Gorgon Project

Jansz Feed Gas Pipeline and Wells Operations (Commonwealth Waters) - Environment Plan Summary

Document ID:	GOR-COP-01244	**Revision ID:**	1.0
Revision Date:	4 June 2015	**Next Revision Due:**	
Information Sensitivity:	Public		

This page is intentionally blank.

Contents

Tables

Figures

This page is intentionally blank.

1.0 Introduction

1.1 Purpose

The Jansz Feed Gas Pipeline and Wells Operations (Commonwealth Waters) – Environment Plan Summary (this Summary) summarises the Jansz Feed Gas Pipeline and Wells Operations Environment Plan (the Plan) accepted by the National Offshore Petroleum Safety Environment Management Authority (NOPSEMA) on 19th May 2015. This Summary has been prepared in accordance with Regulation 11(3) and 11(4) of the Offshore Petroleum Greenhouse Gas and Storage (Environment) Regulations 2009 (OPGGS(E)R).

1.2 Scope

The scope of the Plan and this Summary includes activities in Commonwealth Waters associated with the commissioning, start-up and operation of the Jansz Feed Gas Pipeline and Wells (the petroleum activity). Activities occurring outside the Operational Area or in the State jurisdiction are not included in the Plan.

1.3 Location

The Jansz–Io gas fields are located within production licenses WA-36-L, WA-39-L and WA-40-L approximately 200 km off the north-west coast of Western Australia in water depths of approximately 1,350 m (*Figure 1-1*). The wells associated with the Plan are located in WA-36-L and WA-39-L. The pipeline is located in Commonwealth Waters within pipeline licence WA-19-PL.

1.4 Timeframes

Commissioning and start-up activities are planned to commence in Quarter 2 2015. Following start-up, operations are expected to continue for the nominal operational design life of 50 years. Inspection, maintenance and repair activities may occur at any time during commissioning, start-up and operation. The timing of activities is indicative, and subject to potential delays caused by weather events, vessel availability and other unforeseen factors.

1.5 Nominated Titleholder Details

Chevron Australia Pty Ltd (Chevron Australia) is the nominated titleholder to undertake eligible voluntary actions pursuant to the Offshore Petroleum and Greenhouse Gas Storage Act 2006 (OPGGSA) on behalf of the titleholders for the Jansz Feed Gas Pipeline and Wells production licences and pipeline licence in Commonwealth Waters. Details for Chevron Australia's nominated titleholder are as follows:

Table 1-1: Nominated Titleholder Contact Details

Company Name	Chevron Australia Pty Ltd
Contact Person	Graeme Harman
Business Address	GPO Box S1580, Perth, WA, 6845
Telephone Number	08 9216 4000
Email Address	ask@chevron.com

