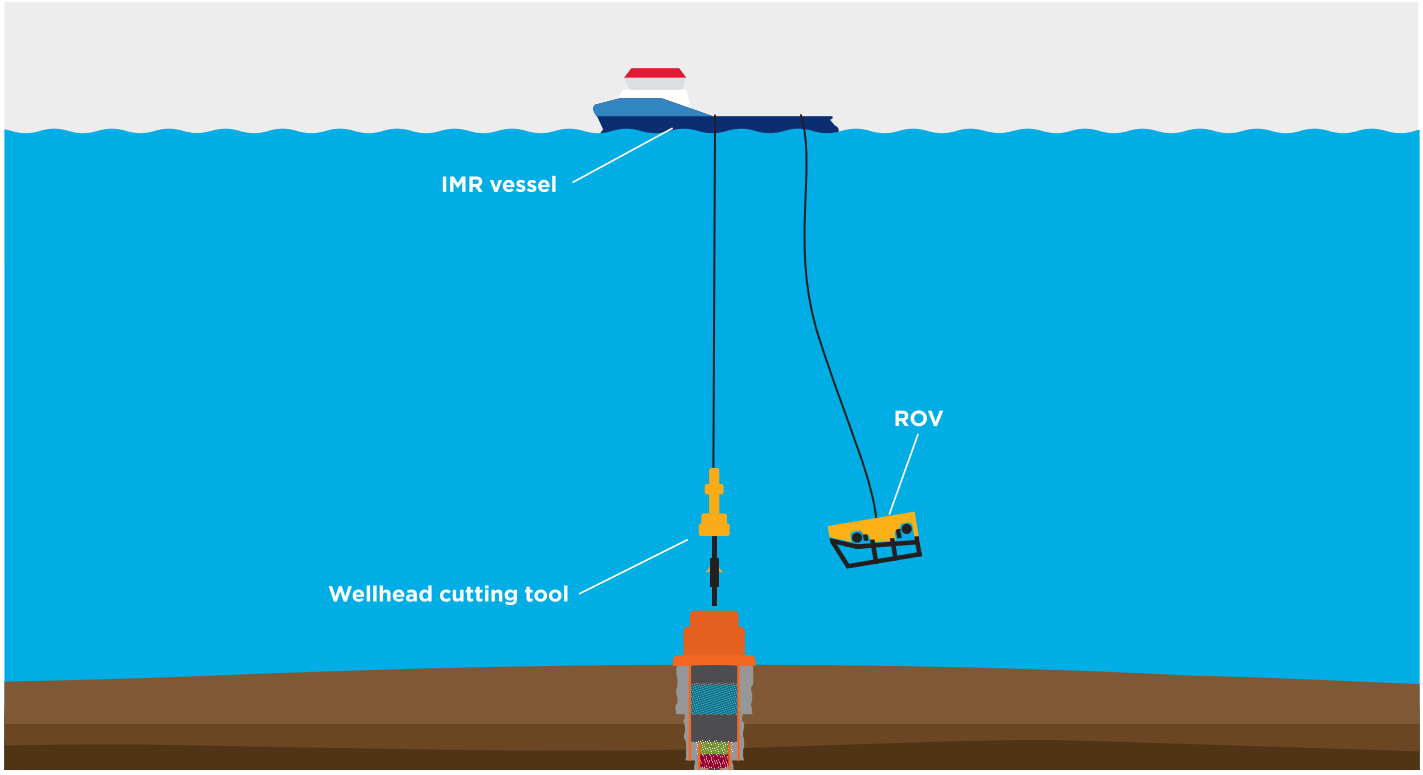
information sheet

legacy wellhead decommissioning



overview

Chevron Australia operates the Gorgon and Wheatstone natural gas developments located off the northwest coast of Western Australia (WA), as well as holding various other interests in the region.

In accordance with the Offshore Petroleum and Greenhouse Gas Storage Act 2006 (Commonwealth) (OPGGS Act), we are planning to remove nine non-operational, legacy wellheads and associated infrastructure.

Chevron Australia is currently developing a Legacy Wellhead Decommissioning Environment Plan (EP) which will be submitted to the National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA) for assessment.

