

Procedure

INT CPMS CAP PRO

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Packing, Marking and Shipping Requirements

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THE THREE WHATS

What can go wrong?

What could cause it to go wrong?

What can I do to prevent it?

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1 Purpose

The purpose of this document is to specify the packing, marking and shipping requirements for all equipment and material which is to be supplied to Beach. Goods shall be packed by supplier for transportation and storage in accordance with internationally recognised good practices and standards applicable to goods of the type to be supplied under the Contract and in accordance with any special requirements as set out in the Contract, so as to reach the point of use undamaged and in good condition and, to the extent not immediately used, shall ensure that the Goods are preserved in good condition until: (i) the Goods are permanently removed from packaging at the point of use; or (ii) the expiry of the Warranty Period, whichever is the earlier.

2 Scope

It is essential that the Supplier recognises that all equipment and material will be transported to and installed in Australia and New Zealand at either onshore or offshore facilities. The road transport conditions within Australia can cover distances of over 500 km along extremely rough, unsealed roads. We operate in regions where the climate may be hot all year round, with dust, rainfall, corrosion, and moisture also providing challenges for storage and preservation of materials. This procedure applies to all Purchase Orders unless superseded by a scope-specific document agreed in writing.

3 Definitions/Acronyms

Definitions of terms used in this procedure:

Terms/Acronym	Definition/Expansion
Agent	refers to Beach Energy Limited's third-party freight forwarder or inspection services company
AICIS	Australian Industrial Chemicals Introduction Scheme is the governing body that regulates chemicals being imported into Australia per the Industrial Chemicals Act 2019.
Cases	refers to fully enclosed packaging
Crates	refers to open slatted packaging
Goods	means all goods, equipment, materials, articles or any other property or parts provided or to be provided to the Company Group by the supplier in accordance with the Purchase Order (PO) and includes, without limitation, all services including design, manufacture, modification, inspection, testing, expediting, quality assurance and control, painting, packing and delivery as specified or required in the PO
INCOTERMS	International Commercial Terms, are globally recognised terms designed to prevent confusion in foreign trade contracts by clarifying the obligations of buyers and sellers.
Pallets	refers to a flat transport structure (AS:4068-1993), no larger than 116.5cms x 116.5cms
Site and Delivery Point	refers to a Beach or Agent delivery site locations in Australia and New Zealand
Skids	refers to a flat transport structure having a base size larger than the pallet size

Supplier	means the supplier of goods or services under the PO, its subcontractors of any tier, their respective affiliates and their respective directors, officers, employees, and consultants
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4 Referenced Controlled Documents

This document may refer to other controlled documents for more detailed information. The table below outlines the referenced documents.

CDN	Document Name
19009991	Supply Chain and Logistics Procedure

5 Order Management Process

Prior to a Purchase Order being placed, the requestor should perform an assessment to check if there are any restrictions in the item being imported into Australia or New Zealand. Particularly, for Australia there is a requirement to declare all Chemicals being imported per the Australian Industrial Chemicals Introduction Scheme (AICIS). Further details of this process can be found in CDN 19009991 Supply Chain & Logistics Procedure.

Once a Purchase Order is placed with the Supplier, Beach personnel or a third-party expeditor may undertake the expediting responsibilities on behalf of Beach. The status of each Purchase Order is tracked until it is delivered to the nominated place of despatch and delivery. The supplier is also responsible for acknowledging and updating the PO status on the Coupa Supplier Portal (CSP). The supplier should also be mindful of the AICIS requirements and inform Beach if a chemical is prohibited from being imported into Australia.

Beach personnel will be in regular communication with the supplier of the goods and may report the outcome of the exchange within Beach's procurement system or expediting log. It is the supplier's responsibility to respond to requests for updated information accurately and in a timely manner. We recommend that suppliers use the supplier portal to communicate regular order updates to Beach.

