

**Table 1: Summary of impacts/risks and key proposed controls**

Aspect	Potential interaction	Proposed Control
<b>Planned activities</b>		
<p><b>Physical presence of mobile offshore drilling unit (MODU), installation vessels, wellhead, subsea infrastructure and support vessels within the operational area</b></p>	<ul style="list-style-type: none"> <li>• Presence of MODU, installation vessels, wellhead, other subsea infrastructure and support vessels within the OA has the potential to interact with other marine users</li> <li>• Presence of MODU, wellhead, other subsea equipment and support vessels within the OA has the potential to interact with marine fauna</li> </ul>	<ul style="list-style-type: none"> <li>• Marine safety information to be issued via AUSCOAST and/or Notice to Mariners where required prior to commencing key phases of activities</li> <li>• Relevant parties will be advised of the commencement of key phases of activities and any exclusion zone information</li> <li>• Vessels will meet the crew competency, navigation equipment, and radar requirements of Chevron Australia's Marine, Safety Reliability and Efficiency (MSRE) process.</li> <li>• In accordance with EPBC Regulations 2000 – Part 8 Division 8.1 – Interacting with cetaceans, vessels and helicopters will implement caution and no approach zones, where practicable</li> <li>• Implement Chevron's Asset Retirement philosophy, which is aligned with legislative requirements</li> </ul>
<p><b>Seabed disturbance from surveys, anchors used for mooring, drilling activities, installation of subsea infrastructure, maintenance and repair works and decommissioning</b></p>	<ul style="list-style-type: none"> <li>• Seabed disturbance may result in alteration of benthic marine habitats and localised and temporary reduction in water quality</li> </ul>	<ul style="list-style-type: none"> <li>• Pre-lay surveys will be conducted to identify and avoid emergent seabed features before installing subsea infrastructure</li> <li>• Mooring analysis will be undertaken before MODU anchoring consistent with relevant codes and standards</li> <li>• Vessels will meet the crew competency, navigation equipment, and radar requirements of Chevron Australia's MSRE process</li> <li>• Campaign-specific pre-mobilisation Hazard Identification and Risk Assessment (HIRA) undertaken prior to maintenance or repair activities, which includes consideration of environmental impacts and risks of the campaign</li> <li>• Implement Chevron's Asset Retirement philosophy which is aligned with legislative requirements</li> </ul>
<p><b>Light emissions</b></p>	<ul style="list-style-type: none"> <li>• Navigation and operational lighting from MODU and vessels within the OA may result in a localised and temporary change in ambient light</li> <li>• Change in ambient light may result in a temporary attractant for light-sensitive species</li> </ul>	<ul style="list-style-type: none"> <li>• MODU and vessels will meet lighting requirements of the Chevron Australia MSRE process</li> <li>• Where practicable, planned activities will be scheduled to avoid critical habitat within turtle nesting season (September to March)</li> <li>• If scheduling of activities outside these spatial and temporal requirements is not practicable, an activity-specific HIRA assessment will be conducted</li> </ul>
<p><b>Air emissions</b></p>	<ul style="list-style-type: none"> <li>• Combustion of fuel from MODU, vessels and helicopters within the OA may result in a localised and temporary reduction in air quality and a contribution to the reduction of the global atmospheric carbon budget</li> </ul>	<ul style="list-style-type: none"> <li>• Reduced sulfur content fuel will be used when available</li> <li>• Vessels will comply with the requirements of Marine Order 97 (MARPOL 73/78 Annex VI) in relation to air pollution</li> </ul>
<p><b>Underwater sound from surveys, drilling and installation activities, support vessels, helicopter operations and decommissioning</b></p>	<ul style="list-style-type: none"> <li>• Drilling and installation activities, vessels and helicopter operations within the OA may result in localised and temporary change in ambient underwater sound</li> <li>• Change in ambient sound may result in behavioural disturbance, injury or auditory impairment to marine fauna</li> </ul>	<ul style="list-style-type: none"> <li>• In accordance with EPBC Regulations 2000 – Part 8 Division 8.1 – Interacting with cetaceans, vessels and helicopters will implement caution and no approach zones, where practicable</li> <li>• Marine fauna interaction mitigation measures to be considered and implemented as appropriate during the EP process</li> <li>• Vertical Seismic Profiling (VSP) operations will implement EPBC Act Policy Statement 2.1 – Interaction between Offshore Seismic Exploration and Whales: Industry Guidelines as required</li> </ul>
<p><b>Planned discharges from MODU and vessel operations</b></p>	<ul style="list-style-type: none"> <li>• Planned discharges from MODU and vessel operations may result in localised and temporary change in water quality</li> <li>• Change in ambient water quality may result in changes to predator-prey dynamics</li> </ul>	<ul style="list-style-type: none"> <li>• Vessels will comply with the requirements of Marine Order 96 (MARPOL 73/78 Annex IV) in relation to sewage discharge</li> <li>• Vessels will comply with the requirements of Marine Order 95 (MARPOL 73/78 Annex V) in relation to food waste discharge</li> <li>• Vessels will comply with the requirements of Marine Order 91 (MARPOL 73/78 Annex I) in relation to oily bilge water discharges</li> </ul>
<p><b>Planned discharges from drilling and subsea installation activities</b></p>	<ul style="list-style-type: none"> <li>• Planned discharges from drilling and installation/ start-up activities may result in localised and temporary reduction in water quality and alteration or smothering of benthic habitat</li> <li>• A change in ambient water quality may result in indirect impacts to fauna arising from chemical toxicity</li> </ul>	<ul style="list-style-type: none"> <li>• Subsea fluids planned for discharge are subject to the hazardous materials selection process as per Chevron Australia's Hazardous Materials Management Procedure</li> <li>• Campaign-specific pre-mobilisation Hazard Identification and Risk Assessment (HIRA) undertaken prior to activities, which includes consideration of environmental impacts and risks of the campaign</li> </ul>

