



# Stybarrow Decommissioning and Field Management Environment Plan

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## BHP | Stybarrow Decommissioning and Field Management Environment Plan

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# Terms and Acronyms

Term	Description
µPa	microPascal
ABF	Australian Border Force
AFMA	Australian Fisheries Management Authority
AHO	Australian Hydrographic Office
AIS	Automatic Identification System
ALARP	As low as reasonably practicable
AMOSOC	Australian Marine Oil Spill Centre
AMP	Australian Marine Park
AMSA	Australian Maritime Safety Authority
ANSI	American National Standards Institute
ANZECC	Australian and New Zealand Environment and Conservation Council
API	American Petroleum Institute
APPEA	Australian Petroleum Production and Exploration Association
APU	Australian Production Unit
ARMCANZ	Agriculture and Resource Management Council of Australia and New Zealand
ASBTIA	Australian Southern Bluefin Tuna Industry Association
AWJ	Abrasive water jet
BACI	Before-After-Control-Impact
BIA	Biologically Important Area
BP	Boiling point
BWM	Ballast Water Management
CCG	Cape Conservation Group
CEFAS	Centre for Environment, Fisheries and Aquaculture
CEM	Crisis and Emergency Management

Term	Description
CEO	Chief Executive Officer
CFA	Commonwealth Fisheries Association
CHARM	Chemical Hazard and Risk Management
CMT	Crisis Management Team
CRG	Community Reference Group
CSIRO	Commonwealth Scientific and Industrial Research Organisation
CWTS	Controlled Waste Tracking System
DAWE	Department of Agriculture, Water and the Environment
DBCAs	Department of Biodiversity, Conservation and Attractions
DC	Drill Centre
DGV	Default Guideline Value
DISER	Department of Industry, Science, Energy and Resources
DMIRS	Department of Mines, Industry Regulation and Safety
DNP	Director of National Parks
DoD	Department of Defence
DoT	Department of Transport
DP	Dynamic Positioning
DPIRD	Department of Primary Industries and Regional Development
DTM	Disconnectable Turret Mooring
EC50	Effective Concentration 50%
ECC	Emergency and Crisis Centre
EFL	Electrical Flying Lead
EMBA	Environment that may be affected
EMT	Emergency Management Team

## BHP | Stybarrow Decommissioning and Field Management Environment Plan

Term	Description
ENVID	Environmental hazard identification
Environment Regulations	Offshore Petroleum and Greenhouse Gas Storage (Environment) Regulations 2009
EP	Environment Plan
EPA	Environmental Protection Authority
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
EPO	Environmental Performance Outcome
EPS	Environmental Performance Standard
ESD	Ecologically Sustainable Development
FIFO	Fly-in Fly-out
FOB	Forward Operating Base
FPSO	Floating Production, Storage and Offloading
FRT	Field Response Team
FSO	Floating Storage and Offloading
GHG	Greenhouse Gas
GIS	Geographic information system
GVI	General visual inspection
HazPlan	Western Australia State Hazard Plan for Maritime Environmental Emergencies
HFL	Hydraulic Flying Lead
HMA	Hazard Management Agency
HR	Human Resources
HSE	Health, Safety and Environment
HSEC	Health, Safety, Environment and Community
IAP	Incident Action Plan
IAPP	International Air Pollution Prevention
IGN	Industry Guidance Note
IMCRA	Integrated Marine and Coastal Regionalisation of Australia

Term	Description
IMO	International Maritime Organization
IMS	Invasive Marine Species
IMT	Incident Management Team
IOPP	International Oil Pollution Prevention
ISPP	International Sewage Pollution Prevention
IT	Information Technology
IUCN	International Union for the Conservation of Nature
JRCC	Joint Rescue Coordination Centre
JSA	Job Safety Assessment
JSCC	Joint Strategic Coordination Committee
JSS	Jumper Stroking System
KEF	Key Ecological Feature
kHz	Kilohertz
LC50	Lethal Concentration 50%
LED	Light emitting diode
MARPOL	International Convention for the Prevention of Pollution from Ships
MBES	Multi-beam echo sounder
MC	Measurement Criteria
MDO	Marine diesel oil
MEE	Maritime Environmental Emergencies
MEECC	Maritime Environmental Emergency Coordination Centre
MEER	Maritime Environmental Emergency Response
MEPS	Marine Environmental Protection Services
MNES	Matters of National Environmental Significance
MODU	Mobile Offshore Drilling Unit
MOP	Marine Oil Pollution



## BHP | Stybarrow Decommissioning and Field Management Environment Plan

Term	Description
MOSES	Marine Oil Spill Equipment System
MoU	Memorandum of Understanding
MPA	Marine Protected Area
MSIC	Marine Security Identification Card
MTWA	Marine Tourism Western Australia
NatPlan	National Plan for Maritime Environmental Emergencies
NCWHAC	Ningaloo Coast World Heritage Advisory Committee
NEBA	Net Environmental Benefit Analysis
NEC	No Effect Concentration
NGERS	National Greenhouse and Energy Reporting
NLPG	National Light Pollution Guidelines for Wildlife Including Marine Turtles, Seabirds and Migratory Shorebirds
NM	Nautical Mile
NMFS	National Marine Fisheries Service
NOAA	National Ocean and Atmospheric Administration
NOPSEMA	National Offshore Petroleum Safety and Environmental Management Authority
NOPTA	National Offshore Petroleum Titles Administrator
NORM	Naturally Occurring Radioactive Material
NOTAM	Notice to Airmen
NOTMAR	Notice to Mariners
NOx	Nitrous oxides
NPI	National Pollutant Inventory
NRT	National Response Team
NT	Northern Territory
NWS	North West Shelf
NWXA	North West Exercise Area

Term	Description
OCNS	Offshore Chemical Notification Scheme
ODS	Ozone Depleting Substance
OPEP	Oil Pollution Emergency Plan
OPGGGS Act	<i>Offshore Petroleum and Greenhouse Gas Storage Act 2006</i>
OSPAR	Convention for the Protection of the Marine Environment of the North-East Atlantic
OSRA	Oil Spill Response Agency
OSRC	Oil Spill Response Coordination
OSRL	Oil Spill Response Limited
OWR	Oiled Wildlife Response
PEC	Predicted Effect Concentration
PLONOR	Pose Little or No Risk to the Environment
PMS	Preventative Maintenance System
PMST	Protected Matters Search Tool
POLREP	Pollution Report
PoW	octanol/water partition coefficient
PPA	Pearl Producers Association
PPE	Personal protective equipment
PROWRP	Pilbara Region Oiled Wildlife Response Plan
PS	Performance Standard
PSZ	Petroleum Safety Zone
PTS	Permanent Threshold Shift
PTW	Permit to Work
RCC	Rescue Coordination Centre
ROV	Remotely Operated Vehicle
RS	Response Strategy
SCAT	Shoreline Cleanup and Assessment Technique
SDU	Subsea distribution unit
SEEMP	Ship Energy Efficiency Management Plan

**BHP | Stybarrow Decommissioning and Field Management Environment Plan**

Term	Description
SEL24h	Sound Exposure Level over 24 hours
SHP	State Hazard Plan
SIMAP	Spill Impact Mapping and Analysis Program
SITREP	Situation Report
SMEEC	State Maritime Environmental Emergency Coordinator
SMPC	State Marine Pollution Coordinator
SOLAS	International Convention for the Safety of Life at Sea
SOPEP	Shipboard Oil Pollution Emergency Plan
SOx	Sulphur oxides
SPL	Sound Pressure Level
SSS	Side-scan Sonar
STCW95	International Convention on Standards of Training,

Term	Description
	Certification and Watchkeeping for Seafarers
TBOSIET	Tropical Basic Offshore Safety Induction and Emergency Training
TRP	Tactical Response Plan
TTS	Temporary Threshold Shift
UK	United Kingdom
UTA	Umbilical Termination Assembly
UXO	Unexploded ordnance
WA SHP-MEE	Western Australia State Hazard Plan for Maritime Environmental Emergencies
WAFIC	Western Australian Fishing Industry Council
WAOWRP	Western Australian Oiled Wildlife Response Plan
WI	Water Injection

# 1 Introduction

## 1.1 Proposed Activity

BHP Petroleum (Australia) Pty Ltd (BHP) as Titleholder under the Offshore Petroleum and Greenhouse Gas Storage (Environment) Regulations 2009 (Commonwealth) (referred to as the Environment Regulations), proposes to remove subsea infrastructure within the Stybarrow field, continue field management of subsea infrastructure and remove wellheads within Production Licence WA-32-L. This activity will hereafter be referred to as the petroleum activity and forms the scope of this environment plan (EP). A detailed description of the petroleum activity is provided in Section 3.

This EP has been prepared as part of the requirements under the Environment Regulations, as administered by the National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA).

## 1.2 Purpose of the Environment Plan

In accordance with the objectives of the Environment Regulations, the purpose of this EP is to demonstrate that:

- the potential environmental impacts and risks from planned (routine and non-routine) activities and unplanned events (including emergency situations) of the petroleum activity are identified and described,
- appropriate management controls are implemented to reduce impacts and risks to a level that is 'as low as reasonably practicable' (ALARP) and acceptable, and
- the petroleum activity is performed in a manner consistent with the principles of ecologically sustainable development (as defined in Section 3A of the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act)).

The EP describes the process used by BHP to identify and evaluate potential environmental impacts and risks arising from the petroleum activity, and defines the environmental performance outcomes, performance standards and measurement criteria to be applied to manage the impacts and risks to ALARP and acceptable levels. This EP includes an implementation strategy for monitoring, auditing, and managing the petroleum activity to be performed by BHP and its contractors. The EP documents and considers consultation with relevant authorities, persons, and organisations.

## 1.3 Scope of this Environment Plan

A detailed description of the petroleum activity is provided in Section 3. The spatial boundary of the petroleum activity has been described and assessed using the operational area, which is described in Section 3.5.

The scope of this EP does not include the movement of the project vessels outside of the operational area. These activities will be performed in accordance with other relevant maritime and aviation legislation, most notably the *Navigation Act 2012* and *Civil Aviation Act 1988*.

## 1.4 Overview of Health, Safety and Environmental Management System

All BHP-controlled activities associated with the petroleum activity will be conducted in line with:

- BHP Charter (Appendix A),
- BHP Environment and Climate Change – Our Requirements,
- BHP Wells and Seismic Delivery Management System,
- BHP Australian Production Unit (APU) Management System,
- BHP Petroleum Health, Safety and Environment (HSE) Standard,
- any specific commitments laid out in this EP.

All BHP petroleum sites must maintain up-to-date practices that adhere to the requirements contained in the BHP Petroleum Health, Safety and Environment Management System and Standard. Activity-specific environmental management measures specific to the petroleum activity are implemented through this EP.

## 1.5 Environment Plan Summary

The requirement in Regulation 11(4) of the Environment Regulations for an EP summary has been met by the material provided in this EP. Table 1-1 maps the EP summary requirements to the relevant content within this EP.

**Table 1-1: EP summary**

EP Summary Material Requirement	Relevant Section of the EP
The location of the activity	Section 3.2
A description of the receiving environment	Section 4
A description of the activity	Section 3
Details of the environmental impacts and risks	Sections 7 & 8
The control measures for the activity	Sections 7 & 8
The arrangements for ongoing monitoring of the titleholder's environmental performance	Sections 7 & 8 Section
Response arrangements in the oil pollution emergency plan	Section 11.6
Consultation already undertaken and plans for ongoing consultation	Section 5
Details of the titleholder's nominated liaison person for the activity	Section 1.7

## 1.6 Structure of the Environment Plan

The EP has been structured to reflect the requirements of the Environment Regulations, as outlined in Table 1-2.

**Table 1-2: EP content requirements from the Environment Regulations and relevant sections of the EP demonstrating the requirements are met**

Criteria for Acceptance	Content Requirements / Relevant Regulations	Elements	Section of the EP
Regulation 10A(a): <i>is appropriate for the nature and scale of the activity</i>	Regulation 13: <i>Environmental Assessment</i>	The principle of 'nature and scale' applies throughout the EP	Section 3
	Regulation 14: <i>Implementation strategy for the environment plan</i>		Section 4
	Regulation 16: <i>Other information in the environment plan</i>		Section 5
Regulation 10A(b): <i>demonstrates that the environmental impacts and risks of the activity will be reduced to as low as reasonably practicable</i>	Regulation 13(1)–13(7): <i>13(1) Description of the activity 13(2)(3) Description of the environment 13(4) Requirements</i>	Set the context (activity and existing environment) Define 'acceptable' (the requirements, the	Section 6
			Section 7
			Section 8
			Section 1
			Section 2
			Section 3
			Section 4
			Section 5

Criteria for Acceptance	Content Requirements / Relevant Regulations	Elements	Section of the EP
Regulation 10A(c): <i>demonstrates that the environmental impacts and risks of the activity will be of an acceptable level</i>	<p>13(5)(6) <i>Evaluation of environmental impacts and risks</i></p> <p>13(7) <i>Environmental performance outcomes and standards</i></p> <p>Regulation 16(a)–16(c): <i>A statement of the titleholder’s corporate environmental policy</i></p> <p><i>A report on all consultations between the titleholder and any relevant person</i></p>	<p>corporate policy, relevant persons)</p> <p>Detail the impacts and risks</p> <p>Evaluate the nature and scale</p> <p>Detail the control measures – ALARP and acceptable</p>	<p>Section 6</p> <p>Section 7</p> <p>Section 8</p>
Regulation 10A(d): <i>provides for appropriate environmental performance outcomes, environmental performance standards and measurement criteria</i>	Regulation 13(7): <i>Environmental performance outcomes and standards</i>	<p>Environmental Performance Outcomes</p> <p>Environmental Performance Standards</p> <p>Measurement Criteria</p>	<p>Section 7</p> <p>Section 8</p>
Regulation 10A(e): <i>includes an appropriate implementation strategy and monitoring, recording and reporting arrangements</i>	Regulation 14: <i>Implementation strategy for the environment plan</i>	<p>Implementation strategy, including:</p> <ul style="list-style-type: none"> <li>• systems, practices, and procedures,</li> <li>• performance monitoring,</li> <li>• Oil Pollution Emergency Plan (OPEP) and scientific monitoring, and</li> <li>• ongoing consultation</li> </ul>	<p>Section 6</p> <p>Section 10</p> <p>Section 11</p> <p>Appendix D (OPEP)</p>
Regulation 10A(f): <i>does not involve the activity or part of the activity, other than arrangements for environmental monitoring or for responding to an emergency, being undertaken in any part of a declared World Heritage property within the meaning of the EPBC Act</i>	Regulation 13 (1)–13(3): <p>13(1) <i>Description of the activity</i></p> <p>13(2) <i>Description of the environment</i></p> <p>13(3) <i>Without limiting [Regulation 13(2)(b)], particular relevant values and sensitivities may include any of the following:</i></p> <p>(a) <i>the world heritage values of a declared World Heritage property within the meaning of the EPBC Act</i></p> <p>(b) <i>the national heritage values of a National Heritage place within the meaning of that Act</i></p> <p>(c) <i>the ecological character of a declared Ramsar wetland within the meaning of that Act</i></p> <p>(d) <i>the presence of a listed threatened species or listed threatened ecological community within the meaning of that Act</i></p>	<p>No activity, or part of the activity, undertaken in any part of a declared World Heritage property.</p>	<p>Section 4</p> <p>Section 7</p> <p>Section 8</p>

Criteria for Acceptance	Content Requirements / Relevant Regulations	Elements	Section of the EP
	<p><i>(e) the presence of a listed migratory species within the meaning of that Act</i></p> <p><i>(f) any values and sensitivities that exist in, or in relation to, part or all of:</i></p> <p><i>(i) a Commonwealth marine area within the meaning of that Act; or</i></p> <p><i>(ii) Commonwealth land within the meaning of that Act.</i></p>		
<p>Regulation 10A(g):</p> <p><i>(i) the titleholder has carried out the consultations required by Division 2.2A</i></p> <p><i>(ii) the measures (if any) that the titleholder has adopted, or proposes to adopt, because of the consultations are appropriate</i></p>	<p>Regulation 11A:</p> <p><i>Consultation with relevant authorities, persons and organisations, etc.</i></p> <p>Regulation 16(b):</p> <p><i>A report on all consultations between the titleholder and any relevant person</i></p>	<p>Consultation in preparation of the EP</p>	<p>Section 5</p>
<p>Regulation 10A(h):</p> <p><i>complies with the Act and the regulations</i></p>	<p>Regulation 15:</p> <p><i>Details of the Titleholder and liaison person</i></p> <p>Regulation 16(c):</p> <p><i>Details of all reportable incidents in relation to the proposed activity.</i></p>	<p>All contents of the EP must comply with the <i>Offshore Petroleum and Greenhouse Gas Storage Act 2006</i> and the Environment Regulations</p>	<p>Section 1.7</p>

## 1.7 Titleholder Details

The nominated Titleholder for this activity is BHP Petroleum (Australia) Pty Ltd. BHP has exploration, development, and production activities in more than a dozen countries around the globe, including a significant deep-water position in the Gulf of Mexico, and operations in Australia, and Trinidad and Tobago. BHP's Australian assets include:

- Macedon Gas Plant – natural gas and condensate (operator),
- Pyrenees Floating Production, Storage and Offloading (FPSO) vessel - crude oil (operator),
- Bass Strait – crude oil, condensate, liquid petroleum gas and natural gas (non-operator), and
- North West Shelf – crude oil, condensate, and liquefied natural gas (non-operator).

As the nominated Titleholder, BHP operates the Stybarrow field on behalf of Woodside Energy Ltd (Woodside), who are a non-operating titleholder.

In accordance with Regulation 15(1) of the Environment Regulations, details of the titleholder are provided in Table 1-3.

**Table 1-3: Titleholder details**

<b>Name</b>	BHP Petroleum (Australia) Pty Ltd
<b>Business address</b>	125 St Georges Terrace, Perth, Western Australia 6000
<b>Telephone number</b>	+61 8 6321 4496
<b>Email address</b>	<a href="mailto:clive.jones@bhp.com">clive.jones@bhp.com</a>
<b>Australian Company Number</b>	006 923 879

In accordance with Regulation 15(2) of the Environment Regulations, details of the titleholder’s nominated liaison person are provided in Table 1-4.

In the event of any change in the titleholder, titleholder parent company, a change in the titleholder’s nominated liaison person or a change in the contact details for either the titleholder or the liaison person, BHP will notify NOPSEMA in writing in accordance with Regulation 15(3) of the Environment Regulations.

**Table 1-4: Titleholder's nominated liaison person**

<b>Name</b>	Steve Jeffcote
<b>Position</b>	Regional HSE Lead
<b>Business address</b>	125 St Georges Terrace, Perth, Western Australia 6000
<b>Telephone number</b>	+61 8 6321 2789
<b>Email address</b>	<a href="mailto:steve.jeffcote@bhp.com">steve.jeffcote@bhp.com</a>

# 2 Legislative Framework

## 2.1 Commonwealth Legislation

Environmental aspects of petroleum activity in Commonwealth waters are controlled by two main statutes, the *Offshore Petroleum and Greenhouse Gas Storage Act 2006* (OPGGS Act) and the EPBC Act. Each of these, as applicable to the petroleum activity, is described in the next sections. There are also applicable Commonwealth and Western Australian legislation, International Agreements and Conventions and other applicable standards, guidelines, and codes that may apply to the petroleum activities. These are listed in Appendix B of this EP.

### 2.1.1 Offshore Petroleum and Greenhouse Gas Storage Act 2006

The OPGGS Act provides the regulatory framework for all offshore exploration and production activities in Commonwealth waters (those areas beyond three nautical miles from the Territorial sea baseline and in the Commonwealth Petroleum Jurisdiction Boundary). The Offshore Petroleum and Greenhouse Gas Storage (Environment) Regulations (referred to as the Environment Regulations) have been made under the auspices of the OPGGS Act for the purposes of ensuring "...any petroleum activity or greenhouse gas activity carried out in an offshore area is:

- carried out in a manner consistent with the principles of ecologically sustainable development set out in section 3A of the EPBC Act
- carried out in a manner by which the environmental impacts and risks of the activity will be reduced to as low as reasonably practicable
- carried out in a manner by which the environmental impacts and risks of the activity will be of an acceptable level".

This EP meets the requirements of the Environment Regulations by providing a plan that:

- is appropriate for the nature and scale of the activity
- demonstrates the environmental impacts and risks of the activity will be reduced to as low as reasonably practicable
- demonstrates the environmental impacts and risks of the activity will be of an acceptable level
- provides for appropriate environmental performance outcomes, environmental performance standards and measurement criteria
- includes an appropriate implementation strategy and monitoring, recording and reporting arrangements
- does not involve the activity or part of the activity, other than arrangements for environmental monitoring or for responding to an emergency, being performed in any part of a declared World Heritage property within the meaning of the EPBC Act
- demonstrates that:
  - an appropriate level of consultation, as required by Division 2.2A, has been performed
  - the measures (if any) adopted, or proposed to adopt, because of consultations are appropriate
  - complies with the OPGGS Act and the Environment Regulations.

The OPGGS Act and supporting regulations address licensing, health, safety and environmental matters for offshore petroleum and gas exploration and production operations in Commonwealth waters. Obligations in relation to the maintenance and removal of equipment and property brought onto title are provided in OPGGS Act section 572. Section 572 requires the removal of property when it is no longer used, unless NOPSEMA has accepted alternative arrangements where justification is appropriate and with regard to the Australian Government Offshore Petroleum Decommissioning Guideline. Field management (Section 3.8) evaluates the infrastructure integrity and applies applicable measures, based on risk, to ensure subsea infrastructure may be removed in accordance with section 572(3) of the OPGGS Act.



All Stybarrow subsea infrastructure WA-32-L will be removed before 31 March 2025, in accordance with section 572(3) of the OPGGS Act, unless NOPSEMA accepts and is satisfied that an alternative decommissioning approach delivers equal or better environmental, safety and well integrity outcomes compared to complete removal.

### 2.1.1.1 General Direction 833

NOPSEMA issued BHP with General Direction 833 to the titleholders of WA-32-L, which is available on NOPSEMA’s website at <https://www.nopsema.gov.au/sites/default/files/2021-09/A781218.pdf>. The directions in General Direction 833, and BHPs intentions relating to each direction, are provided in Table 2-1.

This EP does not address all the directions stated in General Direction 833. Some of these requirements will be addressed in future submissions to NOPSEMA, as outlined in Table 2-1. Refer to Section 3.4 for further information, including scheduling, on future EP submissions to NOPSEMA.

**Table 2-1: General Direction 833**

Direction	BHPs Intentions relating to Direction
Direction 1: Plug or close off, to the satisfaction of NOPSEMA, all wells made in the title area by any person engaged or concerned in operations authorised by the title as soon as practicable and no later than 30 September 2024.	The plug and abandonment of wells subject to Direction 1 will be the subject of a future EP. Refer to Section 3.4 for further information on the timing for submission of the future EP for plug and abandonment activities. These activities will be completed before 30 September 2024.  The removal of Xmas trees and wellheads is within the scope of this EP. However, plug and abandonment of the wells subject to Direction 1 requires the Xmas trees and wellheads be in place. As such, removal of the Xmas trees and wellheads will not be done until the wells have been successfully plugged.
Direction 2: Remove, or cause to be removed, to the satisfaction of NOPSEMA, from the title area all property brought into that area by any person engaged or concerned in the operations authorised by the title as soon as practicable and no later than 31 March 2025.	This EP covers removal activities for almost all equipment subject to General Direction 833, as outlined in Table 3-4.  A future EP seeking abandonment <i>in situ</i> is proposed for the: <ul style="list-style-type: none"> <li>• DTM mooring anchors, which are embedded in the seabed</li> <li>• Riser hold back anchor suction piles, which are embedded in the seabed</li> <li>• Suction pile for the water injection manifold, which is embedded in the seabed.</li> </ul>
Direction 3: Until such time as direction 1 and 2 are complete, maintain all property on the title to NOPSEMA’s satisfaction, to ensure removal of the property is not precluded.	The scope of this EP covers activities to inspect and maintain the equipment in WA-32-L until it is removed, or alternatives to full removal are accepted. As described in Section 3.8, surveys indicate the infrastructure is in good condition and no planned maintenance activities will be required prior to equipment being removed.
Direction 4: Provide, to the satisfaction of NOPSEMA, for the conservation and protection of the natural resources in the title area within 12 months after property referred to in direction 2 is removed.	BHP applies the same definition for the term “natural resources” <sup>1</sup> as is used in draft policy <i>Section 270 NOPSEMA advice - Consent to surrender title</i> (NOPSEMA 2021). Details on how BHP will ensure the conservation and protection of natural resources in WA-32-L will be provided in the “end state” EP outlined above in response to Direction 2.  An “as left” survey will be undertaken as part of the equipment removal activities which will confirm that natural resources within the Stybarrow field are conserved and protected.

<sup>1</sup> The Section 270 NOPSEMA advice - Consent to surrender title (NOPSEMA 2021) applies the same meaning to “natural resources” as in Article 77 of the United Nations Convention on the Law of the Sea 1982, which states “The natural resources referred to in this Part consist of the mineral and other non-living resources of the seabed and subsoil together with living organisms belonging to sedentary species, that is to say, organisms which, at the harvestable stage, either are immobile on or under the seabed or are unable to move except in constant physical contact with the seabed of the subsoil”.

Direction	BHPs Intentions relating to Direction
Direction 5: Make good, to the satisfaction of NOPSEMA, any damage to the seabed or subsoil in the title area caused by any person engaged or concerned in the operations authorised by the title within 12 months after the property referred to in direction 2 is removed.	Details on how BHP will address the requirement to make good any damage to the seabed are provided in the assessment of environmental impacts in Section 7, in particular: <ul style="list-style-type: none"> <li>• Physical presence (Section 7.1)</li> <li>• Seabed disturbance (Section 7.6)</li> <li>• Subsea discharges (Section 7.7)</li> </ul> These sections also demonstrate that any residual damage to the seabed is managed to a level that is acceptable and ALARP. An “as left” survey will be undertaken as part of the equipment removal activities which will confirm that physical damage to the seabed is acceptable and ALARP.
Direction 6: a. Submit to NOPSEMA on an annual basis, until all direction have been met, a progress report detailing planning towards and process with undertaking the actions required by directions 1, 2, 3, 4 and 5. b. The report submitted under Direction 6(a) must be to the satisfaction of NOPSEMA and submitted to NOPSEMA no later than 31 December each year. c. Publish the report on the registered titleholders’ website within 14 days of obtaining NOPSEMA satisfaction under Direction 6(b).	Section 11.5.1 describes BHPs external reporting commitments, including meeting the requirements of Direction 6.

### 2.1.1.2 Alternatives to Full Removal

BHP is considering alternatives to full removal for some equipment that is embedded in the seabed (e.g., suction piles and anchors). BHP understands that leaving equipment *in situ* is not consistent with the base case for decommissioning required by section 572 of the OPGGS Act. Recalling the Commonwealth *Offshore petroleum decommissioning guideline* (Commonwealth of Australia, 2018a) and the *Section 572 maintenance and removal of property policy* (NOPSEMA 2020a), BHP will submit an “end state” EP to NOPSEMA proposing an alternative to full removal for the anchors and piled foundations. The “end state” EP will demonstrate that abandonment *in situ* of the anchors and suction piles yields equal or better environmental outcomes compared to full removal.

### 2.1.2 Environment Protection and Biodiversity Conservation Act 1999

The EPBC Act aims to protect and manage nationally and internationally important flora, fauna, ecological communities, and heritage places in Australia. These are defined in the Act as Matters of National Environmental Significance (MNES). NOPSEMA, through the Streamlining Offshore Petroleum Environmental Approvals Program, implements these requirements with respect to offshore petroleum activity in Commonwealth waters. The Streamlining Offshore Petroleum Environmental Approvals Program is applicable to all offshore petroleum activity authorised by the OPGGS Act and requires the petroleum activity to be conducted in accordance with an accepted EP, consistent with the principles of ecologically sustainable development (ESD). The definition of ‘environment’ in the Streamlining Offshore Petroleum Environmental Approvals Program is consistent with that used in the EPBC Act and encompass all matters protected under Part 3 of the EPBC Act.

Under s268 of the EPBC Act:

*“A Commonwealth agency must not take any action that contravenes a recovery plan or a threat abatement plan.”*

In respect to offshore petroleum activity in Commonwealth waters, the above is implemented by NOPSEMA. Commitments relating to listed threatened species and ecological communities under the Act are included in the Program Report (Government of Australia, 2014):

- NOPSEMA will not accept an Environment Plan that proposes activities which will result in unacceptable impacts to a listed threatened species or ecological community.
- NOPSEMA will not accept an Environment Plan that is inconsistent with a recovery plan or threat abatement plan for a listed threatened species or ecological community.
- NOPSEMA will have regard to any approved conservation advice relating to a threatened species or ecological community before accepting an Environment Plan.

Recovery and management plans relevant to this EP are outlined in Section 9.

## **2.2 State Legislation**

In the event of a hydrocarbon release from a tank rupture from a vessel collision (Section 8.2), there is the potential for the release to impact State waters and shorelines. Relevant state legislation is listed in Appendix B.

## **2.3 Environmental Guidelines, Standards and Codes of Practice**

Multiple international codes of practice and guidelines are relevant to environmental management of the petroleum activity. Those considered most relevant are listed in Appendix B.

# 3 Description of the Activity

## 3.1 Overview

This section has been prepared in accordance with Regulation 13(1) of the Environment Regulations, and describes the petroleum activity to be performed under this EP.

When in production, the Stybarrow field comprised the MV16 Stybarrow Venture, a floating production, storage, and offloading (FPSO) vessel, with production, gas injection and water injection wells at four drill centres routed to the disconnectable turret mooring (DTM) via flexible flowlines. Oil products were stabilised and stored for offloading via tanker.

The Stybarrow field ceased production in June 2015. Since then, the following cessation activities have been completed:

- all flowlines and gas lift lines were flushed and filled with treated seawater and production flowlines disconnected.
- All production, gas injection and water injection wells were shut in and capped to await plugging and abandonment.
- the Stybarrow Venture FPSO was disconnected from the DTM and demobilised from the field.

The DTM unexpectedly sunk to the seabed at some point between May 2016 and October 2016, where it lies in approximately 825 m water depth with risers still attached. Following the DTM sinking, the riser buoyancy modules were removed to eliminate any buoyant risk.

Within the scope of this EP, BHP proposes to:

- remove subsea infrastructure (detailed in Section 3.6) within the Stybarrow field in Production Licence WA-32-L
- remove wellheads and associated infrastructure (detailed in Section 3.6.3) within Production Licence WA-32-L
- continue field management scopes (detailed in Section 3.8) on the subsea infrastructure, as required

A detailed inventory of subsea infrastructure and wellheads to be removed under the scope of this EP is provided in Table 3-4.

## 3.2 Location of the Activity

The Stybarrow field is located within Production Licence WA-32-L, located in Commonwealth waters, around 55 km north-west of Exmouth, Western Australia and in water depths of about 810 m – 850 m (Figure 3-1).

The nearest point of the Stybarrow operational area to mainland shore is about 37 km (near the tip of North West Cape). The relative distances of key islands/mainland from the closest point in the operational area are provided in Table 3-1.

**Table 3-1: Distance from operational area to key islands and mainland features**

Key Island or Mainland Feature	Distance and Direction from Operational Area
Ningaloo World Heritage Area	24 km south
Muiron Islands	52 km east-south-east
Exmouth	56 km south-south-east
Serrurier Island	84 km east
Thevenard Island	115 km east
Onslow	130 km east

Key Island or Mainland Feature	Distance and Direction from Operational Area
Barrow Island	163 km east-north-east

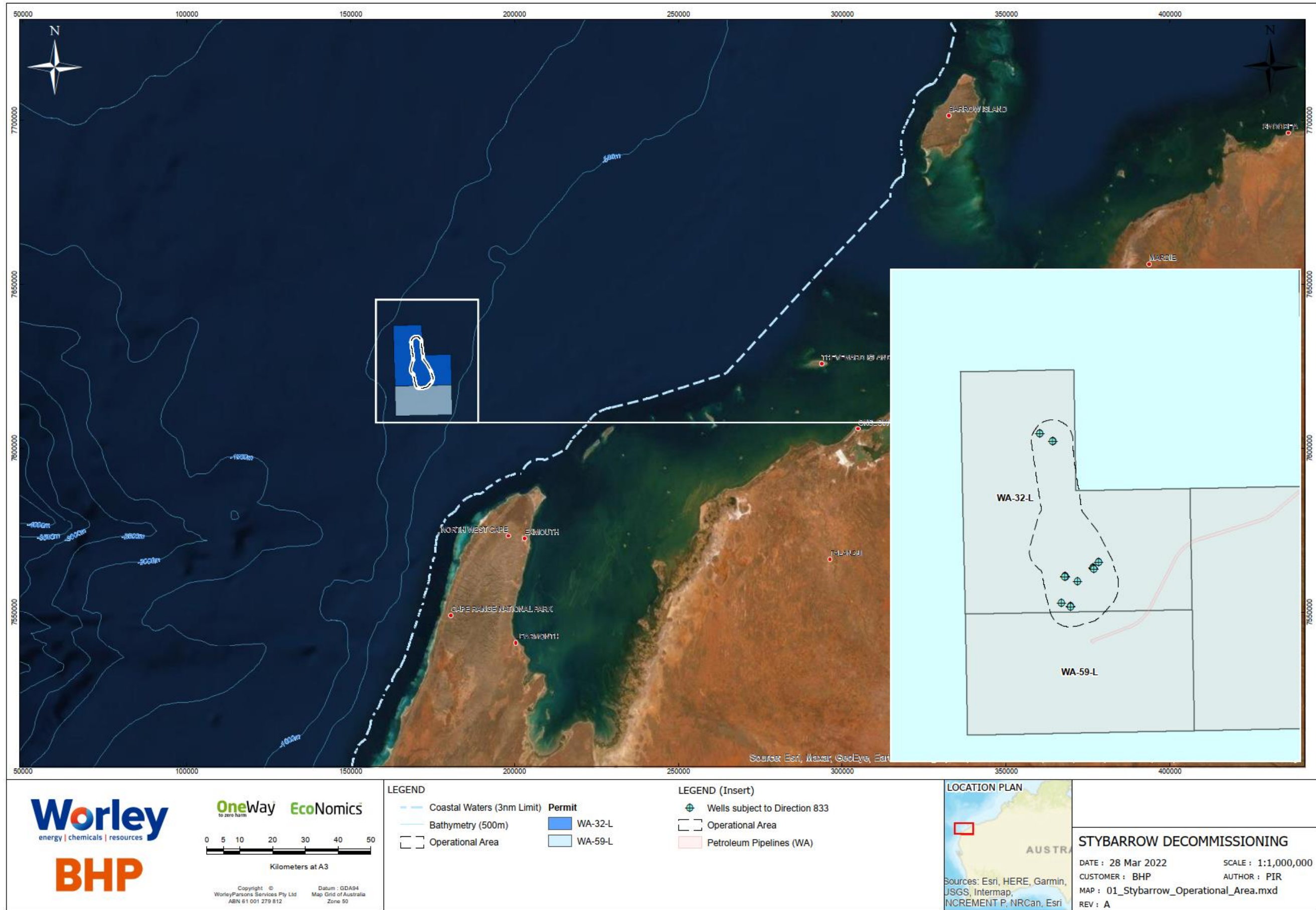


Figure 3-1: Location of the petroleum activity and operational area

### 3.3 Timing of the Activity

The petroleum activity comprise subsea infrastructure removal and field management, with timings defined below.