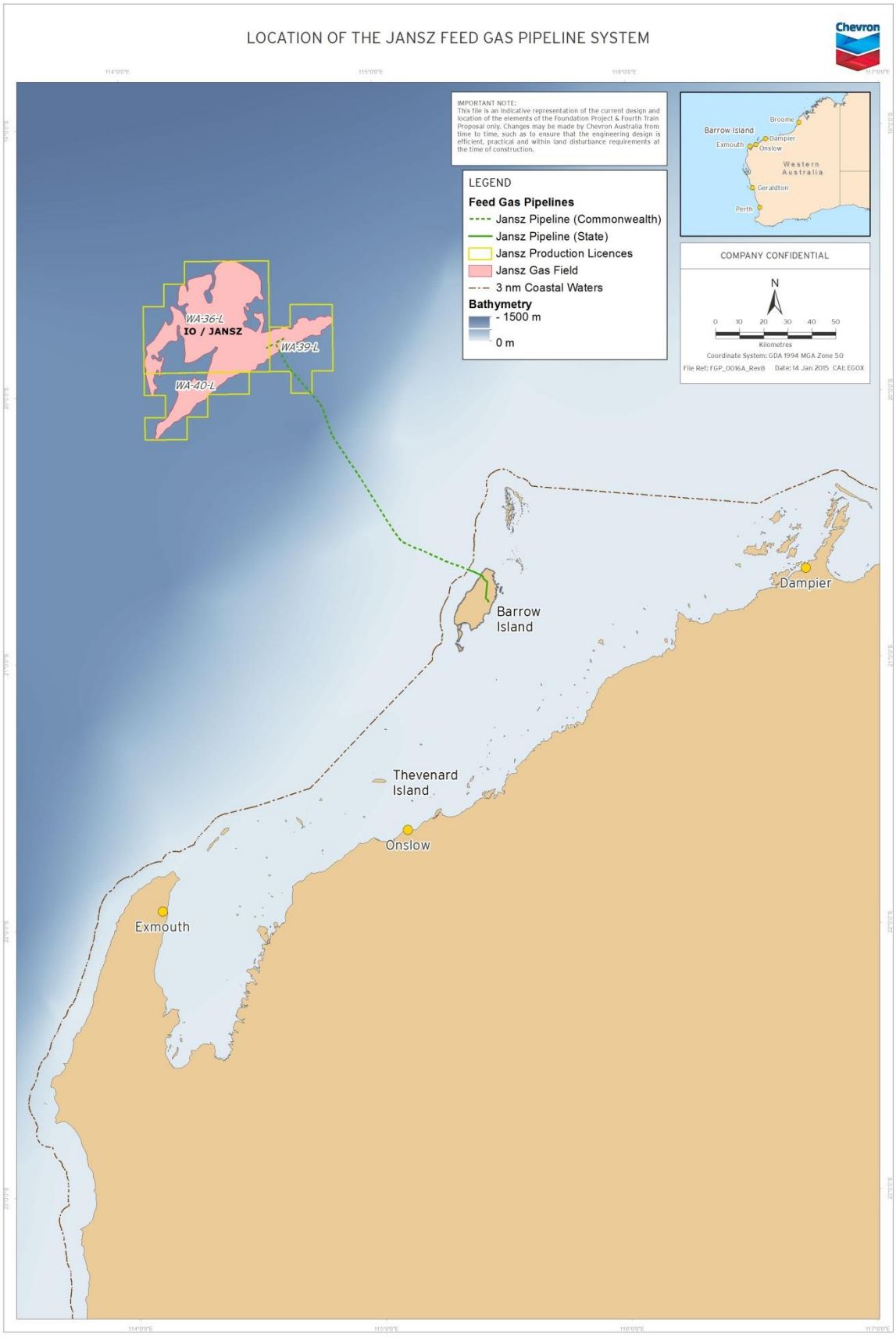

Figure 1-1: Overview of Petroleum Activity Location

2.0 Description of the Petroleum Activity

The scope of the Plan covers petroleum activities associated with the commissioning, start-up, and operation of the Jansz Pipeline and Wells in Commonwealth Waters. The petroleum activities addressed in the Plan include:

- commissioning and start-up
- operations
- inspections, maintenance and repair (IMR) activities, and
- associated vessel activities.

2.1.1 Commissioning and Start-up

The purpose of commissioning activities are to ensure that the components of the system are installed, tested, and function as per the project design documentation and specifications. Commissioning and start-up activities involve:

- verification and pre-start-up testing, which involves testing subsea valves and the emergency shutdown of infrastructure such as the subsea trees and choke module.
- introduction of hydrocarbons.

These activities are supported by vessels and remotely operated vehicles (ROVs) where required.

2.1.2 Operations

The principal activity during operations will be the flow and transportation of gas, condensate and other produced fluids from the wells to the Gorgon Gas Treatment Plant (GGTP), via the in-field flowlines and production pipelines. The subsea infrastructure is predominantly closed loop, and the only planned discharges to the marine environment during normal operation occur from the valves at the drill centres (all located in water depths greater than 1300 m).

2.1.3 Inspections, Maintenance and Repair (IMR) Activities

IMR activities are to be undertaken on the Jansz Feed Gas Pipeline and subsea infrastructure to ensure integrity of the hydrocarbon system is maintained. IMR activities may occur at any time during commissioning, start-up, or operations.

