information sheet

wheatstone start-up and operations

(including julimar-brunello)

overview

Chevron Australia Pty Ltd (Chevron Australia), on behalf of the Wheatstone Project joint venture participants, operates the Wheatstone Project (Wheatstone) in northwest Western Australia.

Wheatstone is Australia's first natural gas 'hub' — with the capability for third parties to process gas through its facilities. To date, 80 percent of the gas processed through Wheatstone's two LNG trains has been supplied from the Chevron Australia-operated Wheatstone and Iago fields, and 20 percent has been supplied from the Woodside-owned Julimar and Brunello fields.

At the completion of an asset swap between Chevron Australia and Woodside, Woodside will transfer all of its interest in both the Wheatstone (13%) and Julimar-Brunello projects (65%) to Chevron Australia. The remaining 35% interest in Julimar-Brunello will be retained by KUFPEC.

During routine operations, hydrocarbons (gas and condensate) from the Wheatstone, Iago, Julimar and Brunello fields are gathered and transported to the Wheatstone Platform (the Platform) for initial processing. Gas and condensate are then transported via a 225-kilometre (km) trunkline to the onshore Wheatstone Gas Plant (the Gas Plant) for further processing. At the Gas Plant, gas and condensate are processed for export as liquefied natural gas (LNG) or piped to the mainland for WA domestic gas users.

Chevron Australia is currently revising the Wheatstone Start-Up and Operations Environment Plan (the revised EP) to reflect the ownership transfer of the Julimar-Brunello petroleum titles and incorporate the operation of the Julimar-Brunello field production system.

While the revised EP will address this change in ownership, there will be no change to the petroleum activities for Julimar-Brunello or Wheatstone projects.

The revised EP will be submitted to the National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA) for assessment.

This information sheet 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 revised EP, including control measures to manage environmental impacts and risks of the activity.

Relevant persons are those whose functions, interests or activities may be affected by our activities. This includes Traditional Owners and Custodians with a spiritual and cultural connection to Country, commercial and recreational fishing, tourism, individuals or groups in local communities.

We understand that Woodside has recently consulted with relevant persons on operations activities outlined in the in-force Julimar Operations Environment Plan. The revised EP will include a summary of the feedback (including objections or claims) previously provided by relevant persons as part of Woodside's consultation process.

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 and areas
- the heritage value of places; and
- the social, economic and cultural features of the above.

location

The location of current Wheatstone infrastructure and activities is shown in Table 1 and Figure 1 and spans the following petroleum titles:

- Wheatstone Platform: infrastructure licence WA 3-IL
- Wheatstone field: production licences WA-46-L, WA-47-L and WA-48-L
- Iago field: production licences WA-46-L and WA-48-L
- Trunkline: pipeline licences WA-25-PL (Cwth) and TPL/25 (State).

The location of the Julimar-Brunello infrastructure and petroleum activities is shown in Table 1 and Figure 1 and spans the following petroleum titles;

- Julimar-Brunello fields: production licence WA-49-L and pipeline licences WA-26-PL, WA-29-PL, WA-34-PL, WA-35-PL and WA-36-PL.

The Operational Area (OA) in which the petroleum activities described in the revised EP will be undertaken includes:

- petroleum titles (WA-46-L, WA-47-L, WA-48-L, WA-49-L, WA-3-IL, WA-25-PL, TPL/25, PL 99)
- a 200 m wide corridor centred over the trunkline within Commonwealth and State waters.

The start-up and operations activities detailed in the current EP also span into WA State waters, and on the WA mainland. The revised EP covers activities within Commonwealth waters only. Therefore, activities occurring in WA State waters, and on the mainland have been excluded.

schedule and duration

The Wheatstone Platform and subsea field production system normally operate 24 hours a day, 365 days a year.

Chevron Australia is expected to take ownership of the Julimar-Brunello Project from mid-2026, (subject to various conditions including acceptance of the revised EP).

Wheatstone (inclusive of the Julimar-Brunello Project) is expected to operate for at least 25-30 years.

activity summary

The revised EP will incorporate the ongoing operation of the Julimar-Brunello Project. The routine operation of the Wheatstone and Julimar-Brunello field production systems will continue under the revised EP.

Primary activities will remain unchanged from the in-force Julimar-Brunello and Wheatstone EPs and include:

- Operation of the Wheatstone, Iago, Julimar-Brunello wells and subsea infrastructure, and associated activities.
- Production of hydrocarbon and other produced fluids from wells via infield flowlines and pipelines to the Platform.
- Ongoing operation of the Platform.
- Periodic inspection, maintenance and repair (IMR) of the hydrocarbon system, the Platform and associated subsea infrastructure.

safe navigation area and marine exclusion zone

The following infrastructure is subject to a 500 m radius petroleum safety exclusion zone:

- Wheatstone Platform
- WST-1 production manifold and wells
- WST-2 production manifold and wells
- WST-3 production manifold and wells
- IAG-1 production manifold and wells
- IAG-2 production manifold and wells

The following infrastructure is subject to a 250 m radius petroleum safety exclusion zone:

- JULA production manifold
- BRUA production manifold and cross over manifold

Approval will be sought for new petroleum safety zones for the infrastructure associated with the Julimar-Brunello Stage 3 Project (a petroleum activity being undertaken by Woodside prior to transfer of ownership of the Julimar-Brunello Project to Chevron Australia). At this stage the size of the petroleum safety exclusion zone is unknown.

