damper system to assist lifting weight of door | |
| 2.2 | Are all pinch points identified with tiger striping | |
| 11.0 | Have all open baskets been supplied with drainage holes and are holes clear of debris? | |
| 11.0 | Use Cargo Nets or Cargo Straps inside containers, if danger of goods fall-out when container doors are opened on rig. | |
| 2.3 | Have Slings been checked to ensure no damage or corrosion? Are slings to B30.9 Spec and 1.3x MGW of the unit (Unless manufactured to DNV2.7-1 with a higher co-efficient)? Are sling Tags attached with last test date, certification number and safe working load clearly visible? Have all Web Slings been removed? | |
| 2.4 | Shackles – are 4 Part Anchor bolt shackles provided and are Cotter (Split) pins fitted? | |
| 2.5 | Has Dangerous Goods cargo been declared? Is unit correctly labeled on all 4 sides? Old stickers removed? (IMDG) Dangerous goods without haz-mat shipping papers and MSDS will not be accepted. | |
| 2.6 | Are Gas Bottles secured in racks? Is primary & secondary means of securing to racks used? Minimum 4 point lift used? | |
| 2.7 | Are Transit Tank lids securely closed? Are all transfer or drain valves locked closed? | |
| 2.7 | Is Certification supplied with the unit? Is it in date? Does sufficient period remain to last for offshore work scope? | |
| 2.7 | Are the unique Serial No, SWL, Tare Weight, Max Gross Weight and Test Date clearly visible? Are the unit numbers clearly visible on roof and sides of closed containers? Has actual or estimated weight of cargo been documented before dispatch to BHPB? Where? | |
| Appx A | Is marking of the unit as per Sect 2 and Appx A of the BHPB TCC? Is the Data Plate visible and correct? | |
| 4.0 | Is the unit free of excessive corrosion, fully intact with no major damage? | |
| 4.0 | Is the unit packed, tied down and/or correctly fastened to prevent movement/damage of the cargo and CCU? Has all "sensitive" equipment (e.g. MWD) been adequately protected against transport shocks? | |
| 4.0 | Has anything outside or above CCU that can cause snagging been removed? | |
| 4.0 | Are all loose objects, e.g. tools, debris, nuts, bolts or thread protectors, removed from the roof or the forklift pockets? | |
| 3.0 | Have all inspections & Tests been performed by BHPB approved Inspection Co? | |
| 4.0 | Is truck trailer bed free of holes, obstructions, and trip hazards? | |
| 4.0 | Does trailer have the proper pipe pins for tubulars? If aluminum trailer, are pipe pin slots reinforced to prevent failure? | |
| 4.0 | Does truck have the proper dunnage? (Pipe Chocks, 4"x4" striping, etc.) | |
| 4.0 | Are binders, chains and binding straps in proper working order? | |
| Note | BHPB QA/QC Material Release Form (MRF) should also be completed & signed off for Drilling / Completion tools. | |
| Note | OCTG and all Tubulars are NOT part of this checklist for correct handling and bundling – refer BHPB Code for OCTG | |

Non-Compliance Details:

[BHPB Drilling Superintendent, Production Field Manager, and/or Contract Sponsor to arrange TCC Variance Control Form for any Non Conformance.]

| | Name | Position | Signature | Date |
|---------------------|------|----------|-----------|------|
| Supplier | | | | |
| TPI [Name &Company] | | | | |
| Receiving Shorebase | | | | |

TCC Variance Control Form

| | | | |
|-------------------|--|--------------|--|
| Originator | | DATE: | |
|-------------------|--|--------------|--|

| | |
|----------------------|--|
| Vendors Name: | |
|----------------------|--|

Variance Required [Completed by Originator: BHPB Drilling Superintendent, Production Field Manager, and/or Contract Sponsor]:

EXPLANATION FOR EXCEPTION [What is the problem? Why CCU can't be returned to vendor to ensure compliance with TCC?]