Aspect	Potential interaction	Proposed Control
<b>Unplanned activities</b>		
<b>Invasive marine pests</b>	<ul style="list-style-type: none"> <li>Planned discharges of ballast water or the presence of biofouling on MODU or vessels may have the potential to result in the introduction of an invasive marine pest</li> </ul>	<ul style="list-style-type: none"> <li>Vessels will meet the requirements of Chevron Australia's Quarantine Procedure for Marine Vessels</li> <li>Ballast water exchanges will be managed in accordance with the Australian Ballast Water Management Requirements</li> <li>Where required, vessels and MODU will have a current antifouling system certification in accordance with AMSA Marine Order Part 98 (Anti-fouling systems).</li> <li>Where required, vessel pre-arrival information will be reported through the Maritime Arrivals Reporting System as per the Commonwealth Biosecurity Act 2015</li> </ul>
<b>Release of waste</b>	<ul style="list-style-type: none"> <li>MODU and vessel operations activities may result in an unplanned release of waste to environment causing marine pollution</li> </ul>	<ul style="list-style-type: none"> <li>Vessels will comply with the requirements of Marine Order 95 (MARPOL 73/78 Annex V) in relation to managing waste (garbage) offshore</li> <li>The MODU and vessels will have specific lifting plans in place for cranes before commencing lifting operations and transfers to prevent dropped objects</li> </ul>
<b>Minor loss of containment</b>	<ul style="list-style-type: none"> <li>Unplanned release of hazardous material to the environment may result in indirect impacts to fauna arising from chemical toxicity</li> </ul>	<ul style="list-style-type: none"> <li>Vessels will meet the requirements of Chevron Australia's MSRE process, including the pre-mobilisation inspections of equipment, couplings and secondary containment</li> <li>MODU and vessels will have a bulk transfer procedure in place prior to the activities commencing</li> <li>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.</li> </ul>
<b>Accidental release of hydrocarbons from subsea infrastructure (dropped objects)</b>	<ul style="list-style-type: none"> <li>Potential environmental impacts associated with hydrocarbon exposure from a subsea release may result in marine pollution, shoreline impacts of subtidal and intertidal habitats, indirect impacts to fisheries, and a reduction in amenity</li> </ul>	<ul style="list-style-type: none"> <li>Safe lifting of offsets from existing subsea infrastructure</li> <li>Monitoring and redundancy of controls to prevent lifting equipment failure</li> <li>Emergency response will be implemented in accordance with the response arrangements and strategies detailed in Chevron Australia's Oil Pollution Emergency Plan</li> <li>Where required, operational and scientific monitoring will be undertaken in accordance with Chevron Australia's Operational and Scientific Monitoring Plan</li> </ul>
<b>Vessel collision event</b>	<ul style="list-style-type: none"> <li>A vessel collision event may occur as a result of a loss of Dynamic Positioning, navigational error or floundering due to weather</li> <li>Potential environmental impacts associated with hydrocarbon exposures from a vessel collision event may result in marine pollution, smothering of subtidal and intertidal habitats, indirect impacts to fisheries, reduction in amenity (resulting in impacts to tourism and recreation) and changes to values and sensitivities of marine protected areas</li> </ul>	<ul style="list-style-type: none"> <li>Vessels will meet the crew competency, navigation equipment, and radar requirements of Chevron Australia's MSRE process</li> <li>Notification to relevant agencies of activities and vessel movements to allow them to send warnings and/or notices to mariners prior to commencing activities</li> <li>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</li> <li>Emergency response will be implemented in accordance with the response arrangements and strategies detailed in Chevron Australia's Oil Pollution Emergency Plan</li> <li>Where required, operational and scientific monitoring undertaken in accordance with Chevron Australia's Operational and Scientific Monitoring Plan.</li> </ul>
<b>Loss of well control</b>	<ul style="list-style-type: none"> <li>An unplanned loss of effective well control may occur due to an unplanned hydrocarbon influx, breach of well fluids, or loss of hydrostatic barrier</li> <li>Potential environmental impacts associated with hydrocarbon exposures from a loss of well control may result in marine pollution, smothering of subtidal and intertidal habitats, indirect impacts to fisheries, and reduction in amenity (resulting in impacts to tourism and recreation) and changes to values and sensitivities of marine protected areas</li> </ul>	<ul style="list-style-type: none"> <li>A NOPSEMA-accepted Well Operations Management Plan will be in place prior to the commencement of the petroleum activity</li> <li>A blowout preventer will be installed and tested</li> <li>Certifications as required by Chevron Australia's Wellsafe Standard Operating Procedure will be in place prior to commencement of the petroleum activity</li> <li>Emergency responses will be implemented in accordance with the Source Control Emergency Response Plan and the response arrangements and strategies detailed in Chevron Australia's Oil Pollution Emergency Plan</li> <li>Where required, operational and scientific monitoring undertaken in accordance with Chevron Australia's Operational and Scientific Monitoring Plan</li> </ul>