Beach's standard shipping INCOTERMS are usually FCA, DAP or DPU, the supplier should refer to the Purchase Order for the correct Incoterm and abide by these Incoterms. Once a Purchase Order becomes ready for despatch the supplier should contact Beach personnel via e-mail and upon receipt of the relevant information, our agent will coordinate the pickup (where applicable under Incoterms). In cases where a quality hold or greenlight process exists; materials must not be despatched until an Inspection Release Notice (IRN) has been provided.

6 Shipping Documentation – myToll and Qube requirements

myToll is the Beach preferred on-line freight booking system for local FCA/EXW orders in Cooper Basin and Qube Connect is the preferred for the rest of Australia such as Western Australia and Victoria orders. It is the supplier's responsibility to ensure that on-line transport manifests and declarations reflect accurate weights and dimensions to support compliance to current chain of responsibility (CoR) laws and regulations in Australia.

7 Shipping Documentation – General

It is the supplier's responsibility to comply with customs regulations and satisfy the requirements of Beach's Purchase Order terms. The below documentation is required provided with the package(s) as follows:

- One (1) set placed inside of each package (this set travels with the material to the final destination)
- One (1) set affixed to the outside of the package (this set is retained by our agent when conducting content checks)

Completed supplier's declaration (document required to fulfil the transport chain of responsibility obligations, copy of which is provided with the Beach Purchase Order). The following details are required:

- Collection address and contact details (when applicable)
- Detailed packing note (together with a copy of material test certificate(s) where applicable) detailing the number of the PO, description, tag/code number (if any) and the quantity of Goods consigned
- Additional documentation as detailed in the PO/ Contract or any amendment/ variation
- All documentation necessary in the form of a despatch dossier to prove the Goods supplied have been inspected and tested and are properly completed and therefore in accordance with the provisions of the PO / Contract
- Package type
- ISPM status of package (for international shipments)
- Weight and measurements of the packages to be collected/shipped
- Packing information (compulsory packaging information section)
- Packing List (1x copy inside packaging, 2x copies affixed to outside of freight)
- Terms of sale (as per PO)
- Copy of Purchase Order
- Mode of transport (as per PO)
- Dangerous goods information (Dangerous Goods Declaration)
- Transport management plan (for complex or oversized materials)

The completed supplier's declaration must be signed and dated by the supplier.

Commercial invoice – international or tax invoice - domestic (1x copy inside packaging, 2x copies affixed to outside of freight). The invoice should contain at least the below mandatory information:

- Name of the supplier and company registration number (e.g. ABN)
- Name of consignee/ship to address/delivery address
- Beach PO number and project name
- Currency of invoice
- Itemised list of fully described with its name material supplied for export inclusive of quantities as well as unit value and total value
- Total value of order
- Invoice date

Only commercial value of material should be shown on a commercial invoice. Non-physical charges such as testing are not part of the commercial value and should not be declared on the invoice.

Any sub-components of larger units, for example, tools included to service the material supplied etc should be individually listed on the invoice and declared by their unit value.

MSDS sheet in Australian SDS format issued within the last 5 years and required for any material classed as hazardous or dangerous substance and for any battery content.

MO41 document issued by DG authorised and trained personnel for any material classed as dangerous for transportation.

8 Marking Standard

It is the Supplier's responsibility to ensure that all packages despatched to the Site are marked in a professional manner. Stencils must be used to produce clear legible markings. Materials used for marking must be waterproof and resistant to fading when stored in an open area. All stencilled characters must be conspicuous and a minimum of 50 mm high. Capital letters must be used.

If the above markings are too large for some packages they may be scaled down to a more suitable size, however they must remain legible. All marks, tags and labels shall be in the English language.

8.1 Marking

The following information shall be marked in English on two opposing sides of each crate or package and in the order shown:

- Beach Energy Limited
- Project Name and Number / Work Order number
- Purchase Order (PO) Number & Line Number
- Description of item
- Case Number. i.e. 1 of 4, etc.

