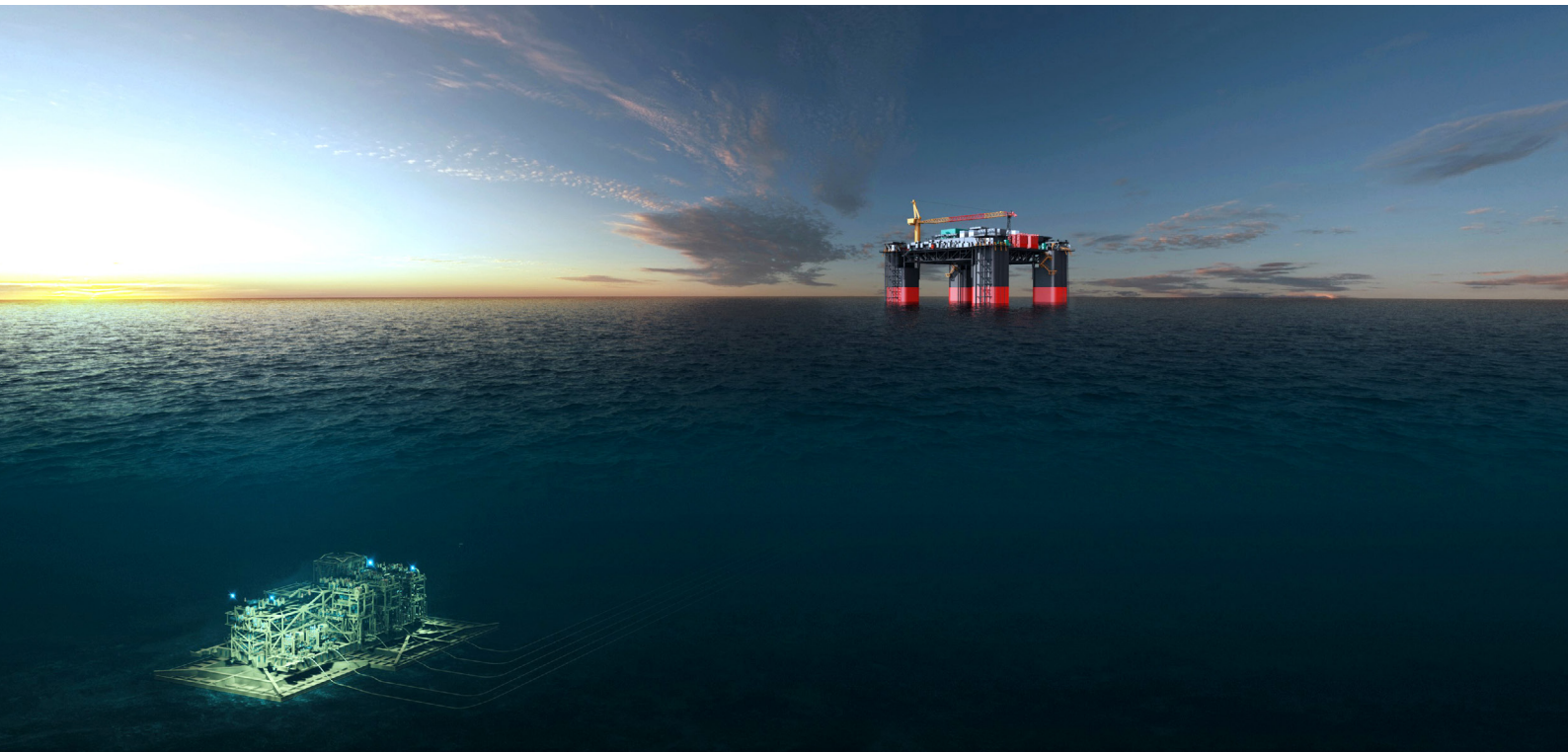


# jansz-io compression installation

## relevant persons information sheet



### overview

Chevron Chevron Australia, on behalf of the Gorgon Joint Venture, operates the Gorgon Project (Gorgon) in Western Australia (WA).

Gorgon comprises offshore production wells and pipeline infrastructure that gathers natural gas from the Jansz-Io and Gorgon gas fields and transports it to a facility on Barrow Island for processing.