Summary of Risks / Mitigation Actions:

This form is supported by the following attachments (Risk Assessment / Action Plan):

| REV | DATE | ORIGINATORS NAME (Print) | ORIGINATORS TITLE | ORIGINATORS SIGNATURE |
|-----|------|-----------------------------|-------------------|-----------------------|
| | | | | |
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1.0 INTRODUCTION

1.1 PURPOSE

The purpose of this Gulf of Mexico Transit Container Code Procedure (TCC) is to provide requirements, guidance and acceptable operating parameters to the personnel and companies involved in shipping and receiving cargo carrying units (CCU's) to and from our Gulf of Mexico operations. Our goal is to alleviate "everyday" mechanical lifting and handling problems from our day-to-day Materials and Logistics operations.

1.2 Scope

This specification has been developed to assist you in complying with BHP Billiton CCU's requirements as they apply to any shipments to or from our Gulf of Mexico Operations: Drilling; Completions; and Production.

1.3 Abbreviations

| | |
|----------|--|
| CCU | Cargo Carrying Unit |
| PE | Professional Engineer |
| WLL | Working Load Limit |
| DOT | Department of Transportation |
| IMDG | International Maritime Dangerous Goods |
| BHPB WWD | BHPB World Wide Drilling |
| MGW | Maximum Gross Weight |
| TCC | Transit Container Code |
| SWL | Safe Working Load |
| TPI | Third Party Inspector |
| FRC | Fatal Risk Control |
| NDT | Non Destructive Test |

2.0 REQUIREMENTS

2.1 Transit Containers Design and Construction

- Each transit container shall be supported by a report from Professional Engineer (P.E.) stating that load path is suitable for the lifting, transportation and impact loads expected, unless there is a Certificate of Compliance issued by an Independent Certification Authority stating that the transit container has been designed, constructed and tested to a recognized container standard (i.e. BS EN 12079 and DNV 2.7-1). The contract sponsor shall be responsible for the review of these designs to ensure that they meet BHPB Transit container code.
 - Four lifting points are preferred, but two or three may be acceptable if they meet the requirements above and are confirmed by a PE.
- The design working stress shall be based on 2.5 times the maximum Gross Weight of the transit container which equates to a calculated stress of 0.85 yield.
- Pad-eyes are to be fabricated in accordance with DNV2.7-1 or BS EN 12079. If this cannot be achieved, a single pad-eye must be strong enough to support the maximum gross weight of the carrier.
- Pad-eye holes must NOT be flame cut and SHALL be drilled or bored. If cheek plates are fitted to pad-eyes, they shall be drilled or bored after fitting the cheek plates.
- Maximum pad-eye hole size shall be equal to the diameter of the shackle pin plus +10%.
- Minimum pad-eye thickness shall be equal to the jaw gap of the shackle less 25%. Pad-eyes shall be oriented in such a direction that they are aligned to the direction of lift. Pad eyes that are not oriented to the direction of lift shall have their suitability confirmed by evidence from a PE. Pad eyes which have steel which has been bent to meet this requirement are not allowed. Any pad eyes which are deformed by bending shall be rejected. Pad-eyes that are not orientated to the direction of lift shall require a general arrangement drawing signed off by a PE to confirm this.
- Pad-eyes shall be positioned accurately for even loading of the slings. The position of the pad-eyes on the transit container should be such that they minimize the risk of the sling fouling on the transit container or fouling other lifts. This is for general CCU's. For Specialized CCU's, provided a PE has approved the design drawings, the slings can be under different load if required. ISO locks shall not be used as a substitute for pad-eyes as they are only designed for vertical loading. Connex containers shall be engineered and reinforced to include pad-eyes.
- Forklift pockets shall be of a design to minimize trapped debris and of sufficient size to enable the forks to enter fully minimum dimensions 8in x 4in. All transit containers up to 25000lbs shall have fork lift pockets fitted. Forklift pockets are to be a minimum of 3ft and a maximum of 7ft apart. If forklift pockets are only for empty handling, the CCU shall be marked accordingly.
- All cargo baskets shall have solid floors, with suitable drainage holes and not of mesh construction. If mesh is used on the sides a minimum of a 4in kicker plate shall be fitted to prevent dropped objects. Do not confuse cargo baskets with specialized carriers. If the unit is a carrier and specifically fabricated to carry specialized tools then it does not have to meet the above requirements.
- Front-loading doors must have robust primary and secondary locking devices/latches and hinges. Locking mechanisms must be protected from impact loads. Secondary locking devices for front-loading doors shall have a means to prevent it being unintentionally knocked out, and unlocked. When in the unlatched position there should be a proper designed storage location to prevent the secondary locking device being lost.
- Bolted connections, if used as part of the load bearing structure must have the minimum grade of bolts as Grade 8 or equivalent (stainless steel) and the bolts referenced in the design drawing. At intervals of 6 months 25% of the bolts shall be removed and visually