- Gross and net weight (kg)
- Measurement (Length x Width x Height in mm)

Table 1: Label Template

<p>BEACH ENERGY LIMITED</p> <p>Project name and number:</p> <p>Purchase Order No. & Line No.:</p> <p>Box: of</p>	<p>Dimensions ----- x ----- x ----- (Length) x (Width) x (Height) (in centimetres / meters as appropriate)</p> <p>Volume: cubic meters</p> <p>Weight:</p> <p>Gross: kgs</p> <p>Tare: kgs</p> <p>Nett: kgs</p>
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9 Special Handling Instructions

In accordance with the characteristics and different requirements in shipping individual items of equipment and materials, packages must be conspicuously marked with “Fragile”, “Handle with Care”, “Right Side Up”, “Keep Dry”, etc., in English and with the appropriate international standard symbols, to prevent possible damage. Indoor or outdoor storage is to be noted on package. On each package that requires special handling, the following ISO symbols, as appropriate must be used. All symbols must be shown right way up, and on two opposing sides of each crate or package.



Figure 1: Special Handling Symbols

10 Dangerous Goods/Hazardous Cargo

All dangerous, hazardous, or restricted materials must be clearly identified and properly described, packaged, marked, and labelled in accordance with the dangerous goods regulations.

The supplier must ensure that the Material Safety Data Sheets (MSDS) and a Multimodal Dangerous Goods Form (MO41) are supplied to our agent at the time of collection.

The responsibility to pack and document Dangerous Goods shipments lies with the supplier (only when certified). It is an offence not to declare hazardous cargo, or to move hazardous cargo without the correct documentation.

11 Centre of Gravity

Should the Goods weigh two (2) metric tonnes or more, the Supplier must ensure that the centre of gravity and hoisting position/certified lifting points are clearly marked on two sides of each case to facilitate loading, unloading, and handling per figure 2. The Handling procedure and lifting diagram must be provided for large units.

The following symbols shall be used:

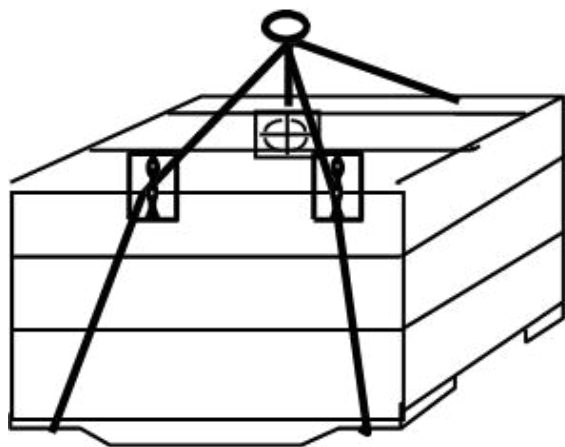
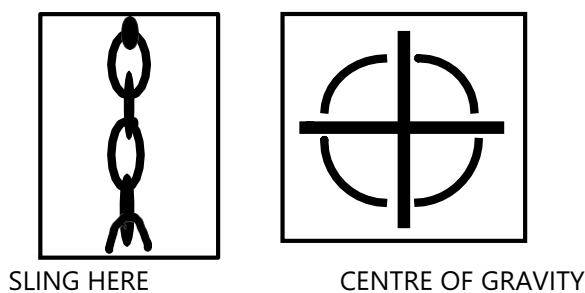


Figure 2: Centre of Gravity Markings

12 Lifting Management

All lifts shall be in accordance with relevant Australian standards and Beach procedures (CDN/ID 3674901 where appropriate). It is also the supplier’s responsibility to ensure compliance with local regulations and provide a specific handling and lifting procedure for large units.

13 Preparation before Packaging

13.1 General

The Supplier must ensure that all items for the PO are prepared, protected, and marked in accordance with above requirements, prior to packing. In cases where an inspection and test plan has been agreed; pre-despatch requirements must be fulfilled prior to transportation.

13.2 Equipment Protection

All exposed machined steel or iron surfaces must be treated by the Supplier with a recognised corrosion inhibitor before any protective wrapping or covering is applied to prevent physical damage. All flange faces must be protected as detailed in section 18.8 of this document.

13.3 Contents

All Goods must be shipped in complete sets. All special tools for erection, accessories, and commissioning spare parts must be despatched along with the Goods. Any additional operational spare parts must, where possible, also be despatched with the main equipment, however they are to be contained in separate packaging.