#### 3.3.1 Subsea Infrastructure Removal

The subsea infrastructure removal activities are expected to be conducted over a period of around six months, with activities required to be completed before 31 March 2025 (as required by General Direction 833). The subsea infrastructure removal will occur following plugging and abandonment of the wells listed in General Direction 833; plug and abandonment activities are subject to a future EP (Section 3.4).

#### 3.3.2 Field Management Activities

The condition of the equipment in the Stybarrow field is managed under the Stybarrow Field Post Cessation Subsea Integrity Management Plan (BHPB-00SC0N000-0002). This plan summarises inspection results, outlines the objectives for equipment integrity and describes the equipment management actions required to meet the objectives. The key management actions are five-yearly remotely operated vehicle (ROV) General Visual Inspection (GVI) surveys of the subsea trees. The last inspection was completed in 2018, which found the subsea trees were in good condition and no remediation action was required. The next inspection is not required until 2023.

BHP recently undertook an assessment of the integrity of the subsea equipment in the Stybarrow field. This assessment, the Post Cessation Subsea Asset Integrity Assessment (BHPB-00SC-N000-0003), concluded that no additional inspections are required beyond those outlined in the Stybarrow Field Post Cessation Subsea Integrity Management Plan (BHPB-00SC0N000-0002) based on the current state of the equipment, specifically:

- Near-term facilities risks have been managed and mitigated for planned provisional end state execution timing, and facilities preserved/maintained for planned decommissioning activities and to not preclude full removal.
- All equipment assessed to be in good condition, suitable for recovery, for the following reasons:
  - The equipment was specified to have a design life of 15 years. It was installed in 2007, so it is only reaching the end of its design life in 2022. Design life specifications are inherently conservative and encompass all operating scenarios such as the equipment being pressurised, temperature cycles, etc. The equipment has sat on the seabed since 2015, free of hydrocarbons and filled with treated water.
  - Equipment was not damaged during its operational life, and was all cleaned, flushed and preserved prior to FPSO sail-away.
  - All facilities stable on seabed, with all buoyant equipment removed (eliminated buoyant equipment release risk).
  - Robust materials of construction and equipment within design life, suitable for cessation period and defined removal methodology (corrosion-resistant alloy materials, cathodic protection).
  - The water depth at the Stybarrow field is ~800 m. At this depth, limited users of the sea and conditions are benign; there is low light, low temperature, no marine growth or habitat, hence minimal potential for corrosion.
  - At 800 m depth water depth, disturbance of equipment on the seabed due to surface level cyclonic activity is considered implausible.
  - Routine subsea integrity inspections to verify condition, last inspection completed 2018.

Following the recent NOPSEMA Safety Inspection, PI-2536, BHP is reviewing the 2018 survey data to address the compliance advice received and are in planning to conduct the 5 yearly GVI on the wellheads as required by the Subsea Integrity Management Plan, thus maintaining compliance with the requirement to maintain property stated in Section 572 of the OPGGS Act.

Aside from routine 5 yearly GVI activities, next due in 2023, field management survey activities may also be performed after significant external events, like third-party interactions or when anomalous conditions are reported. Hence, field management activities are included within the scope of this EP as a petroleum activity. Typically, field management survey activities will be less than 15 days in duration using a single vessel (refer Section 3.8).

### 3.4 Future Decommissioning Planning and Timing

Plug and abandonment of wells and the abandonment *in situ* of remaining Stybarrow subsea infrastructure not removed under this EP will be covered under separate EPs later. Submission and scope of future decommissioning permissioning documents are provided in Figure 3-2. Figure 3-2 also presents an indicative timetable of activities to support the decommissioning of all property in WA-32-L.

All Stybarrow subsea infrastructure will be removed before 31 March 2025, in accordance with General Direction 833. BHP intends to submit an “end state” EP (as shown in Figure 3-2) which includes abandonment *in situ* of the following equipment:

- suction pile for the water injection manifold,
- suction piles for the riser holdbacks
- the DTM anchors

The EP “end state” EP will demonstrate that full removal of the equipment may not be practicable and that abandonment *in situ* of the aforementioned equipment yields equal or better environmental outcomes than full removal. Until decommissioning, field management (Section 3.8) will ensure remaining subsea infrastructure is maintained in a condition that does not reduce the practicability of full removal. This will ensure BHP complies with obligations under the OPGGS Act, including:

- section 572(2), to ‘maintain in good condition and repair all structures that are, and all equipment and other property that is, in the title area and used in connection with the operations’
- section 572(3), to ‘remove from the title area all structures that are, and all equipment and other property that is, neither used nor to be used in connection with the operations in which the titleholder is or will be engaged; and that are authorised by the permit, lease, licence or authority’ (unless otherwise approved by NOPSEMA).



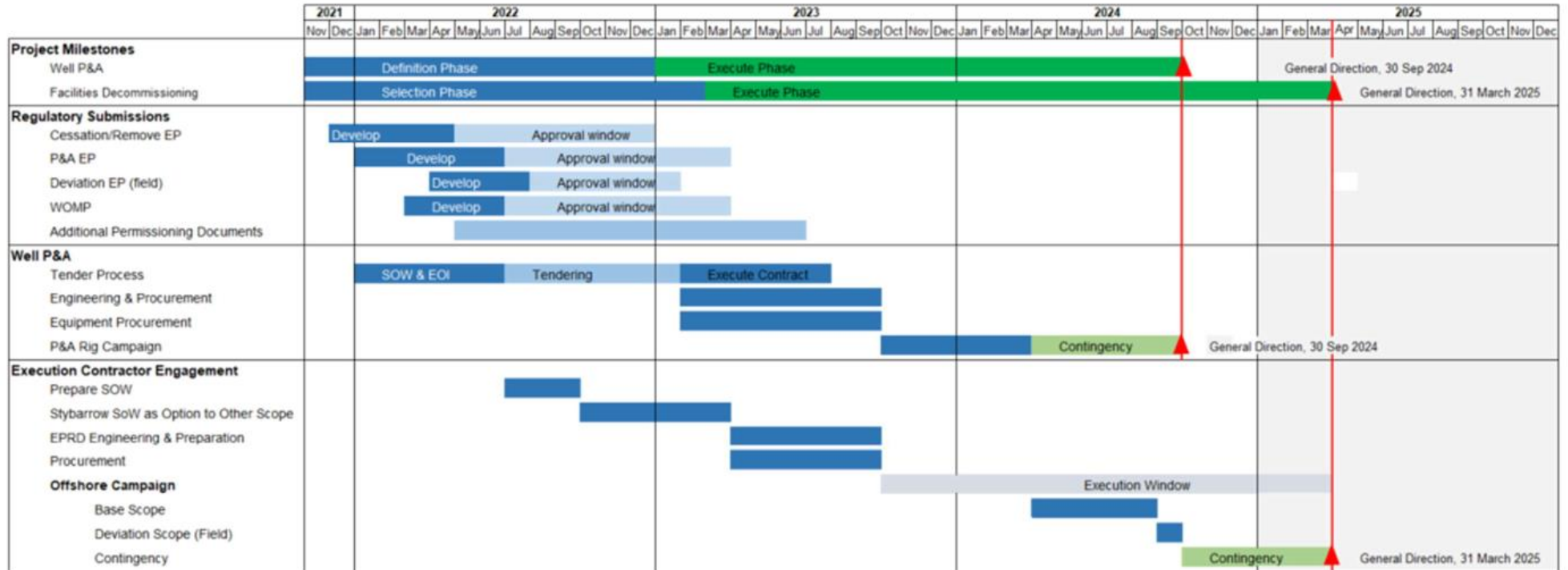


Figure 3-2: Indicative schedule of future decommissioning for the Stybarrow field

### 3.5 Operational Area

The operational area shown in Figure 3-1 is the spatial boundary of the petroleum activity, defined by the impacts and risks assessed and managed by this EP. The operational area includes the area encompassing a 1,500 m radius around the subsea infrastructure and wellheads within Commonwealth waters.

A temporary 500 m radius exclusion zone will be maintained around the project vessels during operations.

A series of gazetted petroleum safety zones (PSZs) are in place around selected infrastructure, as shown in Table 3-2. Third parties are not permitted within these zones without permission. BHP intends to request these PSZs be extinguished when WA-32-L is surrendered.

**Table 3-2: PSZs and associated equipment within WA-32-L**

Equipment	PSZ Radius (m)
DTM	1,134
Anchor 1 – 9	500
Stybarrow drill centre A wells 12 & 13	500
Stybarrow drill centre B wells H3, H4 & L1	500
Stybarrow drill centre C wells H1 & H2	500
Eskdale drill centre D wells EG1 & EH1	500

### 3.6 Stybarrow Subsea Infrastructure Overview

All subsea infrastructure within the Stybarrow field is presented within Table 3-4, along with the status and condition and decommissioning schedule. The layout of the field infrastructure is presented in Figure 3-3.

Since Stybarrow ceased production in 2015, the subsea infrastructure has been the subject of surveys to determine the status and condition of equipment and the environment. There were regular depth soundings of the DTM between cessation of production and the DTM sinking to confirm the position of the DTM in the water column. The inspection history of the subsea equipment over field life is summarised in Table 3-3.

**Table 3-3: Inspection history of subsea equipment in the Griffin field**

Date	Inspection / Survey Description
August 2009	ROV General Visual Inspection (GVI) and cathodic protection (CP) measurements of all subsea equipment
February 2010	ROV GVI of DTM and top 80 m of risers
July 2010	ROV inspection of mooring system
November 2011	ROV hull and mooring inspection
July 2012	ROV inspection and remediation of the Eskdale subsea distribution unit
July 2014	ROV GVI and CP measurements of all subsea equipment
October 2014	ROV GVI of EH-1 riser and bend stiffener
November 2014	ROV inspection of mooring legs and installing clamp on EH-1 riser
June 2015	ROV inspection of bend stiffener clamps

Date	Inspection / Survey Description
August 2015	Flushing and treating of flowlines and umbilicals, disconnection of DTM and departure of the FPSO
November 2015	Disconnection of production flowlines from wells
May 2016	Echo sounder of DTM (still at 40 m water depth)
October 2016	Echo sounder of DTM (not found)
November 2016	Multi-beam of DTM, confirmed DTM on seabed
December 2016	ROV GIV of DTM, risers and moorings
May 2017	Riser buoyancy modules removed
May 2018	Abandonment baseline survey consisting of GVI, NORM measurements, seabed and water sampling

The inspections are detailed in and supplemented by the following reports:

- Stybarrow Field (WA-32-L) Subsurface Handover Document (BHPB-00SC-A030-0001) (2015): a hand-over document by BHP summarising the state of equipment following cessation of production.
- Stybarrow Field DTM Buoy, Risers and Moorings Survey (BHPB-00SC-T400-0004) (2016): a technical note by BHP summarising an ROV inspection of the sunken DTM.
- Stybarrow Field ROV Inspection Survey Report (DOF1-00SC-R400-0002) (2017): a survey report by DOF Subsea summarising the observations of equipment in the Stybarrow field following sinking of the DTM.
- Stybarrow Infrastructure Status (00SD-BHPB-T40-0002) (2017): a report by BHP summarising the inspections, and status, of the equipment in WA-32-L.
- BHP Stybarrow Abandonment Project – Radiological Assessment (BHPB-00SC-R000-0006) (2018): a radiological assessment of naturally occurring radioactive materials (NORMs) within the subsea production equipment by SA Radiation. The report concluded NORMs were below the limits of detection in most of the equipment, with isolated areas of low-level NORMs contamination.

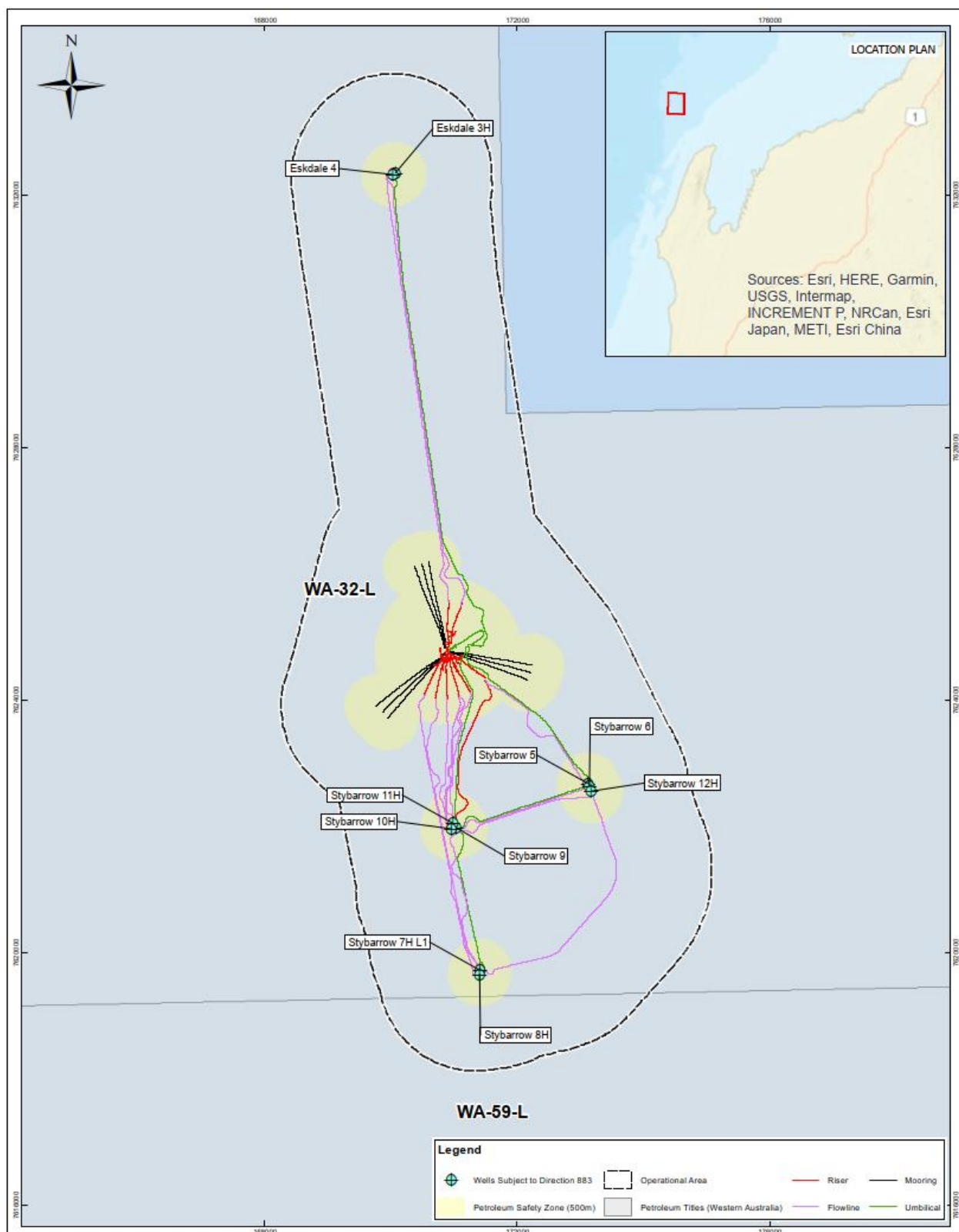
Analysis of Sediment and Water Chemistry, Infauna, Epifauna and Fish in the Stybarrow Field (BHPB-00SC-R900-0001) (2019): an environmental survey within WA-32-L which indicated some localised elevated concentrations of metals in sediments around equipment.

Details on the recovery methods for the subsea infrastructure are presented in Section 3.7. Subsea equipment is mostly unburied as the seabed is not mobile due to the water depth and relatively weak near-seabed currents. This is evidenced by the 2018 survey observing negligible current effects over the production life, with minor seabed scars from flowline installation operations still visible.

Table 3-4: Subsea equipment inventory in the Stybarrow field

Subsea Infrastructure	Quantity / Length	Size	Status and Condition	Removed under this EP?	Subject to Future EP?
<b>DTM, Mooring Legs and Anchors (Section 3.6.1)</b>					
DTM	1	14.685 m height, 14 m diameter	DTM hull compromised. Sunk, resting on seabed in stable position. Based on ROV inspections conducted in 2016 and 2018, the DTM has sustained crush damage, but the integrity of the structure remains intact, with no evidence of corrosion observed. Anodes were observed to have less than 20% wastage in the 2016 inspection.	Yes	No
DTM mooring legs – chain and wire	9	1,615 m long	On seabed, some plastic sheathing. Based on ROV inspection, there are no identified integrity issues that preclude their removal from the field. They are of robust design, no longer under any load and within design life.	Yes	No
DTM mooring anchors	9	Approx. 11 tonnes each	Embedded in seabed.	No	Yes – anchors proposed to abandon <i>in situ</i>
Mooring support buoys	9	3.0 m diameter, 5.34 m height	Sunken and imploded, sitting on seabed, some in multiple parts. No evidence of corrosion observed in 2016 inspection.	Yes	No
<b>Flexible Flowlines, Risers and Umbilicals (Section 3.6.2)</b>					
Riser buoyancy elements	345	1.5 m diameter, 1.7 height	Previously removed.	No – previously removed	No
Flexible risers	9 risers, 12,364 m (all combined)	Production Risers <ul style="list-style-type: none"> <li>• 1 x 6-inch</li> <li>• 2 x 7-inch</li> </ul> Gas Lift/Injection Risers <ul style="list-style-type: none"> <li>• 2 x 8-inch</li> <li>• 2 x 6-inch</li> </ul> Water Injection Riser <ul style="list-style-type: none"> <li>• 1 x 10-inch</li> </ul> Dynamic umbilical riser <ul style="list-style-type: none"> <li>• 1 x 157 mm</li> </ul>	Flushed and filled with treated water containing glutaraldehyde (biocide), Cronox (corrosion inhibitor) and sodium hydroxide (acidity control). NORM has not been detected in the flexible risers. Oil in water content was flushed to below 30 ppm following cessation. Risers are tangled adjacent to the DTM, but in good condition, with minimal degradation to the outer sheath.	Yes	No
Riser hold back anchors (suction piles)	9	4 m diameter, 7 m height	Suction piles embedded in seabed.	Yes – clamps and chains removed	Yes – suction piles proposed to abandon <i>in situ</i>
Flexible production flowlines	8 flowlines, 25,882 m (all combined)	1 x 6-inch 2 x 7-inch 5 x 8-inch	Flushed and filled with treated water containing glutaraldehyde (biocide), Cronox (corrosion inhibitor) and sodium hydroxide (acidity control). Low concentrations of NORM detected within some sections (two sections of flowline were cut at the EH-1 riser and H4 production flowline). Oil-in-water content was flushed to below 30 ppm following cessation. The flexible flowlines were sampled during buoyancy removal campaign in 2017. Samples from the flexible production flowlines were taken and the longitudinal strength wires were destructively tested with no loss of strength identified over the design/manufactured values. The condition of the outer sheaths of the flexibles shows minimal degradation also.	Yes	No
			H4 flexible flowline: During production operations in 2010, a sand screen failure resulted in the blockage of the H4 flexible flowline with a sand/hydrocarbon/hydrate plug. Efforts to remove the blockage were unsuccessful and the flowline was disconnected, capped and left <i>in situ</i> . A small amount of physical NORM was found inside the H4 flowline). The end state of the H4 flexible flowline will be covered under a future EP.	No	Yes – end state is subject to a future EP.

Subsea Infrastructure	Quantity / Length	Size	Status and Condition	Removed under this EP?	Subject to Future EP?
Gas injection / lift flowlines	4 injection / lift lines, 16,293 m (all combined)	3 x 4-inch 1 x 6-inch	Flushed and filled with treated water containing glutaraldehyde (biocide), Cronox (corrosion inhibitor) and sodium hydroxide (acidity control). In good condition, with minimal to no degradation to the outer sheath.	Yes	No
Water injection flowlines	2 injection flowlines, 5,198 m (all combined)	1 x 9-inch 1 x 6-inch	Flushed and filled with treated water containing glutaraldehyde (biocide), Cronox (corrosion inhibitor) and sodium hydroxide (acidity control). In good condition, with minimal to no degradation to the outer sheath.	Yes	No
Umbilicals	5 umbilicals, 19,100 m (all combined)	Various	On seabed, with residual hydraulic fluid. In good condition with no visible degradation.	Yes	No
<b>Wellheads, Xmas Trees and Jumpers (Section 3.6.3)</b>					
Wells (Xmas trees and wellheads)	6 production wells 3 water injection wells 1 gas injection well	Wellheads and trees extending up to approximately 3 m above the mudline	Each well was flushed with treated water and bull-headed with treated water to below the sub-surface safety valve before all valves on the tree were closed. The wellheads and trees were last visually inspected in 2018 and found to be in excellent condition with no anomalies such as coating damage, bubbles, corrosion, scour, wear and abrasion, with no marine growth coverage.	Yes – Xmas trees and wellheads removed	Yes – plug and abandonment is subject to a future EP
Jumpers	19 jumpers, 1,276 m	Various	Hydraulic jumpers may be filled with either hydraulic fluid or treated seawater.	Yes	No
<b>Miscellaneous Subsea Equipment (Section 3.6.4)</b>					
Water injection manifold (suction pile)	1	7.83 m x 6.42 m	Suction pile foundation embedded in seabed. Integrity of the structure is supported by robust design and materials of construction, and visual inspection in 2018 confirmed no external corrosion, coating damage or marine growth.	Yes – manifold removed	Yes – piled foundation abandon <i>in situ</i>
Subsea distribution units (SDU) Umbilical termination assemblies (UTAs)	5 x SDUs 2 x UTAs	2.5 m x 2.5 m x 2.5 m	SDUs and UTAs resting on mud mats. SDUs, UTAs and mud mats to all be removed. Integrity of all of the structures is supported by robust design and materials of construction, and visual inspection in 2018 confirmed no external corrosion, coating damage or marine growth.	Yes	No
Anode skids	15	4 m x 4 m x 2 m, an open pyramid structure comprising 8 sacrificial anodes made of zinc / aluminium	On seabed. 2018 ROV survey shows minimal wastage of anodes.	Yes	No



**OneWay** to zero harm **EcoNomics**

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Datum : GDA94  
 Map Grid of Australia  
 Zone 50

**STYBARROW EQUIPMENT REMOVAL OPERATIONAL AREA**

DATE : 11 Mar 2022      SCALE : 1:80,000  
 CUSTOMER : BHP      AUTHOR : PIR  
 MAP : FIGURE 2\_A4.mxd  
 REV : A

Produced By: PIR - Geomatics WA.

Location: I:\Projects\411012-00432 BHP Stybarrow Decommissioning\Engineering\GEOMATICS\03Project\Workspace\_SKT\220216\_DRAFT\220309\_W\_Chisholm\FIGURE 2\_A4.mxd

Figure 3-3: Subsea infrastructure layout

### 3.6.1 Disconnectable Mooring Buoy, Mooring Legs and Anchors

The DTM buoy sank to the seabed sometime between May 2016 and October 2016 and is resting on the seabed. The DTM buoy has sustained considerable damage, from the water pressure when it sank. Whilst damaged, the structure has been assessed to have retained its structural strength, shows no signs of corrosion and remains recoverable. The risers are still attached to the DTM buoy. The DTM buoy is partially embedded in the seabed with most of the DTM buoy exposed above the mudline (Figure 3-4), including the riser entry points into the DTM buoy (Figure 3-5). The DTM buoy position and depth is provided in Table 3-5.

The nine DTM mooring legs are also lying on the seabed. The mooring leg components (anchors, wires, chains etc.) are intact except for the mooring support buoys, which have imploded. The condition, positions, and depths of the DTM mooring leg components and the support buoys are provided in Table 3-4.

The DTM buoy, mooring leg components (except anchors) and mooring support buoys will be removed under this EP for disposal onshore. The steel mooring anchors are embedment-style anchors and are securely lodged in the seabed. Removing the anchors is expected to result in substantial seabed disturbance, hence BHP is considering abandonment *in situ* as an alternative to complete removal. Acceptance of abandonment *in situ* of the anchors will be subject to a future “end state” EP to be submitted to NOPSEMA (refer to Section 3.4).

The DTM is almost entirely steel, while the risers are predominantly steel (approximately 70% by weight) and plastic (approximately 30% by weight). The mooring leg components are almost entirely steel. The embedment-type anchors, which are securely embedded in the seabed, are made of steel with a paint coating.

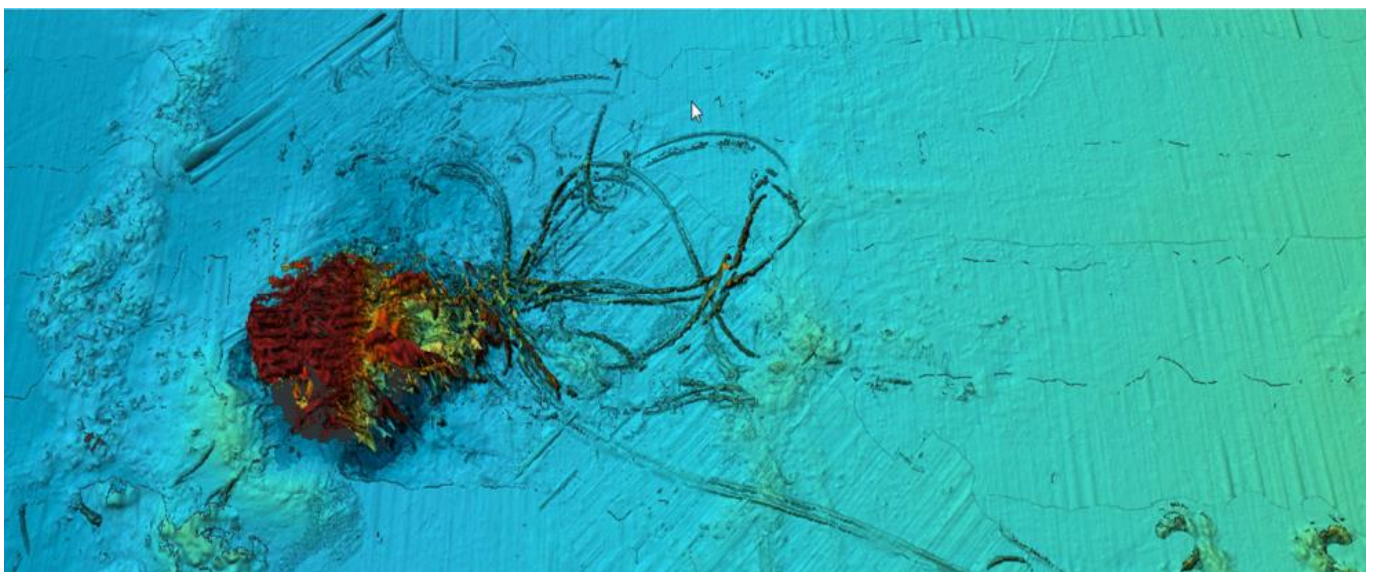


Figure 3-4: Sonar image of DTM buoy on the seabed, showing buoy position and tangled risers

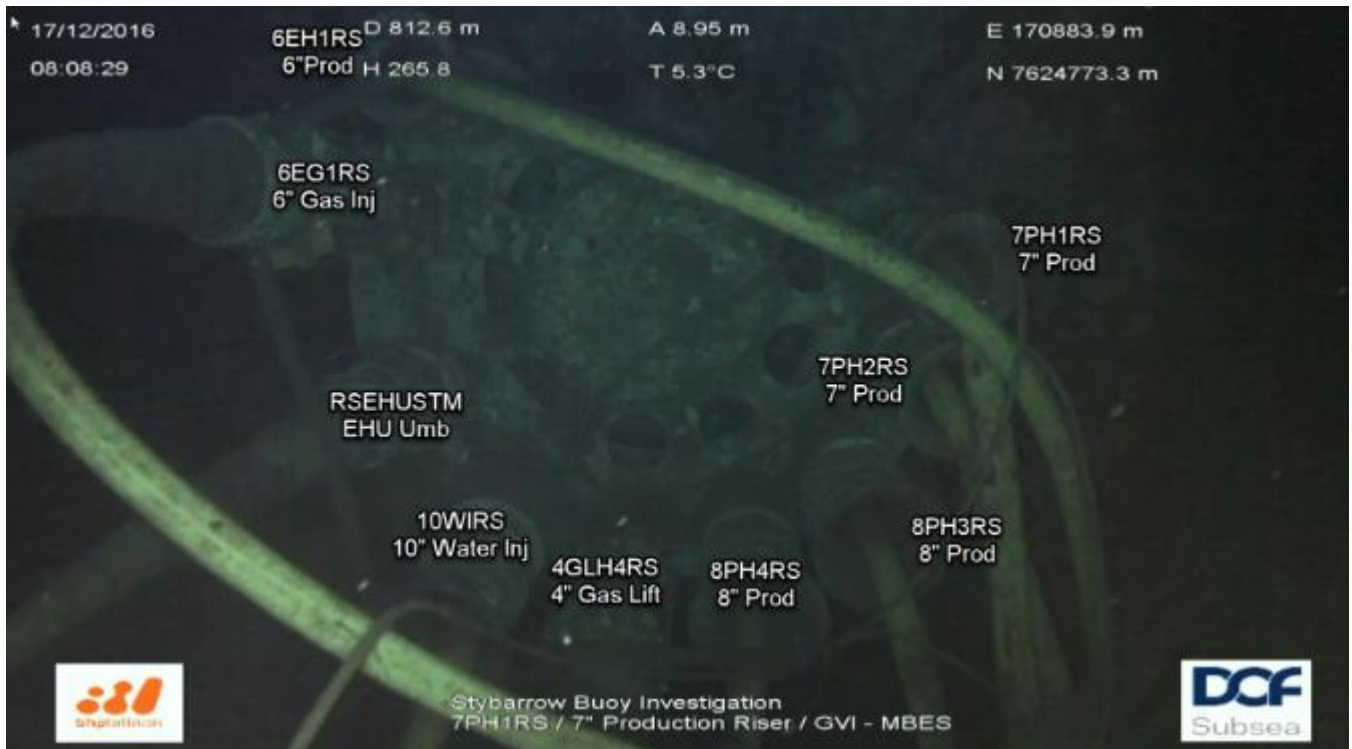


Figure 3-5: Image from ROV inspection footage showing riser entry to the base of the DTM buoy on the seabed

Table 3-5: DTM position and depth (eastings and northings in MGA50/GDA94)

Component	Easting (m)	Northing (m)	Depth (m)
DTM Buoy	170873.2	7624770.8	813

Table 3-6: DTM mooring leg component positions and depths (eastings and northings in MGA50/GDA94)

Mooring Leg Components	Easting (m)	Northing (m)	Depth (m)
Mooring 1 Anchor	172172.4	7624323.5	807.3
Mooring 1 Chain / Wire	171739.4	7624481.2	816.6
Mooring 2 Anchor	172215.2	7624441.7	807.5
Mooring 2 Chain / Wire	171779.8	7624557.8	816.0
Mooring 3 Anchor	172237.1	7624561.1	807.6
Mooring 3 Chain / Wire	171793.5	7624638.1	815.6
Mooring 4 Anchor	170594.8	7626195.0	826.1
Mooring 4 Chain / Wire	170680.7	7625739.9	826.5
Mooring 5 Anchor	170489.2	7626161.1	829.1
Mooring 5 Chain / Wire	170606.1	7625726.6	823.3
Mooring 6 Anchor	170372.9	7626127.5	828.7



Mooring Leg Components	Easting (m)	Northing (m)	Depth (m)
Mooring 6 Chain / Wire	170526.1	7625700.7	832.1
Mooring 7 Anchor	169759.4	7623909.3	842.4
Mooring 7 Chain / Wire	170111.8	7624195.8	837.1
Mooring 8 Anchor	169828.7	7623775.8	842.7
Mooring 8 Chain / Wire	170184.5	7624130.7	836.6
Mooring 9 Anchor	169943.1	7623715.9	842.0
Mooring 9 Chain / Wire	170238.7	7624063.3	837.4

**Table 3-7: Mooring support buoy positions and depths (includes debris) (eastings and northings in MGA50/GDA94)**

Mooring Support Buoys	Easting (m)	Northing (m)
Mooring Support Buoy 1	170952	7624755
Mooring Support Buoy 2	170940	7624755
Mooring Support Buoy 3	170961	7624767
Mooring Support Buoy 4	170859	7624839
Mooring Support Buoy 5	170865	7624847
Mooring Support Buoy 6	170850	7624819
Mooring Support Buoy 7	170818	7624672
Mooring Support Buoy 8A	170842	7624732
Mooring Support Buoy 8B	170816	7624732
Mooring Support Buoy 9	170852	7624760

### 3.6.2 Flexible Flowlines, Risers and Umbilicals

Production, gas injection / lift and water injection flowlines within WA-32-L are listed in Table 3-8, Table 3-9 and Table 3-10 respectively. These flowlines were flushed with treated seawater during cessation of production and are lying on the seabed (Figure 3-6), except for the abandoned H4 flowline. The total length of flowlines in WA-32-L is approximately 47 km.

All production, gas injection / lift and water injection flowlines, with the exception of the H4 flexible flowline, will be recovered within the scope of this EP for disposal onshore. The removal of the H4 flexible flowline will be covered under a future EP – either the plug and abandonment or end state EP (Figure 3-2).

A series of nine risers connect the production, gas injection / lift and water injection flowlines and umbilical to the DTM buoy (Figure 3-7). Riser lengths and diameters are provided in Table 3-11. The total length of risers in WA-32-L is approximately 12 km. A series of nine steel riser bases (suction piles) are installed in the seabed, to which the risers are attached by holdback clamps. The positions of the riser bases are shown in Table 3-12. All risers and holdback clamps will be removed within the scope of this EP. The riser bases are suction piles that are securely lodged in the seabed. Removing the riser bases is expected to result in substantial seabed disturbance, hence BHP is considering abandonment *in situ* as an alternative to complete removal for the riser bases. Acceptance of

abandonment *in situ* of the riser bases will be subject to a future “end state” EP to be submitted to NOPSEMA (refer to Section 3.4).

There are a series of umbilicals within WA-32-L (see Figure 3-8 for an example), which are listed in Table 3-13. All umbilicals will be recovered within the scope of this EP and disposed of onshore.