inspected. After 60 months in service they are destroyed. Bolted End Extensions are not permitted!

- Welding must be confirmed as being in compliance with AWS D1.1 as a minimum.

2.2 Tool/Gang Boxes:

- Tool/gang boxes and any other containers with hinged lids/doors that could injure a person if inadvertently closed, shall be designed for single person operation and equipped with a positive locking mechanism designed to hold the lid/door in an open position while the box is being accessed. A lid/door damper mechanism shall be installed to assist with and minimize the lid /door weight.
- Tool/gang boxes and any other container with hinged lids/doors shall have robust primary and secondary locking devices/latches.
- Tool/gang boxes with hinged lids/doors shall have pinch point areas identified with tiger stripe warning tape. For the purposes of this Transit Container Code, this means that tiger-stripe tape shall be applied to the entire perimeter of the upper edge of the box and the entire perimeter of the lower edge of the lid (Where the lid and box meet).
- Tool/gang boxes with wheels are prohibited. All tool/gang boxes shall have a lifting mechanism that meet the requirements outlined in this TCC.
- All tool/gang boxes being sent offshore must comply with all other requirement outlined in this Transit Container Code covering lifting equipment and containers

2.3 Wire Rope Slings

- The sling assembly shall have a Working Load Limit (WLL) of 1.3 times the maximum gross weight of the transit container which gives a safety factor of 6.5 to 1, unless the slings have been manufactured in accordance with DNV2.7-1, where the slings shall have a predetermined co-efficient given within DNV2.7-1.
- If the sling assembly has three or more legs and the sling has a Rated Capacity greater than 25,000 lbs then a master link with sub links should be used. On tall transit containers a stinger with D-ring (5th Leg) shall be used.
- The stinger should be of such a length that it should hang over the side of the container between waist and shoulder height.
- All wire slings must conform to the intent of ANSI B30.9. Major sling repairs/modifications are not permitted.

2.4 Shackles

- All shackles fitted to a transit container shall be Bolt Type shackles (four part, body, bolt, nut, and cotter pin or other fit for purpose design) Vik-loc permanently captive shackles are acceptable. Note: welding rods, nails, R clips SHALL not be used.
- Each pair of shackles shall be able to support the maximum gross weight of the transit container.
- All shackles shall be individually identified by one of the following methods, hard stamping on the body of the shackle or fitting of I.D. tag. Shackles that are captivated in the thimble do not need to be marked, but evidence of this shall be shown on the manufacturers load test certificate. Stamping shall be carried out using low stress stamps.

2.5 Vessel Tanks For Transporting Liquids

- Vessels and tanks for transporting liquids of any type shall be labeled to DOT requirements and must have:
 - A crash frame completely enclosing the container/vessel
 - Valves cable-tied closed (or similar)
 - A vent/pressure relief system appropriate for the liquid being transported
 - Drip trays under any valves or other outlets
 - An air inlet valve (vacuum protection)

- Guards on any protrusions where damage to those protrusions could lead to a spill of the product being transported
- Chemical Tanks for hazardous goods and marine pollutants shall meet the UN IMDG code. Other chemicals can be transported in IM 101 type tanks if designed and certified in accordance with the latest US Code of Federal or DOT regulations and comply with the Maritime Safety Committee's latest recommendations for the fluids being handled. They must be lift tested, however, as required by the UN IMDG (4 pt, 2pt diag, vert impact). Small volumes of non-hazardous or non-marine pollutant chemicals can be transported in tote type tanks. For tote tanks BHPB WWD shall provide crash frames at the shorebase for onward transportation to the rig.