13.4 Marking Items

Large equipment requiring disassembly before transport must be clearly match-marked prior to disassembly to facilitate reassembly on site.

Loose accessories in each package must be identified individually, by a metal label indicating the PO number, tag number or name of Goods, name of accessories, quantity, and its position number on assembly drawings in English. Commissioning spare parts and tools must be marked, in addition to the above particulars, with the words "Commissioning Spare Parts" or "Tools". The same marking must apply to operational spare parts and tools.

Each unit (e.g., assembly, sub-assembly, or part) must also be marked clearly by its assembly, sub-assembly or part number and description in accordance with the relevant drawings.

13.5 Fasteners

Bolts, nuts, and washers must be identified by size, type and number and supplied in separate packages. The mixing of varying sizes, grades or material types will not be permitted. All fasteners are to be provided in waterproof bags or containers suitable for handling on a construction site. Bags and containers must be sealed, and a metal label secured, identifying the contents. Large quantities must be packed into non-returnable waterproof plastic or steel drums, with lids secured.

13.6 Fragile Components

All instruments, protection relays or other fragile parts must be removed, placed in sealed plastic bags, and packed in expanded polystyrene or similar shock absorbing material in timber boxes. All fragile components must be securely supported to prevent damage in transit and must be packed in separate crates and not with heavy items.

14 Packaging and Crating

The supplier shall, unless otherwise instructed or approved by Beach, arrange suitable packing for all Purchase Orders. All materials shall be securely packed for handling, shipment and storage in accordance with Industry best commercial practice and any additional packing costs deemed necessary to ensure the goods arrive at the final destination in the same condition they left, should be reflected in the supplier's quotation. Palletised crates and skids suited for forklift loading and unloading are preferred. In cases where materials are to be shipped to a remote asset (e.g. Cooper Basin) or offshore, packaging must withstand exposure to rough terrains, dust ingress, marine environments and/or adverse weather conditions.

For imported goods, all packaging materials, timber crates, pallets (timber pallets are preferred) and shipping containers must meet all import quarantine regulations applicable for Australia and New Zealand. All timber packaging and dunnage materials must be ISPM 15 export compliant and free of bark & borers. Timber packaging and dunnage materials must have the official ISPM 15 logo / icon stamped / marked on the timber for it to be ISPM15 compliant.

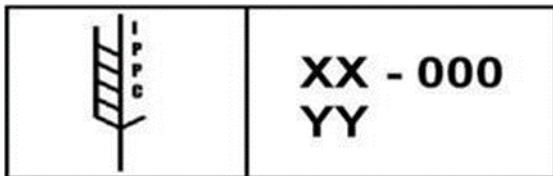


Figure 3: ISPM 15 Compliant Mark

- IPPC certification symbol.
- XX: represents the two letter ISO country code.
- 000: represents the unique certification number issued by AQIS to the wood treatment provider or wood packaging manufacturer. Inclusion of this certification number ensures that the wood packaging material can be traced back to the treatment provider and/or manufacturer.
- YY: is the treatment abbreviation where:
 - HT is the code for heat treatment to a minimum of 56°C for a minimum of 30 minutes.
 - MB is the code for methyl bromide fumigation.

Official approved fumigation certificates of treatment must be obtained by the supplier, prior to shipment, and forwarded with the relevant customs documentation. Goods for more than one Contract / Purchase Order must not be consolidated in any one package.

15 Ocean Shipments

All material scheduled to be shipped via ocean freight including from Beach Supply Base to its offshore facilities must be export packed to withstand the imperils associated with handling at ocean terminals and exposure to the elements during the ocean and inland transportation to the project site.

For containerised materials, suppliers must adopt best practise to ensure all packages can be safely handled and stowage into an ISO 20ft/40ft container ensuring optimum use of the cubic capacity. Specific attention should apply to the width of the materials. Oversize and overlength materials must be placed on timber runners and be sturdy enough to allow for sliding in and out of the container. In cases where materials require a non-standard container for shipping, transport engineering approvals may be required to ensure that materials are secure in the hold. Should the need for other container sizes be required, please contact the Beach C&P Logistics team for guidance.