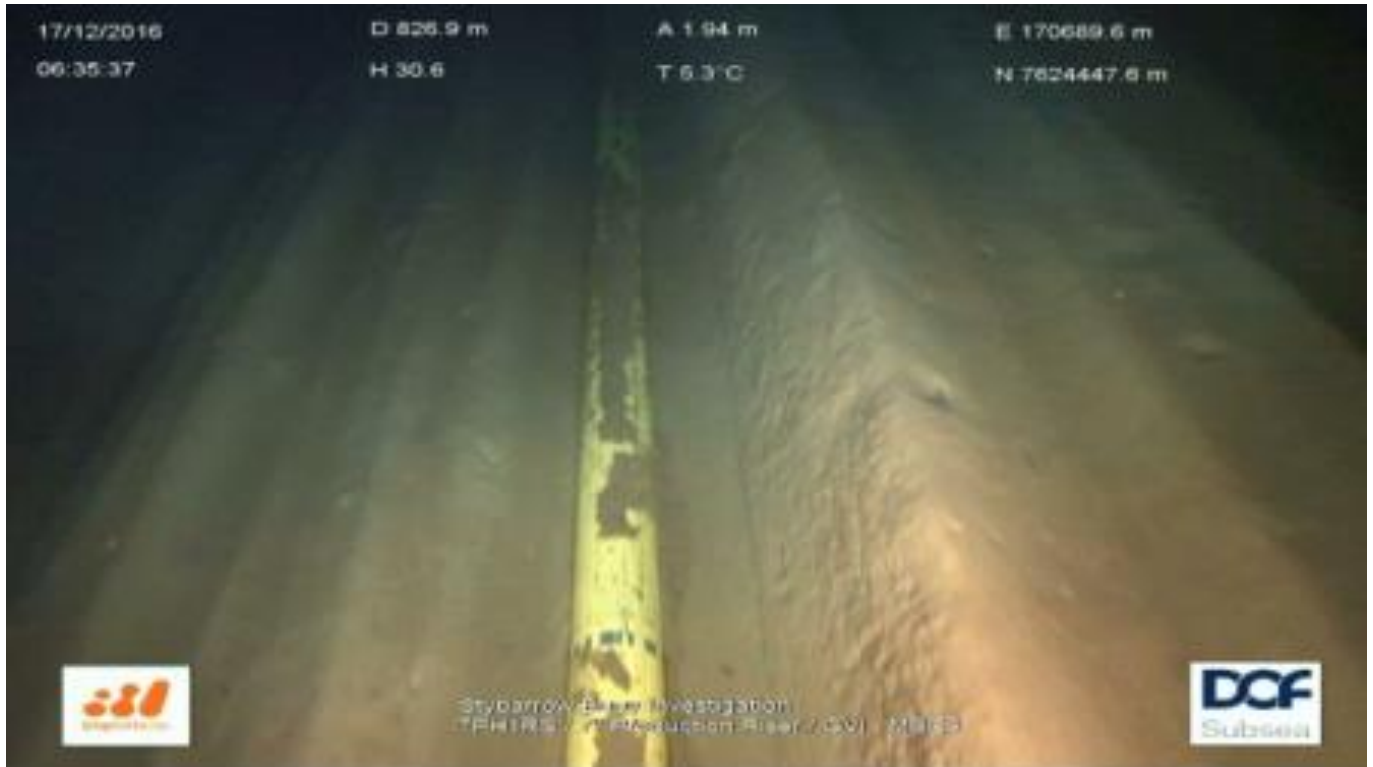


Figure 3-6: Indicative flowline on seabed



Figure 3-7: Tangled risers on seabed near the DTM buoy



Figure 3-8: Indicative umbilical on seabed

Table 3-8: Production flowline lengths and diameters

Production Flowlines	Length (m)	Outer Diameter (mm)	Inner Diameter (mm)
H1 Production Riser Base to Sty-8 (H1) 7" Flexible Flowline	4,723	343.4	177.8
H2 Production Riser base to Sty-7 (H2) 7" Flexible Flowline	4,635	328.7	177.8
H3 Production Riser Base to Sty-10 (H3) 8" Flexible Flowline	2,193	361.1	203.2
H4 Production Riser Base to Sty-11 (H4) 8" Flexible Flowline	2,193	361.1	203.2
Sty-10 (H3) to Sty-12 (H5) 8" Flexible Flowline	2,480	396.2	203.2
Sty-11 (H4) to Sty-12 (H5) 8" Flexible Flowline	2,453	396.2	203.2
EH1 Production Riser Base to Esk-3 (EH1) 6" Flexible Flowline	7,205	232.8	101.6
<b>Total</b>	<b>23,698</b>		

Table 3-9: Gas injection / lift flowline lengths and diameters

Gas Injection / Lift Flowlines	Length (m)	Outer Diameter (mm)	Inner Diameter (mm)
H4GL Gas Lift Riser Base to Sty-11 (H-4) 4" Flexible Flowline	2,241	154.1	101.6
Sty-10 (H3) to Sty-7 (H2) 4" Flexible Flowline	2,510	154.1	101.6
Sty-8 (H1) to Sty-12 (H5) 4" Flexible Flowline	4,284	163.8	101.6
EG1 Gas Injection Riser Base to Esk-4 (EG1) 6" Flexible Flowline	7258	214.3	152.4
<b>Total</b>	<b>16,293</b>		

Table 3-10: Water injection flowline lengths and diameters

Water Injection Flowlines	Length (m)	Outer Diameter (mm)	Inner Diameter (mm)
WI Manifold to Sty-5 (I-3) 9" WI Flexible Flowline	2,521	321.8	228.6
WI Manifold to Sty-9 (I-1) 6" WI Flexible Flowline	2,677	215.5	152.4
<b>Total</b>	<b>5,198</b>		

Table 3-11: Riser lengths and diameters

Risers	Length (m)	Outer Diameter (mm)	Inner Diameter (mm)
Dynamic Umbilical Riser	1,629	157.5	N/A
Water Injection 10" Riser	1,390	383.6 (top 60 m) 354.6 (lower section)	254.0
H4GL Gas Lift 6" Riser	1,315	251.5 (top 60 m) 224.5 (lower section)	152.4
EG1 Gas Injection 6" Riser	1,315	251.5 (top 60 m) 224.5 (lower section)	152.4
H4 Production 8" Riser	1,345	359.7	203.2
H3 Production 8" Riser	1,345	359.7	203.2
H2 Production 7" Riser	1,350	328.7	177.8
H1 Production 7" Riser	1,350	328.7	177.8
EH1 Production 6" Riser	1,325	287.3	152.4
<b>Total</b>	<b>12,364</b>		

Table 3-12: Riser base positions (eastings and northings in MGA50/GDA94)

Riser Bases	Easting	Northing
Dynamic Umbilical Riser Base	171433.8	7625113.9
Water Injection 10" Riser base	171491.8	7624359.1
H4GL Gas Lift 6" Riser Base	171256.2	7624136.9
EG1 Gas Injection 6" Riser Base	171121.0	7625533.9
H4 Production 8" Riser Base	171080.4	7624061.0
H3 Production 8" Riser Base	170894.3	7624028.6
H2 Production 7" Riser Base	170704.2	7624040.9
H1 Production 7" Riser Base	170526.5	7624100.2
EH1 Production 6" Riser Base	170921.2	7625578.0

Table 3-13: Umbilical lengths

Umbilicals	Length (m)
Riser Base SDU / UTA to DC-A SDU / UTA	3,150
Riser Base SDU / UTA to DC-B SDU / UTA	3,000
Riser Base SDU / UTA to DC-D SDU / UTA	8,100
DC-B SDU / UTA to DC-C SDU / UTA	2,450

Umbilicals	Length (m)
DC-B UTA to Sty-12 (H-5) UTA	2,400
<b>Total</b>	<b>19,100</b>

### 3.6.3 Wells

A series of 10 production, gas injection / lift and water injection wells were drilled in four drill centres in WA-32-L. Each of these wells has a wellhead and horizontal Xmas tree in place. The well positions are provided in Table 3-4. All Xmas trees and wellheads will be removed within the scope of this EP. The Xmas trees and wellheads will not be removed until plug and abandonment of each well has been completed. Plug and abandonment activities are beyond the scope of this EP; BHP will submit an EP to NOPSEMA for these activities in the future (refer to Section 3.4).

In addition to the 10 production, gas injection / lift and water injection wells in Table 3-4, General Direction 833 lists several abandoned wells with wellheads in place. BHP confirms these wells within WA-32-L have been plugged and abandoned and the wellheads removed (Table 3-14). No further activity is required for these wellheads.

**Table 3-14: Wells listed in General Direction 833 as abandoned with wellheads in place**

Well Name	Well Status
Stybarrow 1/1CH	Wellhead recovered March 6, 2003
Stybarrow 2	Wellhead recovered June 20, 2003
Stybarrow 3/4	Wellhead recovered June 25, 2004
Knott 1	Wellhead recovered July 9, 2004
Eskdale 1	In place - Dispensation to leave the wellhead on the seabed received from the Department of Industry and Resources
Eskdale 2/2CH1	Wellhead recovered May 15, 2004
Skiddaw 1/2	Wellhead recovered June 1, 2003

**Table 3-15: Well positions (eastings and northings in MGA50/GDA94)**

Drill Centre	Well	Easting (m)	Northing (m)
DC-A	Stybarrow-5 (I-3) Well	173119.00	7622683.90
	Stybarrow-6 (I-2) Well	173143.86	7622636.19
	Stybarrow-12 (H-5) Well	173172.80	7622560.74
DC-B	Stybarrow-9 (I-1) Well	171032.33	7621985.59
	Stybarrow-10 (H-3) Well	170958.06	7621964.06
	Stybarrow-11 (H-4) Well	170980.53	7622056.34
DC-C	Stybarrow-7 (H-2) Well	171413.34	7619728.58
	Stybarrow-8 (H-1) Well	171403.11	7619659.88
DC-D	Eskdale-3 (EH1) Well	170065.05	7632345.32

Drill Centre	Well	Easting (m)	Northing (m)
	Eskdale-4 (EG1) Well	170024.53	7632318.26

### 3.6.4 Miscellaneous Subsea Equipment

In addition to the equipment considered above, a range of ancillary equipment is installed within WA-32-L:

- A single water injection manifold (including a suction pile foundation)
- Five subsea distribution units (SDUs)
- Two umbilical termination assemblies (UTAs)
- Numerous jumpers
- 15 anode skids

All the equipment listed above will be removed within the scope of this EP except for the suction pile foundation. Like the riser bases described in Section 3.6.2, removal of the manifold foundation will result in substantial disturbance to the seabed. BHP is considering abandonment *in situ* as an alternative to complete removal for the manifold foundation. Acceptance of abandonment *in situ* of the manifold foundation will be subject to a future “end state” EP to be submitted to NOPSEMA (refer to Section 3.4).

The manifold, SDUs and UTAs are listed in Table 3-16, along with their positions. Jumpers are listed in Table 3-17.

**Table 3-16: Manifold, SDU and UTA positions (eastings and northings in MGA50/GDA94)**

Equipment	Easting (m)	Northing (m)
Water Injection Manifold	171486.5	7624333.0
Riser Base SDU	171223.8	7624891.4
SDU A	173159.3	7622671.3
SDU B	171004.5	7622008.6
SDU C	171441.3	7619702.8
SDU D	170065.5	7632321.3
DC-A UTA	173183.0	7622582.1
DC-B UTA	171019.6	7621973.9

**Table 3-17: Jumper lengths**

Jumpers	Length (m)
Sty-5 (I-3) to Sty-6 (I-2) 9" WI Flexible Jumper	57
Sty-5 (I-3) to DC-A SDU / UTA Control	50
Sty-6 (I-2) to DC-A SDU / UTA Control	50
DC-A SDU / UTA to Sty-12 (H-5) UTA EFL	50
Sty-12 (H5) to Sty-12 (H-5) UTA HFL - EFL	50
Sty-9 (I-1) to DC-B SDU / UTA HFL - EFL	50

Jumpers	Length (m)
Sty-10 (H-3) to DC-B SDU / UTA HFL - EFL	64
Sty-11 (H-4) to DC-B SDU / UTA HFL - EFL	65
Sty-10 (H-3) to Sty-11 (H-4) 4" Flexible Gas Lift	140
DC-B SDU / UTA to DC-B UTA HFL - EFL	50 <sup>1</sup>
8" Production Jumper Abandoned	136
Sty-7 (H-2) to Sty-8 (H-1) 4" Flexible Gas Lift	173
Sty-7 (H-2) to Sty-8 (H-1) 7" Flexible Production	81
Sty-7 (H-2) to DC-C SDU / UTA HFL - EFL	43
Sty-8 (H-1) to DC-C SDU / UTA HFL - EFL	64
Esk-3 (EH-1) to Esk-4 (EG-1) 4" Flexible Gas Lift	68
Esk-3 (EH-1) to DC-D SDU / UTA HFL - EFL	45
Esk-3 (EH-1) to DC-D SDU / UTA HFL - EFL Abandoned	45
Esk-4 (EG-1) to DC-D SDU / UTA HFL - EFL	45
<sup>1</sup> Estimated	

### 3.7 Infrastructure Removal Activities

#### 3.7.1 Subsea Infrastructure

Table 3-18 summarises the indicative removal methods for each piece of subsea infrastructure, along with any discharges and vessel requirements. Once recovered, subsea infrastructure will be transported to shore for disposal in accordance with applicable legislation.

The methodologies detailed in Table 3-18 provide an overview of the removal activities for each piece of subsea infrastructure for the purposes of determining potential environmental impacts associated with the activities. The specific removal methods and sequence of activities will be determined by the removal contractor.

Subsea infrastructure may be set down on the seabed in the immediate vicinity of removal, to enable safe rigging before recovery.



Table 3-18: Indicative subsea equipment removal methods

Equipment	Indicative Removal Method	Discharges during Removal
DTM buoy	<ul style="list-style-type: none"> <li>• Cut flexibles as close to DTM buoy as possible</li> <li>• Cut chain / wires as close to DTM as possible (Assuming no remaining buoyancy)</li> <li>• Rig and recover Buoy (buoy may require sectioning into pieces to facilitate recovery based on lift capability of vessel used)</li> <li>• Remove internal flexible stubs at surface</li> </ul>	<p>All risers flushed, negligible volumes of residual hydrocarbons</p> <p>Voids in DTM used treated seawater, will be degraded by now</p>
DTM mooring legs – chain and wire	<ul style="list-style-type: none"> <li>• Cut chain/wires as close to DTM as possible (Assuming no remaining buoyancy)</li> <li>• Cut chain as close to anchors as possible.</li> <li>• Anchors to remain in place</li> </ul>	No discharges
Mooring support buoys	<ul style="list-style-type: none"> <li>• Use a grapple to lift and remove</li> </ul>	No discharges
Flexible risers	<ul style="list-style-type: none"> <li>• Cut and remove riser base clamps</li> <li>• Cut flexibles as close to DTM buoy as possible</li> <li>• Start recovering from Jumper Stroking System (JSS) end (use two hook points at the top of JSS to assist recovery) Recover to deck and cut into 40 ft lengths for deck storage</li> </ul>	All risers flushed, negligible volumes of residual hydrocarbons
Riser base anchors (suction anchors)	<ul style="list-style-type: none"> <li>• Cut chain as close to anchors as possible and lift/recover to deck.</li> <li>• Once disconnected riser can be removed</li> <li>• Anchors to remain in place</li> </ul>	No discharges
Flexible production flowlines (excluding H4 flowline)	<ul style="list-style-type: none"> <li>• Flowlines recovered with risers where applicable</li> <li>• Infield flowlines lifted using JSS termination or reverse lay through the Vertical Lay System (VLS)</li> <li>• Recover to deck and cut into 40 ft lengths for deck storage</li> </ul>	All flowlines flushed, negligible volumes of residual hydrocarbons
Gas injection / lift flowlines	<ul style="list-style-type: none"> <li>• As per production flowlines</li> </ul>	Potential treated seawater
Water injection flowlines	<ul style="list-style-type: none"> <li>• As per production flowlines</li> </ul>	Potential treated seawater

Equipment	Indicative Removal Method	Discharges during Removal
Flying leads	<ul style="list-style-type: none"> <li>• Cut flying leads and recover to basket. Basket can then be lifted to deck</li> </ul>	Potential hydraulic fluid
Umbilicals	<ul style="list-style-type: none"> <li>• Lift SDU/UTAs to deck with umbilicals attached.</li> <li>• Lay umbilical on tensioner with SDU attached.</li> <li>• Cut off SDUs from umbilical.</li> <li>• Cut umbilicals into 40 ft lengths for deck storage</li> </ul>	Potential hydraulic fluid
Jumpers	<ul style="list-style-type: none"> <li>• Flexible jumpers recovered to deck using JSS assembly.</li> <li>• Cut flexible jumpers into 40 ft lengths for deck storage</li> </ul>	Not applicable
Water injection manifold (suction anchor)	<ul style="list-style-type: none"> <li>• Vetco Structure - rent bespoke tooling from Baker Hughes</li> <li>• Lift structures to deck with crane</li> </ul>	Potential treated seawater
Subsea distribution units (SDU) / umbilical termination assemblies (UTAs)	<ul style="list-style-type: none"> <li>• Vetco Structure - rent bespoke tooling from Baker Hughes</li> <li>• Lift structures to deck with crane</li> </ul>	Potential treated seawater Potential hydraulic fluid
Anode skids	<ul style="list-style-type: none"> <li>• Use a grapple to lift and remove</li> </ul>	Not applicable

### 3.7.2 Wellheads

Options for removing and recovering the wellheads are described in Table 3-19. If temporary or permanent guidebase(s) are found to be below the mudline and attempted recovery is unsuccessful, additional approvals will be sought for these facilities to be abandoned *in situ*.

**Table 3-19: Wellhead cutting**

Method	Description	Associated Discharges	Applicability
Abrasive water jet (AWJ) cutting	High-pressure water entrained with grit and flocculant is pumped via an umbilical from a vessel to a subsea cutting tool that is inserted into the inner well casing.  An internal cut is made at sufficient depth below the mudline (>3 m) in accordance with international well standard practice, such as Oil and Gas United Kingdom Well Decommissioning Guidelines (Oil and Gas UK, 2018).	4 t of grit and 250 L flocculant per AWJ cut (majority or all to be released below mudline, see Section 7.7)	Preferred option
Mechanical internal cutting	A mechanical internal cutting tool is deployed from an ROV and inserted into the inner well casing.  An internal cut is made at sufficient depth below the mudline (>3 m) in accordance with international Well standard practice, such as Oil and Gas United Kingdom Well Decommissioning Guidelines (Oil and Gas UK, 2018).	N/A	Second option

Once the wellhead has been cut, the following method will be used to recover the wellhead and associated infrastructure:

- ROV to secure rigging to the wellhead structure to prepare for removal via crane from vessel
- Remove wellhead infrastructure via crane from vessel
- Recover equipment individually to the vessel deck

If required, wellhead infrastructure may be set down on the seabed in the immediate vicinity of removal to enable safe rigging before recovery.

Wellhead infrastructure, once recovered, will be transported to shore for disposal in accordance with applicable legislation.

### 3.7.3 Marine Growth Removal

Marine growth may be removed using a brush or high-pressure water jet and acid (applied with high-pressure hose) during surveys of the infrastructure or to gain access to lifting points during removal. The application of acid would be minimal, and cleaning mostly conducted by brush. Given the depth, there is very little marine growth on the equipment in the Stybarrow field.

Marine growth from recovered subsea infrastructure may be removed on the vessel deck using high-pressure water and brushes. Removed marine growth will be discharged to the marine environment from the deck.

### 3.7.4 Sediment Relocation

If sediment has built up around subsea infrastructure and wellheads and impedes its removal, an ROV-mounted suction pump may be used to move small amounts of sediment around its immediate vicinity, to allow safe recovery or inspection activities.

### 3.7.5 Setdown of Subsea Infrastructure

To enable safe rigging or in the event of issues during removal of subsea infrastructure and wellheads, infrastructure may be set down on the seabed for a short period. Setdown will occur close to the infrastructure's original location

## 3.8 Field Management Activities

Field management evaluates the infrastructure integrity and applies applicable measures, based on risk, to ensure subsea infrastructure may be removed in accordance with Section 572(3) of the OPGGS Act.

The condition of the equipment in the Stybarrow field is managed under the Stybarrow Field Post Cessation Subsea Integrity Management Plan (BHPB-00SC0N000-0002). This plan summarises inspection results, outlines the objectives for equipment integrity and describes the equipment management actions required to meet these objectives. The key management actions are five-yearly remotely operated vehicle (ROV) and cathodic inspection survey of the subsea trees.

Field management activities that may be performed on all subsea infrastructure includes general visual inspection surveys (Section 3.8.1). These surveys will be performed using ROVs deployed from a vessel.

There is no intention to carry out field management activities prior to field abandonment, beyond that specified in the Subsea Integrity Management Plan. This is justified based on the following points:

- All hydrocarbon production centres are shut in.
- The contents of the subsea infrastructure (except the H4 flowline) have been displaced with treated seawater to preserve the equipment.
  - The abandoned H4 flowline that was plugged during production is filled with sand, produced water, oil and gas hydrate. It is sealed at the ends and lying on the seabed. The removal of the H4 flowline will be included in a future EP submission - either the plug and abandonment or end state EP (Figure 3-2).
- Seabed stability has been proven.
- Subsea equipment corrosion is not considered a concern as all structures are within their design life, have cathodic protection and are shown to be in good condition.
- Recovery methods for equipment will not rely on the integrity of the original lifting points, unless confirmed via inspection to be adequate. Alternate rigging methods will be utilised, such as use of equipment lifting baskets, grapples and purpose designed tooling.
- The integrity risk for release of floating equipment has been removed. All buoyant equipment has been removed or has sunk to the seabed.

Non-routine field management activities may also be performed after significant external events (such as third-party interactions) or when an anomalous condition has been reported. Any additional inspections will be undertaken in general accord with BHP's Australia Production Unit Subsea Inspection and Monitoring Philosophy (AO-MN-0002).

### 3.8.1 General Visual Inspection

Visual inspections are performed on subsea infrastructure from an ROV, typically to determine:

- general physical condition and integrity
- evidence of damage or disturbance
- evidence of scour, particularly around structure foundations
- evidence of debris or foreign objects
- evidence of anchor scars or other third-party interference
- marine growth coverage, type, and thickness
- perform cathodic protection measurements.

Multi-beam echo sounder (MBES) or side scan sonar (SSS) mounted on an ROV may be required in some instances to aid inspections.

### 3.9 Project Vessels

The vessels required to perform the petroleum activity are:

- general support / supply vessel
- construction support vessel / installation vessel
- anchor handling tug vessels.

Vessel specifications for the above are provided in Table 3-20.

Typically, only one general support vessel will be performing field management in the operational area at any time. Typically, two (but up to six) project vessels will be in the operational area during subsea infrastructure removal activities.

General support vessels are used to transport equipment and materials between the operational area and port subsea infrastructure removal activities. Other project vessels will make regular trips between the operational area and port for routine, non-routine, and emergency operations.

A variety of materials are routinely bulk transferred from general support vessels, including equipment, fluids or chemicals and waste. Loading and back-loading to general support vessels from other project vessels is performed using cranes to lift materials.

All project vessels will be commercial vessels with a suitable survey class for the activities they are performing. The vessels will run on marine diesel oil (MDO); no intermediate or heavy fuel oils will be used.

**Table 3-20: Typical vessel specifications for project vessels**

Parameter	General Support / Supply Vessels	Construction Support Vessels	Anchor Handling Tug Vessels
Draft (max) (m)	6 to 8	8 to 9	8 to 9
Length (m)	75 to 100	110 to 130	110 to 130
Berths (persons)	100	130	130
Gross tonnage (t)	3,000	5,000	3,000
Fuel type	MDO	MDO	MDO
Total fuel volume (m <sup>3</sup> )	2,000	3,000	3,000
Volume of largest fuel tank (m <sup>3</sup> )	250	1,000	800

#### 3.9.1 Vessel Operations

The project vessels will be subject to BHP’s Marine Management Procedure. All required audits and inspections will assess compliance with the laws of the international shipping industry, which include safety and environmental management requirements, and maritime legislation including International Convention for the Prevention of Pollution from Ships 1973 as modified by the Protocol of 1987 (MARPOL) and other International Maritime Organisation (IMO) standards.

The project vessels will display navigational lighting and external lighting, as required for safe operations. Lighting levels will be determined primarily by operational safety and navigational requirements under relevant legislation, specifically the *Navigation Act 2012*. The vessels will be lit to maintain operational safety on a 24-hour basis.

Operational discharge streams from project vessels include:

- deck drainage
- putrescible waste and sewage/grey water
- oily water
- cooling water
- desalination plant effluent (brine) and backwash water discharge
- ballast water.

Further details about the above discharge streams from project vessels are included in Section 7.5.

### 3.9.2 Refuelling

Fuel transfers that may occur within the operational area include refuelling of cranes, helicopters or other equipment as required. Vessel refuelling and bunkering at sea will occur during the subsea infrastructure removal activities (refer to Section 8.2).

### 3.9.3 Dynamic Positioning

The project vessels will not anchor in the operational area, instead using dynamic positioning (DP) to maintain position. DP uses satellite navigation and radio transponders in conjunction with thrusters to maintain the position.

### 3.9.4 Remotely Operated Vehicles

ROVs will be used throughout the petroleum activity, typically for:

- visual inspections and observations
- seabed and hazard survey
- placement of ROV tool baskets on the seabed
- marine growth cleaning on infrastructure
- sediment relocation
- tooling and infrastructure cutting
- post-infrastructure removal seabed survey.

### 3.9.5 Helicopters

During the equipment removal scope, crew changes may be performed using helicopters as required. Helicopter operations within the operational area are limited to take-off and landing on the helideck. Crew changes are not required during the field management scope.

## 3.10 Chemical Assessment Process

Chemicals will be used operationally for:

- marine growth removal, such as acids (note there is very little marine growth on Stybarrow equipment as the water depth is not conducive for substantial fouling)
- subsea infrastructure cuttings, such as flocculants and lubricants.

BHP has adopted a risk-based approach for selecting chemicals with the least potential for environmental impacts. Where a product may be discharged to the environment, an environmental assessment is completed before the product is approved for use. BHP APU Hazardous Materials Acquisition Environmental Supplement Procedure (AO-HSE S-0002) details the chemical selection procedures to be followed. The assessment must be demonstrated through completing the New Material Request and Approval Form. The assessment includes a review of the product's ecotoxicity, biodegradation and bioaccumulation.

Central to the chemical selection process is the use of the Offshore Chemical Notification Scheme (OCNS). The OCNS conducts hazard assessments on chemical products, and lists and ranks all chemicals used in exploration, exploitation and associated offshore processing of petroleum on the United Kingdom Continental Shelf. The OCNS promotes the substitution of hazardous substances by less hazardous, or preferably, non-hazardous alternatives.

The chemical hazard and risk management (CHARM) model calculates the ratio of Predicted Effect Concentration against No Effect Concentration (PEC:NEC). This is expressed as a hazard quotient, which is then used to rank the product. Data used in the CHARM assessment includes ecotoxicity, biodegradation and bioaccumulation. Using the CHARM model, chemicals ranked Gold have the lowest environmental hazard, followed by the Silver ranking. Products not applicable to the CHARM model (in other words, inorganic substances, hydraulic fluids or chemicals used only in pipelines) are assigned an OCNS grouping, A to E. Group A includes products considered to have the greatest potential environmental hazard and Group E the least.

Preference in the chemical selection process will be given to CHARM products that are listed as Silver and Gold category chemicals, or D or E, on the OCNS Definitive Ranked List of Approved Products, which indicates the lowest potential for environmental hazard. If chemicals are not rated on the OCNS list, but there is a technical justification, a chemical selection environmental assessment process will be conducted to determine if the impacts and risks are ALARP and acceptable.

Chemicals fall into the following assessment types:

- No further assessment
- Further assessment and technical justification

Chemicals that require no further assessment will be automatically approved for use. These chemicals are:

- with reference to the United Kingdom's OCNS CHARM Model Algorithm Definitive Ranked List of Approved Products, chemicals with a hazard quotient of Gold or Silver or Group E or D (CEFAS, 2017)
- substances listed on the Oslo and Paris Commission for the Convention for the Protection of the Marine Environment of the North-East Atlantic (OSPAR) List of Substances Used and Discharged Offshore, which are considered to Pose Little or No Risk to the Environment (PLONOR).

Chemicals that require further assessment and technical justification before approval for use are:

- those with substitution warnings under the OCNS system
- products where the OCNS rating is not available.

Where further assessment is required, available ecotoxicity, biodegradability and bioaccumulation information will be reviewed. Chemicals will be approved if they fall within the following toxicity criteria and at least one other criteria can be determined:

- low or very low toxicity (LC50/EC50 >100 to >1000 mg/L)
- biodegradability of >20%
- non-bioaccumulative to Log PoW <3.

Chemicals that do not meet the above criteria may only be approved for use after sufficient economic, safety and operational justification.

# 4 Description of the Environment

The purpose of this section is to address the requirements of Regulation 13(2) and 13(3) of the Environment Regulations through describing the existing environment, including values and sensitivities that may be affected by both planned activities and unplanned events.

The description of the environment applies to two spatial areas:

- the operational area – the area where planned activities will occur and includes the area encompassing a 1,500 m radius around the subsea infrastructure and wellheads.
- the wider EMBA. This is the environment that may be affected by the worst-case hydrocarbon spill scenario identified as relevant to the activity (Figure 4-1).
- The information contained in this section has been used to inform the evaluation and assessment of the environmental impacts and risks presented in Section 7 and 8. The level of detail is appropriate to the nature and scale of the impacts and risks to the particular values and sensitivities.

A detailed and comprehensive description of the environment in the operational area and EMBA is provided in Appendix C.

## 4.1 Determination of the Environment that may be Affected

Stochastic hydrocarbon dispersion and fate modelling (described in Section 8.1) has been performed on the worst-case hydrocarbon release, which was determined to be a 1,000 m<sup>3</sup> marine diesel oil (MDO) release by a vessel collision (described in Section 8.2). The results have been used to inform the EMBA. The EMBA (Figure 4-1) encompasses the outer most boundary of the worst-case spatial extent of four hydrocarbon phases (refer Table 4-1). The exposure threshold values used to define the EMBA are presented in Table 4-1 and have been justified in Section 8.1.2.

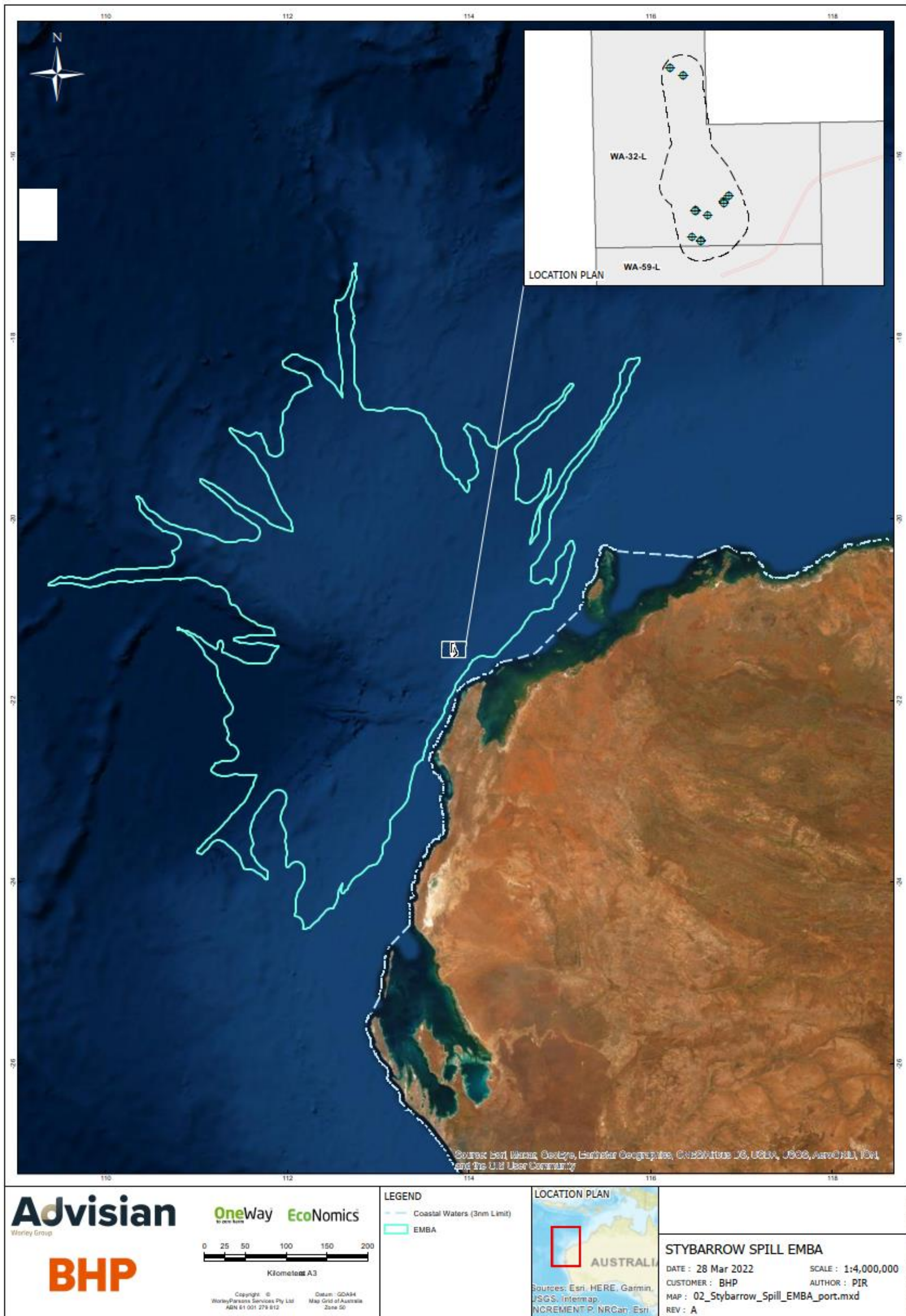
**Table 4-1: Hydrocarbon components and EMBA exposure thresholds**

Hydrocarbon Component	EMBA Exposure Value
Surface hydrocarbons	1 g/m <sup>2</sup>
Shoreline hydrocarbons	10 g/m <sup>2</sup>
Entrained hydrocarbons	100 ppb
Dissolved aromatic hydrocarbons	50 ppb

Hydrocarbon contact below the defined thresholds may occur outside the EMBA; however, the effects of these low exposure values will be limited to temporary exceedance of water quality triggers.

The EMBA presented does not represent the predicted coverage of any one hydrocarbon spill or a depiction of a slick or plume at any particular point in time. Rather, the areas are a composite of a large number of theoretical paths, integrated over the full duration of the simulations under various metocean conditions.





Location: I:\Projects\411012-00432 BHP Stybarrow Decommissioning\Engineering\GEOMATICS\03Project\Workspace\SKT\220328\_EP\_Rev\_WC\02\_Stybarrow\_Spill\_EMBA\_port.mxd

Figure 4-1: Environment that may be affected by the petroleum activity

## 4.2 Relevant Environmental Values and Sensitivities

Regulation 13(2) of OPGGS ((E) Regulations states that “*the environment plan must:*

- 13(2)(a) *Describe the existing environment that may be affected by the activity; and*
- 13(2)(b) *Include details of the particular relevant values and sensitivities (if any) of that environment”.*

Regulation 13(3) of the OPGGS (E) Regulations states that “*Without limiting paragraph 13(2)(b), particular relevant values and sensitivities may include any of the following:*

- 13(3)(f) *Any values and sensitivities that exist in, or in relation to, part or all of:*
  - (i) *A Commonwealth marine area within the meaning of that Act; or*
  - (ii) *Commonwealth land within the meaning of that Act”.*

This section summarises environmental values and sensitivities, including physical, biological, socio-economic and cultural features in the marine and coastal environment that are relevant to the operational area and the EMBA. Searches for matters of national environmental significance (MNES) and other matters protected by the EPBC Act were undertaken for the operational area and the EMBA using the Protected Matters Search Tool (PMST).

A full description of the values and sensitivities relevant to the operational area and EMBA is provided in Appendix C, along with the PMST Search Reports.

### 4.2.1 Bioregions

The operational area is located approximately 54 km north-west of Exmouth, Western Australia and within Commonwealth waters of the North West Marine Region. The EMBA overlaps the following Integrated Marine and Coastal Regionalisation of Australia (IMCRA) Provincial Bioregions (Figure 4-2):

- Northwest Province (overlaps Operational Area)
- Central Western Shelf Transition (26 km from Operational Area)
- Northwest Shelf Province (31 km from Operational Area)
- Central Western Transition (58 km from Operational Area)
- Northwest Transition (272 km from Operational Area)
- Central Western Shelf Province (308 km from Operational Area)

Appendix C summarises the characteristics of these marine bioregions.