This information sheet is intended to assist 'relevant persons' to make an informed assessment of the environmental impact and risks of our activities and to provide input and feedback to enhance the EP, including control measures to manage environmental impacts and risks of the activity.

Relevant persons are those whose functions, interests or activities may be affected by our activities. This includes Traditional Owners and Custodians with a spiritual and cultural connection to Country, commercial and recreational fishing, tourism, individuals or groups in local communities.

Please note: in the context of an EP, each of the following is considered part of the 'environment':

- an ecosystem and their constituent parts, including people and communities
- natural and physical resources
- the qualities and characteristics of locations, places and areas

- the heritage value of places; and
- the social, economic and cultural features of the above.

location and water depth

The location of each wellhead is shown in Table 1 and Figure 1 and 2.

The operational area (OA) in which the petroleum activities described in the EP will be undertaken is defined as a 1.8-kilometre (km) radius buffer around each wellhead.

Water depths within the OAs range from approximately 130 metres (m) to 1,350 m. The OAs are located more than 50 km from the Montebello Islands, 63 km from Barrow Island, and 135 km from the mainland coast of WA.

Table 1: location coordinates and water depths of legacy wellheads and associated infrastructure.

Well	Petroleum Title	Latitude	Longitude	Water depth (~m)
Blake 1	WA-89-R	-20.125796	113.285011	926
Satyr 5	WA-73-R	-20.432325	114.319044	1,062
Jansz-2	WA-36-L	-19.718611	114.381944	1,347
Io 2	WA-40-L	-19.918339	114.428492	1,326
Jansz-4	WA-36-L	-19.852478	114.514175	1,313
Jansz-3	WA-36-L	-19.820182	114.577508	1,340
North Gorgon-2	WA-37-L	-20.347092	114.854914	247
West Tryal Rocks 2	WA-5-R	-20.213263	115.066366	126
Wheatstone-2	WA-47-L	-19.813697	115.307314	213

activity summary

The nine wellheads have been plugged and accepted as permanently abandoned. This means permanent cement plug barriers have been installed in the wells to prevent hydrocarbon release to the environment.

The decommissioning activities outlined in the EP will include:

- removal of wellheads and associated infrastructure
- vessel operations, including an offshore Inspection, Maintenance and Repair (IMR) vessel, general support vessel and use of Remotely Operated Vehicles (ROVs); and
- pre and post-removal ROV surveys.

The vessels will operate on dynamic positioning (DP) and will not require bunkering (refuelling) at sea.

To enable access to the wellheads, marine growth removal may be undertaken via an ROV using high-pressure water and/or brushes. To help facilitate wellhead removal, relocation of sediment within ~5 m radius of well infrastructure may be required.

Wellhead infrastructure will be removed using either a diamond wire saw, internal abrasive cutting tool or mechanical internal cutting tool. Tool selection will be based on water depth, wellhead structure, access and other factors.

Wellheads and associated infrastructure will typically be removed at or below the seabed. However, in cases where the diamond wire saw is utilised, up to 1 m of infrastructure may remain above the seabed.

schedule and duration

Wellhead removal activities are planned to commence in 2027. Activities may take place over multiple campaigns and are expected to be completed within a 5-week window.

This timing is indicative and subject to vessel availability, delays caused by weather events, and other unforeseen factors.

It is expected works will be undertaken 24 hours per day and 7 days per week for the duration of the activities.

safe navigation area and marine exclusion zone

The OA encompasses a 500 m safety exclusion zone around the vessel undertaking removal works for the duration of the activity.

environment that may be affected (EMBA)

As part of our environmental assessment and consultation process, Chevron Australia create an EMBA map to provide geographical context for stakeholders to determine if their functions, interests or activities may be affected by an offshore activity during operations or in an emergency scenario.

Figure 1 shows the EMBA, which is based on a worst-case environmental scenario, which in this case is an unplanned release (oil spill) from a vessel collision.

The EMBA has been defined through combining 100 simulations for each unplanned release scenario under different weather and ocean conditions. This means that in the highly unlikely event an unplanned release does

occur, a geographical area much smaller than the EMBA would be affected.