16 Air Shipments

All material scheduled to be shipped via air freight must be export packed in accordance with airline industry standards. The packing must offer maximum protection, ease of handling, and remain within the limitation of the airline shipping units. Standard international air freight shipments should not exceed L 316cm x W 220cm x H 160cm. Shipments outside of these dimensions are considered out of gauge and shall exceed the carriers' capacity. In such cases, the supplier should contact our agent to discuss the possible options and packing prerequisites.

Any material packed for air freight should not overhang the edges of the pallet or skid, and all sharp edges should be safely secured or capped.

17 Moisture Control

Waterproof case liners shall be used if the goods are susceptible to damage from moisture.

Equipment such as electronic or office machines, precision instruments, etc., shall be packed in an interior moisture-vapour proof barrier with silica gel, or a comparable desiccant, to absorb moisture within the package.

Openings in electric motors, generators and other electrical equipment shall be sealed with waterproof tape or in some equally efficient manner.

Machined steel or iron surfaces shall be protected by the application of suitable rust-preventative oil (either light film or hard drying) if the nature of the item permits removal of the oil with a petroleum base solvent.

18 Preservation and Packaging

In conjunction with manufacturer recommendations, or in the absence of any Beach technical specification issued with Purchase Order documents, the following shall apply:

- Equipment and materials shall be adequately preserved for shipping and subsequent storage –
- relevant to the conditions – prior to packing the material.
- Surface preservation and protection treatments for all materials and equipment shall be applied in accordance with manufacturers recommendations, sound shipping and engineering practice.

- Special attention shall be given to fragile items by pre-packing in foam, cardboard/plastic cushioning, or some equally efficient cushioning material. Shredded newsprint, popcorn or straw cannot be used.
- Consideration should be given to recycled and recyclable packaging materials to minimise harm and reduce adverse effects on the environment.

18.1 Cartons

Cardboard cartons can be used for packaging where applicable. Supplier to ensure that cardboard packaging is air/ seaworthy and in accordance with internationally recognized good practices and standards. Supplier to ensure that goods supplied under the contract are in accordance with any special requirements as set out in the Contract, so as to reach the point of use undamaged and in good condition and, to the extent not immediately used, shall ensure that the Goods are preserved in good condition

18.2 Pallets

All pallets are non-returnable. Pallet dimensions must be able to facilitate parallel stuffing within a standard ISO 20ft/40ft. sea container. The maximum base of the pallets should be no more than 116.5cm x 116.5cm to facilitate the side by side stowage. Pallets must be made of timber, with all pallets and lumber caps ISPM 15 export compliant and free of bark & borers. All timber must be and stamped / marked with the official ISPM 15 logo.

All material shall be strapped securely using an appropriately rated strap. Steel strapping may be used on bundles of steel if required. All strapping shall be secured with crimped steel seals. Extra care must be taken to prevent straps causing damage to the consignment, for example cutting through cardboard cartons stacked on the pallets. Plastic 'Angle Protectors' can be used to protect the cardboard cartons if necessary. Strapping or retention should be aligned to the mass and load restraint requirements of the goods being shipped.

Materials should be stretch wrapped to the pallet with a minimum of 2 layers per pallet. A waterproof envelope must be attached to the pallet with a copy of the packing lists enclosed. The individual contents of the pallet must be indicated on the packing list. Note: sensitive electronic equipment, fragile materials, and materials of high value should not be palletised.

18.3 Cases

- Packing must be in cases of solid timber and close jointed, i.e. not partially open crate construction and the base of all cases must be constructed for lifting by fork-lift truck unless otherwise approved by the agent/customer. The timer should be joined by using the appropriate screws, and not nails.
- Due to the container size and door limitation, maximum physical limits of external dimensions (including packaging) for wooden cases are:

Width 2.1 m;

Height 2.2 m;

Length 11.8 m;

Weight 19 Tonnes (metric) to take into consideration the lifting capacity of the side loader trucks – 24 Tonnes. Net weight of the container must be considered.