No other exclusion zones will be sought for the subsea infrastructure.

environment that may be affected (EMBA)

As part of our environmental assessment and consultation process, Chevron Australia creates 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. There is no change to the existing EMBA due to the ownership transfer of the Julimar-Brunello Project.

Figure 1 shows the EMBA, which is based on a worst-case environmental scenario, which in this case is an unplanned release (oil spill) resulting from a major defect in a flowline or trunkline.

The EMBA has been defined through combining multiple simulations for the 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 planned 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.

cultural values

Chevron Australia acknowledges that Traditional Owners and Custodians in the northwest region of WA have expressed a cultural and spiritual connection to Sea Country. This encompasses an obligation to protect cultural values and features — including songlines, dreaming stories, and the flora and fauna connected to them.

We are committed to ongoing engagement and consultation with relevant groups to protect these cultural values (tangible and intangible). This process will continue to inform our understanding and help facilitate the co-design of appropriate controls to avoid impacts.

Chevron Australia's Cultural Heritage Management System (CHMS) sets out processes and procedures to manage risks to cultural heritage, and Chevron Australia's obligations under relevant legislation including the *Aboriginal Heritage Act 1972* (WA) and the *Underwater Cultural Heritage Act 2018* (Commonwealth).

The CHMS includes governance of field surveys and monitoring, spatial data, compliance and assurance, heritage assessment, inadvertent discovery procedures, incident management, training and induction materials.

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 to NOPSEMA the revised EP, which will:

- describe the environment in which 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 revised EP satisfies the Regulations, including whether the environmental impacts and risks of the activity 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 October 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 revised EP.

what's next?

The feedback we receive during consultation will be used to inform and enhance the revised 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, Chevron Australia will collect your name and contact details, for the purposes of maintaining contact with you and including 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. Chevron may transfer your information to NOPSEMA if required and, if you do not identify it as sensitive, to other Chevron affiliates including our head office 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: Wheatstone Project key infrastructure (including additional Julimar-Brunello infrastructure).

Infrastructure	Details	Latitude South	Longitude East	Approximate water depth (~m)
Wheatstone-Iago infrastructure				
Wheatstone Platform	A 225 m tall gas processing platform which includes separation and cooling equipment. compression facilities, dehydration equipment, export facilities to tie-in to trunkline, living quarters, waste treatment, power generation and safety control systems.	19°55'45.78" S	115°23'02.22" E	71 m
Production wells and subsea production manifolds	Each well includes a subsea tree structure connected to a central manifold structure in each drill centre. The Wheatstone and Iago subsea production system includes:	Refer to Figure 2 for location		118–280 m
	• WST-1 drill centre – 3 x production wells and one manifold	19°54'21.20" S	115°16'06.69" E	
	• WST-3 drill centre - 4 x production wells and one manifold	19°56'42.81" S	115°19'29.53" E	
	• IAG-1 drill centre - 2 x production wells and one manifold	19°48'40.34" S	115°17'43.33" E	
Flowline and pipeline system	Each group of wells is connected to the Platform by flowlines and pipeline system. This system transports production fluids, monoethylene glycol (MEG) or other chemicals (e.g. scale inhibitor) and includes:	Refer to Figure 2 for location		70-280 m
	• 2 x 24" production flowlines			
	• 2 x 14" utility flowlines			
	• 2 x 6" MEG flowlines			
	• In-line tees, pipeline end terminals, and pipeline termination structures			
Umbilicals	Umbilicals run parallel to the flowlines and pipeline system and provide electrical power and hydraulic fluids to operate and control the manifolds and trees.	Refer to Figure 2 for location		
Trunkline	The trunkline transports commingled dry gas and condensate from the Wheatstone Platform to the onshore facility. The trunkline is 225 km long and 44 inches in diameter.	Refer to Figure 2 for location		
Julimar-Brunello infrastructure				
Production wells and subsea production manifolds	JULA drill centre includes: • 5 x production wells • 1 x manifold • 1 x FLET • 1 x UTA • 1 x ~8" flexible flowline connecting J-85 well to JULA manifold	20° 08 '52.917" S	115°02 '27.23" E	174 m
	JULB drill centre includes: • 2 x production wells	20° 06' 26.41"S	115° 03' 24.02"E	192 m