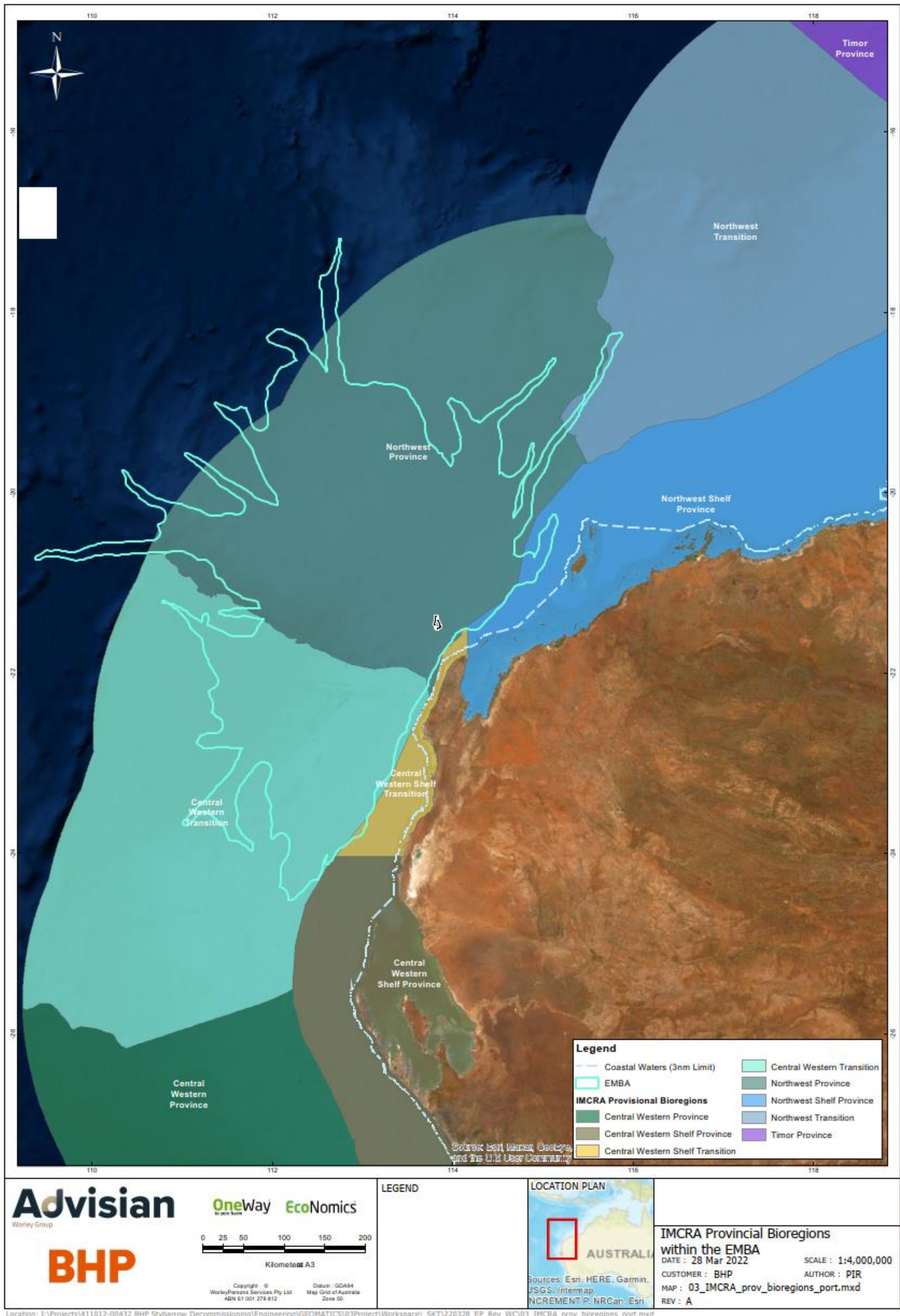


Figure 4-2: IMCRA 4.0 provincial bioregions in relation to the operational area and EMBA

## 4.2.2 Matters of National Environmental Significance

Table 4-2 and Table 4-3 summarise the MNES identified as potentially occurring within the operational area and EMBA, respectively, as determined by the PMST results (Appendix C).

Additional information on identified MNES are provided throughout this Section and in Appendix C, Section 2.4.

**Table 4-2: Summary of MNES within operational area**

MNES	Number	Relevant Section
World Heritage Properties	0	Not applicable
National Heritage Places	0	Not applicable
Wetlands of International Importance (Ramsar)	0	Not applicable
Marine Parks	0	Not applicable
Listed Threatened Ecological Communities	0	Not applicable
Listed Threatened Species <sup>1</sup>	20	Section 4.6.1
Listed Migratory Species <sup>1, 2</sup>	31	Section 4.6.1

Note 1 Terrestrial species (such as terrestrial mammals, reptiles, and bird species) that appear in the PMST results and do not have habitats along shorelines are not relevant to the petroleum activity impacts and risks and are not included in these numbers.

Note 2 The EPBC Act categorise migratory and threatened species independently, therefore migratory species can also be threatened.

**Table 4-3: Summary of MNES within EMBA**

MNES	Number	Relevant Section
World Heritage Properties	1	Section 4.5.2
National Heritage Places	1	Section 4.5.3
Wetlands of International Importance (Ramsar)	0	Not applicable
Marine Protected Areas (Commonwealth and State)	3	Section 4.5.5
Listed Threatened Ecological Communities	0	Not applicable
Listed Threatened Species <sup>1</sup>	33	Section 4.6.1
Listed Migratory Species <sup>1, 2</sup>	50	Section 4.6.1

Note 1 Terrestrial species (such as terrestrial mammals, reptiles and bird species) that appear in the PMST results and do not have habitats along shorelines are not relevant to the petroleum activity impacts and risks and are not included in these numbers.

Note 2 The EPBC Act categorise migratory and threatened species independently, therefore migratory species can also be threatened.

## 4.3 Stybarrow Field Environmental Surveys

BHP commissioned an environmental survey of the Stybarrow field (Cardno, 2019), the results of which are summarised below. Woodside commissioned a study of the canyon systems in the region (BMT Oceanica, 2016),

which includes the Canyons linking the Cuvier Abyssal Plain and the Cape Range Peninsula Key Ecological Feature (KEF). One of the canyons constituting this KEF overlaps the operational area. Where relevant these studies have been referenced within this Section and throughout the EP.

## 4.4 Biological Environment

This sub-section focuses on the biological environment in the operational area. Refer to Appendix C, Section 2.3 for description of the biological environment in the EMBA.

### 4.4.1 Sediments

Sampling by Cardno (2019) indicated that sediments within the Stybarrow field are characterised by silt-sized (3.9 mm to 62.5 µm) particles, which is typical of sediments in similar water depths in the region (Baker et al., 2008).

Analysis of potential contaminants in sediments indicated that concentrations of metals, radionuclides, and hydrocarbons within the Stybarrow field were generally not significantly higher than concentrations observed at reference sites. Elevated concentrations of some metals were observed at sites within the Stybarrow field – concentrations of lead, barium, boron, arsenic and mercury were higher at some impacted sites within the field, although barium was the only metal in which concentrations between impact and reference sites was statistically significant (Cardno, 2019). Increased barium concentrations may be due to historical discharges of drilling fluids, which commonly contain barium sulphate (barite) as a weighting agent. Concentrations of lead, mercury and arsenic were above the default guideline values (DGVs) for sediment quality stated in the *Australian and New Zealand guidelines for Fresh and Marine Water Quality* (Commonwealth of Australia and New Zealand Government, 2018), although none exceeded the upper guideline values (GV-high) at which toxicity-related effects may be expected to be observed.

An environmental survey and literature review of canyons in the region by BMT Oceanics (2016) concluded the following:

- The seabed in most of the region is featureless with sediments dominated by silty clays. Outcropping rock and consolidated or coarser sediment habitats were otherwise minor components of the seabed.
- Large areas of soft ooze and fine mud sediments were observed between water depths of 600 to 900 m.
- The small particle size of the sediments may influence the diversity of infauna (Etter and Grassle, 1992), and the retention of contaminants (Burdige, 2006; Fukue et al., 2006), with finer particles potentially having a greater retention capacity.
- Metals were below Interim Sediment Quality Guidelines outlined in the *Australian and New Zealand Guidelines for Fresh and Marine Water Quality: Volume 1 - the Guidelines* (Australian and New Zealand Environment and Conservation Council and Agriculture and Resource Management Council of Australia and New Zealand, 2000)<sup>2</sup>, which is similar to previous surveys at Enfield.

### 4.4.2 Benthic Habitats and Infauna

Cardno (2019) observed only unconsolidated sediment within WA-32-L, with no areas of hard substrate (with the exception of the Stybarrow field equipment). Few epifauna and demersal or benthic fish were observed by Cardno (2019), which is consistent with similar deep water habitats in the region, with heart urchins grenadier fish and decapods the most commonly observed taxa.

Infauna sampling by ROV cores yielded very few infauna at impact and control sites in WA-32-L, indicating low density but widely distributed infauna assemblages (Cardno, 2019). This is consistent with other surveys in the region (e.g., RPS, 2013).

<sup>2</sup> Superseded by *Australian and New Zealand Guidelines for Fresh and Marine Water Quality* (Commonwealth of Australia and New Zealand Government, 2018)

An environmental survey and literature review of canyons in the region by BMT Oceanics (2016) concluded the following:

- The North and South Enfield Canyons are regarded as bathyal which is defined as 200-2,000 m, ~1% gravel, ~70% mud, ~ 5 °C temperature at the seabed, and a 1° slope.
- Typical benthic habitats within the Enfield region was bare, unconsolidated, muddy, soft substrate and typically support sparse assemblages of filter and deposit-feeding epibenthic fauna.
- Outcropping rock and consolidated or coarser sediment habitats appeared to be minor components of the seabed.
- Distribution of biota was patchy, with crustaceans, molluscs, echinoderms, cnidarians and poriferans recorded. Motile scavengers were regarded as the dominant group including crabs and shrimps. Echinoderms were less abundant and consisted of ophiuroids, holothurians, echinoids and asteroids.

Two key ecological features (KEFs) occur within the Operational Area and are considered to be of regional importance for either a region's biodiversity or its ecosystem function and integrity. These are described in Section 4.5.1:

- Continental Slope Demersal Fish Communities
- Canyons linking the Cuvier Abyssal Plain and the Cape Range Peninsula

### 4.4.3 Water Quality

Cardo (2019) sampled surface waters in WA-32-L and found no evidence of contaminants. Given the depth of the equipment in the Stybarrow field, it is very unlikely that water from near the seabed would mix to the surface. The deeper parts of the water column below the thermocline are typically poorly mixed compared to surface waters and hence form an extensive barrier between water at the seabed and water at the surface.

## 4.5 Protected or Significant Areas

### 4.5.1 Key Ecological Features

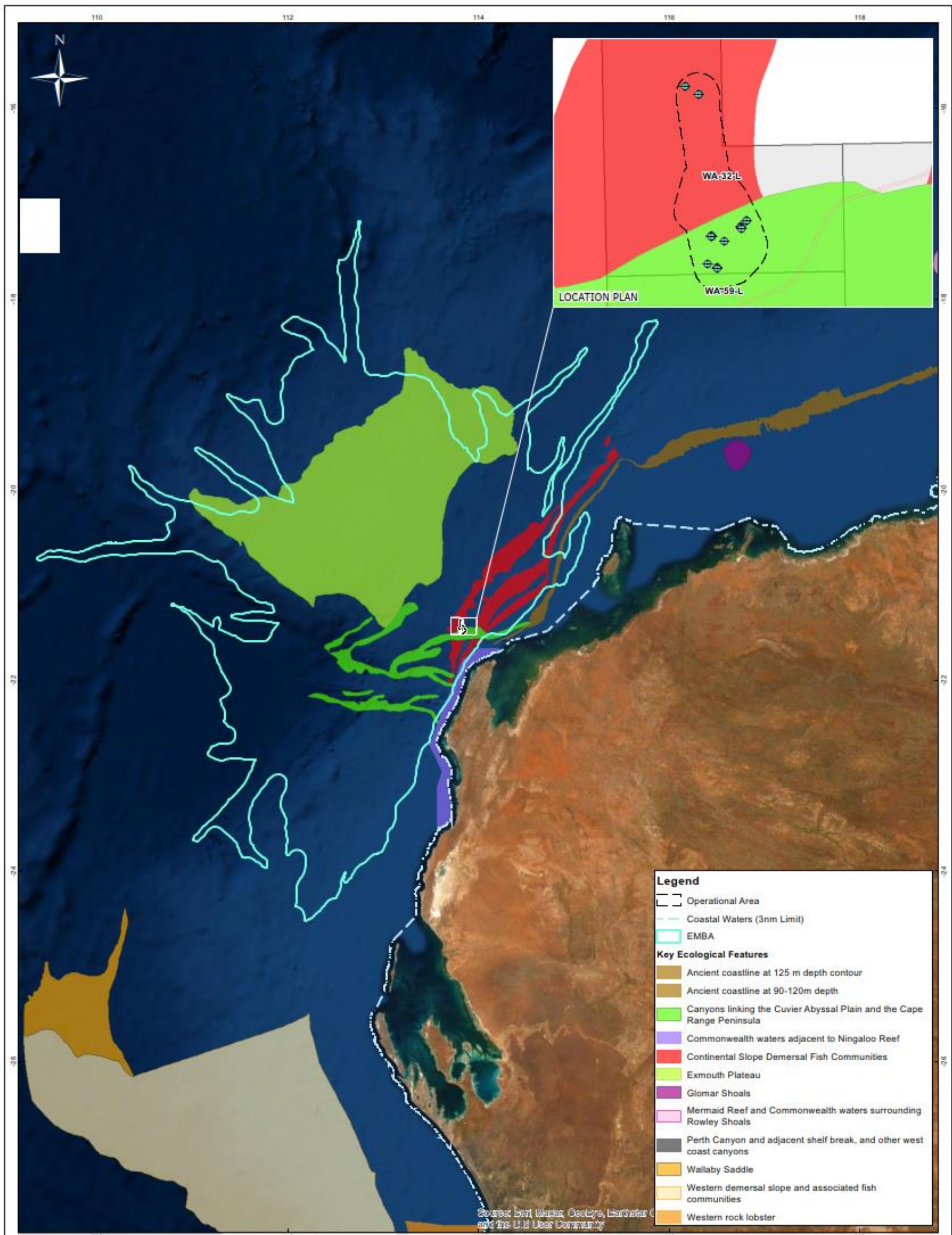
Key ecological features (KEFs) are areas of regional importance for either biodiversity or ecosystem function and integrity within the Commonwealth marine environment and have been identified through the marine bioregional planning process.

The presence of KEFs within the operational area and EMBA is summarised in Table 4-4 and a detailed description of these KEFs is provided in Appendix C, Section 2.9.3.

KEFs within the Operational Area and EMBA are presented in Figure 4-3.

**Table 4-4: Key Ecological Features in the operational area and EMBA**

KEF	Operational Area	Distance from Operational Area (km)	EMBA
Continental Slope Demersal Fish Communities	✓	overlaps	✓
Canyons linking the Cuvier Abyssal Plain and the Cape Range Peninsula	✓	overlaps	✓
Commonwealth waters adjacent to Ningaloo Reef	✗	24	✓
Ancient coastline at 125 m depth contour	✗	34	✓
Exmouth Plateau	✗	53	✓



**Legend**

- Operational Area
- Coastal Waters (3nm Limit)
- EMBA

**Key Ecological Features**

- Ancient coastline at 125 m depth contour
- Ancient coastline at 90-120m depth
- Canyons linking the Cuvier Abyssal Plain and the Cape Range Peninsula
- Commonwealth waters adjacent to Ningaloo Reef
- Continental Slope Demersal Fish Communities
- Exmouth Plateau
- Glomar Shoals
- Mermaid Reef and Commonwealth waters surrounding Rowley Shoals
- Perth Canyon and adjacent shelf break, and other west coast canyons
- Wallaby Saddle
- Western demersal slope and associated fish communities
- Western rock lobster



**OneWay EcoNomics**  
by one team

0 25 50 100 150 200  
Kilometers at A3

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ABN 61 001 279 812

Datum: GDA84  
Map Grid of Australia  
Zone 56

**LEGEND**

**LOCATION PLAN**

AUSTRALIA

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri

**KEY ECOLOGICAL FEATUES WITHIN EMBA**

DATE : 29 Mar 2022 SCALE : 1:4,000,000

CUSTOMER : BHP AUTHOR : PIR

MAP : 12\_Key\_Ecological\_Features\_EMBA\_port\_1.mxd

REV : A



Figure 4-3: Key Ecological Features within the Operational Area and EMBA

### 4.5.2 World Heritage Properties

World Heritage Properties represent the best examples of the world's cultural and natural heritage. There are no World Heritage Properties within the operational area. The EMBA intercepts the boundary of one World Heritage Property: the Ningaloo Coast, approximately 24 km from the operational area at the closest point (refer Appendix C, Section 2.4.2).

### 4.5.3 National Heritage Properties

Australia's national heritage comprises exceptional natural and cultural places that contribute to Australia's national identity. There are no National Heritage Places within the operational area. One National Heritage Property lies within the EMBA (refer Appendix C, Section 2.4.3):

- the Ningaloo Coast (approximately 24 km from the operational area)

### 4.5.4 Commonwealth Heritage Properties

The Commonwealth Heritage List is a list of Indigenous, historic and natural heritage places owned or controlled by the Australian Government. There are no National Heritage Places within the operational area. One Commonwealth Heritage Property lies within the EMBA (refer Appendix C, Section 2.4.4):

- Ningaloo Marine Area - Commonwealth Waters (approximately 24 km from the operational area)

### 4.5.5 Marine Protected Areas

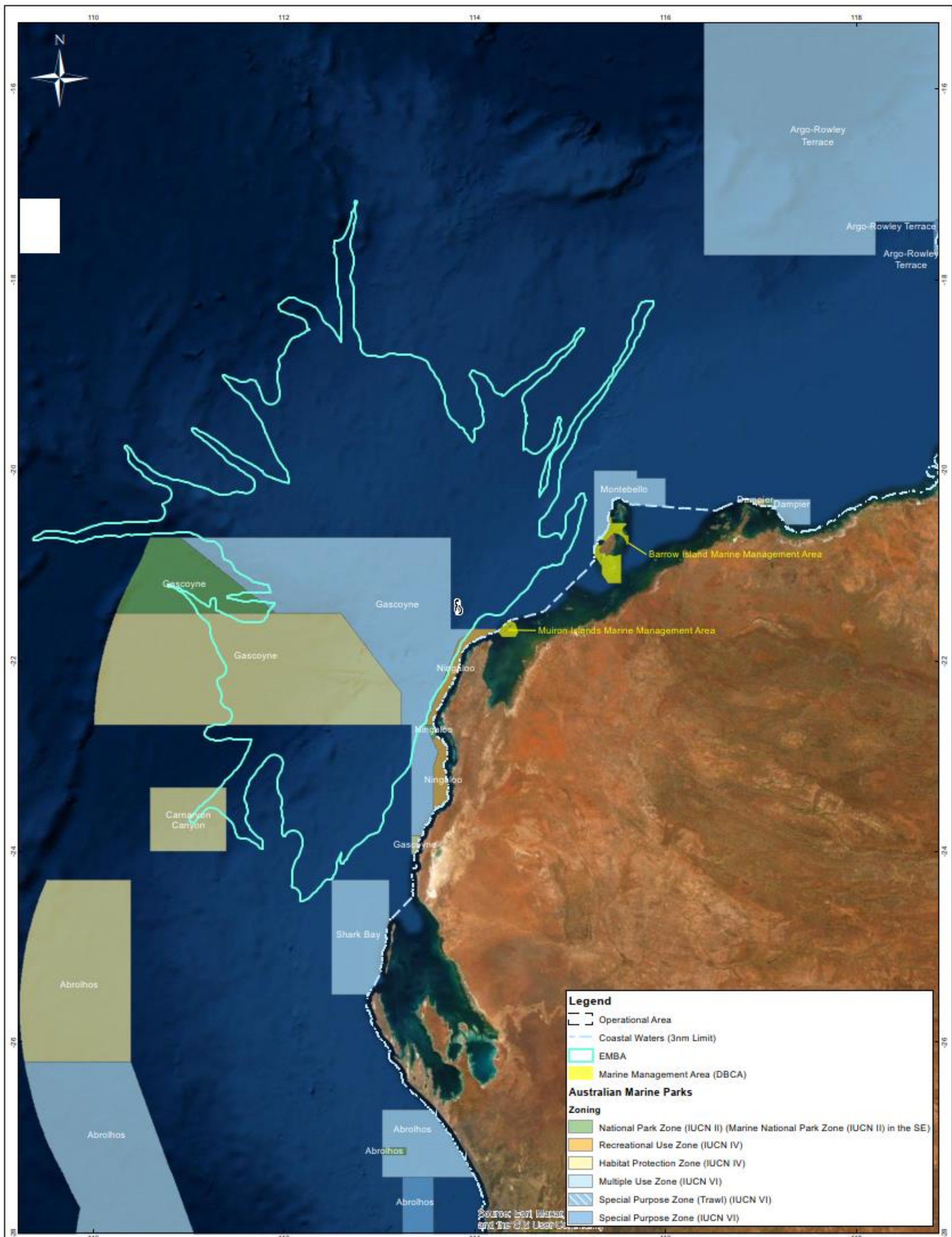
There are no Australian or State Marine Parks located in the operational area. Three Australian Marine Parks fall within the EMBA (Table 4-5). A detailed description of these Australian Marine Parks is provided in Appendix C, Section 2.9.1 and 2.9.2, respectively.

No State marine protected areas (e.g., Marine Parks, Marine Management Areas etc.) overlap the EMBA.

Australian Marine Parks within the Operational Area and EMBA are presented in Figure 4-4.

**Table 4-5: Commonwealth marine protected areas within the operational area and EMBA**

Value / Sensitivity	IUCN Category or Relevant Park Zone	Operational Area	Distance from Operational Area (km)	EMBA
<b>Australian Marine Parks</b>				
Gascoyne	VI	✘	5	✓
	IV	✘	103	✓
	II	✘	196	✓
Ningaloo	IV	✘	24	✓
Carnarvon Canyon	IV	✘	320	✓



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**OneWay** **EcoNomics**

0 25 50 100 150 200  
Kilometers at A3

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ABN 61 001 279 812

Datum: GDA84  
Map Grid of Australia  
Zone 50

**LEGEND**

**LOCATION PLAN**

**AUSTRALIA**

Sources: Esri, HERE, Garmin, JSGS, Intermap, INCREMENT P, NRCan, Esri

**BIOLOGICALLY IMPORTANT AREAS  
MARINE PARKS WITHIN EMBA**

DATE: 29 Mar 2022      SCALE: 1:4,000,000

CUSTOMER: BHP      AUTHOR: PIR

MAP: 11\_State\_Aust\_Marine\_Res\_port.mxd

REV: A

Figure 4-4: Commonwealth and State marine protected areas within the EMBA

## 4.6 Marine Fauna

### 4.6.1 Threatened and Migratory Species

Table 4-6 presents the threatened and migratory species within the operational area and the EMBA. These include all relevant MNES protected under the EPBC Act, as identified in the PMST search for the operational area and EMBA (PMST search results are provided in Appendix C, Attachment 1). For each species identified, the extent of likely presence is noted.

The PMST results identified 20 marine fauna species listed as 'threatened' species and 31 marine fauna species listed as 'migratory' within the operational area. Within the EMBA the PMST results identified 33 marine fauna species listed as 'threatened' species and 50 marine fauna species listed as 'migratory'.

Terrestrial species (such as terrestrial mammals, reptiles and bird species) that appear in the PMST results of the EMBA and do not have habitats along shorelines are not relevant to the petroleum activity impacts and risks and have therefore been excluded from Table 4-6.

A description of the identified threatened and migratory species is included in Appendix C, Sections 2.4 - 2.8.

Species with designated biologically important areas (BIAs) and Habitat Critical to their Survival (critical habitat) overlapping the EMBA and operational area have been identified in Section 4.6.2.

Table 4-6: Threatened and migratory species predicted to occur within the operational area and EMBA

Value/Sensitivity Common Name	Scientific Name	Threatened Status	Migratory Status	Operational Area Presence	Sensitivities within Operational Area	EMBA Presence	Sensitivities within EMBA
<b>Fish, Sharks and Rays</b>							
Narrow Sawfish, Knifetooth Sawfish	<i>Anoxypristis cuspidata</i>	-	Migratory	-	-	✓	Species or species habitat likely to occur within area
Oceanic Whitetip Shark	<i>Carcharhinus longimanus</i>	-	Migratory	✓	Species or species habitat may occur within area	✓	Species or species habitat likely to occur within area
Grey Nurse Shark (west coast population)	<i>Carcharias taurus</i> (west coast population)	Vulnerable	-	-	-	✓	Species or species habitat known to occur within area
White Shark, Great White Shark	<i>Carcharodon carcharias</i>	Vulnerable	Migratory	✓	Species or species habitat may occur within area	✓	Species or species habitat known to occur within area
Southern Dogfish, Endeavour Dogfish, Little Gulper Shark	<i>Centrophorus zeehaani</i>	Conservation Dependent	-	-	-	✓	Species or species habitat likely to occur within area
Shortfin Mako, Mako Shark	<i>Isurus oxyrinchus</i>	-	Migratory	✓	Species or species habitat likely to occur within area	✓	Species or species habitat likely to occur within area
Longfin Mako	<i>Isurus paucus</i>	-	Migratory	✓	Species or species habitat likely to occur within area	✓	Species or species habitat likely to occur within area
Porbeagle, Mackerel Shark	<i>Lamna nasus</i>	-	Migratory	-	-	✓	Species or species habitat may occur within area

Value/Sensitivity Common Name	Scientific Name	Threatened Status	Migratory Status	Operational Area Presence	Sensitivities within Operational Area	EMBA Presence	Sensitivities within EMBA
Reef Manta Ray, Coastal Manta Ray	<i>Mobula alfredi</i>	-	Migratory	-	-	✓	Species or species habitat known to occur within area
Giant Manta Ray	<i>Mobula birostris</i>	-	Migratory	✓	Species or species habitat likely to occur within area	✓	Species or species habitat known to occur within area
Dwarf Sawfish, Queensland Sawfish	<i>Pristis clavata</i>	Vulnerable	Migratory	-	-	✓	Species or species habitat known to occur within area
Freshwater Sawfish, Largetooth Sawfish, River Sawfish, Leichhardt's Sawfish, Northern Sawfish	<i>Pristis pristis</i>	Vulnerable	Migratory	-	-	✓	Species or species habitat likely to occur within area
Green Sawfish, Dindagubba, Narrowsnout Sawfish	<i>Pristis zijsron</i>	Vulnerable	Migratory	-	-	✓	Species or species habitat known to occur within area
Whale Shark	<i>Rhincodon typus</i>	Vulnerable	Migratory	-	-	✓	Foraging, feeding or related behaviour known to occur within area
Scalloped Hammerhead	<i>Sphyrna lewini</i>	Conservation Dependent	-	✓	Species or species habitat may occur within area	✓	Species or species habitat known to occur within area
Southern Bluefin Tuna	<i>Thunnus maccoyii</i>	Conservation Dependent	-	✓	Species or species habitat likely to occur within area	✓	Breeding known to occur within area

Value/Sensitivity Common Name	Scientific Name	Threatened Status	Migratory Status	Operational Area Presence	Sensitivities within Operational Area	EMBA Presence	Sensitivities within EMBA
<b>Marine Mammals</b>							
Antarctic Minke Whale, Dark-shoulder Minke Whale	<i>Balaenoptera bonaerensis</i>	-	Migratory	✓	Species or species habitat likely to occur within area	✓	Species or species habitat likely to occur within area
Sei Whale	<i>Balaenoptera borealis</i>	Vulnerable	Migratory	✓	Species or species habitat likely to occur within area	✓	Foraging, feeding or related behaviour likely to occur within area
Bryde's Whale	<i>Balaenoptera edeni</i>	-	Migratory	✓	Species or species habitat likely to occur within area	✓	Species or species habitat likely to occur within area
Blue Whale	<i>Balaenoptera musculus</i>	Endangered	Migratory	✓	Migration route known to occur within area	✓	Migration route known to occur within area
Fin Whale	<i>Balaenoptera physalus</i>	Vulnerable	Migratory	✓	Species or species habitat likely to occur within area	✓	Foraging, feeding or related behaviour likely to occur within area
Dugong	<i>Dugong dugon</i>	-	Migratory	-	-	✓	Breeding known to occur within area
Southern Right Whale	<i>Eubalaena australis</i>	Endangered	Migratory (as <i>Balaena glacialis australis</i> )	✓	Species or species habitat may occur within area	✓	Species or species habitat likely to occur within area
Humpback Whale	<i>Megaptera novaeangliae</i>	-	Migratory	✓	Species or species habitat likely to occur within area	✓	Breeding known to occur within area
Killer Whale, Orca	<i>Orcinus orca</i>	-	Migratory	✓	Species or species habitat may occur within area	✓	Species or species habitat may occur within area



Value/Sensitivity Common Name	Scientific Name	Threatened Status	Migratory Status	Operational Area Presence	Sensitivities within Operational Area	EMBA Presence	Sensitivities within EMBA
Sperm Whale	<i>Physeter macrocephalus</i>	-	Migratory	✓	Species or species habitat may occur within area	✓	Species or species habitat may occur within area
Australian Humpback Dolphin	<i>Sousa sahalensis</i>	-	Migratory	-	-	✓	Species or species habitat may occur within area
Spotted Bottlenose Dolphin (Arafura/Timor Sea populations)	<i>Tursiops aduncus</i> (Arafura/Timor Sea populations)	-	Migratory	✓	Species or species habitat may occur within area	✓	Species or species habitat known to occur within area
<b>Marine Reptiles</b>							
Short-nosed Seasnake	<i>Aipysurus apraefrontalis</i>	Critically Endangered	-	-	-	✓	Species or species habitat likely to occur within area
Leaf-scaled Seasnake	<i>Aipysurus foliosquama</i>	Critically Endangered	-	-	-	✓	Species or species habitat known to occur within area
Loggerhead Turtle	<i>Caretta caretta</i>	Endangered	Migratory	✓	Species or species habitat known to occur within area	✓	Congregation or aggregation known to occur within area
Green Turtle	<i>Chelonia mydas</i>	Vulnerable	Migratory	✓	Species or species habitat known to occur within area	✓	Congregation or aggregation known to occur within area
Leatherback Turtle, Leathery Turtle, Luth	<i>Dermochelys coriacea</i>	Endangered	Migratory	✓	Species or species habitat known to occur within area	✓	Species or species habitat known to occur within area

Value/Sensitivity Common Name	Scientific Name	Threatened Status	Migratory Status	Operational Area Presence	Sensitivities within Operational Area	EMBA Presence	Sensitivities within EMBA
Hawksbill Turtle	<i>Eretmochelys imbricata</i>	Vulnerable	Migratory	✓	Species or species habitat known to occur within area	✓	Congregation or aggregation known to occur within area
Flatback Turtle	<i>Natator depressus</i>	Vulnerable	Migratory	✓	Species or species habitat known to occur within area	✓	Congregation or aggregation known to occur within area
<b>Marine Birds</b>							
Common Sandpiper	<i>Actitis hypoleucos</i>	-	Migratory	✓	Species or species habitat may occur within area	✓	Species or species habitat may occur within area
Common Noddy	<i>Anous stolidus</i>	-	Migratory	✓	Species or species habitat may occur within area	✓	Species or species habitat may occur within area
Fork-tailed Swift	<i>Apus pacificus</i>	-	Migratory	-	-	✓	Species or species habitat likely to occur within area
Flesh-footed Shearwater, Fleshy-footed Shearwater	<i>Ardenna carneipes</i>	-	Migratory	-	-	✓	Species or species habitat likely to occur within area
Sharp-tailed Sandpiper	<i>Calidris acuminata</i>	-	Migratory	✓	Species or species habitat may occur within area	✓	Species or species habitat may occur within area
Red Knot, Knot	<i>Calidris canutus</i>	Endangered	Migratory	✓	Species or species habitat may occur within area	✓	Species or species habitat may occur within area

Value/Sensitivity Common Name	Scientific Name	Threatened Status	Migratory Status	Operational Area Presence	Sensitivities within Operational Area	EMBA Presence	Sensitivities within EMBA
Curlew Sandpiper	<i>Calidris ferruginea</i>	Critically Endangered	Migratory	✓	Species or species habitat may occur within area	✓	Species or species habitat may occur within area
Pectoral Sandpiper	<i>Calidris melanotos</i>	-	Migratory	✓	Species or species habitat may occur within area	✓	Species or species habitat may occur within area
Streaked Shearwater	<i>Calonectris leucomelas</i>	-	Migratory	-	-	✓	Species or species habitat likely to occur within area
Lesser Frigatebird, Least Frigatebird	<i>Fregata ariel</i>	-	Migratory	✓	Species or species habitat may occur within area	✓	Species or species habitat likely to occur within area
Great Frigatebird, Greater Frigatebird	<i>Fregata minor</i>	-	Migratory	-	-	✓	Species or species habitat may occur within area
Southern Giant-Petrel, Southern Giant Petrel	<i>Macronectes giganteus</i>	Endangered	Migratory	✓	Species or species habitat may occur within area	✓	Species or species habitat may occur within area
Eastern Curlew, Far Eastern Curlew	<i>Numenius madagascariensis</i>	Critically Endangered	Migratory	✓	Species or species habitat may occur within area	✓	Species or species habitat may occur within area
Osprey	<i>Pandion haliaetus</i>	-	Migratory	-	-	✓	Species or species habitat known to occur within area
Abbott's Booby	<i>Papasula abbotti</i>	Endangered	-	-	-	✓	Species or species habitat may occur within area

Value/Sensitivity Common Name	Scientific Name	Threatened Status	Migratory Status	Operational Area Presence	Sensitivities within Operational Area	EMBA Presence	Sensitivities within EMBA
White-tailed Tropicbird	<i>Phaethon lepturus</i>	-	Migratory	✓	Species or species habitat may occur within area	✓	Species or species habitat known to occur within area
Christmas Island White-tailed Tropicbird, Golden Bosunbird	<i>Phaethon lepturus fulvus</i>	Endangered	-	✓	Species or species habitat may occur within area	✓	Species or species habitat may occur within area
Soft-plumaged Petrel	<i>Pterodroma mollis</i>	Vulnerable	-	✓	Species or species habitat may occur within area	✓	Foraging, feeding or related behaviour likely to occur within area
Roseate Tern	<i>Sterna dougallii</i>	-	Migratory	-	-	✓	Breeding likely to occur within area
Australian Fairy Tern	<i>Sternula nereis nereis</i>	Vulnerable	-	✓	Foraging, feeding or related behaviour likely to occur within area	✓	Breeding known to occur within area
Indian Yellow-nosed Albatross	<i>Thalassarche carteri</i>	Vulnerable	Migratory	✓	Species or species habitat may occur within area	✓	Species or species habitat may occur within area
Shy Albatross	<i>Thalassarche cauta</i>	Endangered	Migratory	-	-	✓	Species or species habitat may occur within area
Campbell Albatross, Campbell Black-browed Albatross	<i>Thalassarche impavida</i>	Vulnerable	Migratory	-	-	✓	Species or species habitat may occur within area
Black-browed Albatross	<i>Thalassarche melanophris</i>	Vulnerable	Migratory	-	-	✓	Species or species habitat may occur within area

Value/Sensitivity Common Name	Scientific Name	Threatened Status	Migratory Status	Operational Area Presence	Sensitivities within Operational Area	EMBA Presence	Sensitivities within EMBA
White-capped Albatross	<i>Thalassarche steadi</i>	Vulnerable	Migratory	-	-	✓	Species or species habitat may occur within area

## 4.6.2 Biologically Important Areas and Critical Habitats

Biologically important areas (BIAs) are those locations where aggregations of members of a species are known to undertake biologically important behaviours, such as breeding, resting, foraging or migration. BIAs have been identified using expert scientific knowledge about species abundance, distribution and behaviours. BIAs are not recognised by the EPBC Act but are identified by DAWE to aid in the management and protection of threatened fauna.