The Supplier must advise Beach, in writing of any piece that may exceed or is near the limitations prior to manufacture.

- Cases of a length exceeding 2 metres should have a base fitted with running boards, allowing for easy sliding into a standard container.
- Where special pre-slinging is supplied, all pre-slung chains, rings, eyes, and hooks must be certified and marked to meet regulations of the export country. Certificates must be included with the shipment and included in the documentation pack. All pre-slung loads must be clearly marked with weights and dimensions and centre of gravity. Lifting diagrams must be supplied where necessary.
- Internal contents must fit securely inside the case and must be restrained from movement by being suitably bolted, to the base and braced by padded battens fixed firmly to the case. Where metal or prepared paintwork may come into contact with the case timbers, it must be protected from abrasion by felt pads, foam rubber, plastic, or cardboard.
- All cantilevered or similarly attached portions of Goods must be supported to resist abnormal loads imposed during transport. Any materials bolted externally to packages (electrical boxes etc) must be supported in such a way that vibrations cannot loosen or wear through securing bolts.
- The inside of the packing cases must be lined with an approved seaworthy packing paper. All equipment must be wrapped with a rust inhibitive paper with the moisture repellent face toward the packing case and the moisture absorbing face towards the shipped Goods.
- The underside of the lid of the packing case must be covered with a layer of bituminous felt to prevent water seepage into the case.
- For further protection an approved desiccant must be placed in each box in sufficient quantity to inhibit corrosion of the shipped Goods.
- An inspection panel is required for easy access and inspection of the Goods. Cut out a square section (300 mm x 300 mm) from the front section and replace with a cover (screwed) marked with the words "Inspection Cover". This will allow custom agents and Quality Assurance Inspectors to unscrew and check the inside of the crate without dismantling.

18.4 Sacks

If sacks are to be utilised for packaging the product, the supplier must ensure the sacks are waterproof and of sufficient quality and strength to hold the materials during multiple handling processes. All individual sacks must be tagged or branded with the Purchase Order Number, Purchase Order Item Numbers, and content details. Smaller sacks (25kgs, 50kgs, 100kgs) should be palletised prior to releasing (with no overhang). Large sacks, with their own lifting lugs (such as 1000kgs bulker bags) can be supplied loose.

18.5 Pipe

Coated pipe or other fragile pipe materials shall be supplied with maximum protection. Supplier must advise the tier restrictions of the product and submit a packing specification to Beach and our agent for review. Pipe lengths must be crated, skidded, or bundled to optimise 20ft / 40ft container stowage.

All timber used must be strong enough to allow for sliding the material into a container. Bevel end protectors shall be applied to all exposed pipe ends for transit protection. The supplier must ensure that all pipes are wrapped to prevent rubbing and protected from damage on external load bearing surfaces and restraining devices. Different sizes of pipe shall not be nested.

18.6 Pipe Spools

Pipe spools with flanged ends shall be packaged to protect against damage in transit. In particular, when two or more spools are packed together, measures must be taken to prevent the spools from contact during transit.

18.7 Pipe Fittings

All stainless steel, duplex, super duplex and small-bore carbon steel fittings shall be shipped in cases. Different material types should be separated for clear identification. Large bore carbon steel (DN400 mm and over) may be shipped in crates with runner boards for allowing sliding in and out of a 20 ft container. Stainless steel fittings must be protected from any exposure to salt water or salt spray and all tie-downs, fixings, wires and lifting equipment shall be either stainless or nylon to prevent iron contamination.

Carbon steel fittings may be nested provided the inside fittings are wrapped to permit them to slide out easily when being unpacked. Stainless steel fittings shall not be nested and shall be fitted with end caps. Bevel end protection is required, and the fittings shall be adequately secured to prevent movement.

18.8 Flanges

All flange faces must be protected by either exterior grade plywood or specially designed plastic blanks, and that all blanks shall be attached via bolts or wire through a minimum of 4 holes.