	• 1 x manifold • 3 x UTAs • Subsea Control Module • Control Distribution Unit • 1 x 10” flexible flowline connecting JULB manifold to Inline T Assembly. • 1 x 8” flexible flowline connecting JULB1B well to JULB1M manifold			
	BRUA drill centre includes: • 5 x production wells • BRUA Crossover manifold which co-mingles reservoir fluids produced from the Brunello and Julimar fields	20°01’49.0788” S	115°12’06.8670” E	149 m
Julimar-Brunello flowlines	Each group of wells is connected to the Platform by the BRUA cross over manifold including: • 2 x 18” Production flowlines. • 1 x 4” MEG flowline	Refer to Figure 2 for location		71 – 148 m
Umbilicals	Umbilicals provide hydraulic and electric power, communications and chemical supplies between the Platform and subsea components.	Refer to Figure 2 for location		145 - 174 m

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.

Figure 1: Environment that may be affected (EMBA) map.

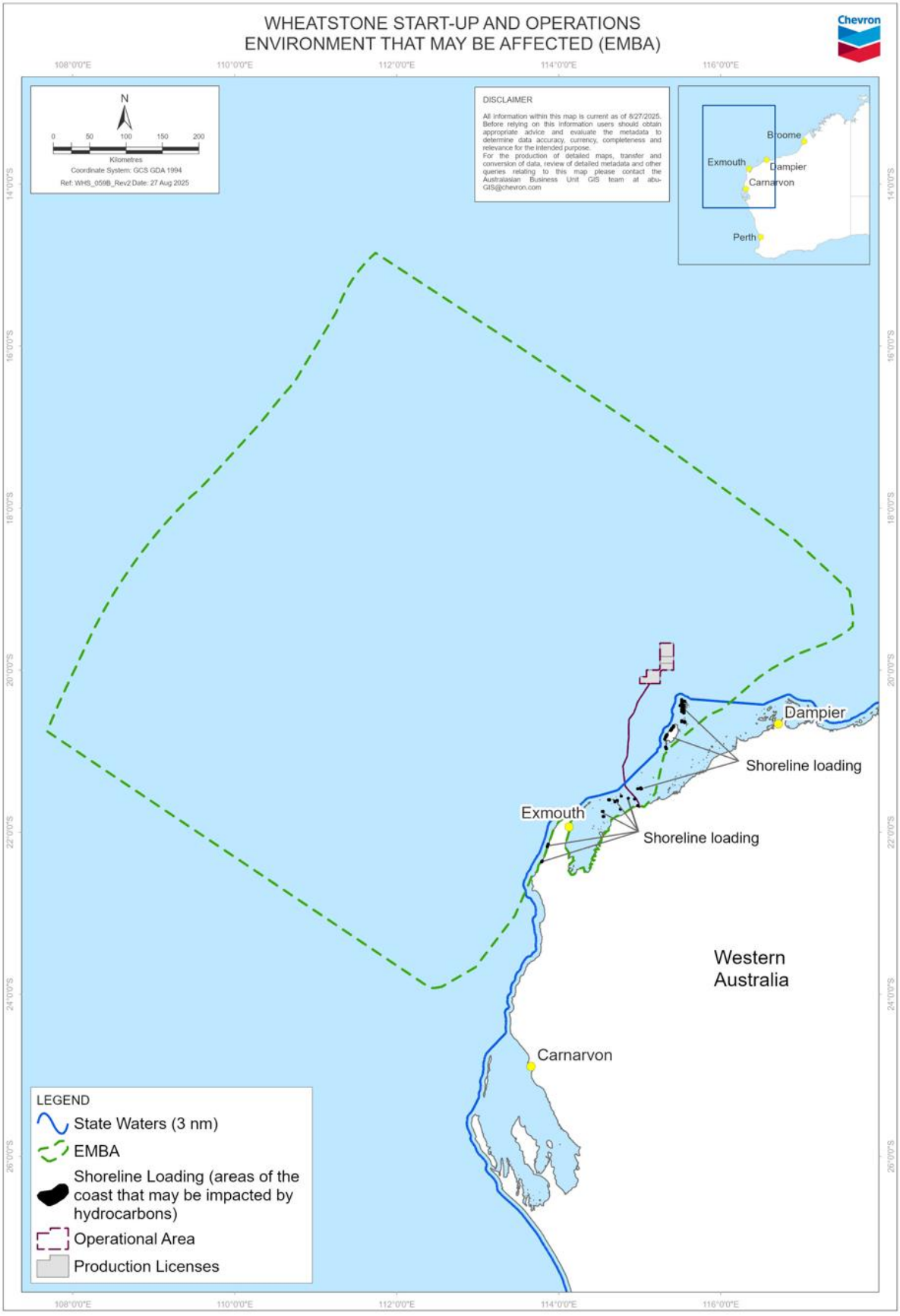

Figure 2: Wheatstone start-up and operations infrastructure location and operational area (OA).