Habitats critical for the survival of a species, referred to as critical habitats, are recognised under the EPBC Act. Critical habitats may be identified in species recovery plans made under the EPBC Act or listed on the register of critical habitat maintained by the minister under the EPBC Act. BHP considers critical habitats carry greater weight than BIAs.

Relevant BIA's and Critical Habitat areas identified within the operational area and EMBA are presented in Table 4-7 and Table 4-8 respectively.

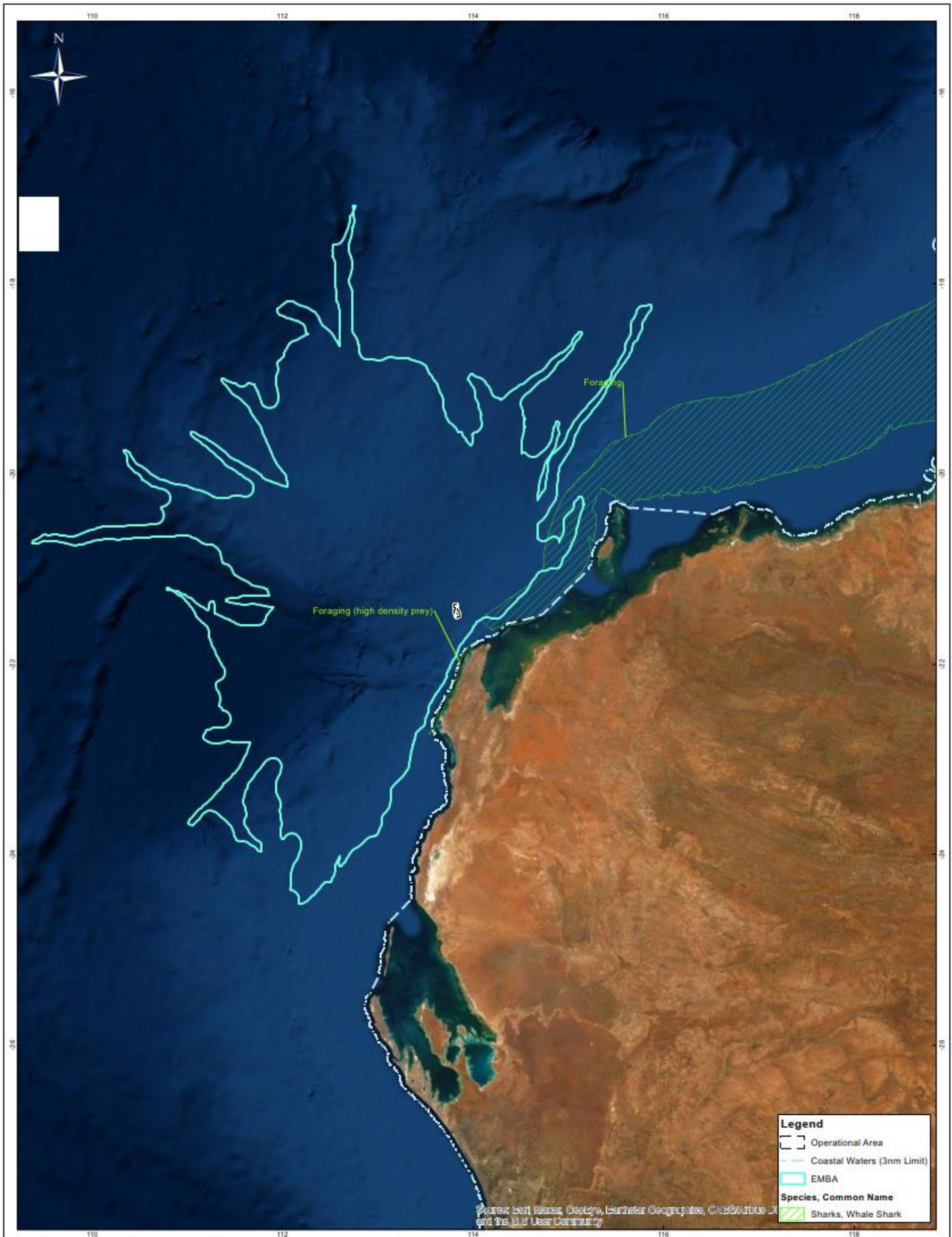
Figure 4-5 to Figure 4-12 show the spatial overlap with relevant BIAs and Critical Habitat areas and the operational area and EMBA.

**Table 4-7: Biologically Important Areas within the operational area and EMBA**

Value / Sensitivity	BIA Type	Operational Area	EMBA	Closest Distance to Operational Area (km)
<b>Fish, Sharks and Rays</b>				
Whale Shark	Foraging	-	☐	25
<b>Marine Mammals</b>				
Humpback Whale	Migration (north and south)	-	✓	4
Pygmy Blue Whale	Migration	✓	✓	0
	Distribution	✓	✓	0
	Foraging	-	✓	20
<b>Marine Reptiles</b>				
Flatback Turtle	Inter-nesting buffer	-	✓	18
Loggerhead Turtle	Inter-nesting buffer	-	✓	19
Hawksbill Turtle	Inter-nesting buffer	-	✓	19
Green Turtle	Inter-nesting buffer	-	✓	34
<b>Marine Birds</b>				
Wedge-tailed Shearwater	Breeding	✓	✓	0
Fairy Tern	Breeding	-	✓	35
Roseate Tern	Breeding	-	✓	82

Table 4-8: Critical habitats within the operational area and EMBA

Value / Sensitivity	Critical Habitat Type	Operational Area	EMBA	Closest Distance to Operational Area
Flatback Turtle	Nesting	-	✓	19
Green Turtle	Nesting	-	✓	22
Loggerhead Turtle	Nesting	-	✓	22



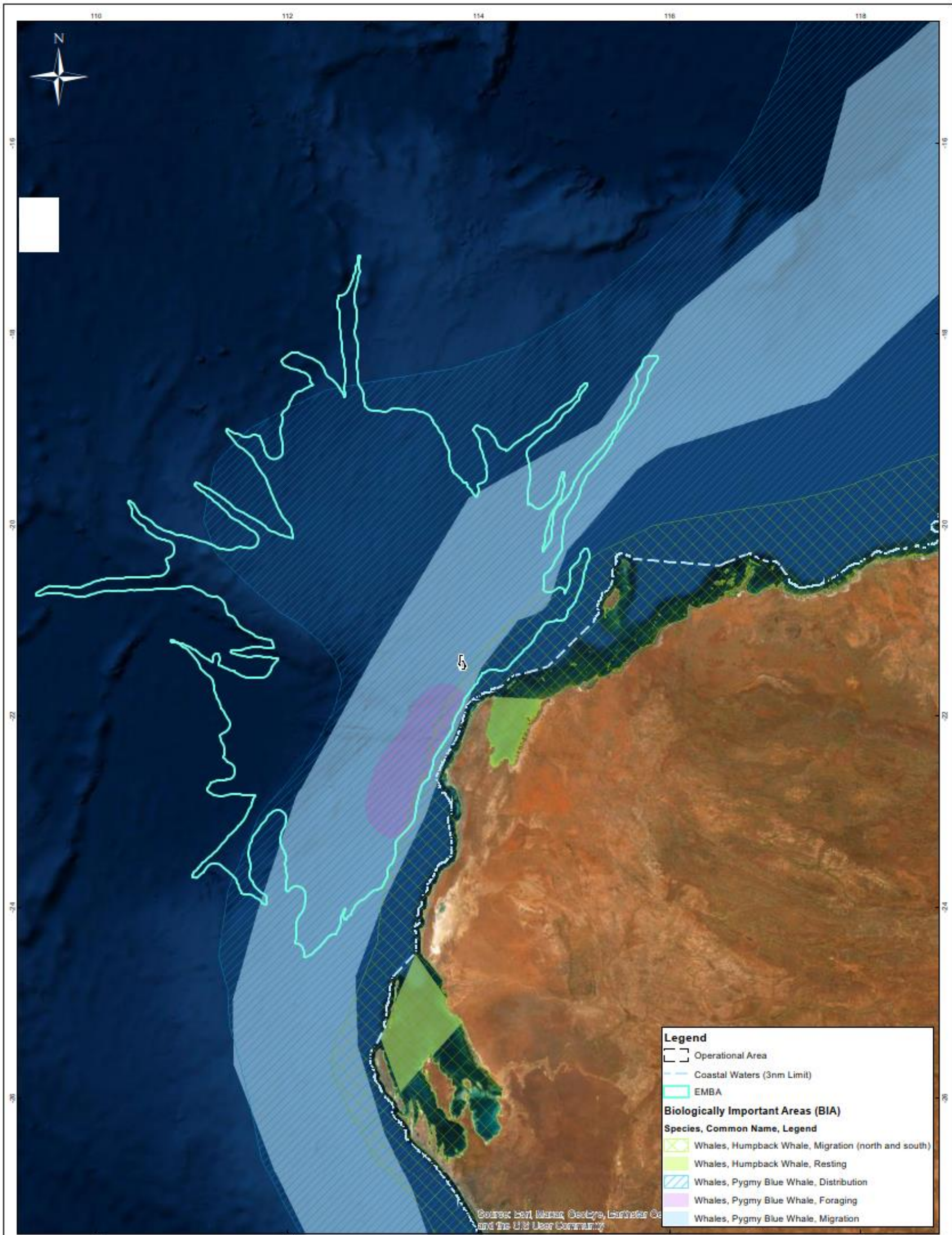
<p><b>Advisian</b> Worley Group</p> <p><b>BHP</b></p>	<p><b>OneWay</b> <b>EcoNomics</b> to one team</p> <p>0 25 50 100 150 200 Kilometers at A3</p> <p>Copyright © WorleyParsons Services Pty Ltd ABN 61 001 279 612</p> <p>Datum: GDA84 Map Grid of Australia Zone 50</p>	<p>LEGEND</p>	<p>LOCATION PLAN</p> <p>AUSTRALIA</p> <p>Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri</p>	<p><b>BIOLOGICALLY IMPORTANT AREAS - SHARKS</b></p> <p>DATE: 29 Mar 2022      SCALE: 1:4,000,000 CUSTOMER: BHP      AUTHOR: PIR MAP: 06_BIA_Sharks_port.mxd REV: A</p>
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Location: I:\Projects\611012-00432 BHP Stybarrow Decommissioning\Engineering\GEOINFORMATICS\03Project\Workspace\\_SKT\220328\_EP\_Rev\_WC\06\_BIA\_Sharks\_port.mxd

Produced By: PIR - Geomatics, W.A.



Figure 4-5: Fish and sharks biologically important areas within the operational area and EMBA



Worley Group

by one team

LEGEND

LOCATION PLAN

AUSTRALIA

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri

**BIOLOGICALLY IMPORTANT AREAS - WHALES**

DATE : 28 Mar 2022      SCALE : 1:4,000,000

CUSTOMER : BHP      AUTHOR : PIR

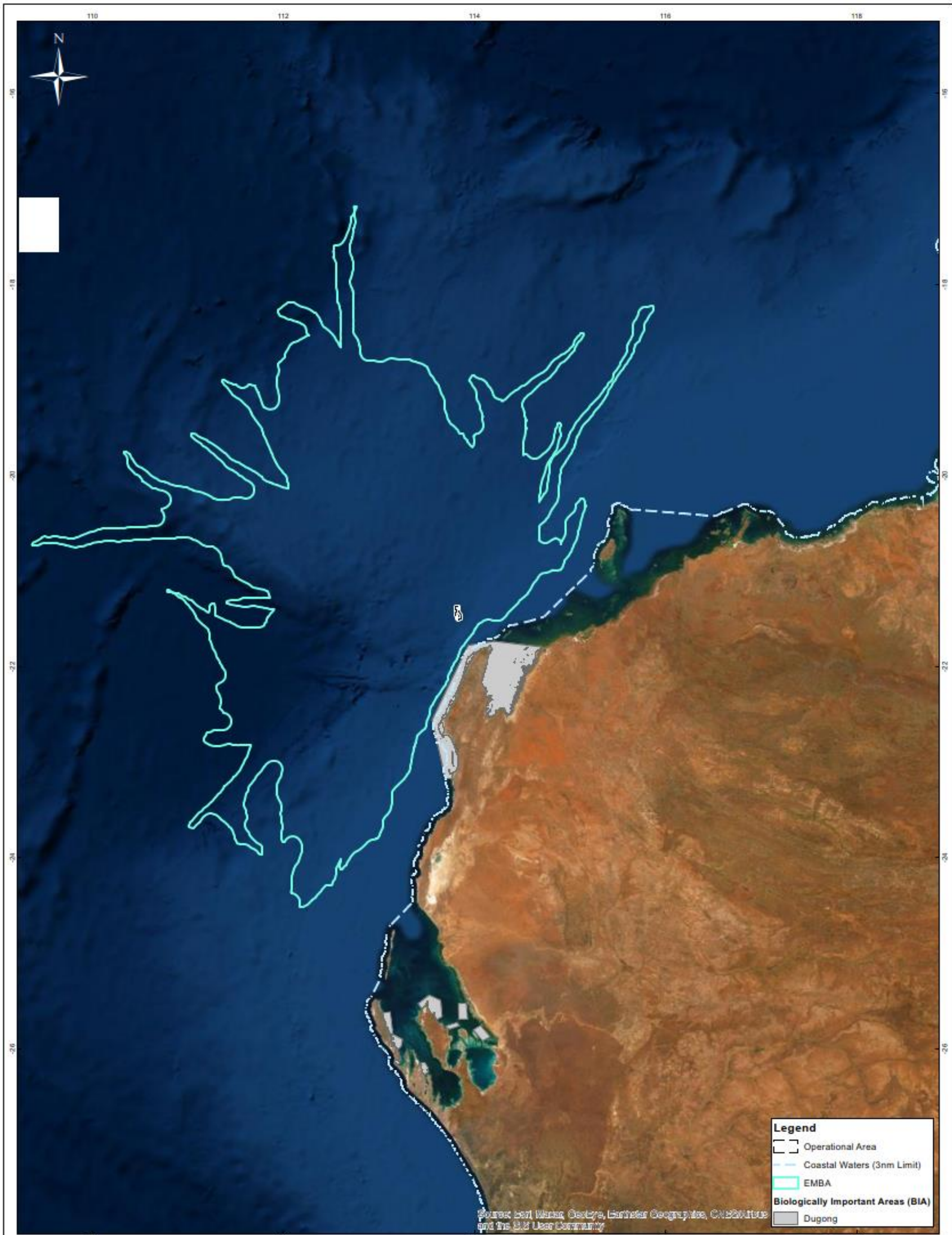
MAP : 04\_BIA\_Whales\_port.mxd

REV : A

Location: L:\Projects\411012-00432 BHP Stybarrow Decommissioning\Engineering\GEOMATICS\03Project\Workspace\_5KT\220328\_EP\_Rev\_WC\04\_BIA\_Whales\_port.mxd

Produced By: PIR - Geomatics W.A.

Figure 4-6: Whale biologically important areas within the operational area and EMBA



Source: Carl Mack, Oxya, Earthstar Geographics, CNRS/Mitris and the U.S. User Community

**Legend**

- Operational Area
- Coastal Waters (3nm Limit)
- EMBA
- Biologically Important Areas (BIA)**
- Dugong

**Advisian**  
Worley Group

**BHP**

**OneWay** **EcoNomics**  
by one team

0 25 50 100 150 200  
Kilometers at A3

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Datum: GDA94 Map Grid of Australia Zone 50

**LEGEND**

**LOCATION PLAN**

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri

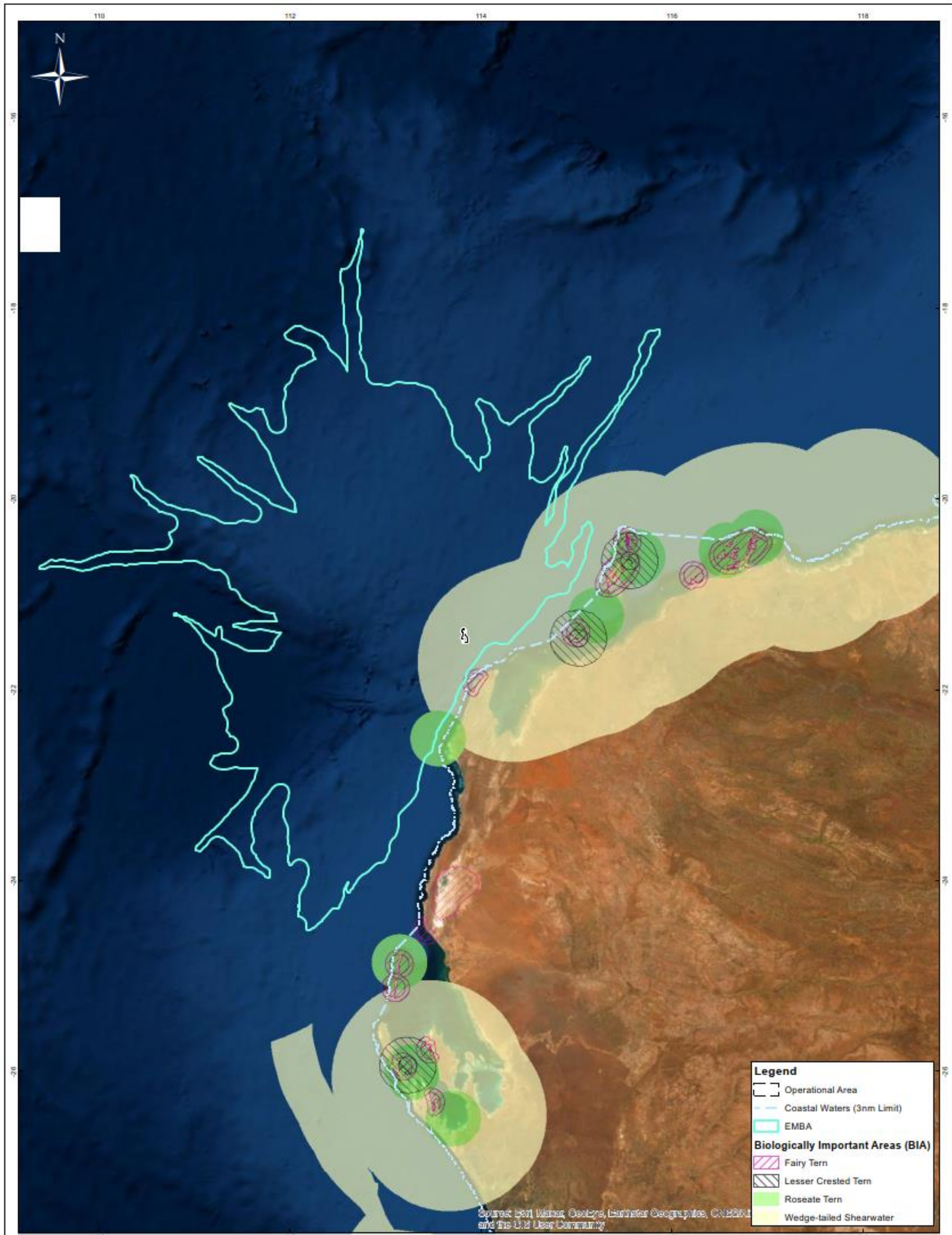
**BIOLOGICALLY IMPORTANT AREAS - DUGONGS**

DATE : 29 Mar 2022 SCALE : 1:4,000,000  
CUSTOMER : BHP AUTHOR : PIR  
MAP : 07\_BIA\_Dugongs\_port.mxd  
REV : A

Produced By: PIR - Geomatics W.A.

Location: L:\Projects\411012-00432 BHP Stybarrow Decommissioning\Engineering\GEOMATICS\03Project\Workspace\_5KT\220328\_EP\_Rev\_WC\07\_BIA\_Dugongs\_port.mxd

Figure 4-7: Dugong biologically important areas within the operational area and EMBA



Source: Esri, Maxar, GeoEye, IGN, AerGRID, CNES/Airbus and the U.S. Dept. of Commerce

**Legend**

- Operational Area
- Coastal Waters (3nm Limit)
- EMBA

**Biologically Important Areas (BIA)**

- Fairy Tern
- Lesser Crested Tern
- Roseate Tern
- Wedge-tailed Shearwater

**Advisian**  
Worley Group

**BHP**

**OneWay** **EcoNomics**  
by one way

0 25 50 100 150 200  
Kilometers at A3

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Datum: GDA94  
Map Grid of Australia  
Zone 50

**LEGEND**

**LOCATION PLAN**

**AUSTRALIA**

Sources: Esri, HERE, Garmin, JSGS, Intermap, INCREMENT P, NRCan, Esri

**BIOLOGICALLY IMPORTANT AREAS - SEABIRDS**

DATE : 29 Mar 2022      SCALE : 1:4,000,000

CUSTOMER : BHP      AUTHOR : PIR

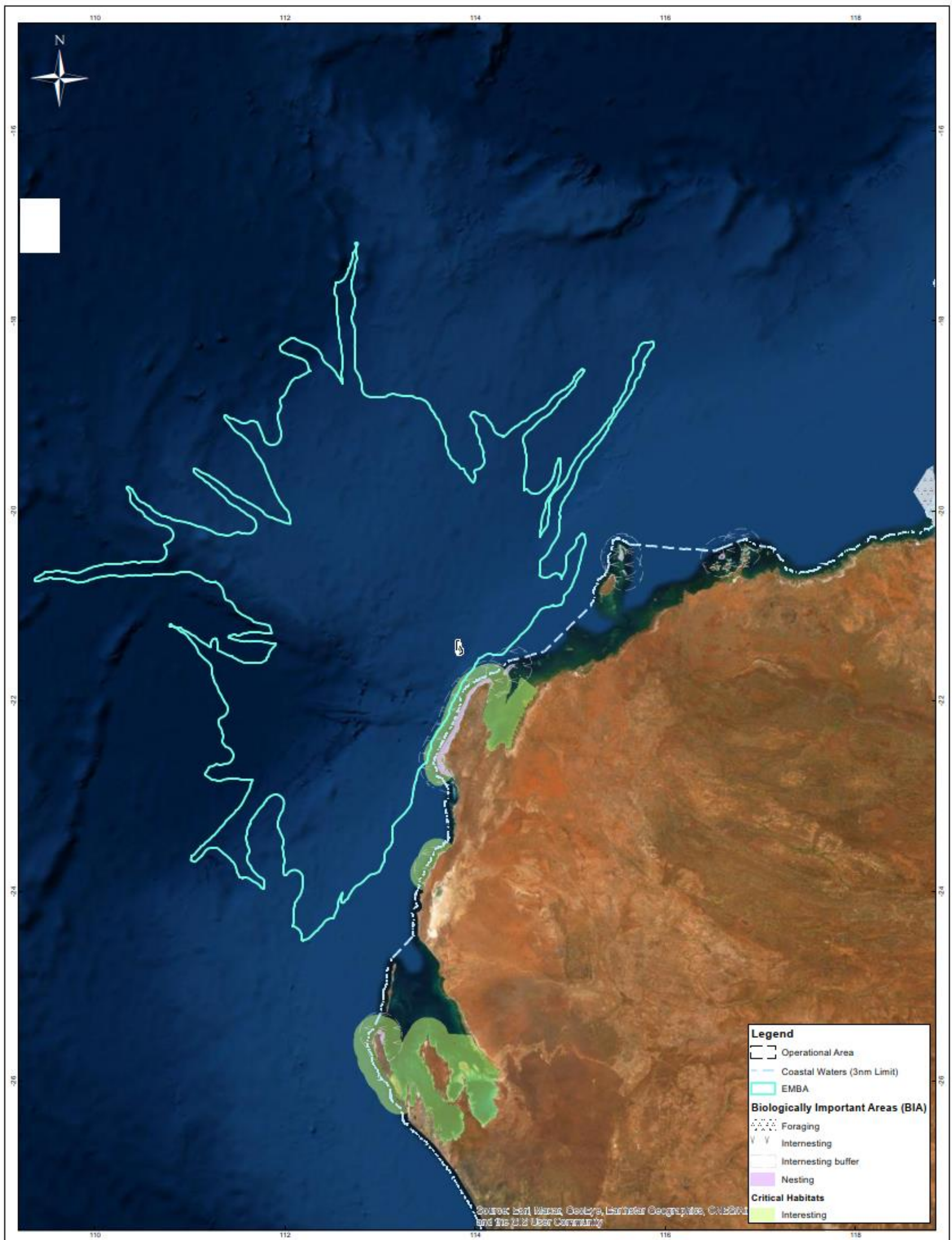
MAP : 09\_BIA\_Seabirds\_port.mxd

REV : A

Produced By: PIR - Geomatics W.A.

Location: L:\Projects\411012-00432 BHP Stybarrow Decommissioning\Engineering\GEOMATICS\03Project\Workspace\_SKT\220328\_EP\_Rev\_WC\09\_BIA\_Seabirds\_port.mxd

Figure 4-8: Seabird and migratory shorebird biologically important areas within the operational area and EMBA



**Legend**

- Operational Area
- Coastal Waters (3nm Limit)
- EMBA

**Biologically Important Areas (BIA)**

- Foraging
- Interesting
- Interesting buffer
- Nesting

**Critical Habitats**

- Interesting

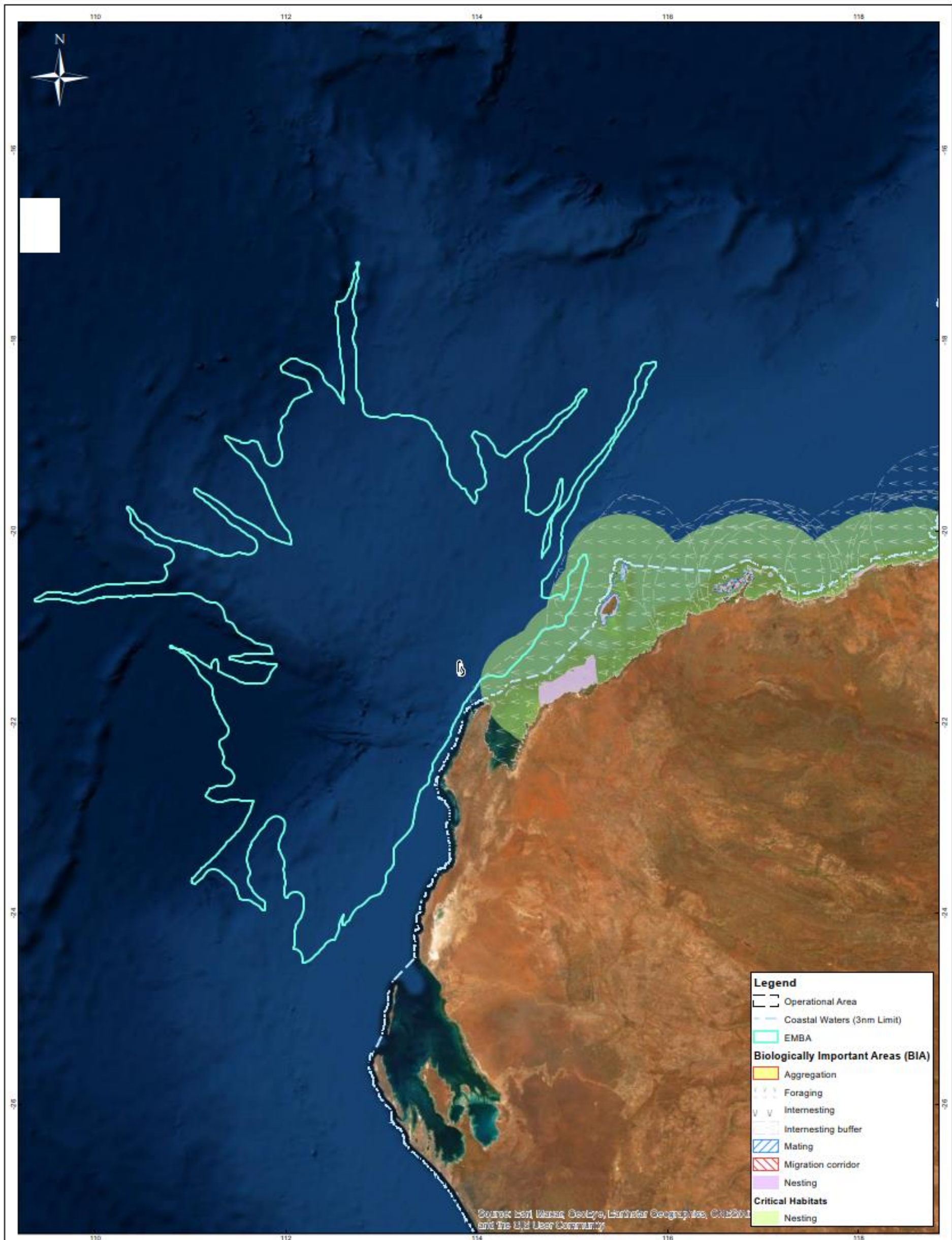
<p><b>Advisian</b> Worley Group</p> <p><b>BHP</b></p>	<p><b>OneWay</b> <b>EcoNomics</b></p> <p>0 25 50 100 150 200 Kilometres A3</p> <p><small>Copyright © WorleyParsons Services Pty Ltd ABN 61 001 279 812</small></p> <p><small>Datum: GDA84 Map Grid of Australia Zone 50</small></p>	<p><b>LEGEND</b></p>	<p><b>LOCATION PLAN</b></p> <p><small>Sources: Esri, HERE, Garmin, USGS, Intermap, NCREMPT, NRCAn, Esri</small></p>
<p><b>BIOLOGICALLY IMPORTANT AREAS - MARINE TURTLES (LOGGERHEAD)</b></p> <p>DATE : 28 Mar 2022      SCALE : 1:4,000,000</p> <p>CUSTOMER : BHP      AUTHOR : PIR</p> <p>MAP : 05_BIA_M_Turtles_Loggerhead_port.mxd</p> <p>REV : A</p>			

Produced By: PIR - Geospatial W.A.

Location: I:\Projects\111012-00432 BHP Stybarrow Decommissioning\Engineering\GEOMATICS\03Project\Workspace\_SKT\220328\_EP\_Rev\_WC\05\_BIA\_M\_Turtles\_Loggerhead\_port.mxd



Figure 4-9: Loggerhead turtle biologically important areas and critical habitats within the operational area and EMBA

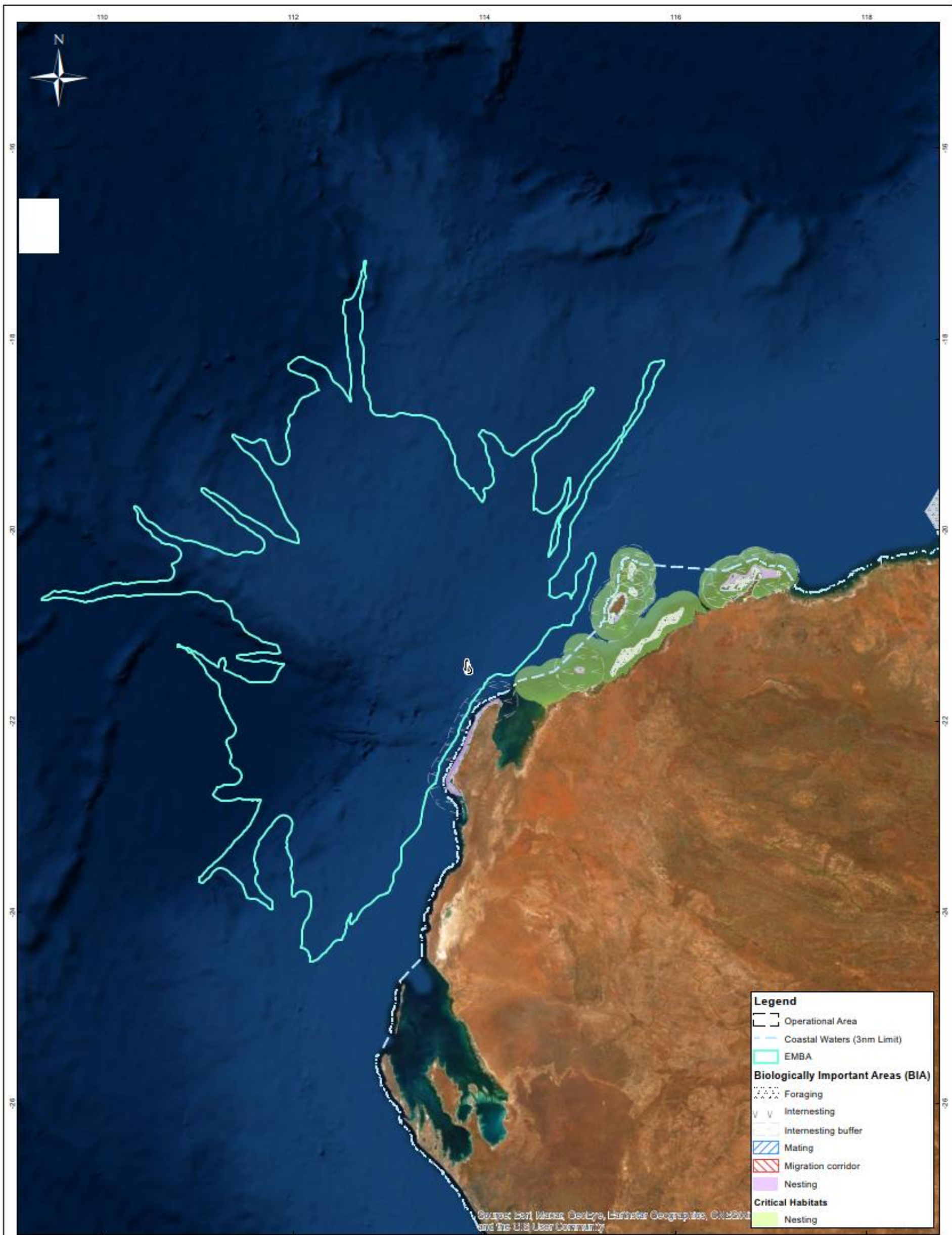


<p><b>Advisian</b> Worley Group</p> <p><b>BHP</b></p>	<p><b>OneWay</b> <b>EcoNomics</b></p> <p>0 25 50 100 150 200 Kilometre A3</p> <p>Copyright © WorleyParsons Services Pty Ltd ABN 61 001 279 612</p> <p>Datum: GDA84 Map Grid of Australia Zone 50</p>	<p>LEGEND</p>	<p>LOCATION PLAN</p> <p>Sources: Esri, HERE, Garmin, JSGS, Intermap, INCREMENT P, NRCan, Esri</p>	<p><b>BIOLOGICALLY IMPORTANT AREAS - MARINE TURTLES (FLATBACK)</b></p> <p>DATE: 28 Mar 2022 SCALE: 1:4,000,000</p> <p>CUSTOMER: BHP AUTHOR: PIR</p> <p>MAP: 05_BIA_M_Turtles_Flatback_port.mxd</p> <p>REV: A</p>
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Location: I:\Projects\411012-00432 BHP Stybarrow Decommissioning\Engineering\GEOMATICS\03Project\Workspace\5KT\220328\_EP\_Rev\_WC\05\_BIA\_M\_Turtles\_Flatback\_port.mxd

Produced By: PIR - Geomatics W.A.