18.9 Valves

Small valves must be packed in cases. Large valves must be securely fitted on a heavy-duty timber pallet or packed into cases, appropriately restrained for transportation. Valve actuators shall be adequately supported to relieve the valve, and actuator mounting brackets and bolts from transport loads. Protective coatings must be utilised where necessary to support material preservation during transportation and storage.

18.10 IT & Electrical Equipment

18.10.1 Electrical Switchboards, Variable Speed Drives (VSDs) and Similar Electrical Equipment

All switchboards, variable speed drives and similar electrical equipment must be wrapped in plastic and enclosed in full timber cases with a substantial base adequate for lifting by forklift vehicle. Cases must be internally packed & braced to eliminate displacement of internal sensitive components and protected from the elements and sand ingress.

Skid mounted equipment must be packed with all components securely restrained, sit on tyres and travel on air-ride trailers to reduce the risk of damage. The equipment must be bolted through the case onto solid bearers to enable ready lifting by forklift. All switchboards and similar equipment must be stored indoors. Heavy items such as current and voltage transformers, circuit breakers and block resistors, must be packed securely and separately by the supplier to ensure that they cannot damage other items of equipment.

18.10.2 Instruments and Fragile Components

All ports on instruments must be sealed with plugs. All faces on instruments must be protected. All instruments, protection relays or other fragile parts must be removed, placed in sealed plastic bags, and packed in expanded polystyrene or similar shock absorbing material in timber boxes. All fragile components must be securely supported to prevent damage in transit and must be packed in separate crates and not with heavy items.

18.10.3 Computers and Electronic Devices

Computers and electronic equipment are to be dispatched as a complete unit. Any circuit boards and heavy items such as power supplies that are likely to shake loose or be damaged during transport are to be removed from their racks and packed separately. Units must be packed in cases to provide adequate mechanical protection. Secure attachment consists of strapping or bolting.

18.11 Engines, Generators and Compressors

Skids must ride on air-ride trailers sitting on rubber tyres. For remote areas, wooden crates must be used and internally packed and braced. All loose components must be secured. Any components protruding outside the skid dimension must be removed and boxed separately. Use of a third-party packing (which Beach Energy's approval) is appropriate in cases where a supplier does not have the capability to pack to this requirement internally.

18.12 Chemicals

DG goods must be packed in accordance with relevant code for the transportation of Dangerous Goods (e.g. ADG Code), which sets out the requirements for transporting dangerous goods by road or rail. Non dangerous, non-corrosive chemicals must be shipped inside a suitable container or purpose-built case adequately packed and braced to avoid movement and any possibility of chemical spillage.

18.13 Concentrated Weight Equipment

Purpose-built transport frames must be used in circumstances where increased protection against movement is necessary. Purpose-built transport frames must be designed, checked, and manufactured to Australian Standard AS4991 (Lifting Devices). They must also incorporate load restraints and lashing points as described in the National Transport Commission Load Restraint Guide, 2018 edition.

Spreader beams or transport frames incorporating lifting beams must also conform to AS1418 (Cranes Hoists & Winches). Manufacturing and structural integrity of all transport frames must conform to AS3990 (Mechanical Steelwork) including non-destructive testing of lifting lugs. Inspection regimes for frame integrity must be implemented by the supplier and should be subject for audit purposes on request to ensure conformance.

18.14 Artificial Lift Equipment

18.14.1 Sucker Rod Pumps

Pumps shall be handled, stored and packaged in accordance with the most current edition of API RP 11AR Recommended Practice for Care and Use of Subsurface Pumps.

Additional specific requirements include:

- A pump build sheet shall be created for all pumps and approved by Beach at time of order (either as a standard build, or specific to each individual pump). Any subsequent change to the pump build sheet shall require consultation with and approval by Beach.
- All pumps shall be supplied within either a PVC or steel scabbard, with enclosed ends. The pump shall be handled and packaged so as to eliminate flexing of the pump barrel.
- Pump details including serial number and API designation shall be clearly marked on the outside of the scabbard. A hard copy of the pump build sheet shall be provided and attached to each pump.