To maintain long-term gas supply to the facility, Chevron Australia plans to install a subsea compression station (SCSt) and associated infrastructure in the Jansz-Io gas fields, using proven subsea compression technology to enhance the recoverability of gas. The SCSt includes two pumps and three compressors and will be placed on 'mud mats' on the seabed.

Following consultation in 2023 and early 2024, Chevron Australia submitted State and Commonwealth Environment Plans (EPs) for Jansz-Io Compression (J-IC) installation activities. The Gorgon Gas Development Pipeline and Subsea Infrastructure

Installation and Pre-Commissioning EP was accepted by the National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA) in May 2024. The Gorgon and Jansz Feed Gas Pipeline - Umbilicals Installation EP was approved by the Department of Energy, Mines, Industry Regulation and Safety (DEMIRS) on 10 October 2023.

### location and water depth

The Jansz-Io gas field is located within production licences WA-36-L, WA-39-L and WA-40-L, approximately 200 kilometres off the northwest coast of WA.

Most installation activities will occur in this area as well as on Barrow Island and along the existing pipeline route between Barrow Island and the Jansz-Io field. Water depths are up to -25 metres in State waters, and up to -1,350 metres in Commonwealth waters near the Jansz-Io field.

[Table 1](#) shows the coordinates and [Figures 1 and 2](#) show maps of the installation areas.

## schedule and duration

Jansz-Lo Compression installation activities were scheduled to occur from mid-2024 to mid-2026.

As of December 2024, the indicative installation schedule has been updated, with activities now expected to occur from late-2024 to mid-2027.

Table 1 provides details on the expected timing of activities. Chevron Australia is committed to ongoing consultation and will provide updates where relevant persons would like to be kept informed on the timing of activities.

## activity overview

Activities include installing, pre-commissioning and commissioning of subsea compression infrastructure and a floating Field Control Station (FCS). Non-invasive surveys may be conducted before and after installation, including video and geophysical surveys. Helicopters and installation and support vessels will be used throughout the works.

Chevron Australia plans to install the following:

- Subsea structures, including a SCSt, subsea compression manifold station (SCMS) and associated foundations.
- A normally unattended, floating FCS moored to the seabed.
- An umbilical to supply power from Barrow Island to the FCS, and umbilicals from the FCS to subsea structures.
- Pipeline crossings and rock stabilisation as required.

The new umbilical will be installed adjacent to the existing offshore Jansz-Lo feed gas pipelines. On Barrow Island, the umbilical will be installed in a trench within the approved right of way for existing infrastructure.

The shore crossing for the umbilical will be undertaken by horizontal directional drilling from a site to be established approximately 150 metres inland from North White's Beach, extending under the beach to approximately 550 metres offshore, to avoid disturbing foreshore vegetation and the nearshore marine environment.

Table 1 includes details on the infrastructure to be installed.

## environment that may be affected (EMBA)

As part of our environmental assessment and consultation process, we 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 300 simulations of vessel collisions 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 activities, or from an emergency scenario, would occur within close proximity of the Operational Area (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.

## safe navigation area and marine exclusion zone

During installation of the infrastructure, notices to mariners will be sought, to advise vessels to navigate with caution. A temporary 500-metre exclusion zone will be in place around vessels engaged in installation activities.

There is currently no exclusion zone over the existing infrastructure at the J-IC location.

Once installed, a 500-metre exclusion zone will be in place for the floating FCS, however, no other exclusion zones will be sought for the subsea infrastructure.

## first nations cultural values

We acknowledge that Traditional Owner groups in the northwest region of WA have identified Sea Country as an important value and expressed a deep obligation to protect songlines, dreaming stories and the marine fauna connected to them.

Chevron Australia is committed to ongoing engagement and consultation with Traditional Owners and their representative bodies. This process will continue to inform our understanding of cultural values and features and help facilitate the co-design of appropriate controls to avoid impacts.

## approvals process

In accordance with the Offshore Petroleum and Greenhouse Gas Storage (Environment) Regulations 2023 (Cth), the installation of the J-IC infrastructure in Commonwealth waters requires an EP to be submitted to NOPSEMA for assessment and acceptance. These regulations require Chevron Australia to consult with relevant persons whose functions, interests and activities may be affected by the petroleum activity.