The majority of the impacts or risks directly arising from planned wellhead removal activities would occur within close proximity of the OA.

Chevron Australia has systematic control measures to prevent and mitigate emergencies and to reduce the impact of planned activities on the environment, including ecological, social and cultural sensitivities.

Table 2 summarises the key impacts or risks and proposed control measures to manage these to levels that are as low as reasonably practicable (ALARP) and acceptable.

marine fauna and biologically important areas (BIAs)

Marine fauna that may be found at each wellhead location are predominantly pelagic and deep-sea demersal fish species.

Some threatened and/or migratory fish species (e.g. whale sharks, other sharks and manta rays) may be present in the area; however, these are primarily coastal species or are associated with shallower water or features (e.g. seamounts and reefs).

BIAs for several marine fauna species overlap the EMBA, including the humpback and pygmy blue whale.

cultural values

Chevron Australia acknowledges that Traditional Owners and Custodians in the northwest region of WA have expressed a cultural and spiritual connection to Sea Country. This encompasses an obligation to protect cultural values and features — including songlines, dreaming stories, and the flora and fauna connected to them.

We are committed to ongoing engagement and consultation with relevant groups to protect these cultural values (tangible and intangible). This process will continue to inform our understanding and help facilitate the co-design of appropriate controls to avoid impacts.

Chevron Australia's Cultural Heritage Management System (CHMS) sets out processes and procedures to manage risks to cultural heritage, and Chevron Australia's obligations under relevant legislation including the *Aboriginal Heritage Act 1972* (WA) and the *Underwater Cultural Heritage Act 2018* (Commonwealth).

The CHMS includes governance of field surveys and monitoring, spatial data, compliance and assurance, heritage assessment, inadvertent discovery procedures, incident management, training and induction materials.

approvals process

Petroleum activities in Commonwealth waters are regulated by NOPSEMA. Before petroleum activities can take place, Chevron Australia must develop an EP which will be assessed by NOPSEMA in accordance with the requirements of the Offshore Petroleum and Greenhouse Gas Storage (Environment) Regulations 2023 (the Regulations).

The Regulations require us to consult with relevant persons whose functions, interests and activities may be affected by the petroleum activity.

Following consultation, we will submit the EP to NOPSEMA, which will:

- describe the environment in which activities are planned to take place;
- include an assessment of environmental impacts and risks arising from the activities;
- identify control measures to manage the potential impacts and risks to levels that are ALARP and acceptable; and
- outline how Chevron Australia has engaged with relevant persons and how their feedback has been considered and addressed.

NOPSEMA will assess whether the EP satisfies the Regulations, including whether the environmental impacts and risks of the activity will be managed so that they are ALARP and acceptable before accepting the EP.

your input

We are now seeking your feedback and input if you consider your functions, interests, or activities may be affected based on the information provided, including the summary of the key environmental impacts and risks identified to date in Table 2.

We encourage you to provide additional details about the environment, aspects, consequences of the activity or control measures or to ask for further information or consultation by **19 November 2025**.

You can contact us with any questions, requests for information, or feedback at:

- 1800 225 195
- australia.chevron.com/feedback
- or scan the QR code

To subscribe to Chevron Australia consultation email or text message updates relating to our proposed activities, please visit go.chevron.com/subscriptions

Relevant persons may request that the information they provide be treated as confidential. Chevron Australia will make this known to NOPSEMA and it will be identified as sensitive information and not published in the EP.

what's next?

The feedback we receive during consultation will be used to inform and enhance the EP before it is submitted to NOPSEMA for assessment.