Figure 4-10: Flatback turtle biologically important areas and critical habitats within the operational area and EMBA

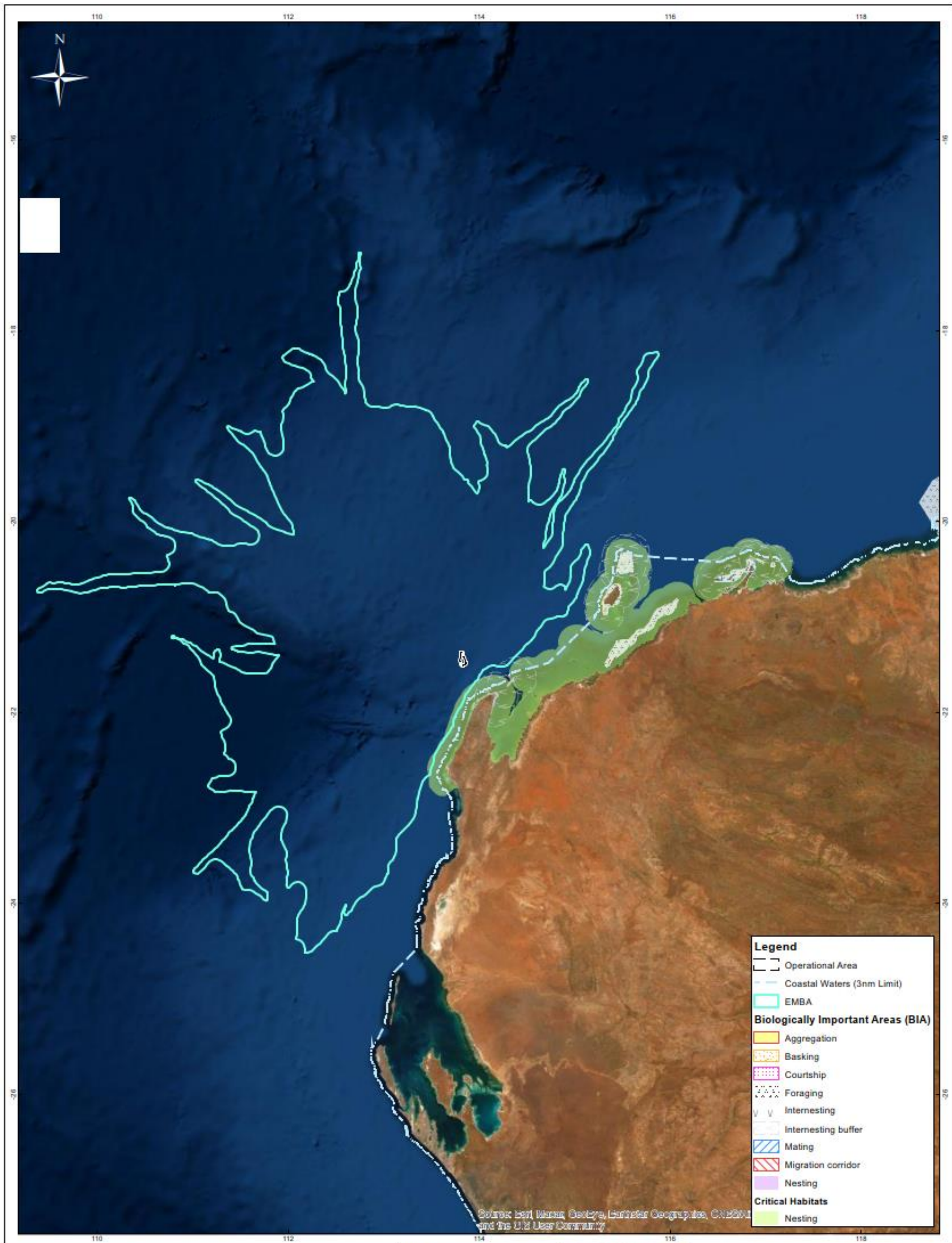


<p><b>Advisian</b> Worley Group</p> <p><b>BHP</b></p>	<p><b>OneWay</b> <b>EcoNomics</b> to one team</p> <p>0 25 50 100 150 200 Kilometres A3</p> <p>Copyright © WorleyParsons Services Pty Ltd ABN 61 001 279 612</p> <p>Datum - GDA84 Map Grid of Australia Zone 50</p>	<p><b>LEGEND</b></p>	<p><b>LOCATION PLAN</b></p> <p>AUSTRALIA</p> <p>Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri</p>	<p><b>BIOLOGICALLY IMPORTANT AREAS - MARINE TURTLES (HAWKSBILL)</b></p> <p>DATE : 28 Mar 2022 SCALE : 1:4,000,000</p> <p>CUSTOMER : BHP AUTHOR : PIR</p> <p>MAP : 05_BIA_M_Turtles_Hawksbill_port.mxd</p> <p>REV : A</p>
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Location: I:\Projects\411012-00432 BHP Stybarrow Decommissioning\Engineering\GEOMATICS\03Project\Workspace\\_SKT\220328\_EP\_Rev\_WC\05\_BIA\_M\_Turtles\_Hawksbill\_port.mxd

Produced By: PIR - Geomatics WA

Figure 4-11: Hawksbill turtle biologically important areas and critical habitats within the operational area and EMBA



<p><b>Advisian</b> Worley Group</p> <p><b>BHP</b></p>	<p><b>OneWay</b> <b>EcoNomics</b></p> <p>0 25 50 100 150 200 Kilometers A3</p> <p>Copyright © WorleyParsons Services Pty Ltd ABN 61 931 279 812</p> <p>Dataset: GDA94 Map Grid of Australia Zone 50</p>	<p>LEGEND</p>	<p>LOCATION PLAN</p> <p>AUSTRALIA</p> <p>Sources: Esri, HERE, Garmin, JGS, Intermap, INCREMENT P, NRCan, Esri</p>	<p><b>BIOLOGICALLY IMPORTANT AREAS - MARINE TURTLES (GREEN TURTLE)</b></p> <p>DATE: 28 Mar 2022 SCALE: 1:4,000,000</p> <p>CUSTOMER: BHP AUTHOR: PIR</p> <p>MAP: 05_BIA_M_Turtles_Green_port.mxd</p> <p>REV: A</p>
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Location: I:\Projects\411012-00432 BHP Stybarrow Decommissioning\Engineering\GEOMATICS\03Project\Workspace\_SKT\220328\_EP\_Rev\_WC\05\_BIA\_M\_Turtles\_Green\_port.mxd

Produced By: PIR - Geomatics WA

Figure 4-12: Green turtle biologically important areas and critical habitats within the operational area and EMBA

### 4.6.3 Species Recovery Plans, Conservation Advice and Threat Abatement Plans

BHP considered recovery plans, conservation management plans, threat abatement plans or approved conservation advice in place for EPBC Act-listed threatened species that may potentially occur or use habitat within the EMBA (Table 4-9).

Recovery plans set out the research and management actions necessary to stop the decline of and support the recovery of listed threatened species. In addition, threat abatement plans provide for the research, management and any other actions necessary to reduce the impact of a listed key threatening process on native species and ecological communities. The Minister decides whether a threat abatement plan is required for key threatening processes listed under Section 183 of the EPBC Act. Table 4-9 provides information about the specific requirements of the relevant conservation advice, species recovery plans and threat abatement plans that applies to the petroleum activities, and demonstrates how current management requirements have been taken into account while preparing the EP. Through implementing relevant control measures, performance outcomes and performance standards, potential risks and impacts of the petroleum activities are managed to ALARP and acceptable levels.

Table 4-9 summarises the actions relevant to the petroleum activity, with more information about the specific requirements of the relevant plans of management (including Conservation Advice and Conservation Management Plans) applicable to the petroleum activity and demonstrates where management requirements have been addressed.



Table 4-9: Recovery plans, conservation advice and threat abatement plans relevant to the petroleum activity

Common Name	Recovery Plan / Conservation Advice / Management Plan	Threats identified that may Arise from the Petroleum Activity	Relevant EP Section
<b>All Vertebrate Fauna</b>			
All vertebrate fauna	Threat abatement plan for the impacts of marine debris on the vertebrate wildlife of Australia's coasts and oceans (Commonwealth of Australia, 2018b)	Marine debris	Section 8.6
<b>Fishes, Sharks and Rays</b>			
Dwarf Sawfish, Queensland Sawfish	Sawfish and River Sharks Multispecies Recovery Plan (Commonwealth of Australia, 2015a)	Habitat degradation and modification	Section 8.2
	Approved conservation advice for <i>Pristis clavata</i> (dwarf sawfish) (Threatened Species Scientific Committee, 2009)		
White Shark, Great White Shark	Recovery Plan for the White Shark ( <i>Carcharodon carcharias</i> ) (Department of Sustainability, Environment, Water, Population and Communities, 2013)	Ecosystem effects from habitat modification	Section 8.2
Whale Shark	Conservation Advice <i>Rhincodon typus</i> whale shark (Threatened Species Scientific Committee, 2015a)	Marine debris	Section 8.6
Grey Nurse Shark (west coast population)	Recovery plan for the grey nurse shark ( <i>Carcharias taurus</i> ) (Department of the Environment, 2014)	Ecosystem effects from habitat modification	Section 8.2
Freshwater Sawfish, Largetooth Sawfish, River Sawfish, Leichhardt's Sawfish, Northern Sawfish	Sawfish and River Sharks Multispecies Recovery Plan (Commonwealth of Australia, 2015a)	Habitat degradation and modification	Section 8.2
	Approved conservation advice for <i>Pristis pristis</i> (largetooth sawfish) (Threatened Species Scientific Committee, 2014)		
Green Sawfish, Dindagubba, Narrowsnout Sawfish	Sawfish and River Sharks Multispecies Recovery Plan (Commonwealth of Australia, 2015a)	Habitat degradation and modification	Section 8.2
	Approved conservation advice for green sawfish (Threatened Species Scientific Committee, 2008)		

Common Name	Recovery Plan / Conservation Advice / Management Plan	Threats identified that may Arise from the Petroleum Activity	Relevant EP Section
<b>Marine Mammals</b>			
Blue Whale	Conservation management plan for the blue whale: A recovery plan under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> 2015-2025 (Commonwealth of Australia, 2015b)	Noise interference	Section 7.3
		Vessel disturbance	Section 8.3
Sei Whale	Conservation Advice <i>Balaenoptera borealis</i> sei whale (Threatened Species Scientific Committee, 2015b)	Noise interference	Section 7.3
		Vessel disturbance	Section 8.3
Fin Whale	Conservation Advice <i>Balaenoptera physalus</i> fin whale (Threatened Species Scientific Committee, 2015c)	Noise interference	Section 7.3
		Vessel disturbance	Section 8.3
Southern Right Whale	Conservation management plan for the southern right whale: a recovery plan under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> 2011-2021 (Department of Sustainability, Environment, Water, Population and Communities, 2012)	Noise interference	Section 7.3
		Vessel disturbance	Section 8.3
<b>Marine Reptiles</b>			
Leaf-scaled Seasnake	Approved Conservation Advice for <i>Aipysurus foliosquama</i> (Leaf-scaled Sea Snake) (Threatened Species Scientific Committee, 2010a)	Marine debris	Section 8.6
		Habitat degradations	Section 8.2
Short-nosed Seasnake	Approved Conservation Advice for <i>Aipysurus apraefrontalis</i> (Short-nosed Sea Snake) (Threatened Species Scientific Committee, 2010b)	Marine debris	Section 8.6
		Habitat degradations	Section 8.2
Loggerhead Turtle	Recovery plan for marine turtles in Australia 2017-2027 (Commonwealth of Australia, 2017)	Light pollution	Section 7.2
		Noise interference	Section 7.3
		Oil pollution	Section 8.2
		Vessel disturbance	Section 8.3
		Marine debris	Section 8.6

Common Name	Recovery Plan / Conservation Advice / Management Plan	Threats identified that may Arise from the Petroleum Activity	Relevant EP Section
Leatherback Turtle, Leathery Turtle, Luth	Recovery plan for marine turtles in Australia 2017-2027 (Commonwealth of Australia, 2017)	Light pollution	Section 7.2
		Noise interference	Section 7.3
		Oil pollution	Section 8.2
		Vessel disturbance	Section 8.3
		Marine debris	Section 8.6
	Approved conservation advice for <i>Dermochelys coriacea</i> (Leatherback Turtle)	Vessel disturbance	Section 8.3
		Marine debris	Section 8.6
Hawksbill Turtle	Recovery plan for marine turtles in Australia 2017-2027 (Commonwealth of Australia, 2017)	Light pollution	Section 7.2
		Noise interference	Section 7.3
		Oil pollution	Section 8.2
		Vessel disturbance	Section 8.3
		Marine debris	Section 8.6
Green Turtle	Recovery plan for marine turtles in Australia 2017-2027 (Commonwealth of Australia, 2017)	Light pollution	Section 7.2
		Noise interference	Section 7.3
		Oil pollution	Section 8.2
		Vessel disturbance	Section 8.3
		Marine debris	Section 8.6
Flatback Turtle	Recovery plan for marine turtles in Australia 2017-2027 (Commonwealth of Australia, 2017)	Light pollution	Section 7.2
		Noise interference	Section 7.3
		Oil pollution	Section 8.2

Common Name	Recovery Plan / Conservation Advice / Management Plan	Threats identified that may Arise from the Petroleum Activity	Relevant EP Section
		Vessel disturbance	Section 8.3
		Marine debris	Section 8.6
<b>Seabirds and Migratory Shorebirds</b>			
Eastern Curlew, Far Eastern Curlew	Conservation Advice <i>Numenius madagascariensis</i> eastern curlew (Threatened Species Scientific Committee, 2015d)	Habitat degradation / modification	Section 8.2
Curlew Sandpiper	Conservation Advice <i>Calidris ferruginea</i> curlew sandpiper (Threatened Species Scientific Committee, 2015e)	Habitat degradation / modification	Section 8.2
Abbott's Booby	Conservation advice for Abbott's Booby - <i>Papasula abbotti</i> (Threatened Species Scientific Committee, 2020)	Marine pollution	Section 8.2 Section 8.6
Shy Albatross	National recovery plan for threatened albatrosses and giant petrels 2011-2016 (Department of Sustainability, Environment, Water, Population and Communities, 2011)	Marine pollution	Section 8.2 Section 8.6
	Conservation advice <i>Thalassarche cauta</i> shy albatross	Marine pollution	Section 8.6
Southern Giant-Petrel, Southern Giant Petrel	National recovery plan for threatened albatrosses and giant petrels 2011-2016 (Department of Sustainability, Environment, Water, Population and Communities, 2011)	Marine pollution	Section 8.2 Section 8.6
Red Knot, Knot	Conservation advice <i>Calidris canutus</i> red knot (Threatened Species Scientific Committee, 2016)	Marine pollution	Section 8.2
Indian Yellow-nosed Albatross	National recovery plan for threatened albatrosses and giant petrels 2011-2016 (Department of Sustainability, Environment, Water, Population and Communities, 2011)	Marine pollution	Section 8.2 Section 8.6
White-capped Albatross	National recovery plan for threatened albatrosses and giant petrels 2011-2016 (Department of Sustainability, Environment, Water, Population and Communities, 2011)	Marine pollution	Section 8.2 Section 8.6

Common Name	Recovery Plan / Conservation Advice / Management Plan	Threats identified that may Arise from the Petroleum Activity	Relevant EP Section
Campbell Albatross, Campbell Black-browed Albatross	National recovery plan for threatened albatrosses and giant petrels 2011-2016 (Department of Sustainability, Environment, Water, Population and Communities, 2011)	Marine pollution	Section 8.2 Section 8.6
Australian Fairy Tern	Conservation advice for <i>Sternula nereis nereis</i> (Fairy tern)	Marine pollution	Section 8.2 Section 8.6
Black-browed Albatross	National recovery plan for threatened albatrosses and giant petrels 2011-2016 (Department of Sustainability, Environment, Water, Population and Communities, 2011)	Marine pollution	Section 8.2 Section 8.6
Soft-plumaged Petrel	Conservation advice <i>Pterodroma mollis</i> soft-plumage petrel	No credible threats arising from petroleum activity	Not applicable

## 4.7 Socio-economic

Socio-economic activities that may occur within the operational area and EMBA include commercial fishing, oil and gas exploration and production, and to a lesser extent, recreational fishing and tourism as summarised below.

More detailed descriptions of socio-economic considerations are provided in Appendix C, Section 2.10.

### 4.7.1 Commercial Fisheries

A number of Commonwealth and State fishery management areas are located within the operational area and EMBA. Table 4-10 identifies the Commonwealth and State commercial fisheries overlapping the operational area and EMBA and provides an assessment of the potential interaction based on the nature of the fishery and historic DPIRD catch data.

Table 4-10: Commonwealth and state managed fisheries within the operational area and EMBA

Fishery Name	Operational Area	EMBA	Potential Interaction?	Description <sup>1</sup>
<b>Commonwealth Fisheries</b>				
Western Deep Water Trawl Fishery	✓	✓	Yes	The Western Deepwater Trawl Fishery operates in Commonwealth waters off the coast of Western Australia. Effort in recent years has been localised in the area offshore and slightly south of Shark Bay. Catch in the 2019–20 season was 31 t in total. Whilst the EMBA overlaps with the fishery management area, there is very little potential for interaction given the current distribution of target species and fishing effort.
Western Tuna and Billfish Fishery	✓	✓	No	Fishing effort has concentrated off south-west Western Australia, with occasional activity off South Australia. Whilst there is an overlap with the fishery management area, there is no potential for interaction given the current distribution of fishing effort.
Sothern Bluefin Tuna Fishery	✓	✓	No	Fishing effort has concentrated off southern and eastern Australia. Whilst there is an overlap with the fishery management area, there is no potential for interaction given the current distribution of fishing effort.
Skipjack Tuna Fishery	✓	✓	No	There has been no fishing in the since 2008–09. Whilst the operational area and EMBA overlaps with the fishery management area, there is no potential for interaction given the current distribution of fishing effort.
North West Slope Fishery	✗	✓	No	The North West Slope Trawl Fishery operates off north-western Australia, roughly between the 200 m isobath and the outer boundary of the Australian Fishing Zone. The fishery is beyond the operational area. The North West Slope Trawl Fishery has predominantly been a scampi fishery using demersal trawl gear. In 2020 there were six active fishing vessels.
<b>State Fisheries</b>				
Pilbara Crab Fishery	✓	✓	No	Blue swimmer crabs are targeted by the Pilbara Crab Managed Fishery using hourglass traps, primarily within inshore waters around Nickol Bay and Dampier. Water depths in the operational area too deep to support the target species and the fishery is not active in the operational area. There have been no landings from within the operational area for this fishery in the last 10 years.
Pilbara Line Fishery	✓	✓	No	The Pilbara Line Fishery encompasses all of the ‘Pilbara waters’, extending from a line commencing at the intersection of 21°56’S latitude and the boundary of the Australian

Fishery Name	Operational Area	EMBA	Potential Interaction?	Description <sup>1</sup>
				Fishing Zone and north to longitude 120°E. There are no stated depth limits of the fishery. The fishing vessels primarily target demersal Lutjanid species such as goldband snapper, which typically occur in < 200 m water depth. Given the depth preferences of target species, no fishing in this fishery will occur in the operational area, although it is expected to occur within the EMBA.
West Coast Deep Sea Crustacean	✓	✓	Yes	The West Coast Deep Sea Crustacean Fishery is a 'pot' fishery using baited pots operated in a long-line formation in the shelf edge waters (>150 m) of the West Coast and Gascoyne Bioregions. The fishery primarily targets crystal crabs. Water depths in the operational area are not conducive for this fishery and there are no landings in the last 10 years within the operational area, but it may operate within the EMBA.
Mackerel Fishery	✓	✓	Yes	The Mackerel Managed Fishery targets Spanish mackerel ( <i>Scomberomorus commerson</i> ) using near-surface trawling gear from small vessels in coastal areas around reefs, shoals and headlands. The commercial fishery extends from Geraldton to the Northern Territory border. No interaction is expected given the known fishing effort. There have been no landings from within the operational area for this fishery in the last 10 years, but the fishery may operate within the EMBA.
Marine Aquarium	✓	✓	No	The Marine Aquarium Managed Fishery operates within Western Australian waters. The fishery is primarily a dive based fishery that uses hand-held nets to capture the desired target species and is restricted to safe diving depths (typically < 30 m). The fishery is typically active from Esperance to Broome, with popular areas including the coastal waters of the Cape Leeuwin/Cape Naturaliste region, Dampier and Exmouth. Water depths in the operational area are not conducive for this fishery. There have been no landings from within the operational area for this fishery in the last 10 years, but the fishery may operate within the EMBA.
South West Coast Salmon	✓	✓	No	The commercial salmon fishery use beach seine net to catch fish. There are two commercial salmon fisheries operating in Western Australia they include, the South Coast Salmon Managed Fishery (18 licences) and South West Coast Salmon Managed Fishery (six licences). The target species is restricted to temperate waters and will not occur in the Gascoyne or Pilbara. There have been no landings from within the operational area for this fishery in the last 10 years and it very unlikely to operate within the EMBA.



Fishery Name	Operational Area	EMBA	Potential Interaction?	Description <sup>1</sup>
Abalone	x	✓	No	The Western Australian abalone fishery includes all coastal waters from the Western Australian and South Australian border to the Western Australian and Northern Territory border. The fishery is concentrated on the south coast (greenlip and brownlip abalone) and the west coast (Roe's abalone). Abalone are harvested by divers, limiting the fishery to shallow waters (typically < 30 m). The target species are restricted to temperate waters and are unlikely to occur in the Gascoyne or Pilbara. There have been no landings from within the operational area for this fishery in the last 10 years and it very unlikely to operate within the EMBA.
Specimen Shell	x	✓	No	The Specimen Shell Managed Fishery can be conducted anywhere within Western Australia waters and targets the collection of specimen shells for display, collection, cataloguing and sale. The Specimen Shell Managed Fishery encompasses the entire WA coastline but effort is concentrated in areas adjacent to the largest population centres such as: Broome, Karratha, Shark Bay, Mandurah, Exmouth, Capes area, Albany and Perth. The fishery does not overlap the operational area, but fishing may occur within the EMBA.
Pilbara Fish Trawl	x	✓	No	The Pilbara Trawl Managed Fishery is divided into two zones and waters inside of the 50 m isobath are permanently closed to fish trawling. Trawling generally occurs in waters between 50-100 m deep. The fishery does not overlap the operational area, but fishing may occur within the EMBA.
Pilbara Trap	x	✓	No	The Pilbara Trap Managed Fishery covers the area from Exmouth northwards and eastwards to the 120° line of longitude, and offshore as far as the 200 m isobath. The fishery targets high value species such as <i>Lutjanus sebae</i> (red emperor) and <i>Pristipomoides multidens</i> (goldband snapper). The fishery does not overlap the operational area, but fishing may occur within the EMBA.
West Coast Rock Lobster	x	✓	No	The West Coast Rock Lobster Managed Fishery targets the western rock lobster ( <i>Panulirus cygnus</i> ), on the west coast of Western Australia between Shark Bay and Cape Leeuwin. The majority of the West Coast Rock Lobster populations use algal covered limestone reefs as their habitat to a depth of 150 m. The fishery does not overlap the operational area, but fishing may occur within the EMBA.
Pearl Oyster	x	✓	No	The Western Australian Pearl Oyster Fishery is the only remaining significant wild-stock fishery for pearl oysters in the world. Pearl oysters ( <i>Pinctada maxima</i> ) are collected by divers in shallow coastal waters (< 30 m) along the North West Shelf and Kimberley,

Fishery Name	Operational Area	EMBA	Potential Interaction?	Description <sup>1</sup>
				which are mainly for use in the culture of pearls. The fishery does not overlap the operational area, but fishing may occur within the EMBA.
Onslow Prawn	*	✓	No	The Onslow Prawn Managed Fishery encompasses a portion of the continental shelf off the Pilbara. The fishery targets a range of penaeids (primarily king prawns) which typically inhabit soft sediments < 45 m water depth. Fishing is carried out using trawl gear over unconsolidated sediments (sand and mud). The fishery does not overlap the operational area, but fishing may occur within the EMBA.
Gascoyne Demersal Scalefish	*	✓	No	The Gascoyne Demersal Scalefish Resource includes 60+ demersal species inhabiting marine waters deeper than 20 m in the Gascoyne Coast Bioregion. Commercial vessels in the fishery fish with mechanised handlines and target pink snapper ( <i>Chrysophrys auratus</i> ) and goldband snapper ( <i>Pristipomoides multidens</i> ). The fishery does not overlap the operational area, but fishing may occur within the EMBA.
Shark Bay Scallop	*	✓	No	The Shark Bay Scallop Managed Fishery is currently in a recovery phase resulting from the marine heat wave in 2010/11. The stock has fully recovered in Denham Sound but is recovering more slowly in northern Shark Bay. The fishery does not overlap the operational area, but fishing may occur within the EMBA.
Shark Bay Prawn	*	✓	No	The Shark Bay Prawn Managed Fishery uses low opening, otter prawn trawl systems within inner Shark Bay to target western king prawns ( <i>Penaeus latisulcatus</i> ), brown tiger prawns ( <i>Penaeus esculentus</i> ) and lesser quantities of endeavour ( <i>Metapenaeus endeavouri</i> ) and coral prawns ( <i>Metapenaeopsis</i> sp.). The fishery does not overlap the operational area, but fishing may occur within the EMBA.

<sup>1</sup> Fisheries descriptions derived from *Fishery Status Reports 2021* (Patterson et al., 2021) and *Status Report of the Fisheries and Aquatic Resources of Western Australia 2018/2019 - State of the Fisheries* (Gaughan and Santoro, 2020) unless cited otherwise.

## 4.7.2 Traditional Fisheries

There are not expected to be any traditional fisheries that operate within the operational area. Traditional fisheries are typically restricted to coastal waters and/or areas with suitable fishing structures such as reefs, therefore it is possible traditional fisheries may utilise the coastal waters of the EMBA. Appendix C, Section 2.10.3 provides further information on traditional fisheries.

## 4.7.3 Tourism and Recreation

While relatively close to the Ningaloo Coast, which supports extensive nature-based tourism, the operational area is in deep water (approximately 800 m) with no significant natural attractions and is a considerable distance from the nearest boat-launching facilities. Given the depth of the operational area and distance from shore, significant recreational fishing and tourism are not expected. Appendix C, Section 2.10.4 provides detail on recreational fishing and tourism within the EMBA.

## 4.7.4 Oil and Gas Activities

The NWS is Australia's most prolific oil and gas production area, largely responsible for WA accounting for 66% of the country's oil production, 76% of the country's condensate production and 37% of the country's gas production in 2013 (Australian Petroleum Production and Exploration Association (APPEA), 2014).

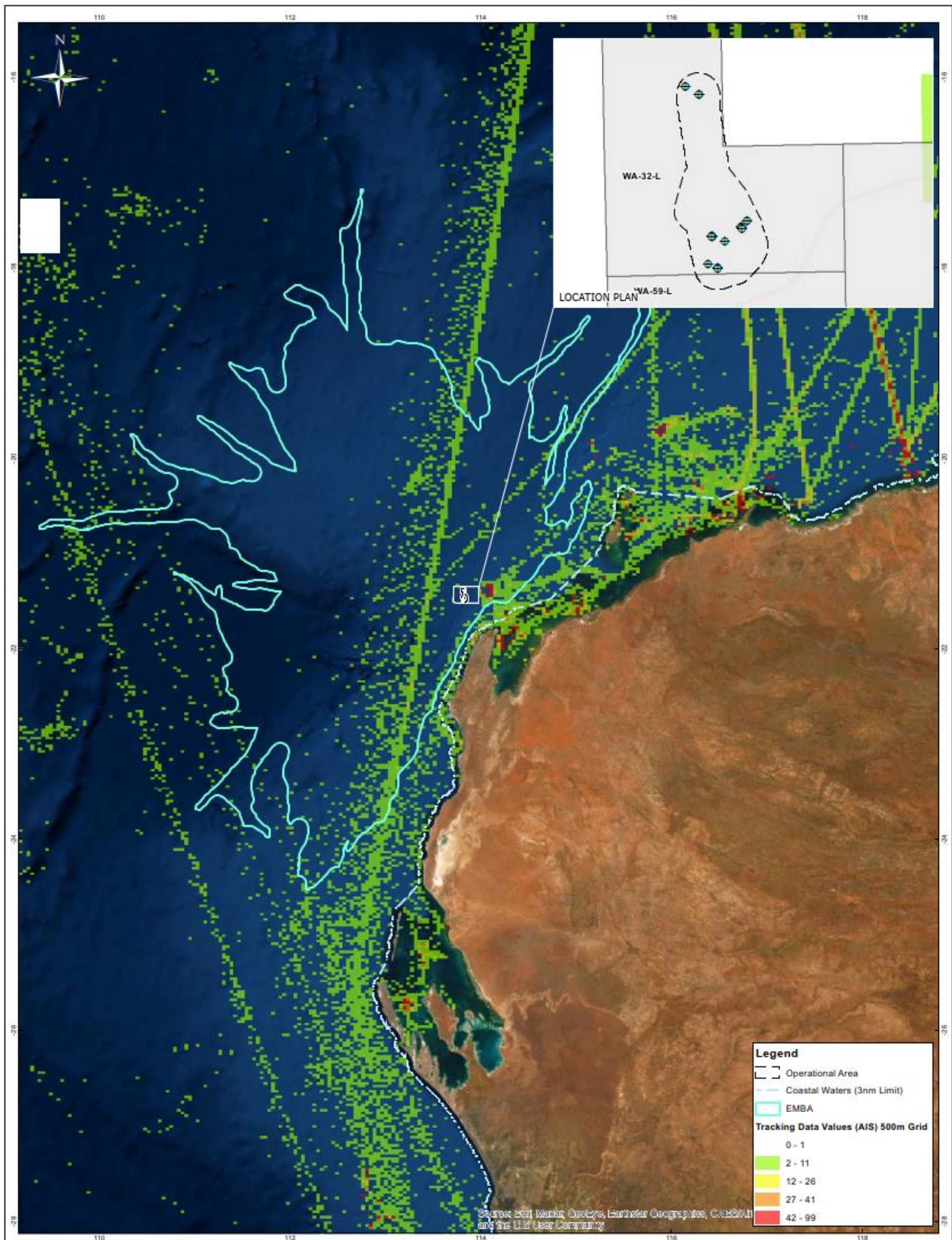
Oil and gas production facilities close to the operational area include:

- Woodside's Ngujima-Yin FPSO (approximately 16 km east of the operational area)
- Santos' Ningaloo Vision FPSO (approximately 19 km east of the operational area), and
- BHP's Pyrenees Venture FPSO (approximately 21 km east-south-east of the operational area).

The Laverda field within title WA-59-L, directly to the south of WA-32-L, is produced back to the Ngujima-Yin FPSO. The subsea equipment associated with the Laverda production is approximately 1 km from the operational area at the closest point.

## 4.7.5 Commercial Shipping

The operational area hosts very low levels of commercial shipping. A fairway designed by AMSA lies to the west and north of the operational area, approximately 21 km from the operational area at the closest point. Commercial shipping is concentrated within this fairway (Figure 4-13). The production facilities to the east of the operational area will intermittently host tankers for offtakes, however all these facilities lie well beyond the operational area.



<p><b>Advisian</b> Worley Group</p> <p><b>BHP</b></p>	<p><b>OneWay</b> <b>EcoNomics</b> by one team</p> <p>0 25 50 100 150 200 Kilometers at A3</p> <p>Copyright © WorleyParsons Services Pty Ltd ABN 61 001 279 612</p> <p>Datum: GDA84 Map Grid of Australia Zone 50</p>	<p>LEGEND</p>	<p>LOCATION PLAN</p> <p>Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri</p>	<p><b>VESSEL TRACKING DATA WITHIN EMBA</b></p> <p>DATE : 29 Mar 2022      SCALE : 1:4,000,000</p> <p>CUSTOMER : BHP      AUTHOR : PIR</p> <p>MAP : 16_Vessel_Tracking_Data_EMBA_port.mxd</p> <p>REV : A</p>
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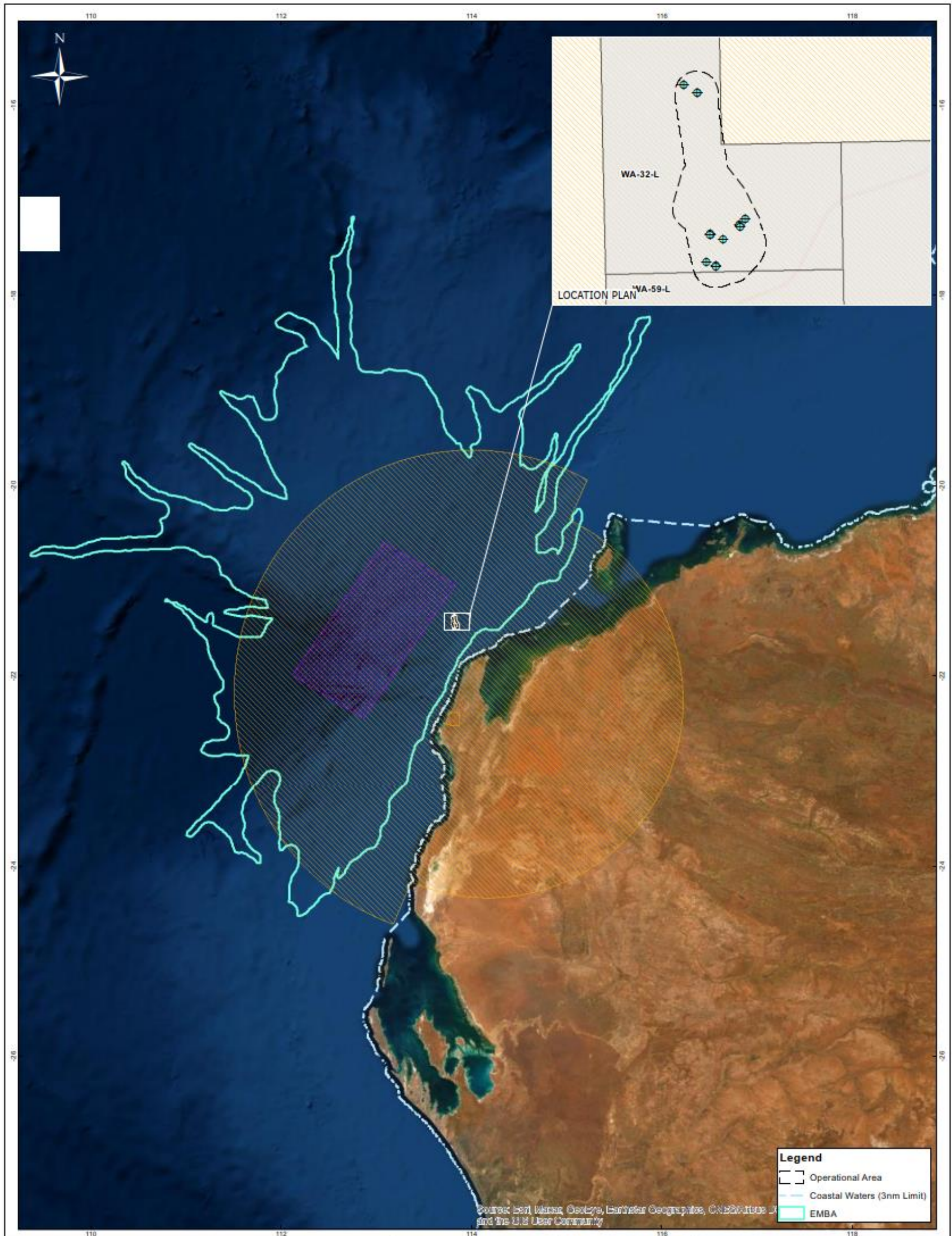
Location: I:\Projects\411012-00432 BHP Stybarrow Decommissioning\Engineering\GEOMATICS\03Project\Workspace\\_SKT\220328\_EP\_Rev\_WC\16\_Vessel\_Tracking\_Data\_EMBA\_port.mxd

Produced By: PIR - Geospatial W.A.