Installation activities in State waters and onshore are regulated by DEMIRS and are addressed in an EP in accordance with the requirements of the Petroleum (Submerged Lands) (Environment) Regulations 2012 (WA) and the Petroleum Pipelines (Environment) Regulations 2012 (WA).

Both EPs describe the environment in which the installation activities are planned to take place, provide an assessment of the impacts and risks arising from the activities, and identify control measures to manage the potential impacts and risks to levels that are ALARP and acceptable.

The EPs also outline how Chevron Australia has engaged with 'relevant persons', whose functions, interests and activities may be affected and how their feedback has been considered and addressed.

## your input

We are committed to engaging with Traditional Owners and Custodians, commercial fishers, recreational groups and other

relevant individuals and organisations, as required by regulation.

The initial consultation period has concluded, however we are now seeking your feedback if you consider your functions, interests, or activities may be affected based on the updated installation schedule outlined in [Table 1](#).

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

- 1800 225 195
- [australia.chevron.com/feedback](https://australia.chevron.com/feedback)
- or scan the QR code



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?

Chevron Australia has notified relevant persons of the change in the indicative installation schedule. We are now accepting feedback and input until Monday, 17 February 2025.

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

### privacy notice

If you choose to provide feedback on this proposal, Chevron

Australia will collect your name and contact details, in addition to your comments, for the purposes of maintaining contact with you and inclusion of 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 regarding your submission. Chevron Australia may transfer your information to NOPSEMA, if required and if you do not identify it as sensitive, and to other Chevron affiliates including our head office based 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](https://australia.chevron.com/privacy)

**Table 1:** Jansz-io Compression (J-IC) and Gorgon Umbilical Infrastructure Details (\*Green text refers to updated indicative timing)

Infrastructure	Details	Calendar year Indicative Installation Timing*	Latitude South	Longitude East	Depth (-m)
<b>Subsea Compression Station (SCSt)</b>	Electric powered subsea compression station for the Jansz-IO field. Receives power via the Field Control Station.	Late 2025 – Late 2026 <b>Late 2025 – mid 2027</b>	19° 48' 35.00"	114° 36' 20.84"	1,345
<b>Subsea Compression Manifold Station (SCMS)</b>	Manifold Station required for the operation of the Subsea Compression Station.	Late 2025 – Mid 2026 <b>Late 2024 – mid 2025</b>	19° 48' 32.44"	114° 36' 20.24"	1,345
<b>Field Control Station (FCS)</b>	Moored floating facility that will accommodate electrical equipment and will be normally unattended.	Mooring suction piles: Mid/Late 2024 <b>Late 2024 – mid 2025</b>	19° 52' 43.67"	114° 36' 28.91"	1,275
		FCS: Mid/Late 2025 <b>Late 2025 – late 2026</b>			
<b>Spools, umbilicals and flying leads</b>	The Subsea Compression Station, Subsea Compression Manifold Station and existing subsea infrastructure will be connected by spools, umbilicals and flying leads.	Mid/Late 2025 – Mid 2026 <b>Late 2025 – mid 2027</b>	Between the Subsea Compression Station and the Subsea Compression Manifold Station		1,375
<b>Jansz-IO Compression (J-IC) Umbilical</b>	New umbilical to supply power from Barrow Island to the field control station FCS and subsea structures. The umbilical will run adjacent to the existing feed gas pipeline.	Mid/Late 2025 – Mid 2026 <b>Early 2026 – late 2026</b>	Refer to <a href="#">Figures 2</a> and <a href="#">3</a> for location		12 – 1,275
<b>Pipeline and umbilical crossings and rock stabilisation</b>	Concrete mattresses and rock stabilisation will be installed over existing pipelines and umbilicals to allow for installation of the J-IC infrastructure. Rock stabilisation will also be installed on the new J-IC umbilical.	Late 2025 <b>Late 2025 – mid 2026</b>	Refer to <a href="#">Figures 2</a> and <a href="#">3</a> for location		25 – 1,345