18.14.2 Sucker Rods, Polished Rods and Rod-string Components

Sucker rods and associated equipment, including polished rods, sinker bars and other rod-string components, shall be handled, stored and packaged in accordance with the most current edition of API RP 11BR Recommended Practice for Care and Handling of Sucker Rods.

Additional specific requirements include:

- All sucker rod equipment with threaded end shall be provided with thread protectors installed on each end (male or female).
- Rods and equipment shall be packaged within sturdy timber crating to withstand long-distance transport over rough roads. Shipments that fail to arrive intact will be rejected.
- Loose-shipped sucker rods are not accepted; However, pony rods may be pallet-strapped.
- Crating shall be fully enclosed to protect rods from damage and guides from UV exposure. Wooden 'wine-rack' spacers shall be provided between each layer of rods, at an appropriate spacing to prevent sagging/flexing. Ratchet tie-downs and transportation strapping should not be applied directly to the rods themselves Nylon or steel banding may be applied within the crate, without causing bending of the rods.
- Crating contents should be clearly labelled with heavy-duty UV-resistant and water-proof label, including order and batch references.
- All rods within a crate shall be the same specification – mixed crates containing different sizes and grades is not acceptable.
- Individual crates shall be limited in weight to permit unloading via front-end-loader at wellsite or supply base. Typically, this limits packaging to a maximum of ~135x 7/8" rods or 160x 3/4" rods per crate.

- All polished rods shall be supplied packaged within a full length, PVC scabbard, with enclosed end caps. Thread protectors shall be used on each pin end.

18.14.3 Electric Submersible Pumps (ESPs)

All major ESP bottomhole assembly components (pumps, motors, protectors) shall be transported with heavy-duty steel transport boxes. During transport, adequate support shall be provided at all times to prevent flex or buckling of the component. Tyres or rubber padding should be utilised under the steel boxes when transporting via road trailer. ESP cable reels should be considered as concentrated weight equipment with spreader bars used. The outer-most wrap of the cable shall be protected from damage and UV exposure via banded corflute or similar.

19 Supplier's Container Loads

All supplier container loads must be preapproved by Beach. When undertaking container loads the supplier must advise Beach and/or our agent the provisional date of loading one (1) week in advance.

The supplier must adhere to Beach's and our agent's inventory processes when loading and lashing containers (procedures available upon request). Containerised items shall be blocked, bracketed and/or bolted to prevent movement within container.

Container manifest inside waterproof envelopes must be attached to the internal right-hand wall of the container close to the door. The contents of the container must correspond with the container manifest, with the container serial number and door seal number recorded on all manifest copies.

Photographs of the materials fully lashed and braced must be provided to our agent for review.

A Marine Surveyor may also be appointed to witness and approve the lashing methods; therefore, it is important sufficient notice is supplied.

20 Inspection

Inspection for critical orders shall be conducted by Beach Energy and / or its nominated Third-Party Inspector, if required, at the Suppliers works in accordance with all documentation specified in PO. For routine purchases, Inspection may be carried out by Beach Energy and / or its nominated Third-Party Inspector at the Beach warehouse. Inspection of packaging and documentation prior to despatch may be carried out by our agent or its nominated Third-Party Inspector.

21 Load Restraint

Suppliers must take positive steps to prevent mass, load restraint and dimension breaches during transportation. Ongoing compliance to guidance in the Load Restraint Guide (National Transport Commission Australia, 2018) and Truck Loading Code (NZ Transport Agency, 2017) must be demonstrated by suppliers to support load safety in the supply chain.

22 Document information and history

Document custodian group - Operations

Title	Name/s
DocCust- FIN-ContractsProcurementLogistics	Akash Lagad, Hendrik Snyman

Document Author

Position	Name
Senior Supply Chain Specialist	Megha Kapadia

Document history

Rev	Date	Changes made in document	Reviewer/s	Consolidator	Approver
0	02/06/2020	First Issue	Danny Bui, Akash Lagad	Akash Lagad	Akash Lagad
0A	19/03/2020	Issued for Review	Danny Bui, Akash Lagad	Akash Lagad	-
0B	9/4/2021	Issued for Review	Danny Bui, Akash Lagad	Akash Lagad	-
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