Inspections will generally occur once a year, however the precise frequency and timing will be informed by monitoring and previous inspection results. Typically, inspections will involve the use of a single surface vessel and ROVs along the subsea pipeline route and well infrastructure within the offshore production licence area. During inspections in Commonwealth Waters, vessels are expected to maintain position using dynamic positioning systems. Inspections of the pipeline may include the following:

- visual inspections
- marine acoustic surveys
- non-destructive testing
- cathodic protection measurements
- Jansz Escarpment fatigue monitoring /inspection
- Pigging.

Maintenance and repair activities may be required during the operational life of the project to prevent deterioration and/or failure of infrastructure; and maintain reliability and performance of infrastructure. Where required, maintenance and repair activities could include the following:

- module/component change-out/ replacement of subsea equipment
- span correction for stabilisation of the pipeline
- subsea excavation to gain access to, or enable minor repairs of, infrastructure
- maintenance of cathodic protection systems
- removal of marine biological growth and calcareous deposits
- repair of minor pipeline defects.

Maintenance and repair activities are expected to be infrequent, and the exact frequency of maintenance activities will depend on the results of inspections.

2.1.4 Vessel Operations

Vessel operations for activities associated with this Plan are expected to be of low intensity and frequency. Typically, a single vessel would be required to implement the activities within scope of this Plan, however, there may be occasions where more than one vessel is required in the field.

Vessels will operate using dynamic positioning (DP), however under some circumstances vessels may need to be anchored depending on the activity being undertaken and the associated vessel requirements.

3.0 Description of the Environment

Table 3-1 summarises the particular values and sensitivities associated with the Operational Area (where the petroleum activities described in this Plan will take place), as well as the broader environment that may be affected (EMBA), which takes into account an emergency condition.

Table 3-1: Particular values and sensitivities that occur within the EMBA

Values	Operational Area	Broader EMBA	Description of Particular Values and Sensitivities
Marine Values			
Migratory route for marine mammals	X	X	• Humpback Whale migration Biologically Important Area (BIA) traverses the Operational Area and EMBA with usage seasonally high. • The Pygmy Blue Whale migration BIA also traverses the EMBA.
Foraging and inter-nesting marine turtles	X	X	• Marine turtle foraging and interesting habitat as far as 60 km from nesting areas on Barrow Island.
Foraging marine avifauna	X	X	• Several BIAs for foraging seabirds, including Fairy Tern, Lesser Crested tern, Roseate Tern, Wedge-tailed shearwater overlap the EMBA.
Whale shark aggregation		X	• An identified BIA for the foraging of migrating Whale Sharks traverses the EMBA. • Ningaloo Marine Park is noted internationally for the annual aggregation of Whale Sharks.
Fish diversity		X	• The Barrow and Montebello Islands support a higher species-richness of marine fish than most other parts of tropical WA.
Subtidal Values			
Coral and reef communities		X	• The most significant coral reefs around Barrow Island are Biggada Reef on the west coast, Dugong Reef and Batman Reef off the south-east coast, and reefs along the edge of the Lowendal Shelf on the east side of Barrow Island. • The Ningaloo reef is one of the largest and structurally complex fringing reefs in the world and is located within the EMBA.
Key Ecological Features (KEFs)	X	X	• Exmouth Plateau • Glomar Shoals • Continental slope demersal fish communities • Ancient coastline at 125 m depth contour • Canyons linking the Cuvier Abyssal Plain and the Cape Range Peninsula

