Table 2: Summary of key potential impacts and risks and key proposed control measures for operational activities[1].

Note: there are no new environmental risks or impacts arising from the change in ownership of the Julimar-Brunello Project.

aspect	potential interaction (impacts/risks)	proposed control measures
Cultural heritage *Note: other aspects identified in this table may have potential impacts or pose risks to cultural heritage.*	• Potential impacts to tangible underwater cultural heritage (UCH) such as physical sites, structures, artifacts and/or intangible cultural values, such as songlines, dreaming stories and culturally important marine fauna, during offshore activities.	• Offshore marine personnel will undertake an induction, including cultural heritage information and procedures. • 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 impacts		
Physical presence of: • **hydrocarbon system** • **the Platform** • **subsea IMR activities** • **vessel operations**	• Presence of subsea infrastructure, Wheatstone Platform 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.	• Platform navigation equipment to monitor maritime traffic movements. • Where required, marine safety information to be issued via AUSCOAST and/or Notice to Mariners prior to commencing offshore IMR activities • Vessels will meet 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 vessel activities.
Underwater sound from: • **start-up and operation of the Platform** • **IMR activities (e.g. acoustic surveys)** • **vessel and helicopter operations**	• Operations within the OA may result in a 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.

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

Seabed disturbance from: • **subsea IMR activities** • **vessel operations**	• Seabed disturbance from IMR activities and vessel anchoring (contingency) may result in the alteration of marine habitat and a localised and temporary change in water quality.	• IMR activities undertaken in accordance with the relevant Inspection and Monitoring Plan. • Hazard Identification and Risk Assessment (HIRA) undertaken to identify and assess potential environmental impacts and risks associated with proposed IMR activities. • Activity specific work procedures developed as required, including additional controls identified (if required). • Vessels will meet crew competency, navigation equipment and radar requirements of the Chevron Corporation Marine Standard.
Light emissions from: • **the Platform** • **vessel operations**	• Navigational and operational lighting from the Platform and vessels during IMR activities may result in a localised change in ambient light. • A 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. • Where practicable, IMR activities scheduled to avoid critical habitat within turtle nesting season. • HIRA undertaken prior to vessels working at night within critical habitat during turtle nesting season.
Atmospheric and Greenhouse gas (GHG) emissions from: • **hydrocarbon system** • **the Platform** • **subsea IMR activities** • **vessel operations**	• Combustion of fuel from the Platform, vessels and helicopters operations and flaring may result in a localised and temporary reduction in air quality. • GHG emissions may result in contribution to the reduction of the global atmospheric carbon budget.	• Reduced sulphur content fuel will be used when available. • Vessels will comply with the requirements of Marine Order 97 (MARPOL 73/78 Annex VI) in relation to air pollution. • Maintenance regime in place for the Platform. Compliance with GHG emissions reduction targets outlined in any applicable in-force legislation of approval conditions (e.g. Federal Government's Safeguard Mechanism and the National Greenhouse and Energy Reporting requirements). • For a full list of control measures, refer to the current NOPSEMA accepted revision of the Wheatstone Start-Up and Operations EP.

Planned discharges (e.g. control fluids, sewage, greywater, food wastes) from: • **start-up and operations of the hydrocarbon system** • **start-up and operation of the Platform** • **subsea IMR activities** • **vessel operations**	• Planned discharges may result in a localised and temporary reduction in water quality.	• Hazardous materials will be selected and managed in accordance with the Chevron Australia Hazardous Materials Management Procedure. • HIRA undertaken prior to maintenance and repair activities. • Activity specific work procedures developed to address HIRA findings, including implementing additional controls (if required). • 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.
Planned discharge of produced water from: • **the Platform**	• Planned discharges from the Platform produced water treatment system may result in a localised and temporary reduction in water and sediment quality.	• Hazardous materials will be selected and managed in accordance with the Chevron Australia Hazardous Materials Management Procedure. • Produced water total petroleum hydrocarbons (TPH) concentrations monitored during routine operations and well clean-up campaigns.
unplanned events (accidents/incidents)		
Invasive marine pests	• Planned discharge of ballast water or the presence of biofouling on IMR 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 discharge of waste from: • **start-up and operations of the Platform** • **vessel operations**	• Unplanned release of hazardous or non-hazardous material may result in marine pollution resulting in entanglement or injury of marine fauna.	• Vessels will comply with the requirements of Marine Order 95 (MARPOL 73/78 Annex V) in relation to managing waste (garbage) offshore.
Unplanned release (of production fluids and other fluids e.g. diesel, MEG, TEG, hydraulic fluids, chemicals, or waste) during start-up and operations of the Platform from corrosion, mechanical failure/damage, human error or fire/explosion	• Unplanned release may result in indirect impacts to the marine environment and fauna arising from chemical toxicity.	• Platform radar, navigational lighting and audio navigational equipment is maintained. • Lifting procedure in place that complies with the requirements of the Chevron Australia Managing Safe Work Process. • Inspection, maintenance and monitoring of the platform and hydrocarbon system to maintain integrity will be undertaken in accordance with the relevant Inspection and Monitoring Plan. • Where required, a simultaneous operation plan will be developed and implemented to manage operations and maintenance activities. **Spill response** • 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).
Unplanned release (of fluids e.g. condensate, control fluids or MEG) during start-up and operations of the hydrocarbon system (flowlines, trunkline or subsea valves) from corrosion or mechanical failure/damage	• Unplanned release may result in indirect impacts to the marine environment and fauna arising from chemical toxicity.	• Inspection, maintenance and monitoring of the hydrocarbon system to maintain integrity will be undertaken in accordance with the relevant Inspection and Monitoring Plan. **Spill response** • 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).

Unplanned release (of fluids e.g. hydraulic fluid, marine fuel, diesel) during subsea IMR operations or vessel operations from mechanical failure/damage or human error	• Unplanned release may result in indirect impacts to the marine environment and fauna arising from chemical toxicity.	• 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 meet the requirements of the Chevron Corporation Marine Standard, including the pre-mobilisation inspections of equipment, couplings and secondary containment availability and refuelling/bunkering process.
emergency events		
Unplanned release of hydrocarbons (oil spill) from a vessel collision during IMR operations	• Unplanned release of hydrocarbons 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. **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).
Unplanned release of condensate during operation of the hydrocarbon system from major defect in flowline or production pipeline	• Unplanned release of hydrocarbons may result in marine pollution, shoreline impacts of subtidal and intertidal habitats, indirect impacts to fisheries, and a reduction in amenity.	• Inspection, maintenance and monitoring of the hydrocarbon system to maintain integrity will be undertaken in accordance with the relevant Inspection and Monitoring Plan. **Spill response** • 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		
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.
Physical presence—oiled wildlife response	• In the event of an oil spill which impacts fauna, the handling and treating of marine fauna will result in personnel interacting with marine fauna.	• Where required, operational and scientific monitoring will be undertaken in accordance with the Chevron Australia OSMP.