Figure 4-13: Commercial shipping traffic in the vicinity of the operational area

#### 4.7.6 Defence

No defence areas or infrastructure intersects the operational area. Military exercise areas are located at Exmouth associated with Royal Australian Air Force Base Learmonth, approximately 76 km south of the operational area approximately 76 km south of the operational area. The operational area is within the North Western Training Area and military restricted airspace (R8541A) a designated defence exercise area which encompasses waters and airspace off the North West Cape (Figure 4-14). When activated by a Notice to Airmen (NOTAM), the restricted airspace can operate down to sea level.



<p><b>Advisian</b> Worley Group</p> <p><b>BHP</b></p>	<p><b>OneWay</b> <b>EcoNomics</b></p> <p>0 25 50 100 150 200 Kilometers at A3</p> <p>Copyright © WorleyParsons Services Pty Ltd ABN 61 001 279 812</p> <p>Datum: GDA84 Map Grid of Australia Zone 50</p>	<p><b>LEGEND</b></p> <p>Practice Area</p> <p>Training Area</p>	<p><b>LOCATION PLAN</b></p> <p>AUSTRALIA</p> <p>Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri</p>	<p><b>DEFENSE ACTIVITIES WITHIN EMBA</b></p> <p>DATE: 29 Mar 2022 SCALE: 1:4,000,000</p> <p>CUSTOMER: BHP AUTHOR: PIR</p> <p>MAP: 15_Defense_Activities_EMBA_port.mxd</p> <p>REV: A</p>
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Location: I:\Projects\611012-00432 BHP Stybarrow Decommissioning\Engineering\GEO\MATICS\03Project\Workspace\\_SKT\220328\_EP\_Rev\_WC\15\_Defense\_Activities\_EMBA\_port.mxd

Figure 4-14: Defence areas in the vicinity of the operational area



# 5 Stakeholder Engagement

In accordance with requirements of Regulations 11A and 14(9) of the Environment Regulations, BHP has consulted with relevant and interested stakeholders during the preparation of this EP.

BHP's approach to stakeholder consultation aims to demonstrate to relevant persons that the environmental impacts and risks of an activity are being appropriately managed. BHP is committed to ongoing engagement and consultation with stakeholders during all project stages.

BHP has consulted with relevant stakeholders regarding this petroleum activity, including sharing information with stakeholders and responding directly to enquiries.

BHP has considered all stakeholder feedback and assessed the merits of responses received. The process adopted to assess any objections and claims is outlined in Section 5.1. A summary of BHP's responses is provided in Table 5-2.

BHP considers that consultation with relevant stakeholders has been adequate to inform the development of this EP. BHP has a process for ongoing stakeholder engagement and any concerns raised by stakeholders after the EP submission will be considered and addressed.

## 5.1 Stakeholder Engagement Process

### 5.1.1 Stakeholder Identification

Regulation 11A(1) of the Environment Regulations states that in the course of preparing an environment plan, or revision to an environment plan, the titleholder must consult with each of the following categories of relevant persons:

- a) each Department or agency of the Commonwealth to which the activities to be carried out under the environment plan, may be relevant
- b) each Department or agency of a State or the Northern Territory to which the activities to be carried out under the environment plan, or the revision of the environment plan, may be relevant
- c) the Department of the responsible State Minister, or the responsible Northern Territory Minister
- d) a person or organisation whose functions, interests or activities may be affected by the activities to be carried out under the environment plan, or the revision of the environment plan
- e) any other person or organisation that the titleholder considers relevant.

Relevant persons for the proposed petroleum activity were identified based on BHP's existing relationships and relevant persons identified in previous EP consultations, together with desktop stakeholder identification and analysis. BHP has engaged with key stakeholders through the EP preparation including:

- Commonwealth and State departments and agencies
- Local Government
- Commercial fishery licence holders and their representative associations within both Commonwealth and State managed fisheries that overlap the operational area
- Non-governmental organisations.

As part of BHP's general stakeholder identification process, the Department of Primary Industries and Regional Development (DPIRD) current State of Fisheries Report and FishCube data was reviewed to understand catch effort, fishing method and water depths of those State-managed fisheries with boundaries that overlap the operational area, to determine if the fishery was to be considered a relevant stakeholder to be consulted. Commonwealth fisheries were assessed using a similar approach which used the fisheries status reports published

by the Australian Bureau of Agricultural and Resource Economics and Sciences to identify fisheries, fishing effort and gear types for fisheries that overlap the operational area. These assessments are included in Table 4-10.

### 5.1.2 Community Consultation History

BHP has also consulted wider community interests for this EP, principally through the Exmouth CRG, which was established to facilitate consultation in relation to BHP’s assets offshore North West Cape, Western Australia. The CRG forums aim for proactive and regular interaction to promote open and inclusive communication with stakeholders with an interest in BHP’s current and planned activities. Current membership of each CRG includes representatives from local government, Exmouth-based State and Commonwealth Government Departments, local industry, tourism, and community interests.

Meetings are held regularly (typically quarterly) and participants are given an update summary of BHP’s current petroleum and upcoming activities and invited to raise any concerns or issues. Meeting agendas are prepared and circulated in advance of meetings, minutes are recorded, and feedback sought from stakeholders. The BHP Corporate Affairs toll-free 1800 number and email address are made available to stakeholders.

The latest Exmouth CRG meeting was held on 7 April 2022 and included an overview of BHP’s proposed Stybarrow decommissioning activities. Exmouth CRG members were also emailed a copy of the Stybarrow Stakeholder Information Fact Sheet (Appendix G) on 11 March 2022.

In addition to CRG consultation, targeted consultation has been undertaken for the EP as outlined in Section 5.1.3, with identified stakeholders provided information about the proposed activities and given adequate opportunity to evaluate and convey how it may impact on functions, interests and activities. The consultation process also provided opportunity for additional stakeholders identified during the consultation process to be contacted, with a commitment to assess any new concerns or claims as part of ongoing consultation.

### 5.1.3 Identified Stakeholders

Identified stakeholders and an assessment of their relevance under the Environment Regulations for the purposes of consultation for this petroleum activity are listed in Table 5-1.

**Table 5-1: Stakeholders engaged with for the proposed activity**

Stakeholder	Relevant to Activity	Rationale
<b>Commonwealth Government Department or Agency</b>		
Australian Border Force (ABF)	Yes	Maintain the integrity of Australia’s internal borders including customs and immigration.
Australian Fisheries Management Authority (AFMA)	Yes	AFMA is the Commonwealth government agency responsible for the efficient management and sustainable use of Commonwealth fish resources from three nautical miles out to the extent of the Australian Fishing Zone.
Australian Hydrographic Office (AHO)	Yes	The AHO is Commonwealth government agency responsible for the publication and distribution of nautical charts and other information related for the safety of ships navigating in Australian waters including the distribution of Notices to Mariners (NOTMARs).
Australian Maritime Safety Authority (AMSA)	Yes	AMSA is Australia’s national agency responsible for maritime safety and navigation and marine pollution response in Commonwealth waters.
Department of Agriculture, Water and the Environment (DAWE) – Fisheries	Yes	Department’s Fisheries Branch has primary policy responsibility for promoting the biological, economic and social sustainability of Australian fisheries. The DAWE (Fisheries) is the relevant agency where the activity has

Stakeholder	Relevant to Activity	Rationale
		the potential to negatively impact fishing operations and/or fishing habitats in Commonwealth waters.
DAWE – Biosecurity (vessels, aircraft and personnel)	Yes	Department’s Biosecurity Branch has inspection and reporting requirements to ensure that all conveyances (vessels, installations and aircraft) arriving in Australian territory comply with international health regulations and that any biosecurity risk is managed.
Department of Defence (DoD)	Yes	The department is the responsible agency for the defence of Australia and its national interests. DoD is a relevant agency where the proposed activity may impact operational requirements; encroach on known training areas and/or restricted airspace, or when nautical products or other maritime safety information is required to be updated.
Department of Industry, Science, Energy and Resources (DISER)	Yes	The Department is responsible for consolidating the Government’s efforts to drive economic growth, productivity, and competitiveness by bringing together industry, energy, resources and science. The Department is required to be consulted under Regulation 11A(1) of the Environment Regulations.
Director of National Parks (DNP)	Yes	The DNP is the statutory authority responsible for the administration and management of the Australian Marine Parks under the EPBC Act.
<b>Western Australian Government Department or Agency</b>		
Department of Biodiversity, Conservation and Attractions (DBCA)	Yes	The Department is a relevant State agency responsible for the management of State marine parks and reserves and protected marine fauna and flora.
Department of Mines, Industry Regulation and Safety (DMIRS)	Yes	Department responsible for the management of offshore petroleum in the adjacent State waters. The Department is required to be consulted under Regulation 11A(1) of the Environment Regulations
DPIRD	Yes	DPIRD is responsible for managed WA State fisheries. The operational area intersects with State managed fisheries.
Department of Transport (DoT)	Yes	The Department is the control agency for marine pollution emergencies in State waters.
Ningaloo Coast World Heritage Advisory Committee (NCWHAC)	Yes	The NCWHAC provides advice to the Australian and Western Australian Governments on the protection, conservation and management of the values of the Ningaloo World Heritage Area.
<b>Fishing Bodies / Industry Representative Organisations</b>		
APPEA	Yes	APPEA is the peak body representing petroleum exploration and production companies.
Australian Southern Bluefin Tuna Industry Association (ASBTIA)	Yes	ASBTIA is the peak body representing the Australian Southern Bluefin Tuna industry.

Stakeholder	Relevant to Activity	Rationale
Commonwealth Fisheries Association (CFA)	Yes	CFA represents the interests of commercial fishing industry in Commonwealth-regulated fisheries, including Skipjack Tuna Fisheries
Marine Tourism Western Australia (MTWA)	Yes	MTWA represents the interests of charter boat operators in Western Australia.
Pearl Producers Association (PPA)	Yes	PPA is the peak industry representative body for the Australian pearl oyster ( <i>Pinctada maxima</i> ) pearling industry licensees in WA.
Recfishwest	Yes	Recfishwest is the peak body representing recreational fishers in WA.
Tuna Australia	Yes	Tuna Australia is the peak body representing the Western Tuna and Billfish Fishery.
Western Australian Fishing Industry Council (WAFIC)	Yes	WAFIC is the peak industry body representing the interests of the WA commercial fishing, pearling and aquaculture sector.
Western Australian Game Fishing Association (WAGFA)	Yes	WAGFA co-ordinates the activities of game fishing throughout Western Australia and has a major role in advocacy on behalf of its member clubs and game fishing in general.
<b>Commonwealth Managed Fisheries</b>		
Western Deep Water Trawl Fishery	Yes <sup>1</sup>	Refer Table 4-10.
Western Tuna and Billfish Fishery	No <sup>2</sup>	Based on a review of ABARES current fisheries status reports, the fishery boundaries overlap the proposed operational area and the fisheries have not been active in the region in recent years (refer Table 4-10).  Licence holders have not been consulted during the development of the EP; however, fishery's interest considered in the development of the EP.  CFA to be informed in the event of an unplanned emergency oil pollution event.
Sothorn Bluefin Tuna Fishery	No <sup>2</sup>	
Skipjack Tuna Fishery	No <sup>2</sup>	
<b>State Managed Fisheries</b>		
Mackerel Managed Fishery (Area 3)	Yes <sup>1</sup>	Based on a review of DPIRD current State of Fisheries Report and FishCube data, the fisheries boundaries overlap the operational area and the fishery has been active in recent years (refer Table 4-10).
West Coast Deep Sea Crustacean Managed Fishery	Yes <sup>1</sup>	
Marine Aquarium Fishery	No <sup>2</sup>	Based on a review of DPIRD current State of Fisheries Report and FishCube data, the fishery boundaries overlap the proposed operational area and the fisheries have not been active in recent years (refer Table 4-10).  Licence holders have not been consulted during the development of the EP; however, fishery's interest considered in the development of the EP.  DPIRD to be informed in the event of an unplanned emergency oil pollution event.
Pearl Oyster Managed Fishery	No <sup>2</sup>	
Pilbara Crab Managed Fishery	No <sup>2</sup>	
Pilbara Line Fishery	No <sup>2</sup>	
South West Coast Salmon	No <sup>2</sup>	

Stakeholder	Relevant to Activity	Rationale
<b>Neighbouring Operators</b>		
Woodside	Yes	Adjacent title holder
<b>Other Stakeholders</b>		
Local Government • Shire of Exmouth	Yes	Represents the interests of local community members relevant to the progressive decommissioning of the Stybarrow facilities.
CRGs • Exmouth CRG	Yes	Representatives from local government, locally based State and Commonwealth Government Departments, local industry, tourism, and organisations with Indigenous, conservation and community interests.
Indigenous • Yamatji Marlpa Aboriginal Corporation on behalf of the Nganhurra Thanardi Garrbu Aboriginal Corporation	Yes	Represents the interests of native title claimants in the regions relevant to the progressive decommissioning of the Stybarrow facilities.
Industry • Exmouth Chamber of Commerce and Industry	Yes	Represents the interests of businesses in the regions relevant to the progressive decommissioning of the Stybarrow facilities.
Fishing clubs • Exmouth game Fishing Club	Yes	Represents the interests of recreational fishing club members in the regions relevant to the progressive decommissioning of the Stybarrow facilities.
Charter Boat / Marine Tourism Operators • Exmouth-based	Yes	May undertake marine tourism activities in proximity of the planned activities.
Cape Conservation Group (CCG)	Yes	Exmouth-based community and volunteer conservation group with an interest in conservation of the North West Cape.
Australian Marine Oil Spill Centre (AMOSC)	Yes	Industry-funded organisation to coordinate and support marine pollution response.
<p><sup>1</sup> Commercial fisheries with boundaries overlapping or close to the planned petroleum operational area and with licence holders' activities or interests that may be affected by the planned petroleum activity.</p> <p><sup>2</sup> Commercial fisheries with boundaries overlapping or close to the planned petroleum operational area, but licence holders' activities or interests are not expected to be affected by the planned petroleum activity.</p>		

#### 5.1.4 Stakeholder Consultation Activities

BHP's consultation for this EP included the wide distribution of a general Fact Sheet (Appendix G) and follow up email correspondence. The information provided included the timing and duration of the activity, the mitigation measures for relevant impacts and risks, BHP's policies and experience, and contact details to facilitate providing feedback to BHP.

Recent stakeholder engagement and consultation activities informing this EP include:

- Stybarrow Equipment Removal Environment Plan Stakeholder Information Fact Sheet (Appendix G) distributed to relevant stakeholders in March 2022
- Exmouth CRG meeting held on 7 April 2022

- Reminder email/letter to stakeholders with an interest in commercial fishing in April 2022
- Reminder email to stakeholders with an interest in marine reserve management, given the proximity of activities to Australian and Western Australian Marine Parks in April 2022

All stakeholder engagement records are maintained by BHP Corporate Affairs.

### **5.1.5 Assessment of Stakeholder Objections and Claims**

A summary of the stakeholder consultation undertaken for this EP, including responses received, BHP's assessment of all comments received and how each of the responses has been addressed in the EP is provided in Table 5-2. Full transcripts between BHP and stakeholders are provided in a confidential submission to NOPSEMA.

No objections or significant concerns were raised by stakeholders during consultation in the preparation of this EP.

Table 5-2: Stakeholder consultation summary

Organisation	Summary of Stakeholder and Titleholder Correspondence and any Objections and Claims Made	Assessment of Stakeholder Objections and Claims
<b>Commonwealth Government Department or Agency</b>		
ABF	ABF was provided the Stybarrow Equipment Removal Environment Plan Fact Sheet (Appendix G) by email on 11 March 2022.	No response has been received from ABF at the time of submission of the EP. BHP will address any comments from this stakeholder should they arise in the future.
AFMA	AFMA was provided the Stybarrow Equipment Removal Environment Plan Fact Sheet (Appendix G) by email on 11 March 2022.	No response has been received from AFMA at the time of submission of the EP. BHP notes previous advice from AFMA for BHP petroleum activities that it has limited resources to comment on individual proposals and recommends consulting fishers entitled to fish in the proposed area, which can be done by consulting licence holders or through their representative organisations. For this activity BHP has sent consultation information to licence holders in the Western Deepwater Trawl Fishery, as well as all representative organisations for licence holders entitled to fish in the operational area.
AHO	AHO was provided the Stybarrow Equipment Removal Environment Plan Fact Sheet (Appendix G) by email on 11 March 2022.	No response has been received from AHO at the time of submission of the EP. No action required, noting feedback provided by AMSA on 16 March 2022 requesting BHP to notify the AHO no less than four weeks before operations, with details relevant to the operations for the AHO promulgate the appropriate NOTMAR. Section 7.1 relates to the physical presence of vessels and infrastructure. Table 11-3 includes reporting and notification requirements including those to AHO. BHP considers it has addressed the stakeholder's feedback and no further consultation is required.
AMSA	<p>AMSA was provided the Stybarrow Equipment Removal Environment Plan Fact Sheet (Appendix G) by email on 11 March 2022.</p> <p>AMSA responded on 13 March 2022 providing the following requests:</p> <ol style="list-style-type: none"> <li>1. The AHO must be contacted through <a href="mailto:datacentre@hydro.gov.au">datacentre@hydro.gov.au</a> no less than four working weeks before operations commence for the promulgation of related notices to mariners.</li> <li>2. Please have the main vessel/s notify AMSA's Joint Rescue Coordination Centre (JRCC) for promulgation of radio-navigation warnings 24-48 hours before operations commence. AMSA's JRCC will require the vessel details (including name, call sign and Maritime Mobile Service Identity), satellite communications details (including INMARSAT-C and satellite telephone), area of operation, requested clearance from other vessels and need to be advised when operations start and end.</li> <li>3. You should plan to provide updates to both the AHO and the JRCC on progress and, importantly, any changes to the intended operations.</li> </ol> <p>AMSA also reminded BHP of its obligations to comply with the International Rules for Preventing Collisions at Sea (COLREGS), in particular, the use of appropriate lights and shapes to reflect the nature of operations (e.g., restricted in the ability to manoeuvre). Vessels should also ensure their navigation status is set correctly in the ship's AIS unit.</p> <p>AMSA provided contact details for BHP obtain a vessel traffic plot showing Automatic Identification System (AIS) traffic data.</p>	<p>BHP notes AMSA's feedback on Maritime Safety Information and will:</p> <ol style="list-style-type: none"> <li>1. Notify the AHO no less than four weeks before operations, with details relevant to the operations in order for the AHO promulgate the appropriate NOTMAR.</li> <li>2. Notify AMSA's JRCC at least 24-48 hours before operations commence, in order to promulgate radio-navigation warnings.</li> <li>3. Notify AHO and the JRCC in the event of changes to intended operations.</li> </ol> <p>Section 7.1 relates to the physical presence of vessels and infrastructure. Figure 4-13 includes vessel traffic plotting. Table 11-3 includes reporting and notification requirements including those to AHO and AMSA. BHP considers it has addressed the stakeholder's feedback and no further consultation is required.</p>
DAWE – Biosecurity (vessels, aircraft, and personnel)	DAWE was provided the Stybarrow Equipment Removal Environment Plan Fact Sheet (Appendix G) by email on 11 March 2022.	No response has been received by DAWE at the time of submission of the EP. BHP has addressed matters relevant to DAWE's interests in the following section of the EP: <ul style="list-style-type: none"> <li>• Section 8.4 relates to risks and management of Introduction of Invasive Marine Species.</li> </ul> No further consultation is required.
DAWE – Fisheries	DAWE was provided the Stybarrow Equipment Removal Environment Plan Fact Sheet by email on 11 March 2022.	No response has been received by DAWE at the time of submission of the EP. BHP has addressed matters relevant to DAWE's interests in the following section of the EP: <ul style="list-style-type: none"> <li>• Section 7.1 relates to the physical presence of vessels and infrastructure and includes impacts to fisheries</li> </ul> No further consultation is required.

Organisation	Summary of Stakeholder and Titleholder Correspondence and any Objections and Claims Made	Assessment of Stakeholder Objections and Claims
DoD	<p>DoD was provided the Stybarrow Equipment Removal Environment Plan Fact Sheet (Appendix G) by email on 11 March 2022.</p> <p>DoD responded on 6 April 2022 and provided the following response:</p> <ol style="list-style-type: none"> <li>1. WA-32-L is located within the North West Exercise Area (NWX) and restricted airspace.</li> <li>2. BHP is advised that unexploded ordnance (UXO) may be present on and in the sea floor within the NWXA. BHP must, therefore, inform itself as to the risks associated with conducting activities in the area (for example, the detonation of UXO).</li> <li>3. Additionally, BHP is advised that:             <ol style="list-style-type: none"> <li>a. all activities in the area are conducted at its own risk; and</li> <li>b. the Commonwealth of Australia, represented by the DoD, takes no responsibility for:                 <ol style="list-style-type: none"> <li>i. reporting the location and type of UXO that may be in the areas</li> <li>ii. identifying or removing any UXO from these areas</li> <li>iii. any loss or damage suffered or incurred by BHP or any third party arising out of, or directly related to, UXO in the area</li> </ol> </li> </ol> </li> <li>4. Defence requires a minimum of five weeks notification prior to the commencement of activities to ensure BHP activities do not conflict with Defence training.</li> <li>5. Any activities undertaken within Restricted Airspace must comply with the relevant NOTAM restrictions. Some projects may also be required to promulgate a NOTAM for any temporary structure or need to establish a Danger Area to encompass any permanent rig.</li> <li>6. Please ensure continued liaison with the AHO for Notices to Mariners (NOTMARs), in particular ensure that the AHS is notified three weeks prior to the actual commencement of activities. This information is critical to maritime safety and reduces negative impacts on other maritime users.</li> </ol> <p>BHP responded on 8 April 2022 and provided the following response:</p> <ol style="list-style-type: none"> <li>1. WA-32-L is located within the NWXA and restricted airspace</li> <li>2. UXO may be present on and in the sea floor within the NWXA, and that:             <ol style="list-style-type: none"> <li>a. All activities in the area are conducted at BHP's own risk; and</li> <li>b. The Commonwealth of Australia, represented by the DoD, takes no responsibility for:                 <ol style="list-style-type: none"> <li>i. Reporting the location and type of UXO that may be in the areas</li> <li>ii. identifying or removing any UXO from these areas</li> <li>iii. any loss or damage suffered or incurred by BHP or any third party arising out of, or directly related to, UXO in the area</li> </ol> </li> </ol> </li> <li>3. BHP will notify Defence a minimum of five weeks notification prior to the commencement of activities to ensure BHP activities do not conflict with Defence training</li> <li>4. BHP will comply with relevant NOTAM restrictions, noting that some projects may also be required to promulgate a NOTAM for any temporary structure or need to establish a Danger Area to encompass any permanent rig</li> <li>5. BHP will continue to liaise with the AHO for NOTMARs, and will notify the AHS no less than four weeks prior to the commencement of activities</li> </ol>	<p>BHP notes DoD's advice on:</p> <ol style="list-style-type: none"> <li>1. The location of activities within the NWXA</li> <li>2. The potential presence of UXOs</li> <li>3. Activity risks and responsibilities</li> <li>4. Activity notification request Table 11-3 includes reporting and notification requirements including those to DoD and AHO.</li> <li>5. Compliance with NOTAM restrictions</li> <li>6. Notification to the AHS no less than four weeks prior to the start of activities.</li> </ol> <p>Figure 4-14 presents the defence activities in relation to the operational area. No further consultation is required.</p>
DNP	<p>DNP was provided the Stybarrow Equipment Removal Environment Plan Fact Sheet (Appendix G) by email on 11 March 2022.</p> <p>DNP was sent a reminder email on 8 April 2022 seeking feedback.</p>	<p>No response has been received by DNP at the time of submission of the EP.</p> <p>BHP notes advice from the DNP for other regional activities and notes previous requests to consider BIAs, values of Australian Marine Parks and expectations for consultation in the event of a marine pollution incident that has potential to impact the values of an Australian Marine Park.</p> <p>BIAs have been presented in Section 4.6.2.</p> <p>Australian Marine Parks have been presented in Section 4.5.5.</p> <p>Table 11-3 includes reporting and notification requirements including those to DNP regarding Australian Marine Parks.</p>
DISER	<p>DISER was provided the Stybarrow Equipment Removal Environment Plan Fact Sheet (Appendix G) by email on 11 March 2022.</p>	<p>No response has been received at the time of submission of the EP.</p> <p>BHP will address any comments from this stakeholder should they arise in the future.</p>



Organisation	Summary of Stakeholder and Titleholder Correspondence and any Objections and Claims Made	Assessment of Stakeholder Objections and Claims
<b>Western Australian Government Department</b>		
<p>DBCA</p>	<p>DBCA was provided the Stybarrow Equipment Removal Environment Plan Fact Sheet (Appendix G) by email on 11 March 2022.</p> <p>DBCA responded on 21 March 2022 and advised it had no comments on proposed activities in relation to its responsibilities under the <i>Conservation and Land Management Act 1984</i> and <i>Biodiversity Conservation Act 2016</i>.</p>	<p>BHP considers it has addressed the stakeholder's feedback and no further consultation is required.</p>
<p>DMIRS</p>	<p>DMIRS was provided the Stybarrow Equipment Removal Environment Plan Fact Sheet (Appendix G) by email on 11 March 2022.</p> <p>DMIRS responded 7 April 2022 and provided the following response:</p> <ol style="list-style-type: none"> <li>1. DMIRS acknowledged that the proposed activity will be assessed under the Offshore Petroleum and Greenhouse Gas Storage (Environment) Regulations 2009 and regulated by the National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA).</li> <li>2. DMIRS had reviewed the consultation information and did not require further information at this stage</li> <li>3. DMIRS requested pre-start and cessation of activity notifications</li> <li>4. DMIRS requested that BHP ensure the EP include:                             <ol style="list-style-type: none"> <li>a. Information about the reporting of environmental incidents that could potentially impact on any land or water in State jurisdiction.</li> <li>b. DMIRS contact details for any required notifications or reports.</li> </ol> </li> </ol> <p>BHP responded on 8 April 2021 with the following response:</p> <ol style="list-style-type: none"> <li>1. BHP noted DMIRS acknowledgement that the EP would be assessed by NOPSEMA</li> <li>2. BHP noted DMIRS required no further information</li> <li>3. BHP confirmed it would notify DMIRS prior to and following the cessation of activities</li> <li>4. BHP confirmed the EP would include information about the reporting of environmental incidents that could potentially impact on any land or water in State jurisdiction, including requested contact details for DMIRS.</li> <li>5. BHP notes that feedback on State waters EPs are outside the scope of this EP.</li> </ol>	<p>BHP notes DMIRS request for pre-start and cessation of activity notifications.</p> <p>Table 11-3 includes reporting and notification requirements including those to DMIRS.</p> <p>The petroleum activities OPEP (Appendix D) includes notifications required should a spill impact State waters.</p>
<p>DPIRD</p>	<p>DPIRD was provided the Stybarrow Equipment Removal Environment Plan Fact Sheet (Appendix G) by email on 11 March 2022.</p>	<p>No response has been received by DPIRD at the time of submission of the EP.</p> <p>BHP has addressed matters relevant to DPIRDs interests in the following section of the EP:</p> <ul style="list-style-type: none"> <li>• Section 8.2 relates to risks and management of unplanned spills of MDO, which may affect the activities of commercial fishers.</li> </ul> <p>No further consultation is required.</p>
<p>DoT</p>	<p>DoT was provided the Stybarrow Equipment Removal Environment Plan Fact Sheet (Appendix G) by email on 11 March 2022.</p> <p>DoT responded on 11 March 2022 acknowledging receipt of BHP's advice.</p> <p>DoT responded on 23 March 2022 with the following response:</p> <ol style="list-style-type: none"> <li>1. If there is a risk of a spill impacting State waters from the activity, please ensure that the DoT is consulted as outlined in the DoT Offshore Petroleum Industry Guidance Note – Marine Oil Pollution: Response and Consultation Arrangements (DoT, 2020).</li> </ol>	<p>The petroleum activities OPEP (Appendix D) includes notifications required should a spill impact State waters.</p> <p>No further consultation is required.</p>
<p>NCWHAC</p>	<p>NCWHAC was provided the Stybarrow Equipment Removal Environment Plan Fact Sheet (Appendix G) by email on 11 March 2022.</p> <p>NCWHAC was sent a reminder email on 8 April 2022 seeking feedback.</p>	<p>No response has been received at the time of submission of the EP.</p> <p>BHP will address any comments from this stakeholder should they arise in the future.</p>
<b>Fishing Bodies / Industry Representative Organisations</b>		
<p>ASBTIA</p>	<p>ASBTIA was provided the Stybarrow Equipment Removal Environment Plan Fact Sheet (Appendix G) by email on 11 March 2022.</p>	<p>No response has been received from ASBTIA at the time of submission of the EP.</p> <p>Section 7.1 relates to the physical presence of vessels and infrastructure and includes impacts to fisheries.</p> <p>BHP will address any comments from this stakeholder should they arise in the future.</p>

Organisation	Summary of Stakeholder and Titleholder Correspondence and any Objections and Claims Made	Assessment of Stakeholder Objections and Claims
CFA	CFA was provided the Stybarrow Equipment Removal Environment Plan Fact Sheet (Appendix G) by email on 11 March 2022.	No response has been received from CFA at the time of submission of the EP. Section 7.1 relates to the physical presence of vessels and infrastructure and includes impacts to fisheries. BHP will address any comments from this stakeholder should they arise in the future.
MTWA	MTWA was provided the Stybarrow Equipment Removal Environment Plan Fact Sheet (Appendix G) by email on 11 March 2022.	No response has been received from Marine Tourism WA at the time of submission of the EP. BHP will address any comments from this stakeholder should they arise in the future.
PPA	PPA was provided the Stybarrow Equipment Removal Environment Plan Fact Sheet (Appendix G) by email on 11 March 2022. PPA responded on 25 March 2022 that contact details had changed for engagement with PPA. BHP responded on 8 April 2022 acknowledging the change in contact details.	BHP notes advice from the PPA and that it did not provide feedback on proposed activities. No further consultation is required.
Recfishwest	<p>Recfishwest was provided the Stybarrow Equipment Removal Environment Plan Fact Sheet (Appendix G) by email on 11 March 2022.</p> <p>Recfishwest responded on 8 April 2022 and providing the following feedback:</p> <ol style="list-style-type: none"> <li>1. Recfishwest provided an overview of its activities on behalf of recreational fishers, noting its economic importance to the state and the social wellbeing of regional communities.</li> <li>2. The recreational fishing community currently fishes the Stybarrow area and structures.</li> <li>3. There are opportunities for artificial reefs or alternative decommissioning strategies that can be achieved from the decommissioning of oil and gas infrastructure, in turn creating healthy and resilient marine ecosystems through the creation and retention of key marine habitats.</li> <li>4. Recfishwest outlined its five key principles for supporting reefing opportunities.</li> <li>5. Recfishwest did not object with the steps being taken by BHP to address concerns that the recreational fishing sector might have with respect to environmental safety and benefits.</li> <li>6. Recfishwest would object to any infrastructure proposed to be left in the water where contaminants cannot be removed.</li> <li>7. Recfishwest had a preference for structure augmentation.</li> <li>8. Recfishwest requested that all charts are updated, so recreational fishers can locate the structure.</li> <li>9. Recfishwest requested updates on the progress on these decommissioning activities given proposed activities impact WAFIC's constituents.</li> </ol> <p>BHP responded on 11 April 2022 and provided the following response:</p> <ol style="list-style-type: none"> <li>1. BHP noted the provision of information about Recfishwest and its representative activities in the recreational fishing sector, as well as its comments on the economic and social importance to the State and regional communities.</li> <li>2. BHP acknowledged Recfishwest feedback that the recreational fishing community currently fished the Stybarrow area and structures. BHP requested that recreational fishers observe a 500 m safety exclusion zone around the wells and a 1,500 m radius temporary operational area (precautionary) around the wells and subsea equipment for the duration of the activity.</li> <li>3. BHP noted comments on opportunities for artificial reefs or alternative decommissioning strategies that can be achieved from the decommissioning of oil and gas infrastructure, in turn creating healthy and resilient marine ecosystems through the creation and retention of key marine habitats.</li> <li>4. BHP noted Recfishwest's position on its support for reefing opportunities, including its five key principles.</li> <li>5. BHP noted that Recfishwest did not object to the steps being taken by BHP to address concerns that the recreational fishing sector might have with respect to environmental safety and benefits.</li> <li>6. BHP acknowledged that Recfishwest would object to any infrastructure proposed to be left in the water where contaminants cannot be removed. BHP confirmed that the scope of this EP does not consider permanently leaving any infrastructure in situ.</li> <li>7. BHP noted Recfishwest's preference for structure augmentation. BHP advised it approached decommissioning on a case-by-case basis and would consider this position as part of planning for future decommissioning activities where structures may be proposed to be left in situ.</li> <li>8. The Stybarrow infrastructure is marked on nautical charts</li> </ol>	<p>BHP notes Recfishwest's feedback that it did not object to proposed activities and its requests to keep updated on decommissioning of the Stybarrow Field.</p> <p>BHP also notes Recfishwest's general comments on economic and community benefits of recreational fishing, opportunities and principles for artificial reefing, its preference for augmentation and request to be consulted on other BHP decommissioning activities.</p> <p>Section 7.1 relates to the physical presence of vessels and infrastructure and includes impacts to fisheries.</p>