Values	Operational Area	Broader EMBA	Description of Particular Values and Sensitivities
			• Commonwealth Waters adjacent to Ningaloo Reef
Shoreline Values			
Nesting marine turtles		X	• Green, Hawksbill, Loggerhead and Flatback Turtles use the sandy beaches in the region for breeding and nesting, including the Barrow and Montebello Islands, Pilbara Coast islands, the Ningaloo Coast and the Muiron Islands.
Staging and nesting marine avifauna		X	• Important rookeries for a diverse number of marine and migratory bird species and other suitable avifauna nesting habitat are present within the EMBA. • The largest breeding colony of Roseate Terns in WA is located on the Montebello Islands.
Mangroves		X	• Mangroves in the Montebello Islands, are recognised as 'regionally significant' and globally unique due to their location in lagoonal systems on oceanic islands. • Regionally significant mangrove communities occur along the Pilbara coastline. • The area of mangal communities comprise less than 0.1% (33.4 ha) of the Ningaloo Marine Park area, but they represent a unique community within the Ningaloo reef system.
Socio-economic Values			
Commercial and recreational fishing	X	X	• Permits for several State and Commonwealth fisheries, and recreational fishing activities, overlap the Operational Area and EMBA.
Petroleum Activities		X	• Barrow Island is the location of the Gorgon Gas Development and GGTP and the WA Oil – oilfield.
Marine-based tourism and recreation		X	• Ningaloo reef and the Muiron islands offer a wide variety of wildlife in a very natural setting of land and seascapes, which are a major drawcard for the region's nature-based tourism.
World Heritage status		X	• Ningaloo Coast World Heritage Area

4.0 Environmental Impacts and Risks

Aspects associated with the petroleum activity have been subjected to an impact and risk assessment to understand the potential environmental impacts and risks associated with the activity and reduce impacts and risks to as low as reasonably practicable (ALARP) and an acceptable level.

An Environmental Risk Assessment Workshop was undertaken to evaluate impacts and risks arising from the petroleum activities described in Section 2.0. The risk assessment also considered emergency events related to spills and spill response activities.

The environmental impact identification and risk assessment process comprised the following components:

- Identification of petroleum activities and emergency conditions (including spill response activities)
- Identification of particular environmental values and sensitivities within the EMBA
- Identification of relevant aspects with the potential to pose a hazard to identified particular values within the EMBA
- Evaluation of the potential consequences to the identified values and sensitivities without controls
- Identification of control measures to reduce the potential likelihood of the consequence occurring
- Evaluation of the likelihood of the consequence occurring with planned and confirmed safeguards in place
- Quantification of the risk ranking with controls in place
- Determination of whether the potential environmental impacts and risks are ALARP after considering the effectiveness of the identified controls
- Determination of whether the potential environmental impacts and risks are acceptable

Control measures were identified during the Environmental Risk Workshop to ensure identified risks were reduced to ALARP and an acceptable level. Control measures were considered in terms of both preventing the impact occurring, and mitigating the severity of the consequence, drawing on the hierarchy of controls, identified as Elimination, Substitution, Isolation, Engineering, and Administration and Procedures.

The risk assessment was undertaken in alignment with the processes outlined in Australian Standard/New Zealand Standard (AS/NZS) ISO 31000:2009 Risk Management and HB 203:2012 Managing Environment-Related Risk, using the Chevron Integrated Risk Prioritization Matrix. The matrix uses consequence and likelihood of the consequence (with safeguards in place) rankings of 1 to 6, which when combined, provide a risk level of between 1 (highest risk) and 10 (lowest risk). The risk levels have been grouped into three broader levels; high (1 to 4), medium (5 and 6), and low (7 to 10) which are relevant to the assessment as to whether potential risks and impacts have been reduced to ALARP and an acceptable level.

4.1 Determination of ALARP

Control measures were identified for each hazard with the aim of eliminating the hazard, or minimising the risk to as low as reasonably practicable (ALARP). Chevron Australia's hierarchy of control was used to determine the control measures that could be practicably implemented and those that could not. The hierarchy of control is:

- eliminate the hazard
- substitute the hazard

- engineer to change design, install a physical barrier, or isolate
- administrative – establish a procedure, training, or instruction

Where it is demonstrated that the 'cost' of implementing further control measures is disproportionate to the benefit gained, the control measure will not be implemented, and the risk is considered ALARP. 'Cost' includes financial cost, time or duration, effort, occupational health and safety risks, or environmental impacts associated with implementing the control.

4.2 Risk Acceptance Criteria

Impacts and risks are considered acceptable once all reasonably practicable alternatives and additional measures have been taken to reduce the potential consequence and likelihood to ALARP.

