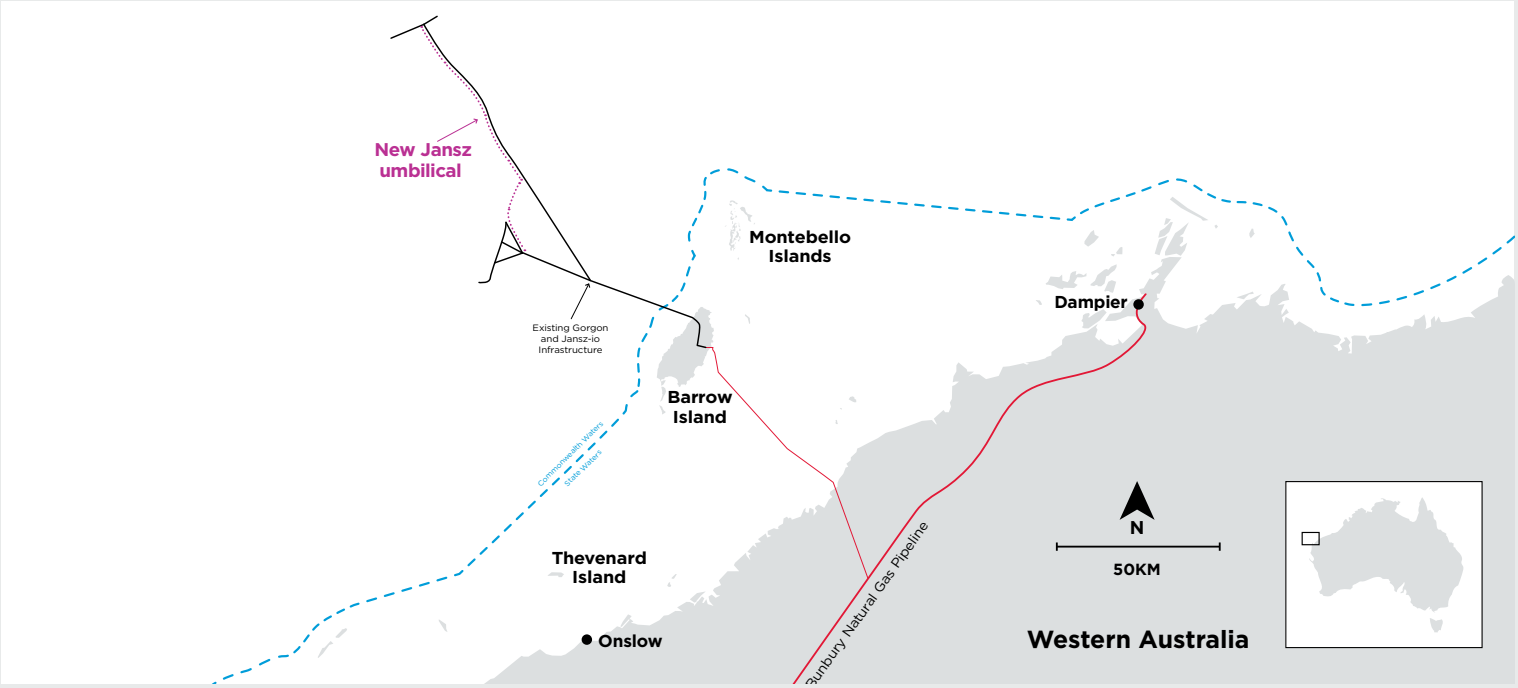
information sheet

jansz umbilical



overview

Chevron Australia, on behalf of the Gorgon Joint Venture, operates the Gorgon Project (Gorgon) located off the northwest coast of Western Australia (WA).

Since 2015, offshore production wells and pipeline infrastructure have gathered natural gas from the Jansz-Io and Gorgon gas fields and transported it to the Gorgon Gas Facility on Barrow Island. From the Gorgon Gas Facility, gas is processed for export as liquefied natural gas (LNG) or piped to the mainland for WA domestic gas users.

To support the reliability of the Gorgon offshore gas gathering systems, Chevron Australia plans to install an electrical power and communications umbilical (cable) between the Gorgon and Jansz-Io fields, adjacent to existing infrastructure and areas previously disturbed as part of the Gorgon development.

