

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

Aspect	Potential Interaction (impacts/risks)	Proposed control measures
<b>Planned activities</b>		
<b>Physical presence of supporting vessels and towed equipment from the seismic vessel within the Operational Area (OA)</b>	<ul style="list-style-type: none"> <li>Presence of supporting vessels and towed equipment from the seismic vessel within the OA has the potential to interact and disrupt other marine users and marine fauna.</li> </ul>	<ul style="list-style-type: none"> <li>Relevant parties will be advised of the commencement and expected completion dates of the activity and any relevant Safe Navigation Area information prior to commencing the survey activity</li> <li>Marine safety information to be issued via AUSCOAST and/or Notice to Mariners (where required) prior to commencing the survey activity</li> <li>Vessels will meet the crew competency, navigation equipment, and radar requirements of <i>Chevron Australia's Marine, Safety Reliability and Efficiency (MSRE) process</i></li> <li>Lookahead updates will be provided to operators, and where requested to other on-the-water relevant parties, for the duration of the seismic survey</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>Vessels will implement a separation distance and limit speeds when marine fauna is identified, where practicable.</li> </ul>
<b>Air emissions</b>	<ul style="list-style-type: none"> <li>Combustion of fuel from vessels and helicopters within the OA during seismic survey may result in a localised and temporary reduction in air quality and 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>
<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 a temporary attractant for light-sensitive species</li> </ul>	<ul style="list-style-type: none"> <li>Vessels will meet lighting requirements of the MSRE process</li> <li>Seismic and support vessels working at night will be required to reduce lighting to the minimum required for safe operations</li> </ul>
<b>Underwater sound—seismic acquisition</b>	<ul style="list-style-type: none"> <li>Seismic acquisition 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> <li>Change in ambient sound may result in injury or auditory impairment to humans</li> </ul>	<ul style="list-style-type: none"> <li>Technical audit will confirm that the seismic source is consistent with the specifications used in the EP</li> <li>In accordance with EPBC Act Policy Statement 2.1 – interaction between offshore seismic exploration and whales, the following will be implemented: <ul style="list-style-type: none"> <li>precaution zones</li> <li>standard procedures during the seismic survey</li> <li>a dedicated marine fauna observer will be on-duty during all active operations</li> <li>supplementary marine fauna observations from support vessel, where practicable</li> <li>night and low visibility procedures</li> <li>marine fauna observations from the seismic vessel will include marine turtles and Whale Sharks during seismic survey</li> <li>shutdown and pre-start-up visual observation procedures for marine turtles and Whale Sharks will be implemented</li> </ul> </li> <li>Consultation and management of activities will be consistent with relevant codes and standards</li> <li>Concurrent operations plan will be implemented, if required.</li> </ul>
<b>Underwater sound—support vessels and helicopter operations</b>	<ul style="list-style-type: none"> <li>Vessels or 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: <ul style="list-style-type: none"> <li>vessels will implement caution and no approach zones</li> <li>helicopters will not operate at a height lower than 1650 feet or within 500 m of a cetacean, where practicable</li> <li>helicopters will not approach a cetacean from head on</li> </ul> </li> </ul>
<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> <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> <li>No planned discharges from vessels within Australian Marine Parks</li> </ul>
<b>Unplanned activities</b>		

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<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 Procedure for Marine Vessels</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>Release of waste</b>	<ul style="list-style-type: none"> <li>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> </ul>
<b>Loss of equipment</b>	<ul style="list-style-type: none"> <li>Unplanned release of seismic equipment (seismic source and/or streamers) to the environment may result in disruption to other marine users from temporary navigation hazards and alteration of marine habitats arising from seabed disturbance</li> </ul>	<ul style="list-style-type: none"> <li>Operating procedures for streamer deployment, operations, and retrieval will be implemented</li> <li>In the event of a loss of equipment that results in a navigational hazard, marine users within the vicinity will be notified</li> <li>Lost equipment will be retrieved, where safe and practicable to do so</li> </ul>
<b>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 <i>Chevron Australia's MSRE process</i>, 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>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>The 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 <i>Chevron Australia's MSRE process</i></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>Where required, a simultaneous operation plan and/or concurrent operations plan will develop and implement before commencing the 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 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>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 Chevron Australia's Operational and Scientific Monitoring Plan.</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 Chevron Australia's Operational and Scientific Monitoring Plan.</li> </ul>