

**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 mobile offshore drilling unit (MODU), wellhead, other subsea equipment and support vessels within the operational area</b>	<ul style="list-style-type: none"> <li>• Presence of MODU, wellhead, other subsea equipment and support vessels within the OA has the potential to interact and disrupt other marine users</li> <li>• Presence of MODU, wellhead, other subsea equipment and support vessels within the OA has the potential to interact and disrupt marine fauna.</li> </ul>	<ul style="list-style-type: none"> <li>• Marine safety information to be issued via AUSCOAST and/or Notice to Mariners where required prior to commencing the petroleum activity</li> <li>• Relevant parties will be advised of the commencement of activities</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>• 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 Whale Shark is identified, where practicable.</li> </ul>
<b>Seabed disturbance from anchors used for mooring, drilling activities and temporary parking of remotely operated vehicle</b>	<ul style="list-style-type: none"> <li>• Seabed disturbance may result in alteration of benthic marine habitats and localised and temporary reduction in water quality.</li> </ul>	<ul style="list-style-type: none"> <li>• Mooring analysis will be undertaken before MODU anchoring consistent with relevant codes and standards.</li> <li>• Mooring line tension will be monitored during the petroleum activity consistent with relevant codes and standards.</li> <li>• Vessels will meet the crew competency, navigation equipment, and radar requirements of <i>Chevron Australia's MSRE process</i>.</li> </ul>
<b>Light emissions</b>	<ul style="list-style-type: none"> <li>• Navigation and operational lighting from MODU and 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>• MODU and support vessels working at night will be required to reduce lighting to the minimum required for safe operations.</li> </ul>
<b>Air emissions</b>	<ul style="list-style-type: none"> <li>• Combustion of fuel from MODU, vessels and helicopters within the OA may result in a localised and temporary reduction in air quality and a 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>Underwater sound from drilling activities, support vessels and helicopter operations</b>	<ul style="list-style-type: none"> <li>• Drilling activities, vessels and 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, where practicable</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 discharge from MODU and vessel operations</b>	<ul style="list-style-type: none"> <li>• Planned discharges from MODU and 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> </ul>
<b>Planned discharges from drilling activities</b>	<ul style="list-style-type: none"> <li>• Planned discharged from drilling activities may result in localised and temporary reduction in water quality and alteration or smothering of benthic habitat</li> <li>• A change in ambient water quality may result in indirect impacts to fauna arising from chemical toxicity</li> </ul>	<ul style="list-style-type: none"> <li>• Fluids planned for discharge are subject to the hazardous materials selection process as per <i>Chevron Australia's Hazardous Materials Management Procedure</i>.</li> <li>• Discharges of drilling fluids and cuttings will be managed in accordance with the requirements of the Environmental Plan</li> <li>• Drilling and cementing procedures will be developed prior to commencement of the petroleum activity</li> <li>• Heavy metals concentrations in stock barite will be consistent with relevant codes and standards</li> <li>• Critical equipment will be maintained in accordance with manufacturers' specifications.</li> </ul>
<b>Unplanned activities</b>		
<b>Invasive marine pests</b>	<ul style="list-style-type: none"> <li>• Planned discharged of ballast water or the presence of biofouling on MODU or 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 <i>Chevron Australia's Quarantine Procedure for Marine Vessels</i></li> <li>• Ballast water exchanges will be managed in accordance with the <i>Australian Ballast Water Management Requirements</i></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 <i>Protection of the Sea (Harmful Anti-fouling Systems) Act 2006</i> 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 <i>Biosecurity Act 2015</i>.</li> </ul>
<b>Release of waste</b>	<ul style="list-style-type: none"> <li>• MODU and 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>Minor 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 Chevron Australia's MSRE process, including the pre-mobilisation inspections of equipment, couplings and secondary containment</li> </ul>

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		<ul style="list-style-type: none"> <li>• Bulk transfers of drilling fluids will be undertaken in accordance with <i>Chevron Australia's Well Fluid Field Guidelines Offshore</i></li> <li>• Critical equipment will be maintained in accordance with manufacturers specifications</li> <li>• A permit system will be implemented to control the isolation of overboard drainage aboard the MODU</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>	<p>A vessel collision event may occur as a result of a loss of Dynamic Positioning, navigational error or floundering due to weather.</p> <ul style="list-style-type: none"> <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 activities</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 undertaken in accordance with <i>Chevron Australia's Operational and Scientific Monitoring Plan</i>.</li> </ul>
<b>Loss of well control</b>	<p>An unplanned loss of effective well control may occur due to an unplanned hydrocarbon influx, breach of well fluids, or loss of hydrostatic barrier.</p> <ul style="list-style-type: none"> <li>• the potential environmental impacts associated with hydrocarbon exposures from a loss of well control may result in marine pollution, smothering of subtidal and intertidal habitats, indirect impacts to fisheries, and 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>• A NOPSEMA-accepted Well Operations Management Plan will be in place prior to the commencement of the petroleum activity</li> <li>• A blowout preventer will be installed and tested</li> <li>• Certifications as required by <i>Chevron Australia's Wellsafe Standard Operating Procedure</i> will be in place prior to commencement of the petroleum activity</li> <li>• Critical equipment will be maintained in accordance with manufacturers specification</li> <li>• Emergency responses will be implemented in accordance with the <i>Source Control Emergency Response Plan</i> and the response arrangements and strategies detailed in <i>Chevron Australia's Oil Pollution Emergency Plan</i></li> <li>• Where required, operational and scientific monitoring undertaken in accordance with <i>Chevron Australia's Operational and Scientific Monitoring Plan</i>.</li> </ul>
<b>Emergency response</b>		
<b>Planned discharges - chemical dispersant</b>	<ul style="list-style-type: none"> <li>• In the event of a worst-case spill event, chemical dispersant may be applied to support response objectives and minimise the potential environmental impacts. Chemical dispersant application has the potential to change ambient water quality resulting in marine pollution causing sublethal or lethal effects to marine fauna and/or subtidal or intertidal habitats.</li> </ul>	<ul style="list-style-type: none"> <li>• Emergency responses will be implemented in accordance with the <i>Source Control Emergency Response Plan</i> and 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>
<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>