The environmental impacts and risks associated with implementing the petroleum activities or the control measures necessary for timely response to an emergency condition described in this Plan were determined to be acceptable if:

- The level of environmental risk is assessed to be between 6 and 10 on the risk matrix; or
- The level of environmental risk is assessed to be ALARP; and
- The activity (and associated potential impacts and risks) complies with relevant legislation, industry standards/guidelines, and corporate policies, standards, and procedures specific to the operational environment.

A summary of the environmental risks and impacts and controls in place to manage the activity is detailed in Table 4-1.

Table 4-1: Hazards, Potential Environmental Consequences and Control Measures

Sources of Risk (Hazards)	Potential Environmental Impacts and Risks (Consequences)	Control Measures
Commissioning and Start-up		
Aspects associated with vessels required to conduct Commissioning and Start-up activities are included below.		
Operations		
Periodic discharges of hydraulic fluid from deep water subsea infrastructure during the operation of the subsea wells and pipeline system	• Change to ambient water quality with the potential for short term exposure and impacts to individual transient cetaceans	• Chemical selection process to minimise potential for fluids to result in environmental harm
Leak of hydrocarbons from the a minor defect of pipeline system resulting from pipeline corrosion or damage by natural events	• Change to ambient water quality with the potential for localised exposure and impacts to individual migrating cetaceans, internesting/foraging marine turtles and fish	• Hydrotesting of the pipeline to confirm pipeline integrity prior to start-up • Regular inspections and monitoring of the pipeline and subsea infrastructure to check integrity • Flow Management Tool (FMT) to detect potential leaks • Critical spares available to repair minor defects in the unlikely event that they should occur
Inspection, Maintenance and Repairs		
Release of hydrocarbons from a major defect in the pipeline system caused by an object dropped from a vessel	Evaluated as an Emergency Condition (see below)	
Vessel Operations		
Seabed disturbance from anchor drag	• Localised disturbance to subtidal habitats associated with the 'continental slope demersal fish communities' and 'ancient coastline' KEFs	• Anchoring procedures followed by vessels involved in the petroleum activity, to minimise the risk of anchor drag
Introduction of invasive marine pests (IMPs) from ballast water exchange and/or biofouling on vessel	• Changes to ecological diversity and structure of sub-tidal habitats and native marine organisms associated with the 'continental slope demersal fish communities' and 'ancient coastline' KEFs	• Antifouling coating on vessels involved in the petroleum activity • Vessels involved in the petroleum activity will have Australian Government quarantine clearance to operate in Australian Waters • Vessels involved in the petroleum activity will comply with Australian Ballast Water Management Requirements

Sources of Risk (Hazards)	Potential Environmental Impacts and Risks (Consequences)	Control Measures
Discharges of bilge water and domestic wastes.	• Change to ambient water quality with the potential for localised exposure and impacts to individual migrating cetaceans, internesting/foraging marine turtles and fish	• MARPOL-compliant sewage treatment plant present on vessels involved in the petroleum activity • MARPOL-compliant oil-water separator present on vessels involved in the petroleum activity
Vessel collision or spill on board vessel leading to the release of hydrocarbons into the marine environment	• Change to ambient water quality with the potential for widespread, but short-term exposure and impacts to migrating cetaceans, internesting/foraging marine turtles and foraging seabirds	• Anchoring procedures for vessels involved in the petroleum activity to minimise risk of collision • Shipboard Oil Pollution Emergency Plan (SOPEP) • Spill kits on board, as per SOPEP • Heavy Fuel Oil (HFO) will not be used by vessels involved in the petroleum activity • Monitoring, evaluation, and surveillance (MES) activities will be implemented in accordance with Chevron Australia's Oil Pollution Emergency Plan (OPEP)
Emergency Condition		
Release of hydrocarbons from a major defect of the pipeline system caused by anchoring, dropped objects from vessels, or damage by natural events	• Impacts to migrating cetaceans, internesting/foraging marine turtles and foraging seabirds from widespread, but short-term exposures of hydrocarbons on the sea's surface • Localised and short-term effects on fish communities and fisheries from exposure to entrained and dissolved hydrocarbons • Impacts to local populations of nesting marine turtles and seabirds at the shoreline	• Regular inspections and monitoring of the pipeline and subsea infrastructure to check integrity • Identify pipelines on marine charts • Anchoring procedures for vessels involved in the petroleum activity to minimise risk of collision • Risks of dropped objects managed by a Vessel Safety Case • Flow Management Tool (FMT) to detect potential leaks • Source control (emergency shutdown) procedures • Emergency response activities will be implemented in accordance with Chevron Australia's Oil Pollution Emergency Plan (OPEP) • Monitoring, evaluation, and surveillance (MES) activities in accordance with Chevron Australia's Oil Pollution Emergency Plan (OPEP) • Emergency response preparedness and training
Emergency Response Activities		
Shoreline clean-up and oiled wildlife response activities	• Disturbance of marine turtle and bird nesting habitats	• Net Environmental Benefit Analysis (NEBA) to determine if implementing response activities will have a net environmental benefit (will outweigh the environmental risks of not implementing them). • Relocation of fauna and/or nests, where directed by NEBA