**Table 2:** Summary of impacts/risks and key proposed controls for installation activities

Aspect	Potential interaction	Proposed Control
<b>First Nations cultural values (tangible and intangible)</b>	<ul style="list-style-type: none"> <li>• Potential disturbance to underwater cultural heritage (UCH) during installation activities.</li> <li>• Potential changes to cultural values, including songlines, dreaming stories and culturally important marine fauna.</li> </ul>	<ul style="list-style-type: none"> <li>• A UCH 'finds protocol' will be implemented where there are activities interacting with the seabed with the risk of disturbing unlocated First Nations UCH, to ensure discoveries are identified and responded to with adequate conservation and management actions.</li> <li>• Control measures related to marine fauna and other cultural values and features are outlined in sections below.</li> <li>• Chevron Australia is committed to ongoing engagement and consultation with Traditional Owners and their representative bodies. This will continue to inform our understanding of cultural values and features and facilitate the co-design of appropriate controls to avoid impacts.</li> </ul>

**Planned impacts**

<b>Physical presence of subsea infrastructure, field control station and vessels within the Operational Area (OA)</b>	<ul style="list-style-type: none"> <li>• Presence of subsea infrastructure, field control station and vessels within the OA has the potential to interact and disrupt commercial shipping, fishing vessels and marine fauna</li> <li>• Potential interaction with fishing vessels may result in entanglement of trawl fishing gear on subsea infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>• Relevant parties will be advised of the commencement of key phases of the activity.</li> <li>• Marine safety information to be issued via AUSCOAST and/or Notice to Mariners (where required) prior to commencing the installation activity.</li> <li>• Vessels will meet Chevron's crew competency, navigation equipment, and radar requirements as per the Chevron Corporation Marine Standard.</li> <li>• In accordance with EPBC Regulations 2000 - Part 8 Division 8.1 - Interacting with cetaceans, vessels will implement caution and no approach zones, where practicable.</li> <li>• Where required, a simultaneous operation plan will be developed and implemented to manage the activity.</li> </ul>
<b>Light emissions</b>	<ul style="list-style-type: none"> <li>• Navigation and operational lighting from vessels within the OA may result in a localised and temporary change in ambient light.</li> <li>• Change in ambient light may result in the temporary attraction of light-sensitive species.</li> </ul>	<ul style="list-style-type: none"> <li>• Vessels will meet lighting requirements of the Chevron Corporation Marine Standard.</li> <li>• An activity-risk assessment will be undertaken when vessels work at night within critical habitats and during turtle nesting season.</li> </ul>
<b>Underwater sound from marine surveys, vessels and helicopter operations within the OA</b>	<ul style="list-style-type: none"> <li>• Surveys, vessels and/or helicopter operations within the operational area may result in localised and temporary increase to ambient underwater sound levels.</li> <li>• A change in ambient sound may result in temporary and localised behavioural disturbance 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 will implement caution and no approach zones, and interaction management action.</li> <li>• A dedicated Marine Fauna Observer will be on-board the main installation vessel during the predicted peak periods for pygmy blue whale migration when working in the pygmy blue whale migration biologically important area.</li> <li>• Vessel bridge-watch crew will be trained in marine fauna observations.</li> <li>• Pre-start visual observations will be undertaken prior to the commencement of installation activities.</li> </ul>
<b>Seabed Disturbance</b>	<ul style="list-style-type: none"> <li>• Seabed disturbance from installation activities may result in the alteration of marine habitat and a localised and temporary change 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>• Vessels will meet the crew competency, navigation equipment, and radar requirements as per the Chevron Corporation Marine Standard.</li> </ul>
<b>Air Emissions</b>	<ul style="list-style-type: none"> <li>• Combustion of fuel from vessels and helicopters within the operational area may result in a localised and temporary reduction in air quality.</li> </ul>	<ul style="list-style-type: none"> <li>• Reduced sulfur content fuel will be used.</li> <li>• Vessels will comply with the requirements of Marine Order 97 (MARPOL 73/78 Annex VI) in relation to air pollution.</li> </ul>