We commit to keeping you informed and providing responses to any relevant person who so requests.

privacy notice

If you choose to provide feedback, Chevron Australia will collect your name and contact details, for the purposes of maintaining contact with you and including your feedback in our submission to NOPSEMA. Provision of this information is purely voluntary, however if you choose not to provide it, we may not be able to contact you in the future. Chevron may transfer your information to NOPSEMA if required and, if you do not identify it as sensitive, to other Chevron affiliates including our head office in the United States. For further information regarding how we protect your personal information, and your rights, please refer to our privacy notice at australia.chevron.com/privacy

Table 2: Summary of key potential impacts and risks and key proposed control measures for wellhead removal activities.

aspect	key impacts/risks	key proposed control measures[1]
Cultural heritage *Note: other aspects identified in this table below (e.g. seabed disturbance) could have potential impacts or pose risks to cultural heritage, with the proposed control measures listed here also applicable.*	• Potential impacts to underwater cultural heritage (UCH) sites and/or materials (tangible). • Potential impacts to cultural values (intangible), including songlines, dreaming stories and culturally important marine fauna.	• Offshore marine personnel will undertake an induction, including cultural heritage information and procedures. • ROV operators will undertake an induction, to assist in identification of potential UCH. • ROV visual surveys and inspections of the seabed at the wellhead will be undertaken before and after removal activities. • In accordance with the Chevron Australia Inadvertent Aboriginal Underwater Cultural Heritage Discovery Procedure, if any suspected UCH material is found, work is stopped, relevant parties notified, and appropriate management actions implemented. *Control measures related to marine fauna and other cultural values and features are outlined in sections below.*
planned activities		
Physical presence of subsea infrastructure and vessels within the OA	• Physical presence of wellhead stub following wellhead removal and vessels within the OA may interact with commercial shipping, fishing vessels and marine fauna.	• Relevant parties will be advised of the commencement of key phases of the activity. • Marine safety information to be issued via AUSCOAST and/or Notice to Mariners (where required) prior to commencing the activity. • Vessels will meet the crew competency, navigation equipment, and radar requirements as per the Chevron Corporation Marine Standard. • In accordance with EPBC Regulations 2000 – Part 8 Division 8.1 – Interacting with Cetaceans, vessels will implement caution and no approach zones, where practicable. • Fauna interaction record keeping requirements communicated to relevant personnel, including vessel master and crew conducting bridge watch, prior to commencing activities. • Where required, a simultaneous operation plan will be developed and implemented to manage the activity.
Seabed disturbance	• Seabed disturbance from wellhead removal and recovery may result in the alteration of marine habitat and a localised and temporary change in water quality.	• Activity-specific work procedures developed and implemented. • ROV visual surveys and inspections of the seabed at the wellhead will be undertaken before and after removal activities to record the condition of the seabed. • Vessels will meet the crew competency, navigation equipment, and radar requirements in accordance with the Chevron Corporation Marine Standard.
Underwater sound from use of ROV and wellhead infrastructure removal tooling, vessel and helicopter operations	• Offshore activities within the OA may result in a localised and temporary change to ambient underwater sound.	• In accordance with EPBC Regulations 2000 – Part 8 Division 8.1 – Interacting with Cetaceans, vessels will implement caution and no approach zones, where practicable.

[1] Proposed control measures are subject to change through consultation with relevant persons and the subsequent NOPSEMA assessment process.