2.6 Gas Bottles

- Gas bottles (of any type) shall be shipped in bottle racks. All bottles in bottle racks shall be securely fastened into place. There shall be secondary fixture(s) to prevent bottles from falling out of the rack in the event that the fastenings become damaged.
- All bottles shall have valve caps installed or other appropriate valve protection. Valve manifolds shall only be permitted if the manifolds are fully shielded from being hit from any side. Bottle racks should have four lifting points and be supplied with four-legged slings.
- Four lifting points and four-legged slings are preferred for bottle racks; bottle racks with two or three lifting points are acceptable provided the bottle rack complies with Section 2.1 of this Specification.

2.7 Data Plate, Equipment Markings, Documentation and Certification.

- The BHPB Shore Base shall maintain the certification of all equipment that is owned/leased by the shore Base.
- All lifting equipment shall be clearly marked with Working Load Limit (WLL)
- All Transit containers shall have a Data Plate fixed to the outside of the container showing the certification status as shown in appendix 1. The Data Plate shall be securely fixed by rivets, bolting, or welding. Appendix A Gives the information that shall be included on the Data Plate as a minimum.
- All lifting equipment shall have a unique serial number permanently marked on the item, traceable to the manufacturer or owner, which lasts the life of the item. This identification number should be clearly visible on all four sides of the CCU in letters of no less than 3 inches tall. This identification number should also be clearly visible on the roof of the CCU in letters of no less than 1 foot tall where applicable. The Tare Weight, Payload and Maximum Gross Weight should also be visible on one side of the CCU in letters no less than 3 inches tall.
- All transit containers top rails (minimum of four areas) shall be painted with contrasting color of high visibility for safe loading/unloading in poor light conditions. Open topped CCU's shall be painted with hatching of a contrasting color of high visibility
- All previous BHPB or other Oil Company load identification stickers or markings shall be removed prior to that equipment being delivered to the BHPB Supply Base.
 - All Load testing, NDT, visual inspections and sling inspection reports shall be made available on delivery at the shore base to spot check against the data plate and sling tag. The minimum information supplied shall include:
 - Full description of the transit container
 - Unique identification or tag number
 - Owners name, Manufacturer, date of manufacture, date of first use
 - Tare (empty) weight
 - Working Load Limit (WLL)/ Payload.
 - Maximum Gross Weight (MGW) (MGW= WLL + Tare)
 - Number and positioning of lifting points
 - Actual weight

- Proof load test certificate (lbs) and name of company performing the test
- Details of NDT carried out and most recent NDT inspection certificate
- Most recent visual inspection certificate
- Manufacturer's serial number (if applicable)
- Batch number of item (if applicable)
- Date of last inspection, Inspection Company, Inspector's name and qualifications
- Signature of the Inspector
- Load test certificate number and load test date must be clearly marked on all certificates
- Contractors shall maintain a register of all trace documents and certificates for all items of equipment loaded out. Contractors shall provide copies of such documents upon request from BHPB

2.8 **Slings**

Shall have a metal identification tag or stamped on the ferrule with the following information:

- Unique identification number or tag number
- Working Load Limit (WLL)/Rated Capacity.
- Date of manufacture
- Date of last inspection

The above information should also be included in a Thorough Examination report to accompany the slings offshore.

3.0 INSPECTION AND TESTING FREQUENCY

- An Inspection Company approved by the BHPB Shore Base Manager shall have inspected lifting equipment loaded out to the BHPB Supply Base within the previous five (5) months. Inspections shall be performed in accordance with table below. BHPB approved inspection companies are shown on the Approved TCC Inspection Company List maintained by the BHPB Shore Base.
- Pull Testing, where only the Pad eyes are subjected to a test load, is not acceptable
- BHPB approved Inspector shall qualify and regularly audit all approved inspection companies to ensure they are still in compliance with this code.