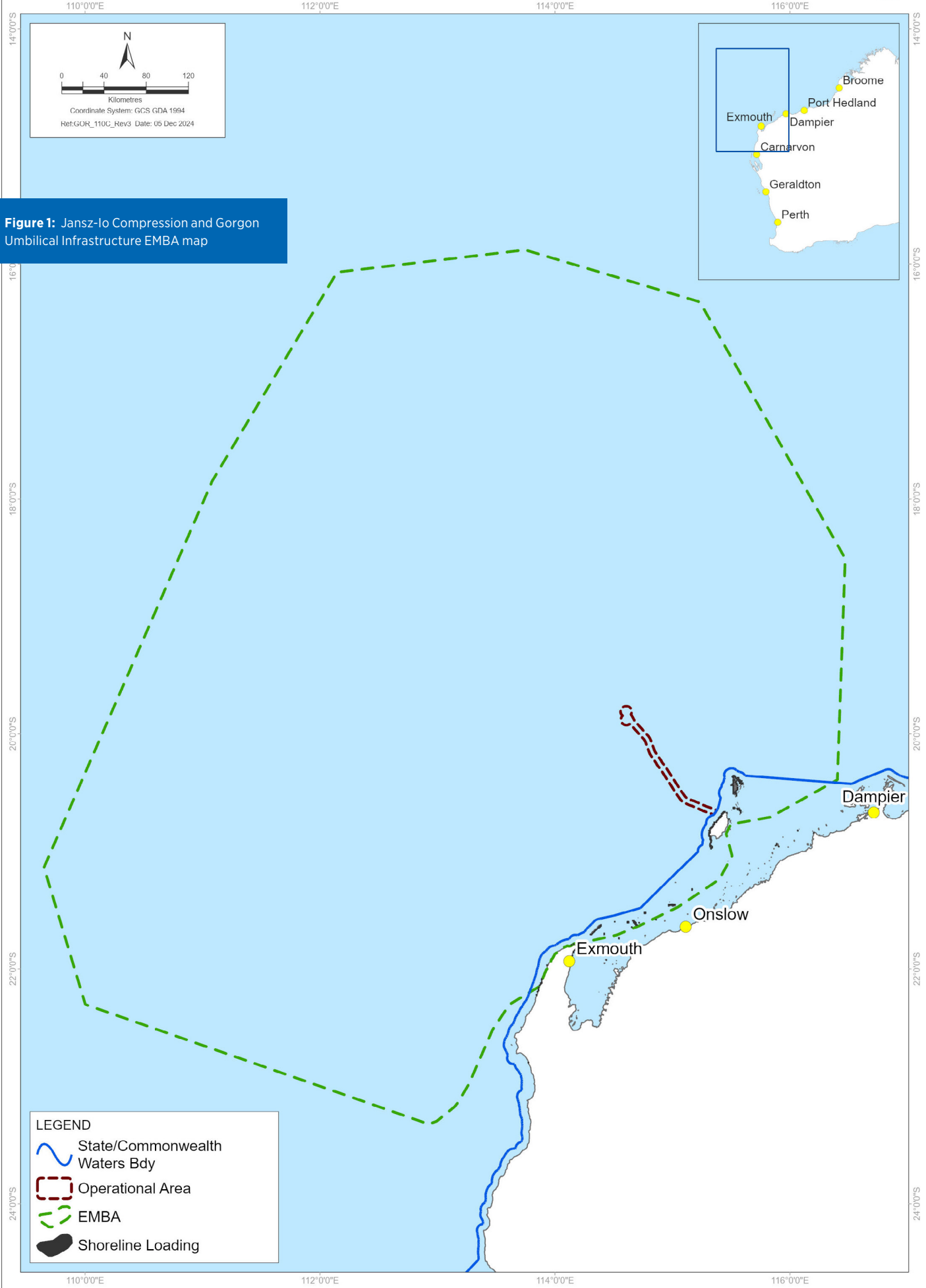
Aspect	Potential interaction	Proposed Control
<b>Planned Discharges – Vessel Operations</b>	<ul style="list-style-type: none"> <li>Planned discharges from vessel operations may result in localised and temporary change in water quality.</li> </ul>	<ul style="list-style-type: none"> <li>Vessels will comply 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>
<b>Planned Discharges – Subsea Operations</b>	<ul style="list-style-type: none"> <li>Leak testing, flying lead installation and pre-commissioning activities may have the potential to result in planned discharges from subsea operations causing localised and temporary change in water quality.</li> <li>Change in ambient water quality may result in indirect impacts to marine fauna.</li> </ul>	<ul style="list-style-type: none"> <li>Hazardous materials will be selected and managed in accordance with <i>Chevron Australia's Hazardous Materials Management Procedure</i>.</li> </ul>