aspect	key impacts/risks	key proposed control measures[1]
	• A change in ambient underwater sound may result in behavioural disturbance or auditory impairment to marine fauna.	• Vessel bridge-watch crew will undertake marine fauna observations. • Pre-start visual observations will be undertaken prior to the commencement of wellhead removal activities.
Light emissions	• Navigation and operational lighting from vessels within the OA may result in a localised change in ambient light. • Change in ambient light may result in the temporary attraction or deterrence of light-sensitive species.	• Vessels will meet lighting requirements of the Chevron Corporation Marine Standard. • Vessels working at night will be required to reduce external lighting to the minimum required for safe operations and navigation, and where practicable, operational lighting directed downwards to deck working areas.
Atmospheric emissions	• Combustion of fuel from vessels and helicopters operations may result in a localised and temporary reduction in air quality. • Greenhouse gas (GHG) emissions within the OA may result in contribution to the reduction of the global atmospheric carbon budget.	• Reduced sulphur content fuel will be used. • Vessels will comply with the requirements of Marine Order 97 (MARPOL 73/78 Annex VI) in relation to air pollution. • Compliance with GHG emissions reduction targets outlined in any applicable in-force legislation of approval conditions (currently the approved Gorgon Greenhouse Gas Management Plan and Federal Government's Safeguard Mechanism).
Discharges from vessel operations	• Planned discharges from vessel operations (e.g. sewage and food waste) may result in a localised and temporary change in water and/ or sediment quality, and subsequent impacts to marine life.	• Vessels will comply with the requirements of Marine Order 96 (MARPOL 73/78 Annex IV) in relation to sewage discharge. • Vessels will comply with the requirements of Marine Order 95 (MARPOL 73/78 Annex V) in relation to food waste discharge. • Vessels will comply with the requirements of Marine Order 91 (MARPOL 73/78 Annex I) in relation to oily bilge water discharges.
Discharges from wellhead removal operations	• Planned discharges from wellhead removal operations (e.g. metal swarf, grit, flocculant) may result in a localised and temporary change in water and/ or sediment quality, and subsequent impacts to marine life.	• Hazardous materials will be selected and managed in accordance with the Chevron Australia Hazardous Materials Management Procedure. • Activity-specific work procedures developed and implemented.
unplanned events (accidents/incidents)		
Invasive marine pests	• Planned discharge of ballast water or the presence of biofouling on vessels may result in the introduction of an invasive marine pest.	• Vessels will meet the requirements of the Chevron Australia Quarantine Management Procedure for Marine Vessels. • Ballast water exchanges will be managed in accordance with the Australian Ballast Water Management Requirements. • Vessels greater than 400 gross tonnes with an antifoul coating are to maintain an up-to-date international antifouling coating certification in accordance with the Protection of the Sea (Harmful Anti-fouling Systems) Act 2006 and/or relevant codes and standards. • Where required, vessel pre-arrival information will be reported through the Maritime Arrivals Reporting System as per the Commonwealth Biosecurity Act 2015.

aspect	key impacts/risks	key proposed control measures[1]
Seabed disturbance	• Seabed disturbance from vessel and ROV activities (e.g. a dropped object) may result in the alteration of marine habitat and a localised and temporary change in water quality.	• Activity-specific work procedures developed and implemented. • Vessels will meet the requirements of the Chevron Australia Control of Work process, including safe lifting procedures.
Unplanned release during handling / storage of hazardous materials or wastes	• A release of hazardous material or waste (e.g. fuel, sewage) may result in change to water quality, marine pollution and subsequent impacts to marine fauna, potentially resulting in injury or mortality.	• Hazardous materials stored and handled appropriately, including secondary containment, where required. • Vessels will meet the requirements of the Chevron Corporation Marine Standard, including the pre-mobilisation inspections of equipment, couplings and secondary containment. • Vessels will comply with the requirements of Marine Order 91 (MARPOL 73/78 Annex I) in relation to having an approved Ship Oil Pollution Emergency Plan in place. • Vessels will comply with the requirements of Marine Order 95 (MARPOL 73/78 Annex V) in relation to managing waste (garbage) offshore.
Unplanned release from vessel collision	• A release of hydrocarbons (e.g fuel) may result in marine pollution, change to water quality, smothering of subtidal and intertidal habitats and subsequent impacts to marine life, indirect impacts to fisheries, and reduction in amenity.	• Vessels will meet the crew competency, navigation equipment, and radar requirements of the Chevron Corporation Marine Standard. • Marine safety information to be issued via AUSCOAST and/or Notice to Mariners (where required) prior to commencing the activity. **Spill response** • Vessels will comply with the requirements of Marine Order 91 (MARPOL 73/78 Annex I) in relation to having an approved Ship Oil Pollution Emergency Plan in place. • Emergency response will be implemented in accordance with the arrangements and strategies detailed in the Chevron Australia Oil Pollution Emergency Plan (OPEP). • Where required, operational and scientific monitoring will be undertaken in line with the Chevron Australia Operational and Scientific Monitoring Plan (OSMP).
emergency response		
Physical presence – oiled wildlife response	• In the event of an oil spill which impacts fauna, implementing wildlife response may require personnel to interact with fauna.	• Where required, operational and scientific monitoring will be undertaken in accordance with the Chevron Australia OSMP. • Emergency response will be implemented in accordance with the arrangements and strategies detailed in the Chevron Australia OPEP.