The existing Jansz umbilical, which provides chemical, hydraulic, electrical power and communications will remain in use.

The additional umbilical will provide safe and reliable electrical power and communications to Jansz-Io offshore infrastructure, which is critical to maintaining current production levels over the approved life of the Gorgon development and supporting the ongoing delivery of energy to customers in WA and the Asia Pacific region for decades to come.

Chevron Australia is currently developing the Gorgon Gas Development – Jansz Umbilical Environment Plan, which will be submitted for assessment by the National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA).

This information 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.

Relevant persons are those whose functions, interests or activities may be affected by our activities. This includes Traditional Owners and Custodians' 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 & areas
- the heritage value of places
- the social, economic and cultural features of the above.

location and water depths

The Jansz-Io gas field is located within production licences WA-36-L, WA-39-L and WA-40-L, approximately 200 kilometres (km) off the northwest coast of WA in water depths of approximately 1,350 metres (m).

The Gorgon gas field is located within production licences WA-37-L and WA-38-L, ~130 km off the northwest coast of WA in water depths of ~1,350 m, and ~65 km northwest of Barrow Island in water depths of ~200 m.

The umbilical lay route, between the Gorgon and Jansz-Io fields, is adjacent to existing infrastructure and areas previously disturbed as part of the Gorgon development.

Table 1 provides infrastructure details and Figures 1 and 2 show the location and Operational Area (OA).

schedule and duration

Installation of the umbilical is planned to occur between mid-2026 to mid-2028 and is expected to be completed within a 3-month 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 a day and 7 days a week for the duration of the activities.

activity overview

Chevron Australia plans to install the following:

- an additional umbilical to supplement power and communications to the Jansz-Io field
- a junction box at the Jansz end of the umbilical and umbilical termination assemblies and flying leads at both the Gorgon and Jansz ends of the umbilical to connect power and communications to existing subsea infrastructure; and
- pipeline crossings and stabilisation mattresses, as required.

Table 1 provides infrastructure details.

Activities outlined in the EP will include:

- installation of the additional Jansz umbilical infrastructure undertaken by the primary installation vessel / inspection maintenance and repair (IMR) vessel
- non-invasive seabed feature surveys may be conducted before and after installation undertaken by Remotely Operated Vehicles (ROVs)
- pre-commissioning and commissioning undertaken by ROVs and the IMR vessel
- a helicopter may be used for supplies or crew change, where required.

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 condition.

Figure 1 shows the EMBA, which is based on worst-case environmental scenarios — an unplanned release (oil spill) from a vessel collision and loss of containment from the hydrocarbon system. Shoreline loading refers to areas of the coast that may be impacted by hydrocarbons.

The EMBA has been defined through combining 300 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 installation 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

Marine fauna that may be found at the Jansz umbilical location include pelagic and demersal fish species. Some threatened and/or migratory fish species (e.g. whale sharks, other sharks and manta rays) may transit the area.

As with most offshore areas in WA, a range of marine mammal species are known to transit the Jansz umbilical area including Antarctic minke whales, Bryde's whales, fin whales, humpback whales, pygmy blue whales, sei whales, sperm whales, killer whales and spotted bottlenose dolphins.

Biologically Important Areas (BIAs) for several marine fauna species overlap the EMBA. Additionally, the pygmy blue whale migration BIA overlaps with the Jansz umbilical OA.

The closest turtle nesting habitats are Barrow, Montebello, and Lowendal islands, ~60 km away from the Gorgon end of the Jansz umbilical. Similarly, shallower internesting BIAs extend a maximum of 60 km from these nesting beaches.

first nations cultural values

We acknowledge that Traditional Owners and Custodians in the northwest region of WA have expressed a deep obligation to protect cultural values and features, including songlines, dreaming stories and the 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, allow us to risk assess impacts and risks to those features, and help facilitate the co-design of appropriate controls to avoid, minimise and mitigate potential impacts and risks.

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.

No new permanent exclusion zones will be sought for the additional umbilical.