## Unplanned risks

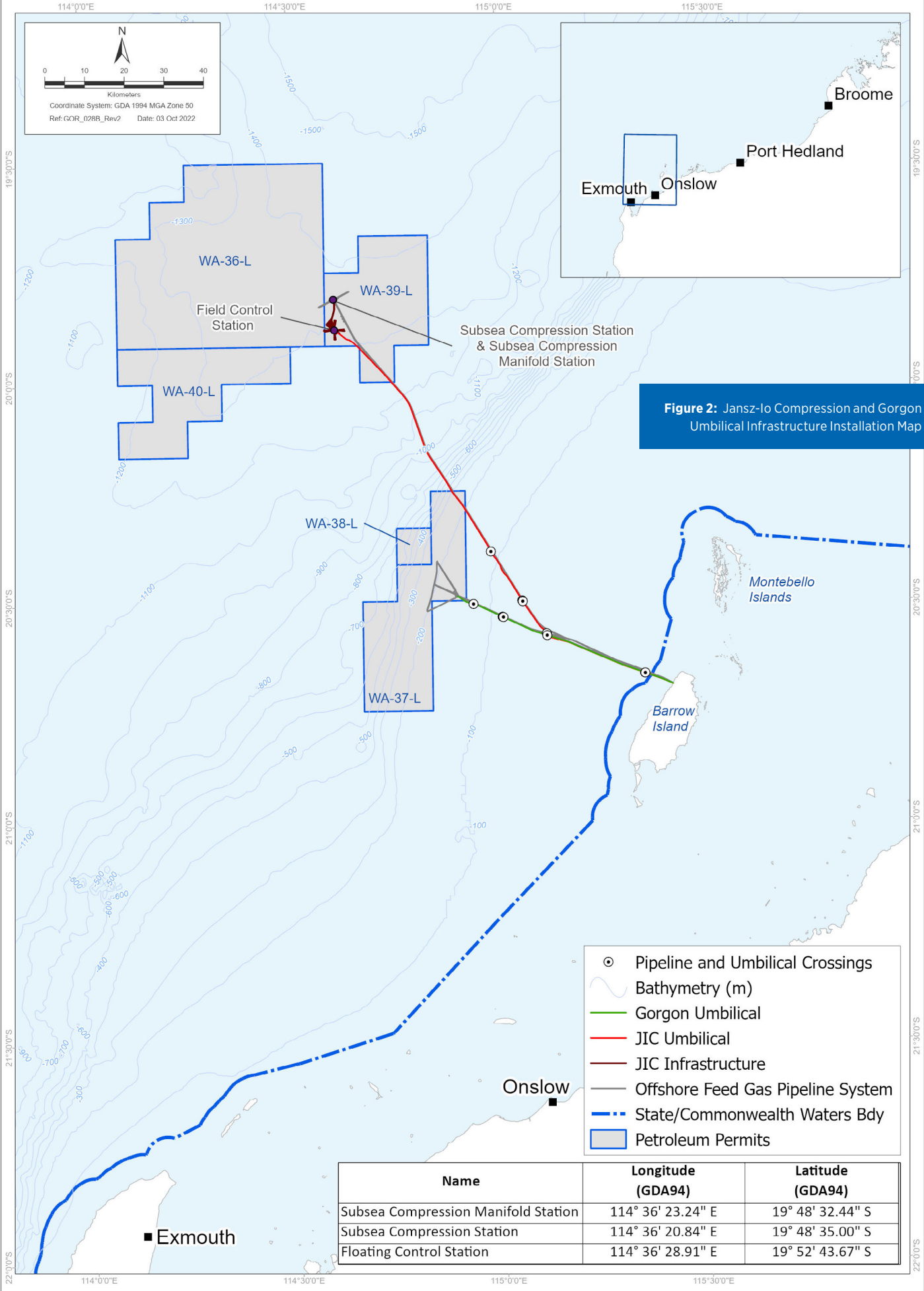
<b>Invasive marine pests</b>	<ul style="list-style-type: none"> <li>Planned discharged of ballast water or the presence of biofouling on vessels may have the potential to result in the introduction of an invasive marine pest.</li> </ul>	<ul style="list-style-type: none"> <li>Vessels will meet the requirements of the Chevron Australia's Quarantine Management Procedure for Marine Vessel.</li> <li>Ballast water exchanges will be managed in accordance with the Australian Ballast Water Management Requirements.</li> <li>Vessels greater than 400 GT 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.</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>Accidental release – waste</b>	<ul style="list-style-type: none"> <li>Vessel operations and subsea structure, jumpers, and tie-in spool installation activities may result in an unplanned release of waste to the environment causing marine pollution and potentially resulting in entanglement or injury to marine fauna.</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> </ul>
<b>Accidental release – fuel bunkering</b>	<ul style="list-style-type: none"> <li>Unplanned release of hazardous material from transferring materials from vessel activities may result in indirect impacts to the marine environment and fauna arising from chemical toxicity.</li> </ul>	<ul style="list-style-type: none"> <li>Vessels will meet the requirements of Chevron Corporation Marine Standard, including the pre-mobilisation inspections of equipment, couplings and secondary containment availability and refuelling/bunkering process</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 – vessel collision</b>	<ul style="list-style-type: none"> <li>The potential environmental impacts associated with hydrocarbon exposure from a vessel collision event may result in marine pollution, smothering of subtidal and intertidal habitats, indirect impacts to fisheries, and reduction in amenity.</li> </ul>	<ul style="list-style-type: none"> <li>Vessels will meet the crew competency, navigation equipment, and radar requirements of the Chevron Corporation Marine Standard.</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 activity.</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 <i>Chevron Australia's Oil Pollution Emergency Plan</i>.</li> <li>Where required, operational and scientific monitoring will be undertaken in accordance with <i>Chevron Australia's Operational and Scientific Monitoring Plan</i>.</li> </ul>