Table 1: Inspection and Testing Requirements and Frequency

| Equipment | Time Interval from In-service Date | Test/Inspection | | |
|---|--------------------------------------|-----------------------------|-------------------------------|-------------------|
| | | Proof Load Test (Magnitude) | Non Destructive Testing (NDT) | Visual Inspection |
| Transit containers (containers, baskets, boxes, skids, tanks and vessels) | Prior to first usage | Yes (2 x MGW) | Yes (Load bearing areas) | Yes |
| | At intervals not exceeding 6 months | No | No | Yes |
| | At intervals not exceeding 12 months | No | Yes (Load bearing areas) | Yes |
| | At intervals not exceeding 60 months | Yes (2 x MGW) | Yes (Load bearing areas) | Yes |
| | After major repair or modification | Yes (2 x MGW) | Yes (Load bearing areas) | Yes |
| Wire rope slings | Prior to first usage | Yes (2 x WLL) | No | Yes |
| | At intervals not exceeding 6 months | No | No | Yes |
| | At intervals not exceeding 12 months | No | No | Yes |
| | At intervals not exceeding 60 months | Destroy | | |
| | Major repair or modification | Not permitted | | |
| Bolts Shackles and Eyebolts | Prior to first usage | Yes (2 x WLL) | No | Yes |
| | At intervals not exceeding 6 months | No | No | Yes |
| | Shackles less than 12 ton and bolts | Destroy at 60 months | | |

11.0 ADDITIONAL REQUIREMENTS

- Any costs incurred for none compliance with this code should be at the cost of the vendor.
- Anti snagging: there must be no hooks, tag lines or tie down points on open top baskets or boxes, which could snag up on slings when being lifted and no sharp, jagged uneven edges.
- The sides of containers should be relatively smooth and free from any protrusions that might snag the lift slings or snag onto adjacent items during the lift.
- Approved inspections: where it cannot be established that lifting equipment has been inspected by a BHPB approved lifting equipment Inspection Company as detailed in the table above, the BHPB Shore Base shall have the lifting equipment inspected and Contractor shall be billed for all costs associated with said inspection.
- Approved Inspectors: For MPI/DPI ASNT Level 2 as a minimum, Lifting Equipment and Transit Containers to rigging gear and sling inspector level 2 as a minimum.
- Baskets loads must be packed and balanced properly with a loading plan aimed at a good Centre of Gravity and consideration of effects of shock loading.
- Chains shall not be used for lifting any item of equipment.
- Drainage holes must be clear of debris and must not be blocked.
- Dropped Objects: check to ensure no loose items on, in or beneath the containers or in any fork lift pockets in the side base rails that may fall out.
- Vendor supplied Flat web or round synthetic slings shall not be used for slinging any item of equipment. Only round synthetic slings supplied by BHP shore base shall be used.
- Protrusions: No item of equipment shall be permitted to protrude outside the periphery of any open-top container; e.g. baskets, in an unsafe manner. If equipment is supplied to the BHPB Shore Base with item(s) protruding outside the periphery of an open-top container, BHPB return the CCU to the vendor to pack the CCU correctly.
- Sensitive or high value: All sensitive/critical equipment must be protected against the expected transportation shocks (road, sea, air); e.g. use shock-absorbing pads. Sensitive, high value cargo and groceries must be packaged to prevent damage from the elements (sea water, sunlight etc).
- Tie Down cleats: Equipment that is shipped in transit containers shall be correctly secured with sufficient tie down cleats, such that the equipment arrives in a fit for purpose using a proper securing mechanism (not Manila rope) Lashing points are to be capable of withstanding a load of 10kn.
- Used wire rope slings and shackles that exceed 60 months from the original in-service date must be removed from service and destroyed.
- Weights of cargo must be known and documented correctly.
- Exceptions are strongly discouraged and it is BHP Billiton's expectation that approved suppliers and contractors shall conduct their operations in full compliance with this Transit Container Code.
- If a non-compliant CCU is delivered to the shore base a detailed comment outlining the violation shall be added to the TCC Checklist in the "Details of Non-compliance" section and the completed checklist shall be forwarded to the appropriate Drilling Superintendent, Production Field Manager, and/or Contract Sponsor.
- If there are non-compliance issues with the TCC that cannot be rectified in a timely manner as not to adversely affect the offshore operations, the Drilling Superintendent, Production Field Manager, and/or Contract Sponsor can request that the violation to the TCC be waived if the following criteria can be met:
 - If the non-compliance is not a repeat violation from the same vendor;
 - If the TCC Variance Control Form prepared by the Drilling Superintendent, Production Field Manager, and/or Contract Sponsor is sent via e-mail or fax to the Shore Base Manager or designee;