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 Gorgon Gas Development – Jansz Umbilical Environment Plan to NOPSEMA, which will:

- describe the environment in which installation 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 operations 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 16 May 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 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**

Table 1: Jansz Umbilical Infrastructure Details

Infrastructure	Details	Indicative Installation Timing*	Latitude South	Longitude East	Depth (~m)
Jansz umbilical	An additional 88 km long (142-millimetre diameter) electrical power and communications umbilical will be installed between the Jansz-Io gas field and the Gorgon gas field to supplement existing infrastructure. The umbilical will be adjacent to existing infrastructure and in corridors previously disturbed as part of the development.	Mid 2026 – mid 2028	Refer to Figures 1 and 2 for location		130 – 1,350
Umbilical termination assemblies, subsea electrical junction box and flying leads	Umbilical termination assemblies will be installed at both the Gorgon and Jansz ends of the umbilical. A subsea electrical junction box will be installed at the Jansz end of the umbilical. Flying leads will be used at both the Gorgon and Jansz end of the umbilical to connect the electrical and fibre optic services.	Mid 2026 – mid 2028	Refer to Figures 1 and 2 for location		130 – 1,350
Pipeline and umbilical crossings	Concrete mattresses or a protective cover encasing the umbilical may be installed at existing pipeline and umbilical crossings. Concrete mattresses may also be used to stabilise the umbilical.	Mid 2026 – mid 2028	Refer to Figures 1 and 2 for location		130 – 240

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

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

Aspect	Key impacts/risks	Key proposed control measures[1]
First Nations cultural values (tangible and intangible) **- physical presence** **- seabed disturbance** **- underwater sound** **- air and light emissions** **- planned discharges**	• Potential disturbance to underwater cultural heritage (UCH) during installation activities. • Potential changes to cultural values, including songlines, dreaming stories and culturally important marine fauna.	• Chevron Australia is committed to ongoing engagement and consultation with Traditional Owners and their representative bodies. • Chevron Australia inadvertent Aboriginal cultural heritage discovery procedures 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. • 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 Operational Area (OA)	• Presence of subsea infrastructure and vessels within the OA has the potential to interact and disrupt commercial shipping, fishing vessels and marine fauna. • Potential interaction with fishing vessels may result in entanglement of trawl fishing gear on subsea infrastructure.	• 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 installation activity. • Vessels will meet Chevron Australia's 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. • Where required, a simultaneous operation plan will be developed and implemented to manage the activity.
Light emissions	• Navigation and operational lighting from vessels within the OA may result in a localised and temporary change in ambient light. • Change in ambient light may result in the temporary attraction 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.

Aspect	Key impacts/risks	Key proposed control measures[1]
Underwater sound from vessels and helicopter operations	• Vessel and/or helicopter operations within the OA may result in localised and temporary increase to ambient underwater sound levels. • A change in ambient sound may result in temporary and localised behavioural disturbance to marine fauna.	• 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. • Vessel bridge-watch crew will undertake marine fauna observations. • Pre-start visual observations will be undertaken prior to the commencement of installation activities.
Seabed disturbance	• Seabed disturbance from installation activities may result in the alteration of marine habitat and a localised and temporary change in water quality.	• Pre-lay surveys will be conducted to identify and avoid emergent seabed features before installing subsea infrastructure. • Vessels will meet the crew competency, navigation equipment, and radar requirements in accordance with the Chevron Corporation Marine Standard.
Air emissions	• Combustion of fuel from vessels within the OA may result in a localised and temporary reduction in air quality.	• 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.
Planned discharges from vessel operations	• Planned discharges from vessel operations may result in localised and temporary change in water quality.	• 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.
Unplanned risks		
Invasive marine pests	• Planned discharged 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.
Unplanned release – hazardous materials	• Unplanned release of hazardous material from vessel activities may result in impacts to the marine environment and fauna arising from chemical toxicity.	• Hazardous materials will be selected and managed in accordance with the Chevron Australia Hazardous Materials Management Procedure. • Vessels will meet the requirements of the Chevron Corporation Marine Standard, including the pre-mobilisation inspections of equipment, couplings and secondary containment availability. • 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.