Aspect	Potential interaction	Proposed Control
<b>Accidental release – hydrocarbons from subsea infrastructure</b>	<ul style="list-style-type: none"> <li>The potential environmental impacts associated with hydrocarbon exposures from a subsea release event may result in marine pollution, smothering of subtidal and intertidal habitats, indirect impacts to fisheries, and reduction in amenity.</li> </ul>	<ul style="list-style-type: none"> <li>Monitoring, inspection and maintenance of hydrocarbon system and infrastructure will be undertaken.</li> <li>Source control / isolation procedures will be implemented.</li> <li>Safe lifting of offsets from existing subsea infrastructure.</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 <i>Chevron Australia's Operational and Scientific Monitoring Plan</i>.</li> </ul>
<b>Emergency response</b>		
<b>Ground disturbance – shoreline spill response</b>	<ul style="list-style-type: none"> <li>In the event of a worst-case spill event, if shoreline is impacted, implementing shoreline clean-up techniques involves people and equipment, which may disturb shoreline habitat with subsequent impacts to fauna.</li> </ul>	<ul style="list-style-type: none"> <li>Where required, operational and scientific monitoring will be undertaken in accordance with <i>Chevron Australia's Operational and Scientific Monitoring Plan</i>.</li> </ul>
<b>Physical presence – oiled wildlife response</b>	<ul style="list-style-type: none"> <li>In the event of a worst-case spill event, if fauna is affected, the handling and treating of marine fauna will result in personnel interacting with marine fauna.</li> </ul>	<ul style="list-style-type: none"> <li>Where required, operational and scientific monitoring will be undertaken in accordance with <i>Chevron Australia's Operational and Scientific Monitoring Plan</i>.</li> </ul>
<b>Onshore</b>		
<b>Terrestrial Disturbance</b>	<ul style="list-style-type: none"> <li>Chevron Australia has prepared a separate Information Sheet outlining controls to be implemented to manage impacts and risks associated with terrestrial disturbance on Barrow Island. If you would like a copy, please request via the contact details listed.</li> </ul>	