- If the Shore Base personnel can safely place the non-compliance CCU into a compliant CCU;
- If the TCC violation does not conflict with any FRCP's or other BHPB policy; and/or
- If the offshore location is willing to handle the non-compliant CCU as outlined in the TCC Variance Control Form.
- The Shore Base Manager or his designee shall ensure that the TCC Variance Control Form is sent to the offshore location as part of the normal Voyage Validation process and a copy shall accompany the manifest to the offshore location.
- All Variances shall be a onetime only variance for that CCU. Drilling Superintendent, Production Field Manager, and/or Contract Sponsor shall contact the vendor to discuss an action plan for correction of the non-compliance issue. As part of the action plan for correcting the non-compliance issue, the Drilling Superintendent, Production Field Manager, and/or Contract Sponsor should arrange for Lifting Specialist to perform a site audit of the vendor found in non-compliance.

APPENDIX A: DATA PLATE INFORMATION

The minimum information to be shown on the data plate is given below.

- CCU Owner
- Unique Identification Number
- Tare Weight
- WLL/Payload/SWL
- Maximum Gross Weight
- Most recent Load Test Date
- Most recent inspection date (If different to Load Test Date)
- Sling and shackle ID No's are optional for data plate.

| Data Plate | |
|-----------------------------|---------------------|
| <u>Owners Name</u> | <u>BHP Billiton</u> |
| <u>Containers I D No</u> | <u>DDFD 114</u> |
| <u>Tare Weight</u> | <u>1000 lbs</u> |
| <u>WLL/Payload</u> | <u>3000 lbs</u> |
| <u>Maximum Gross Weight</u> | <u>4000 lbs</u> |
| <u>Sling I D No's</u> | <u>114/1</u> |
| <u>Shackles I D No's</u> | <u>114/2 to 5</u> |
| 06 JAN 07 'T' | 05 DEC 09 'VN' |
| 05 JUN 07 'V' | 05 JUN 10 'V' |
| 05 DEC 07 'VN' | 05 DEC 10 'VN' |
| 05 JUN 08 'V' | 05 JUN 11 'V' |
| 05 DEC 08 'VN' | 05 DEC 11 'T' |
| 05 JUN 09 'V' | |

'T' = Proof load test, visual inspection and MPI

'V' = Visual inspection only

'VN' = Visual inspection and MPI



**BHP BILLITON PETROLEUM (AMERICAS)
GULF OF MEXICO PRODUCTION UNIT**

Gulf of Mexico Transit Container Code Procedure

Doc. No.: GOMPU-BHPB-00-HSE-PR-11023

Rev.: 10

Issue Date: 03/09/2011

ATTACHMENT 1: TCC VARIANCE CONTROL FORM

| TCC Variance Control Form | | | | |
|--|------|-----------------------------|-------------------|-----------------------|
| Originator | | | | DATE: |
| Vendors Name: | | | | |
| Variance Required [Completed by Originator: BHPB Drilling Superintendent, Production Field Manager, and/or Contract Sponsor]: | | | | |
| EXPLANATION FOR EXCEPTION [What is the problem? Why CCU can't be returned to vendor to ensure compliance with TCC?] | | | | |
| | | | | |
| Summary of Risks / Mitigation Actions: | | | | |
| | | | | |
| This form is supported by the following attachments (Risk Assessment / Action Plan): | | | | |
| | | | | |
| REV | DATE | ORIGINATORS NAME (Print) | ORIGINATORS TITLE | ORIGINATORS SIGNATURE |
| | | | | |
| | | | | |