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]
Unplanned release - vessel collision/dropped objects and interaction with subsea infrastructure	• Unplanned release of hydrocarbons from an accidental vessel collision or dropped object interacting with subsea infrastructure may result in marine pollution, smothering of subtidal and intertidal habitats, 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. • Vessels will meet the requirements of the Chevron Australia Control of Work process, including safe lifting procedures. **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 accordance with the Chevron Australia Operational and Scientific Monitoring Plan (OSMP).
Emergency response		
Ground disturbance – shoreline spill response	• In the event of an oil spill which impacts the shoreline, implementing shoreline clean-up techniques will involve people and equipment, which may disturb shoreline habitat with subsequent impacts to 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.
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.

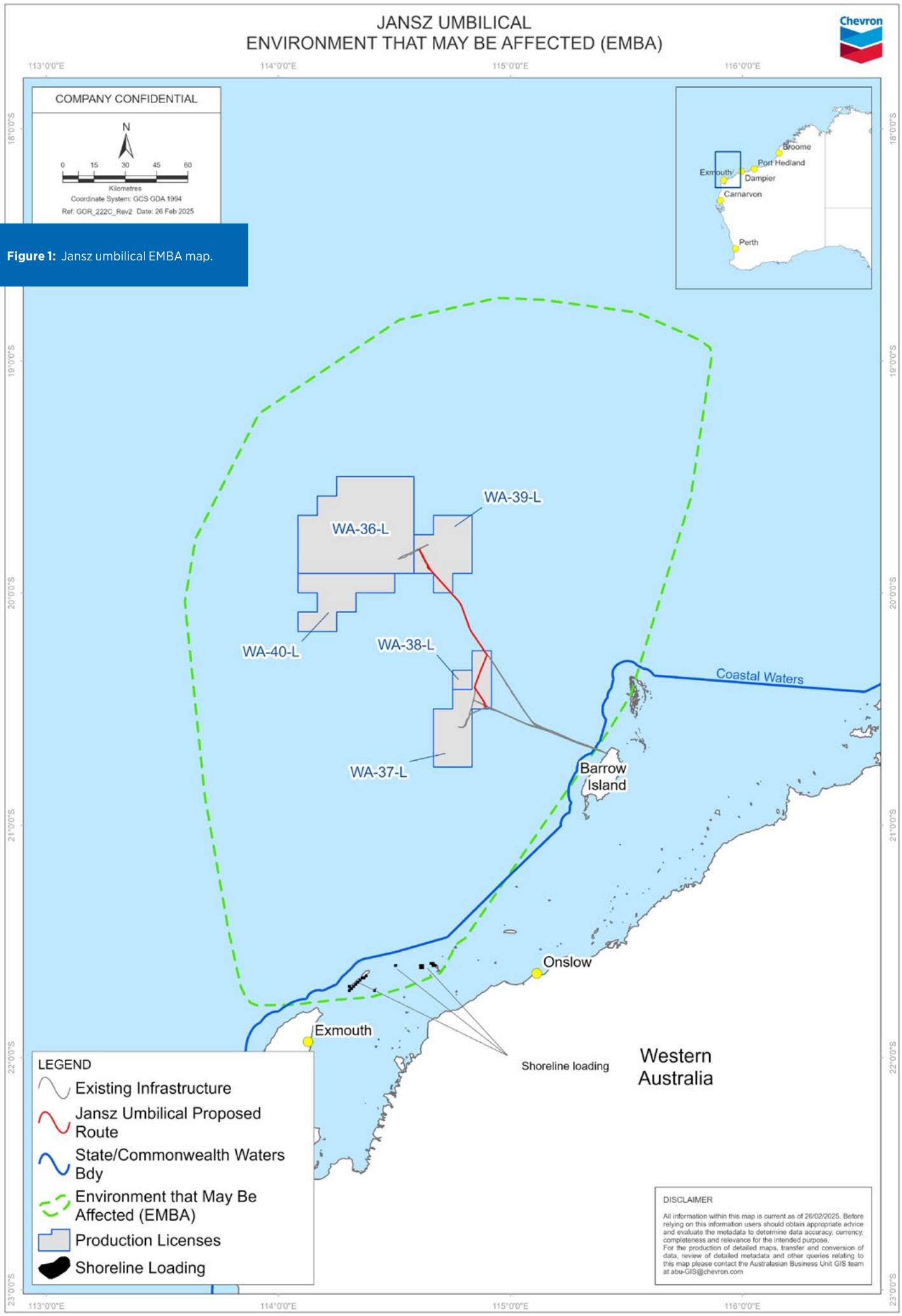


Figure 1: Jansz umbilical EMBA map.