# JANSZ-IO COMPRESSION INSTALLATION EMBA



# JIC INSTALLATION LOCATION PLAN

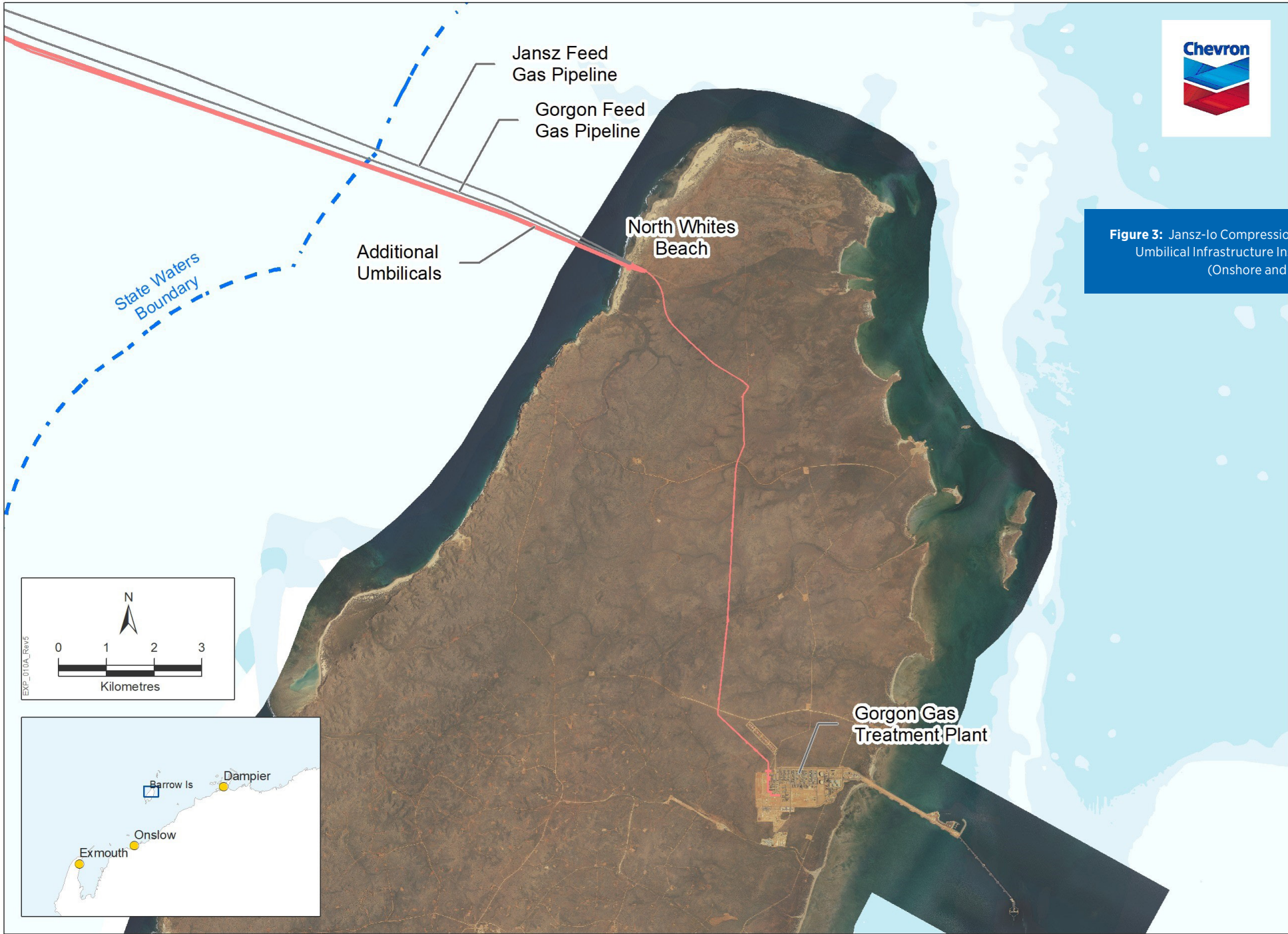


**Figure 2: Jansz-Io Compression and Gorgon Umbilical Infrastructure Installation Map**

- ⊙ Pipeline and Umbilical Crossings
- ~ Bathymetry (m)
- Gorgon Umbilical
- JIC Umbilical
- JIC Infrastructure
- Offshore Feed Gas Pipeline System
- - - State/Commonwealth Waters Bdy
- Petroleum Permits

Name	Longitude (GDA94)	Latitude (GDA94)
Subsea Compression Manifold Station	114° 36' 23.24" E	19° 48' 32.44" S
Subsea Compression Station	114° 36' 20.84" E	19° 48' 35.00" S
Floating Control Station	114° 36' 28.91" E	19° 52' 43.67" S





**Figure 3:** Jansz-Io Compression and Gorgon Umbilical Infrastructure Installation Map (Onshore and State Waters)

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