Sources of Risk (Hazards)	Potential Environmental Impacts and Risks (Consequences)	Control Measures
	• Fauna casualties through incorrect handling	• Trained oiled wildlife response personnel and supervision • Net Environmental Benefit Analysis (NEBA) to determine if implementing response activities will have a net environmental benefit (will outweigh the environmental risks of not implementing them).
Physical presence of shoreline protection and deflection equipment	• Localised disturbance of sensitive nearshore and shoreline habitats, including mangrove communities and coral reefs	• Net Environmental Benefit Analysis (NEBA) to determine if implementing response activities will have a net environmental benefit (will outweigh the risks of not implementing them).
Noise disturbance caused by hazing activities during oiled wildlife response (hazing is a wildlife deterrent tactic intended to prevent wildlife encountering spilled hydrocarbons)	• Disturbance and/or harm to nesting seabirds	• Inspection of hazing activities to ensure direct impacts do not occur
Secondary contamination due to inadequate waste management	• Localised secondary contamination and impacts to marine and shoreline habitats and fauna	• Waste management and disposal procedures • Licensed waste disposal facility

5.0 Management Approach

The implementation strategy in the Plan identifies the systems, practices, and procedures used to ensure the environmental impacts and risks of the activities are continuously reduced to ALARP and the environmental performance outcomes and standards are met.

The implementation strategy of the Plan has been developed in line with Chevron Australia's Operational Excellence Management System. Chevron's Operational Excellence Management System is aligned to ISO 14001:2004 and key components of the management system are described in the table below.

5.1 Operational Excellence Management System

Chevron Australia's operations are managed in accordance with the OEMS, which is a comprehensive management framework that supports the corporate commitment to protect the safety and health of people and the environment.

OEMS Element	Description of Processes/Procedures
Safe Operations	Operate and maintain facilities to prevent injuries, illness, and incidents (risk management)
Management of Change	Manage both permanent and temporary changes to prevent incidents
Environmental Stewardship	Strive to continually improve environmental performance and reduce impacts from our operations
Incident Investigation	Investigate and identify root causes of incidents to reduce or eliminate systemic causes to prevent future incidents
Community and Stakeholder Engagement	Reach out to the community and engage in open dialogue to build trust
Emergency Management	Prevention is the first priority, but be prepared to respond immediately and effectively to all emergencies involving wholly owned or operated Chevron assets
Compliance Assurance	Verify conformance with OE requirements in applicable company policy and government laws and regulations, including demonstration of compliance with environmental performance objectives and standards provided in the Plan.

5.2 Environment Plan Review

Chevron's Management of Change process will be followed to document and assess the impact of changes to the petroleum activities described in the Plan. These changes will be addressed to determine if there is potential for any new or increased environmental impact or risk not already provided for in the Plan. Where required, the Plan will be re-submitted to NOPSEMA for approval in accordance with Regulation 17 of the Offshore Petroleum and Greenhouse Gas Storage (Environment) Regulations 2009 (OPGGS(E)R).

In accordance with the Regulations, Chevron Australia will also submit a proposed revision of the Plan every five years from the date the Plan is accepted.