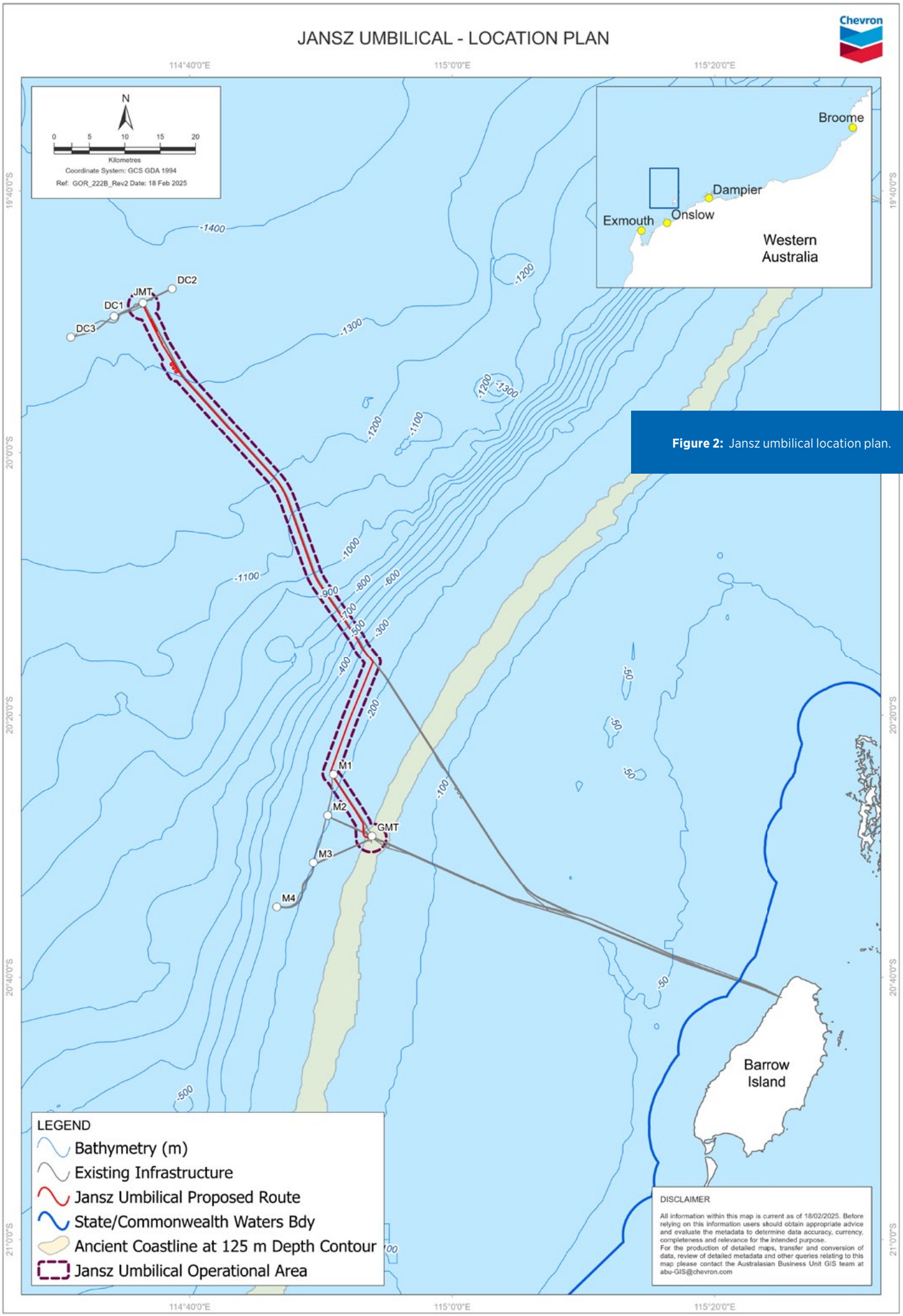


Figure 2: Jansz umbilical location plan.

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