Figure 1: Legacy wellhead infrastructure location and operational areas (OA).

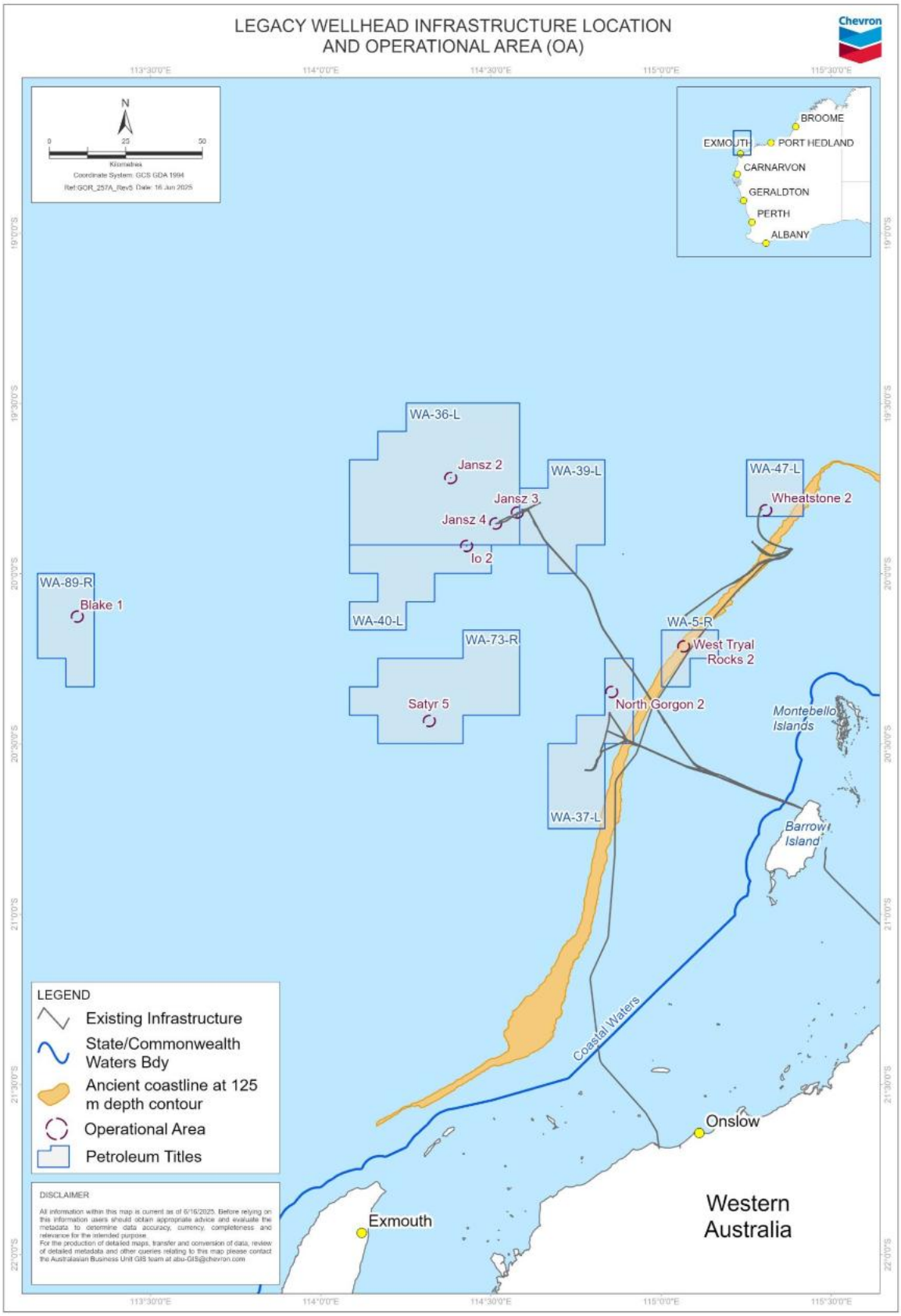


Figure 2: Environment that may be affected (EMBA).