6.0 Oil Pollution Emergency Plan (OPEP)

An Oil Pollution Emergency Plan (OPEP) has been developed to address the specific response measures and procedures that would be implemented to minimise the impact of an oil spill from a petroleum activity associated with this Plan. The OPEP interfaces with Chevron Australia's broader emergency response framework and management systems.

The OPEP adopts a tiered response philosophy to emergency response, which is consistent with that adopted by the National Marine Oil Spill Contingency Plan (2005).

The OPEP contains the necessary operational information and details the response capability required to respond to the worst-case credible spill scenario identified from petroleum activities associated with the operation of the Jansz Feed Gas Pipeline and Wells in Commonwealth Waters. Modelling of this scenario (and other smaller credible spill scenarios) are the basis of the environment that may be affected (EMBA) which is described in Section 3.0.

The OPEP is designed to be an operational document to ensure a rapid and appropriate response in the unlikely event of an oil spill and provides guidance on:

- Response activation
- Specific response options to be adopted for scenarios specific to the petroleum activity
- Practical information required to undertake a rapid and effective response
- External notification and reporting
- Co-ordination of external resources.

The following spill response strategies have been assessed as applicable for potential hydrocarbon spill events related to the operation of the Jansz Feed Gas Pipeline and Wells in Commonwealth Waters:

- Monitor, Evaluate and Surveillance (MES)
- Natural Recovery and Assisted Natural Dispersion (AND)
- Containment and Recovery (if feasible)
- Shoreline Protection
- Shoreline Clean up
- Oiled Wildlife Response (OWR)
- Waste Management.

Chevron Australia undertakes emergency response exercises to ensure emergency response preparedness. The OPEP will be tested at least annually.

A review of the OPEP will be undertaken in the event of any of the following:

- the identification of additional response strategies appropriate to the scenarios specific to the petroleum activity
- the identification of necessary improvements to the OPEP following the review of emergency response exercises
- an emergency condition.

A review of the OPEP will be undertaken at the same time as the review of the Plan.

7.0 Stakeholder Consultation Plan

Chevron Australia prepared a Stakeholder Consultation Plan specific for this petroleum activity. The Stakeholder Consultation Plan describes:

- stakeholder identification and analysis
- stakeholder engagement log, including information provided to stakeholders and Chevron Australia responses as well as ongoing consultation requirements
- full text of consultation.

7.1 Consultation Undertaken

Relevant stakeholders were identified through a stakeholder analysis process to ensure persons or organisations that may potentially be affected by the operation of the Jansz Feed Gas Pipeline and Wells in Commonwealth Waters were consulted (Table 7-1).

No objections or claims about adverse impacts relating directly to the petroleum activity (Jansz Feed Gas Pipeline and Wells Operations in Commonwealth Waters) were raised by stakeholders.

Table 7-1 Stakeholders Engaged for Jansz Feed Gas Pipeline and Wells Operations activities (in Commonwealth Waters)

Stakeholder	Stakeholder Type
Buurabalayji Thalanyji Aboriginal Corporation (BTAC)	Potentially affected party
Kuruma Marthudhunera (KMAC)	Potentially affected party
Yaburara and Coastal Mardudhunera Aboriginal Corporation (YACMAC)	Potentially affected party
AECOM	Response organisation (monitoring)
Apache Energy Ltd	Response organisation
Australian Marine Oil Spill Response Centre (AMOSC)	Response organisation
Barrow Island Emergency Management Coordinator	Internal stakeholder – Emergency response
WA Department of Transport - OSRC Unit	Response organisation
Environmental Resources Management	Response organisation (monitoring)
Intertek Geotech	Response organisation
Jacobs (Australia) Pty Ltd	Response organisation (monitoring)
Oil Spill Response Limited (OSRL)	Response organisation
ToxFree	Response organisation (waste management)
URS	Response organisation (monitoring)
Apache Energy Ltd	Interested party
KUFPEC	Interested party
Vermilion Energy	Interested party
Woodside Burrup Pty Ltd	Interested party
Australian Fisheries Management Authority (AFMA)	Government agency
Aquarium Specimen Collectors Association of WA	Interested party
Australian Southern Bluefin Tuna Industry Association	Interested party
Commonwealth Fisheries Association	Interested party
WA Department of Fisheries	Government agency
Pearl Producers Association (PPA)	Potentially affected party
Professional Specimen Shell Fishermen's Association	Interested party
Western Australian Fishing Industry Council (WAFIC)	Interested party
North West Slope Trawl Fishery (State)	Potentially affected parties
Onslow Prawn Fishery (State)	Potentially affected parties
Mackerel Managed Fishery (State)	Potentially affected parties