ATTACHMENT 2: TRANSIT CONTAINER CODE CHECKLIST

| Transit Container Code Checklist | | | | | |
|---|---|--------------------------------|------------------|-----------------|-------------|
| [A signed, completed copy of this checklist is to accompany each CCU (Cargo Carrying Unit).] | | | | | |
| To: | BHPB Shorebase | | | | |
| From: | Supplier: | | Tel No: | | Date: |
| | Offshore Location to be shipped to: | | | | |
| Container Specifics | | | | | |
| Description of Unit [Container, Basket, Skip, or Rack] | Unit ID | Unit Dimensions [LXWXH][FT] | Max Gross Weight | Certificate No. | Test Date |
| | | | | | |
| Checklist – GOMPU | | | | | |
| Sec. | Requirement | | | | State [Y/N] |
| 2.1 | Are the doors and locking mechanisms secure with a primary and secondary locking device attached? | | | | |
| 2.1 | Have Pad-eyes drilled holes? Holes within 10% of pin dia? Plate >75% of shackle gap? Angled towards lift/pick point? | | | | |
| 2.3 | For Tall Containers, a "stinger" (5 th leg) should hang over its side at between shoulder and waist height. | | | | |
| 2.1 | Are Fork Lift Pockets installed? Of correct size? (8in x 4in) and free of dropped objects (rocks etc) | | | | |
| 2.2 | Are Lids/Doors suitable for one person operations | | | | |
| 2.2 | Are Lids/Doors secured closed by a primary & secondary device | | | | |
| 2.2 | Does Tool/Gang box have positive latching mechanism to hold Lids/Doors in the open position | | | | |
| 2.2 | Does Tool/Gang box with doors include a damper system to assist lifting weight of door | | | | |
| 2.2 | Are all pinch points identified with tiger striping | | | | |
| 11.0 | Have all open baskets been supplied with drainage holes and are holes clear of debris? | | | | |
| 11.0 | Use Cargo Nets or Cargo Straps inside containers, if danger of goods fall-out when container doors are opened on rig. | | | | |
| 2.3 | Have Slings been checked to ensure no damage or corrosion? Are slings to B30.9 Spec and 1.3x MGW of the unit (Unless manufactured to DNV2.7-1 with a higher co-efficient)? Are sling Tags attached with last test date, certification number and safe working load clearly visible? Have all Web Slings been removed? | | | | |
| 2.4 | Shackles – are 4 Part Anchor bolt shackles provided and are Cotter (Split) pins fitted? | | | | |
| 2.5 | Has Dangerous Goods cargo been declared? Is unit correctly labeled on all 4 sides? Old stickers removed? (IMDG) Dangerous goods without haz-mat shipping papers and MSDS will not be accepted. | | | | |
| 2.6 | Are Gas Bottles secured in racks? Is primary & secondary means of securing to racks used? Minimum 4 point lift used? | | | | |
| 2.7 | Are Transit Tank lids securely closed? Are all transfer or drain valves locked closed? | | | | |
| 2.7 | Is Certification supplied with the unit? Is it in date? Does sufficient period remain to last for offshore work scope? | | | | |
| 2.7 | Are the unique Serial No, SWL, Tare Weight, Max Gross Weight and Test Date clearly visible? Are the unit numbers clearly visible on roof and sides of closed containers? Has actual or estimated weight of cargo been documented before dispatch to BHPB? Where? | | | | |
| Appx A | Is marking of the unit as per Sect 2 and Appx A of the BHPB TCC? Is the Data Plate visible and correct? | | | | |
| 11.0 | Is the unit free of excessive corrosion, fully intact with no major damage? | | | | |
| 11.0 | Is the unit packed, tied down and/or correctly fastened to prevent movement/damage of the cargo and CCU? Has all "sensitive" equipment (e.g. MWD) been adequately protected against transport shocks? | | | | |
| 11.0 | Has anything outside or above CCU that can cause snagging been removed? | | | | |
| 11.0 | Are all loose objects, e.g. tools, debris, nuts, bolts or thread protectors, removed from the roof or the forklift pockets? | | | | |
| 3.0 | Have all inspections & Tests been performed by BHPB approved Inspection Co? | | | | |
| 11.0 | Is truck trailer bed free of holes, obstructions, and trip hazards? | | | | |
| 11.0 | Does trailer have the proper pipe pins for tubulars? If aluminum trailer, are pipe pin slots reinforced to prevent failure? | | | | |
| 11.0 | Does truck have the proper dunnage? (Pipe Chocks, 4"x4" stripping, etc.) | | | | |
| 11.0 | Are binders, chains and binding straps in proper working order? | | | | |
| Note | BHPB QA/QC Material Release Form (MRF) should also be completed & signed off for Drilling / Completion tools. | | | | |
| Note | OCTG and all Tubulars are NOT part of this checklist for correct handling and bundling – refer BHPB Code for OCTG | | | | |
| Non-Compliance Details: | | | | | |
| [BHPB Drilling Superintendent, Production Field Manager, and/or Contract Sponsor to arrange TCC Variance Control Form for any Non Conformance.] | | | | | |
| | | | | | |
| | Name | Position | Signature | Date | |
| Supplier | | | | | |
| TPI [Name & Company] | | | | | |
| Receiving Shorebase | | | | | |

