



# PRELUDE TERMINAL BULLETIN

Bulletin 01/2021

LNG & LPG OPERATIONS

JANUARY 2021

## Falling Ice Risk

The purpose of this bulletin is to bring to the attention of all vessels calling at Prelude FLNG for cryogenic cargo operations (LNG & LPG) a recent "High Potential FAC" as well as the mitigations which are currently in place which are likely to impact vessel operations at the Terminal.

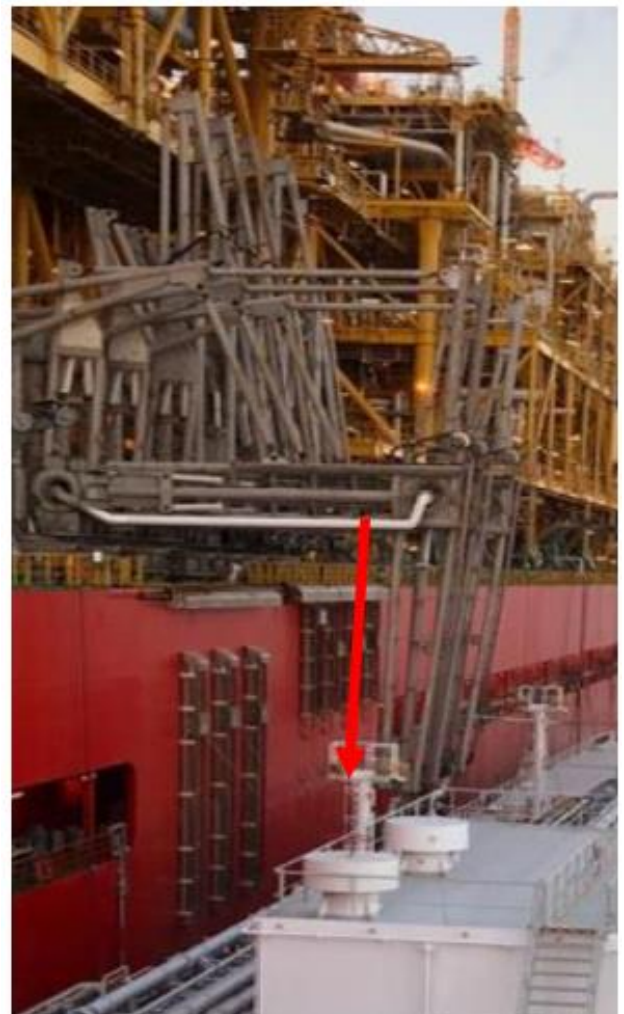
Due to the design of the Marine Loading Arms (MLAs) at Prelude and the relative height difference between the deck and the vessel manifolds, there is an increased risk of falling ice from the loading arms upon the completion of cargo operations when compared with a conventional terminal.

As a temporary mitigation to prevent potential harm to personnel, the manifold area is to be considered 'restricted access' while ice accretion is present.

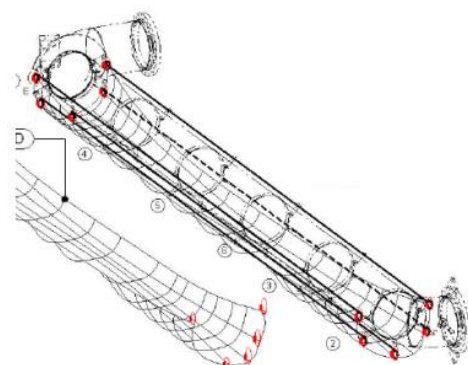
Prelude terminal staff are not permitted to work underneath the MLAs that have a risk of ice fall and hence must wait until the MLAs are completed ice free before purging and disconnection can take place.

It is important to note that, depending on a number of factors, such as time of day, ambient temperature, humidity, wind speed etc., a 'hold' of up to 7 hours may be placed on the operation in order to allow ice melt from the MLAs.

This hold is a temporary mitigation until such time as the engineered barrier (ice nets) is in place.



Arrow indicates Ice fall risk from horizontal outboard loading arm to manifold deck of an LPG Carrier.



Design Drawing of MLA 'Ice Net' proposal