Marine Aquarium Fish (State)	Potentially affected parties
Pilbara Line Fishery (State)	Potentially affected parties
Pilbara Trap Managed Fishery (State)	Potentially affected parties
Pilbara Trawl Fishery (State)	Potentially affected parties
Professional Specimen Shell Fishermen Association	Interested and potentially affected parties
Western Skipjack Tuna Fishery (Commonwealth)	Interested and potentially affected parties
Western Tuna & Billfishery (Commonwealth)	Interested and potentially affected parties
Charter Boat Owners & Operators Association	Interested and potentially affected parties
RecFishWest	Interested party
Exmouth Game Fishing Club	Potentially affected party
Nickol Bay Sport Fishing Club	Potentially affected party
Onslow Visitor Centre	Interested party
Port Hedland Game Fishing Club	Potentially affected party
Australian Hydrographic Service (AHS)	Government agency
Australian Maritime Safety Authority (AMSA)	Government agency
Department of Broadband, Communication and the Digital Economy (DBCDE)	Government agency
Department of Defence	Government agency
WA Department of Parks and Wildlife (DPAW)	Government agency
WA Department of Transport - Harbour Master	Government agency
WA Department of Transport - Navigational Safety	Government agency
WA Department of Transport - Pilbara Office	Government agency
Pilbara Ports Authority	Government agency

7.2 Ongoing Consultation

In accordance with the Stakeholder Consultation Plan, Chevron Australia will maintain communications with identified stakeholders as required ensuring they are informed of any aspects associated with the operation of the Jansz Feed Gas Pipeline and Wells that may potentially affect their respective interests within the area. Specifically, Chevron Australia will:

- provide response organisations with a copy of the OPEP
- notify the Australian Hydrographic Service of activities and infrastructure for inclusion in Marine Notices
- engage with the WA Department of Fisheries, AFMA, WAFIC, RecFishWest, and the Charter Boat Owners and Operators Association on a regular basis.

Additionally, Chevron Australia can continue to be contacted about the petroleum activities described in this Summary via the contact details provided in Section 1.5.

8.0 Acronyms and Abbreviations

Table 8-1 defines the acronyms and abbreviations used in this document.

Table 8-1: Acronyms and Abbreviations

Acronym / Abbreviation	Definition
AFMA	Australian Fisheries Management Authority
ALARP	As low as reasonably practicable
AMSA	Australian Maritime Safety Authority
AND	Assisted Natural Dispersion
AS/NZS	Australian Standard/New Zealand Standard
BIA	Biologically Important Area
EMBA	Environment that may be affected
FMT	Flow Management Tool
GDA	Geodetic Datum of Australia
GGTP	Gorgon Gas Treatment Plant
HFO	Heavy fuel oil
IMR	Inspection, maintenance and repairs
KEF	Key Ecological Feature
km	Kilometres
m	Metres
MARPOL	International Convention for the Prevention of Pollution from Ships
MES	Monitoring, evaluation and surveillance
NEBA	Net Environmental Benefit Analysis
NOPSEMA	National Offshore Petroleum Safety Environment Management Authority
OE	Operational Excellence
OEMS	Operational Excellence Management System
OPEP	Oil Pollution Emergency Plan
OPGGSA	Offshore Petroleum and Greenhouse Gas Storage Act 2006
OPGGS(E)R	Offshore Petroleum Greenhouse Gas and Storage (Environment) Regulations 2009
OWR	Oiled Wildlife Response
ROV	Remotely Operated Vehicles
SOPEP	Shipboard Oil Pollution Emergency Plan
WA	Western Australia
WAFIC	Western Australian Fishing Industry Council