TCC Variance Control Form

| | | | |
|-------------------|--|--------------|--|
| Originator | | DATE: | |
|-------------------|--|--------------|--|

| | |
|----------------------|--|
| Vendors Name: | |
|----------------------|--|

Variance Required [Completed by Originator: BHPB Drilling Superintendent, Production Field Manager, and/or Contract Sponsor]:

EXPLANATION FOR EXCEPTION [What is the problem? Why CCU can't be returned to vendor to ensure compliance with TCC?]

Summary of Risks / Mitigation Actions:

This form is supported by the following attachments (Risk Assessment / Action Plan):

| REV | DATE | ORIGINATORS NAME (Print) | ORIGINATORS TITLE | ORIGINATORS SIGNATURE |
|-----|------|-----------------------------|-------------------|-----------------------|
| | | | | |
| | | | | |

Transit Container Code Checklist

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| | | | | | | |
|-------|-------------------------------------|--|---------|--|-------|--|
| To: | BHPB Shorebase | | | | | |
| From: | Supplier: | | Tel No: | | Date: | |
| | Offshore Location to be shipped to: | | | | | |

Container Specifics

| Description of Unit [Container, Basket, Skip, or Rack] | Unit ID | Unit Dimensions [LXWXH][FT] | Max Gross Weight | Certificate No. | Test Date |
|---|---------|--------------------------------|------------------|-----------------|-----------|
| | | | | | |

Checklist – GOMPU

| Sec. | Requirement | State [Y/N] |
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| 2.4 | Shackles – are 4 Part Anchor bolt shackles provided and are Cotter (Split) pins fitted? | |
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| Appx A | Is marking of the unit as per Sect 2 and Appx A of the BHPB TCC? Is the Data Plate visible and correct? | |
| 4.0 | Is the unit free of excessive corrosion, fully intact with no major damage? | |
| 4.0 | Is the unit packed, tied down and/or correctly fastened to prevent movement/damage of the cargo and CCU? Has all “sensitive” equipment (e.g. MWD) been adequately protected against transport shocks? | |
| 4.0 | Has anything outside or above CCU that can cause snagging been removed? | |
| 4.0 | Are all loose objects, e.g. tools, debris, nuts, bolts or thread protectors, removed from the roof or the forklift pockets? | |
| 3.0 | Have all inspections & Tests been performed by BHPB approved Inspection Co? | |
| 4.0 | Is truck trailer bed free of holes, obstructions, and trip hazards? | |
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Non-Compliance Details:

[BHPB Drilling Superintendent, Production Field Manager, and/or Contract Sponsor to arrange TCC Variance Control Form for any Non Conformance.]

| | Name | Position | Signature | Date |
|---------------------|------|----------|-----------|------|
| Supplier | | | | |
| TPI [Name &Company] | | | | |
| Receiving Shorebase | | | | |