Organisation	Summary of Stakeholder and Titleholder Correspondence and any Objections and Claims Made	Assessment of Stakeholder Objections and Claims
	9. BHP committed to ongoing engagement with Recfishwest on future planned decommissioning activities.	
Tuna Australia	Tuna Australia was provided the Stybarrow Equipment Removal Environment Plan Fact Sheet (Appendix G) by email on 11 March 2022.	No response has been received from Marine Tourism WA at the time of submission of the EP. BHP will address any comments from this stakeholder should they arise in the future.
WAFIC	<p>WAFIC was provided the Stybarrow Equipment Removal Environment Plan Fact Sheet (Appendix G) by email on 11 March 2022.</p> <p>WAFIC was sent a reminder email on 7 April 2022 seeking feedback.</p> <p>WAFIC responded on 8 April 2022 and requested the following information, following receipt of which WAFIC would provide a formal response:</p> <ol style="list-style-type: none"> <li>1. WAFIC supports the approach to remove the equipment listed in Table 2 from the Stakeholder Information Fact Sheet, particularly as the area overlaps with the Western Deepwater Trawl Fishery.</li> <li>2. WAFIC will make comment regarding the proposed infrastructure to remain in-situ when additional information is provided during the next consultation phase.</li> <li>3. WAFIC has concerns regarding the flowline that was blocked and that has the potential to release up to 14 m<sup>3</sup> of hydrocarbons during recovery of the flowline. Can BHP please provide some additional clarification/information around this, including the impacts to commercial fishing, aquatic resource and environment, product expected to be released etc., as further in the fact sheet on potential risk and management and/or mitigation measure this issue is not covered.</li> </ol> <p>BHP responded on 11 April 2022 and provided the following response:</p> <ol style="list-style-type: none"> <li>1. BHP noted WAFIC's feedback on BHP's proposal to remove equipment as part of activities to be managed under the Stybarrow Equipment Removal EP</li> <li>2. BHP will provide additional information in due course for future planned decommissioning activities</li> <li>3. BHP advised WAFIC that it decided to remove the H4 flowline from the current EP submission scope and proposed to include it with the P&amp;A scope to allow additional time for analysis of alternatives and impact assessments. BHP added that there were safety risks associated with the expansion of the gas and dissolution of the hydrate trapped within the line.</li> </ol> <p>WAFIC responded by email on 12 April 2022 thanking BHP for the prompt response and welcoming ongoing engagement in relation to the decommissioning of the Stybarrow Development in WA-32-L.</p>	<p>BHP has responded to WAFIC's request for information and considers it has addressed the stakeholder's feedback and no further consultation is required.</p> <p>Section 7.1 relates to the physical presence of vessels and infrastructure and includes impacts to fisheries.</p>
WAGFA	WAGFA was provided the Stybarrow Equipment Removal Environment Plan Fact Sheet (Appendix G) by email on 11 March 2022.	No response has been received from WAGFA at the time of submission of the EP. BHP will address any comments from this stakeholder should they arise in the future.
<b>Commonwealth Managed Fisheries</b>		
<ul style="list-style-type: none"> <li>• Western Deepwater Trawl Fishery</li> </ul>	<p>Licence holders were provided the Stybarrow Equipment Removal Environment Plan Fact Sheet (Appendix G) by email on 11 March 2022.</p> <p>Licence holders were sent a reminder email on 6 April 2022 with an invitation to provide feedback.</p>	<p>No response has been received from Commonwealth managed fishery licence holders at the time of submission of the EP. Section 7.1 relates to the physical presence of vessels and infrastructure and includes impacts to fisheries.</p> <p>BHP will address any comments from this stakeholder should they arise in the future.</p>
<b>State Managed Fisheries</b>		
<ul style="list-style-type: none"> <li>• Mackerel Managed Fishery (Area 3)</li> <li>• West Coast Deep Sea Crustacean Managed Fishery</li> </ul>	<p>Licence holders were provided the Stybarrow Equipment Removal Environment Plan Fact Sheet (Appendix G) by letter on 11 March 2022.</p> <p>Licence holders were sent a reminder letter on 6 April 2022 with an invitation to provide feedback.</p>	<p>No response has been received from State managed fishery licence holders at the time of submission of the EP. Section 7.1 relates to the physical presence of vessels and infrastructure and includes impacts to fisheries.</p> <p>BHP will address any comments from this stakeholder should they arise in the future.</p>
<b>Other Stakeholders</b>		
<ul style="list-style-type: none"> <li>• Local Government</li> <li>• Shire of Exmouth (SoE)</li> </ul>	SoE was provided the Stybarrow Equipment Removal Environment Plan Fact Sheet (Appendix G) by email on 28 March 2022 as part of Exmouth CRG engagement.	No response has been received from SoE at the time of submission of the EP. BHP will address any comments from this stakeholder should they arise in the future.
<ul style="list-style-type: none"> <li>• Community Reference Groups (CRGs)</li> <li>• Exmouth CRG</li> </ul>	<p>Exmouth CRG was provided the Stybarrow Equipment Removal Environment Plan Fact Sheet (Appendix G) by email on 28 March 2022.</p> <p>An Exmouth CRG meeting was also held on 7 April 2022, with stakeholders providing the following feedback:</p>	<p>No claims or objections were made by CRG members at the meeting or subsequently.</p> <p>BHP will address any comments from CRG meeting attendees stakeholder should they arise in the future.</p>

Organisation	Summary of Stakeholder and Titleholder Correspondence and any Objections and Claims Made	Assessment of Stakeholder Objections and Claims
	<ol style="list-style-type: none"> <li>1. Cape Conservation Group (CCG) noted BHP's commitment to remove contaminated material from Griffin and queried whether BHP's intention was to do the same from Stybarrow.</li> <li>2. CCG noted that the sinking of the DTM to the seabed was an unplanned event. CCG queried the cause of the sinking and what will happen to the equipment.</li> <li>3. Exmouth Bus Charter and Exmouth Chamber of Commerce and Industry queried whether there were any further plans to build another artificial reef with recovered equipment.</li> </ol> <p>BHP provided the following response at the meeting:</p> <ol style="list-style-type: none"> <li>1. BHP noted CCG's feedback.</li> <li>2. BHP commented that the cause of the sinking was unable to be determined given the equipment damage. BHP added that it had intended to recover the DTM in 2016 and its commitment for recovery remained.</li> <li>3. BHP said that there were no plans to build another artificial reef.</li> </ol>	
<p>Indigenous</p> <ul style="list-style-type: none"> <li>• Yamatji Marlpa Aboriginal Corporation on behalf of the Nganhurra Thanardi Garrbu Aboriginal Corporation</li> </ul>	<p>The Yamatji Marlpa Aboriginal Corporation was provided the Stybarrow Equipment Removal Environment Plan Fact Sheet (Appendix G) by email on 28 March 2022.</p>	<p>No response has been received from this stakeholder at the time of submission of the EP. BHP will address any comments from this stakeholder should they arise in the future.</p>
<p>Industry</p> <ul style="list-style-type: none"> <li>• Exmouth Chamber of Commerce and Industry (ECCI)</li> </ul>	<p>ECCI were provided the Stybarrow Equipment Removal Environment Plan Fact Sheet (Appendix G) by email on 28 March 2022, as part of Exmouth CRG engagement.</p>	<p>No response has been received from the ECCI at the time of submission of the EP. BHP will address any comments from this stakeholder should they arise in the future</p>
<p>Fishing clubs</p> <ul style="list-style-type: none"> <li>• Exmouth Game Fishing Club</li> </ul>	<p>Exmouth Game Fishing Club was provided the Stybarrow Equipment Removal Environment Plan Fact Sheet by email on 11 March 2022.</p>	<p>No response has been received from the EGFC at the time of submission of the EP. BHP will address any comments from this stakeholder should they arise in the future</p>
<p>Charter Boat / Marine Tourism Operators</p> <ul style="list-style-type: none"> <li>• Exmouth</li> </ul>	<p>Exmouth-based charter boat / marine tourism operators were provided the Stybarrow Equipment Removal Environment Plan Fact Sheet by email on 11 March 2022.</p>	<p>No response has been received from Exmouth-based charter operators at the time of submission of the EP. BHP will address any comments from this stakeholder should they arise in the future.</p>
<p>Cape Conservation Group (CCG)</p>	<p>The CCG was provided the Stybarrow Equipment Removal Environment Plan Fact Sheet (Appendix G) by email on 11 March 2022.</p> <p>CCG responded on 13 March 2022 and provided the requested the following:</p> <ol style="list-style-type: none"> <li>1. Advice on when the Environment Plan (EP) would be available to review – this would make provision of comments on the EP easier.</li> <li>2. Confirmation of whether DTM is the same piece of equipment previously referred to as the 'spider buoy' in previous EPs?</li> <li>3. Confirmation of when stakeholders were notified about the unexpected nature of the DTM's sinking?</li> </ol> <p>BHP responded on 22 March 2022 with the following:</p> <ol style="list-style-type: none"> <li>1. BHP was not able to provide a full copy of the full EP for review as it was currently in development ahead of submission to NOPSEMA for assessment. BHP offered to talk through in more detail the particular activities proposed to be managed under the EP, and suggested a briefing as the most efficient way to respond to aspects of interest to the CCG</li> <li>2. The DTM is the same piece of equipment previously referred to as the "spider buoy".</li> <li>3. BHP wasn't able to provide a specific date on advice when stakeholders were advised that the DTM sinking but did confirm that the DTM location on the seabed was mentioned in the Stybarrow Cessation EP, accepted by NOPSEMA in April 2017.</li> </ol> <p>CCG asked additional questions at the Exmouth CRG meeting of 7 April 2022.</p> <p>BHP provided responses to these questions at the Exmouth CRG meeting.</p>	<p>BHP considers it has addressed the stakeholder's feedback and no further consultation is required.</p>
<p>AMOSOC</p>	<p>AMOSOC was provided the Stybarrow Equipment Removal Environment Plan Fact Sheet (Appendix G) by email on 11 March 2022.</p>	<p>No response has been received from AMOSOC at the time of submission of the EP. BHP will address any comments from this stakeholder should they arise in the future.</p>

## **5.2 Ongoing Consultation**

Stakeholder consultation will be ongoing and BHP will work with stakeholders to address any future concerns if they arise throughout the validity of this EP. Should any new stakeholders be identified, they will be added to the stakeholder database and included in all future correspondence as required.

BHP's commitments to ongoing consultation include:

- Continued quarterly Exmouth CRG meetings.
- Responding in a timely manner to all stakeholder and community contact regarding the proposed Stybarrow decommissioning activities.
- Stakeholders who raise objections and claims following EP submission will be responded to directly, and should any concerns raised have not already been addressed in the EP, these will be assessed in the same manner as all risks identified by BHP.

# 6 BHP Environmental Risk Management Framework

BHP has established a risk management governance framework with supporting processes and performance requirements that provide an overarching and consistent approach for identifying, assessing and managing risks. BHP Policies have been formulated to comply with the intent of the Risk Management Policy and are consistent with the AS/ISO 31000-2009 Risk Management Principles and Guidance.

An integrated risk assessment and impact process is used to identify the most appropriate management strategy and relevant controls to reduce impacts and risks from planned (routine and non-routine) activities and unplanned (accidents/incidents) events to as low as reasonably practicable (ALARP) and acceptable levels (Figure 6-1). The process includes incorporating historic stakeholder and legal and environmental monitoring data for the relevant environmental impacts.

## 6.1 Evaluation of Impacts and Risks

The primary objective of the impact and risk assessment is to demonstrate that the identified impacts and risks associated with the petroleum activity (Section 3) are reduced to ALARP and are of an acceptable level to BHP. An environment hazard identification (ENVID) workshop was conducted in February 2022 to support the impact and risk assessment and involved participants from the BHP HSE, projects and engineering departments and specialist environmental consultants.

The impact and risk assessment process is illustrated in Figure 6-1 and considers planned (routine and non-routine) activities, unplanned (accidents/incidents) events and emergency conditions. The process includes:

- confirming the sources of hazards for the planned activities and unplanned events
- identifying environmental impact and risk receptors
- analysing environmental impact and risk receptors
- identifying potential controls to reduce the impacts and risks
- allocating a likelihood rating for all unplanned events
- allocating a severity rating for all planned activities and unplanned events
- accepting controls through an ALARP process
- assessing final acceptability of the risks and impacts using the BHP acceptability criteria.

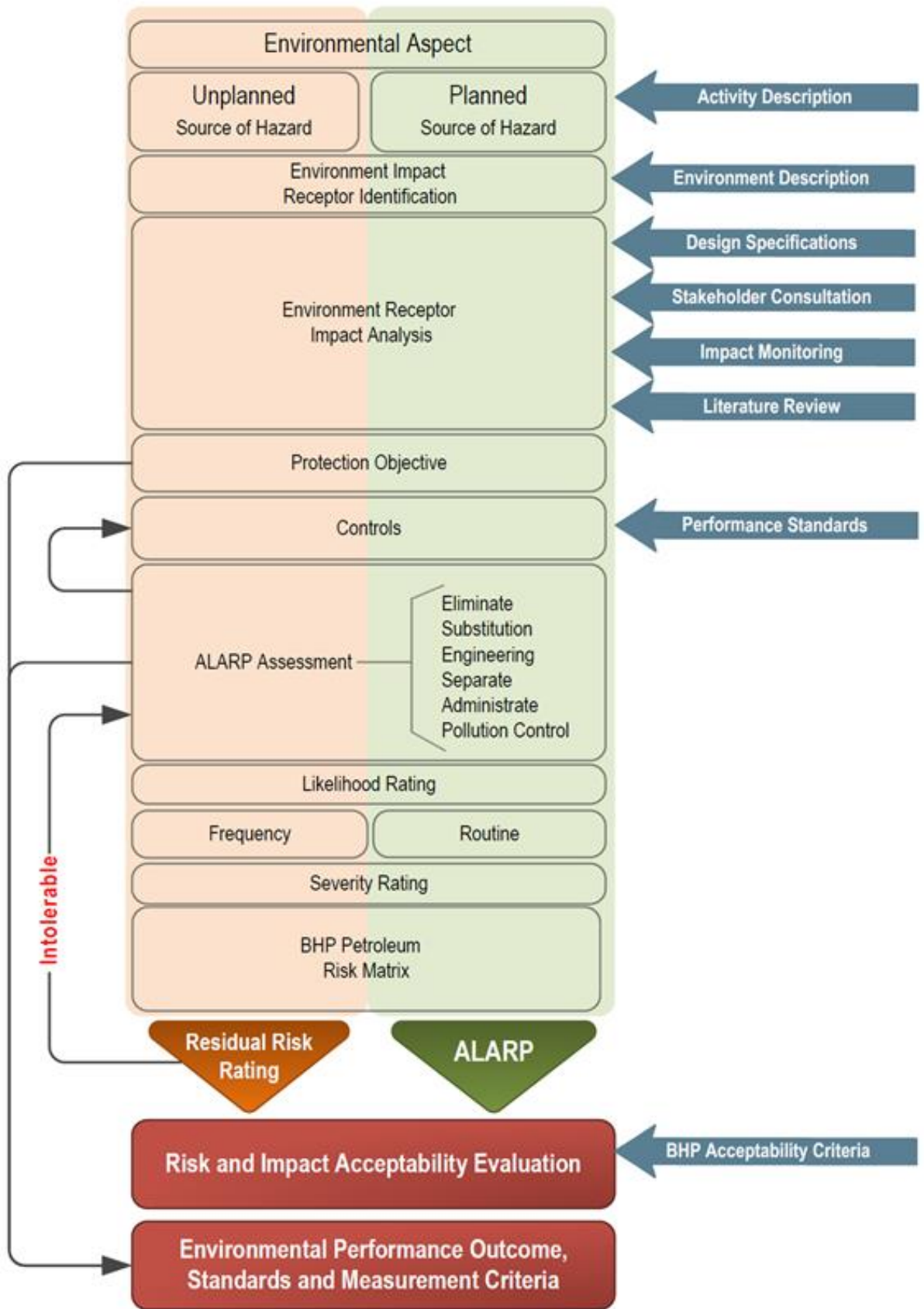


Figure 6-1: Environment Plan Integrated Impact and Risk Assessment Process

### 6.1.1 Decision Context

Consistent with the United Kingdom Offshore Operators Association Framework for Risk-Related Decision Support (Oil and Gas UK, 2014), BHP has applied decision criteria to determine whether impacts and risks created during the petroleum activity constitute 'lower-order' or 'higher-order' impacts and risks, and subsequently how each are managed to ALARP (Section 6.2) and acceptable levels (Section 6.3). This approach implies a level of proportionality wherein the principles of decision-making applied to each particular hazard are proportionate to the acceptability of environmental risk of that hazard.

BHP considers lower-order (or 'Type A') impacts or risks as those that:

- are well understood
- are derived from standard, non-complex or routine operations familiar to BHP
- there are clearly defined regulatory, corporate or industry (good practice) controls to manage the impact or risk
- have no concerns or objections from relevant stakeholders
- have a 'severity level' for planned operations (impacts) and unplanned events (risks) that does not exceed '2' based upon the BHP severity level definition (Table 6-2)
- have a 'likelihood' for unplanned events that is either 'unlikely' or 'highly unlikely' based upon the BHP likelihood definitions (Table 6-3).

BHP considers higher-order (or 'Type B') impacts or risks as those that:

- are not well understood or there is some uncertainty
- are derived from complex operations not routinely performed by BHP
- have regulatory, corporate or industry (good practice) controls that require additional definition or validation
- have had some concerns or objections raised by relevant stakeholders
- have a 'severity level' for planned operations (impacts) and unplanned events (risks) that is '3' based upon the BHP severity level definition (Table 6-2)
- have a 'likelihood' for unplanned events that is considered 'probable' to 'highly likely' based upon the BHP likelihood definitions (Table 6-3).

BHP considers highest-order (or 'Type C') impacts or risks as those that:

- are not understood or there is a high degree of uncertainty
- are derived from operations not previously performed by BHP
- have corporate or industry (good practice) controls that either do not exist or are insufficient to manage impacts or risks
- have had multiple concerns or objections raised by relevant stakeholders or lobby groups
- have a 'severity level' for planned operations (impacts) and unplanned events (risks) that is equal to or exceeds '4' based upon the BHP severity level definition (Table 6-2)
- have a 'likelihood' for unplanned events that is considered 'probable' to 'highly likely' based upon the BHP likelihood definitions (Table 6-3).

The decision-making principles described above are consistent with the precautionary principle (as defined in the EPBC Act) and provide assurance that the environmental impacts and risks are reduced to ALARP and of an acceptable level.

### 6.1.2 Environmental Impact Analysis

The environmental impact analysis is based on the environmental receptors identified in Section 4. Impact and risk descriptions are developed in an initial screening process that identifies the specific receptor that may be impacted. Quantitative or qualitative definition of the impact and risk may be completed to ensure an understanding of and to confirm the severity of the risk and impact.



### 6.1.3 Planned Activity Assessment

All planned activities were assessed as being a routine impact and defined as such in the ENVID. The description and degree of impact formed the basis for the severity rating applied, with a quantitative assessment of impact conducted where possible to ensure the impact was well understood and clearly categorised on the severity table. Where this was not possible, a robust qualitative assessment was completed and the severity rating assigned during the ENVID process in accordance with the BHP HSE Risk Matrix, which is consistent with the BHP Our Requirements Risk Management Severity Table (Table 6-2), taking into account any of the mitigative controls assigned. Given routine operations are planned, and impacts are mitigated by applying control measures, likelihood or residual risk ratings were not applied.

### 6.1.4 Unplanned Event Risk Assessment

Risk ranking of an unplanned event is the product of the consequence of an event (the severity) and the likelihood of that event occurring.

Likelihood and potential severity ratings were assigned in accordance with the BHP HSE Risk Matrix PHSE-03-PO1 (Table 6-1, Table 6-2 and Table 6-3), which allowed the risk of individual events to be categorised in a methodical and structured process. This was completed based upon judgement by the ENVID assessment team, with detailed potential impact descriptions used to ensure a robust and comprehensive decision.

The likelihood rating was based on the frequency of the source of hazard actually occurring with all preventative controls taken into consideration.

The potential severity rating was determined based on the potential impact that may occur once the source of hazard had occurred, taking into account any mitigative controls in place to reduce the impact.

**Table 6-1: BHP risk matrix**

Likelihood (multipliers in brackets)	Severity Level (multipliers in brackets)				
	1 (10)	2 (30)	3 (100)	4 (300)	5 (1,000)
Highly Likely (3)	30	90	300	900	3,000
Likely (1)	10	30	100	300	1,000
Probable (0.3)	3	9	30	90	300
Unlikely (0.1)	1	3	10	30	100
Highly Unlikely (0.03)	0.3	0.9	3	9	30

Table 6-2: BHP severity level definitions

Severity	Severity Factor	Descriptor
5	1,000	<ul style="list-style-type: none"> <li>• 6 or more fatalities or 6 or more life-shortening illnesses, or</li> <li>• Severe impacts to the environment and where recovery of ecosystem function takes 10 years or more, or</li> <li>• Severe impact on community lasting more than 12 months or a substantiated human rights violation impacting 6 or more people, or</li> <li>• Severe impact on company reputation, investment attractiveness, legal rights or compliance, social value proposition or ability to access opportunities at a global level, or</li> <li>• US\$2 billion or more<sup>1</sup></li> </ul>
4	300	<ul style="list-style-type: none"> <li>• 1-5 fatalities or 1-5 life-shortening illnesses, or</li> <li>• Serious impacts to the environment, where recovery of ecosystem function takes between 3 and up to 10 years, or</li> <li>• Serious impact on community lasting 6-12 months or a substantiated human rights violation impacting 1-5 persons, or</li> <li>• Serious impact on company reputation, investment attractiveness, legal rights or compliance, social value proposition or ability to access opportunities at a national level, or</li> <li>• Between US\$250 million and up to US\$2 billion</li> </ul>
3	100	<ul style="list-style-type: none"> <li>• Permanent disability or life-altering injury or illness to one or more persons, or</li> <li>• Substantial impacts to the environment, where recovery of ecosystem function takes between 1 and up to 3 years, or</li> <li>• Substantial impact on the community lasting 2-6 months, or</li> <li>• Substantial impact on company reputation, legal rights or compliance, social value proposition, or ability to access opportunities at a sub-national level (state, territory, province), or</li> <li>• Between US\$50 million and up to US\$250 million</li> </ul>
2	30	<ul style="list-style-type: none"> <li>• Non-life-threatening / non-life-altering injuries or illnesses to one or more persons that results in lost time, restricted work or medical treatment, or</li> <li>• Measurable but limited impacts to the environment, where recovery of ecosystem function takes less than 1 year, or</li> <li>• measurable but limited community impacts lasting less than one month, or</li> <li>• Measurable but limited impact on company reputation, legal rights or compliance, or social value proposition at a local level (region, city, town), or</li> <li>• Between US\$2 million and up to US \$50 million</li> </ul>
1	10	<ul style="list-style-type: none"> <li>• First aid / low-level short-term subjective symptoms or inconvenience to one or more persons, or</li> </ul>

Severity	Severity Factor	Descriptor
		<ul style="list-style-type: none"> <li>• Minor, temporary impacts to the environment, where the ecosystem recovers with little intervention, or</li> <li>• Minor, temporary community impacts that recovers with little intervention, or</li> <li>• Minor, temporary impact on company reputation, legal right or compliance, or social value proposition, or</li> <li>• Less than US\$2 million.</li> </ul>

Table 6-3: BHP likelihood definitions

Uncertainty	Frequency	Likelihood Factor
Highly Likely	Likely to occur within a 1-year period	3
Likely	Likely to occur within a 1 – 5-year period	1
Probable	Likely to occur within a 5 – 20-year period	0.3
Unlikely	Likely to occur within a 20 – 50-year period	0.1
Highly Unlikely	Not likely to occur within a 50-year period	0.03

## 6.2 Demonstration of As Low As Reasonably Practicable

Regulation 10A(b) of the Environment Regulations requires demonstration that the environmental impacts and risks of the activity will be reduced to ALARP.

### 6.2.1 Planned Activity and Unplanned Event As Low As Reasonably Practicable Evaluation

This section details the process for demonstrating ALARP for both planned routine operations and unplanned events.

#### Demonstrating ALARP for lower-order ('Type A') impacts or risks

When an impact or risk has been evaluated as 'lower-order' based upon the Decision Context detailed in Section 6.1.1, and identified regulatory, corporate and industry good practice controls are implemented, BHP considers the impact or risk to be managed to ALARP and no further detailed engineering evaluation of controls is required. The application of feasible and readily implementable alternate, additional or improved controls may be adopted opportunistically when demonstrated to further reduce potential environmental impacts or risks.

#### Demonstrating ALARP for higher-order ('Type B') impacts or risks

When an impact or risk has been evaluated as higher-order based upon the Decision Context detailed in Section 6.1.1, in addition to relevant regulatory, corporate and industry good practice controls being implemented, alternate, additional or improved controls should be proposed and evaluated according to their feasibility, reasonableness and practicability to implement to further reduce the potential for impacts and risks associated with the petroleum activity. BHP applies a cost and benefit analysis when evaluating additional controls and applies those that are both feasible and where the cost (safety, time, effort and financial) are not grossly disproportionate to the potential reduction in environmental impact or risk afforded by the control.

#### Demonstrating ALARP for highest-order ('Type C') impacts or risks

When an impact or risk has been evaluated as highest-order based upon the Decision Context detailed in Section 6.1.1, alternate, additional or improved controls over and above relevant regulatory, corporate and industry good practice must be proposed and evaluated based upon a precautionary approach, ensuring any and all feasible controls that have the potential to reduce environmental impacts and risks are implemented, when safe to do so and irrespective of the additional effort, time or financial cost associated with implementing the control.

When evaluating additional controls for 'Type B' and 'Type C' impacts and risks, BHP has applied the hierarchy of controls as defined below and illustrated in Figure 6-2:

- Eliminate – Remove the source preventing the impact; in other words, eliminate the hazard.
- Substitution – Replace the source preventing the impact.
- Engineer – Introduce engineering controls to prevent or control the source having an impact.
- Separate – Separate the source from the receptor preventing impact.

- Administrate – Procedures, competency and training implemented to minimise the source causing an impact.
- Pollution Control – Implement a pollution control system to reduce the impact.
- Contingency Planning – Mitigate control reducing the impact.
- Monitor – Program or system used to monitor the impact over time.

The general preference is to accept controls that are ranked in the Tier 1 categories of Eliminate, Substitute, Engineer and Separate as these controls provide a preventive means of reducing the likelihood of the hazard occurring over and above Tier 2 controls.

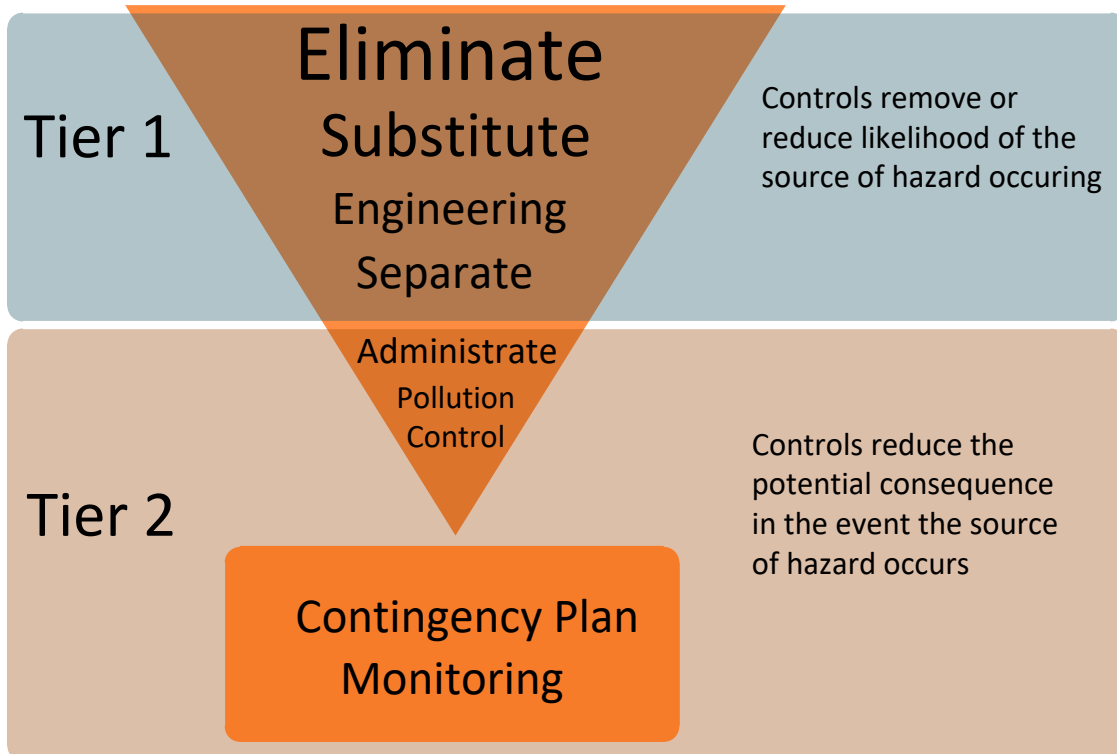


Figure 6-2: Hierarchy of control framework

### 6.2.2 Spill Response Strategy Effectiveness and As Low As Reasonably Practicable

In developing the environmental performance standards that apply to each response strategy, BHP has considered the level of performance that is reasonable to achieve for each control measure and the ‘effectiveness’ of the control measures.

The effectiveness of the control measures is assessed by considering:

- availability: the status of availability to BHP
- functionality: a measure of functional performance
- reliability: the probability that the control will function correctly
- survivability: the potential of the control measure to survive an incident
- independence/compatibility: the degree of reliance on other systems and/ or controls, in order to perform its function.

These criteria follow the definitions in NOPSEMA’s Control Measures and Performance Standards Guidance Note (NOPSEMA 2020b), with ranking provided in Table 6-4.

Table 6-4: Criteria for ranking spill response effectiveness

Evaluation Criteria	Response Effectiveness Ranking	
	Low	High
Availability	BHP does not have equipment and resources on standby, or contracts, arrangements, and Memorandums of Understanding in place for providing equipment and resources.  BHP has internal processes and procedures in place to expedite timely provision of equipment and resources.	BHP has equipment and resources on standby, or contracts, arrangements or Memorandums of Understanding in place for providing equipment and resources.
Functionality	Implementation of the control measure does not greatly reduce the risk and impact.	Implementation of the control measure has material difference in reducing the risk and impact.
Reliability	The control measure is not reliable (for example, has not been tried and tested in Australian waters) or low assurance can be given to its success rate and effectiveness.	The control measure is reliable (for example, has been tried and tested in Australian waters) or high assurance can be given to its success rate and effectiveness.
Survivability	The control measure has a low operating timeframe and will need to be replaced regularly throughout its operation period in order to maintain its effectiveness.	The control has a high operating timeframe and will not need to be replaced regularly throughout its operation period in order to maintain its effectiveness.
Independence / Compatibility	The control relies on other control measures being in place or the control measure is incompatible with other control measures in place.	The control does not depend on other control measures being in place or the control measure can be implemented in unison with other control measures.

Each control was then evaluated, considering the environmental benefit gained from implementation compared with its practicability (in other words, control effectiveness, cost, response capacity and implementation time) to determine if the control was either:

- accept and implement, or
- reject.

This traffic light system is used in the ALARP demonstration tables where the ‘do nothing’ option is rejected, along with a scalable option that generally involves mobilising spill response resources and equipment to site and on standby. Accepted controls in all the ALARP demonstration tables indicate those that would be implemented as part of the response.

Applying principles similar to those presented within the United Kingdom Offshore Operators Association Framework for Risk Related Decision Support (Oil and Gas UK, 2014), as described in Section 6.1.1 of this EP, BHP has adopted the following criteria for determining spill response strategy preparedness that present a lower-order risk compared to those that present a higher-order risk:

- A spill response strategy is determined to present a lower-order risk where all controls have been ranked as ‘high’ according to the criteria for ranking spill response effectiveness (These criteria follow the definitions in NOPSEMA’s Control Measures and Performance Standards Guidance Note (NOPSEMA 2020b), with ranking provided in Table 6-1 and additional controls would unlikely reduce potential environmental impacts and risks further. As such, BHP has considered ‘Type A’ spill response strategies to be managed to ALARP.
- A spill response strategy is determined to present a higher-order risk where one or more controls have been ranked as ‘low’ according to the criteria for ranking spill response effectiveness and additional controls would

likely reduce potential environmental impacts and risks further. As such, alternate, additional, or improved controls should be proposed in an attempt to increase their effectiveness ranking to 'high'. Where improved controls have been identified but are not readily available, an improvement plan has been developed to meet the oil spill response need before performing the activity.

BHP's ALARP assessment for resourcing for each spill response strategy is presented within Appendix E.

### **6.3 Demonstration of Acceptability**

Regulation 10A(c) of the Environment Regulations requires demonstration that the environmental impacts and risks of the activity will be of an acceptable (tolerable) level.

The demonstration of acceptability is completed independently of the ALARP evaluation described above. However, as with the demonstration of ALARP, the demonstration of acceptability detailed below applies the decision-making principles described in Section 6.1.1, ensuring consistency with the precautionary principle when considering the acceptable levels of impact and risk caused by the activity.

#### Demonstrating acceptability for lower-order ('Type A') and higher-order ('Type B') impacts or risks

When an impact or risk has been evaluated as 'higher-order' based upon the Decision Context detailed in Section 6.1.1, acceptability of the impact or risk is evaluated based upon the following criteria:

- Relevant regulatory, corporate and industry good practice controls have been identified and implemented, including consideration of relevant actions prescribed in recovery plans and approved conservation.
- The activity does not contravene any relevant Plan of Management for a World Heritage place, National Heritage place or Ramsar wetland identified within the EMBA.
- Any alternate, additional or improved controls adopted via the detailed engineering risk assessment have been or will be implemented to manage potential impacts and risks to ALARP.
- There are either no objections or claims made by relevant stakeholders for the aspect of the activity being assessed, or any objections or claims received from relevant stakeholders are assessed for merit and controls adopted to address the objections or claims where merited.
- Where industry good practice cannot be adopted, professional judgement made by subject matter experts have been used to evaluate the acceptability of potential environmental impact or risk based upon adoption of alternate, additional or improved controls identified during detailed engineering risk assessment.
- Consideration of relevant actions prescribed in listed species recovery plans, conservation advice and threat abatement plans have informed the development of control measures.
- The application of adopted controls clearly indicates the aspect-specific EPOs can be achieved.
- The proposed impact is consistent with the principles of Ecologically Sustainable Development (ESD) defined in Section 3A of the EPBC Act (Section 2.1.2), including:
  - Decision-making processes should effectively integrate both long-term and short-term economic, environmental, social and equitable considerations (the 'integration principle')
  - If there are threat of serious or irreversible damage lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation (the 'precautionary principle')
  - The principle of intergenerational equity- that the present generation should ensure the health, diversity and productivity of the environment is maintained or enhanced for the benefit of future generations (the 'intergenerational principle')
  - The conservation of biological diversity and ecological integrity should be a fundamental consideration in decision making ('the biodiversity principle').

#### Demonstrating acceptability for highest-order ('Type C') impacts or risks

When an impact or risk has been evaluated as 'highest-order' based upon the Decision Context detailed in Section 6.1.1, the potential environmental impact or risk can only be deemed acceptable once the criteria for 'Type B' demonstration of acceptability detailed above has been met and:

- any alternate, additional or improved controls adopted via implementing a precautionary approach (consistent with the 'Precautionary Principle' as defined within Section 3A of the EPBC Act) can demonstrate residual impacts have been lowered, such that a severity level of '4' becomes 'unlikely' or the severity level of '5' becomes 'highly unlikely' based upon the BHP Risk Matrix (Table 6-1).

## **6.4 Environmental Performance Outcomes, Environmental Performance Standards and Measurement Criteria**

Regulation 10A(d) of the Environment Regulations requires the EP provides appropriate EPOs, environmental performance standards (EPSs) and measurement criteria (MC).

An objective of the EP is to ensure all activities are performed in accordance with appropriate EPSs, thus ensuring EPOs are achieved. This requires (among other things) appropriate measurement criteria for demonstrating the EPSs have been met as defined within the EP.

Establishing EPOs and EPSs involves a process of considering legal requirements and the environmental risks (described in the risk assessment presented in Sections 7 and 8) and considering available control options (Sections 7 and 8), and the views of interested parties (Section 5). The resulting outcomes and standards must be measurable where practicable and consistent with the BHP Charter.

### **6.4.1 Environmental Performance Outcomes**

EPOs are developed to ensure protection of the environment from the impact or risk and to ensure ongoing performance and measurability of the controls. These were developed using the below criteria:

- Be specific to the source of the hazard.
- Indicate how the environmental impact will be managed (for example, minimise or prevent).
- Contain a statement of measurable performance (where applicable).
- Contain a timeframe for action (where applicable).
- Be consistent with legislative and HSE requirements.

### **6.4.2 Environmental Performance Standards**

An EPS is a statement of performance required from a control measure (a system, an item of equipment, a procedure or functional responsibility (person)), which is used as a basis for managing environmental impact and risk, for the duration of the activity.

There is a specific link between the EPOs, the EPSs and control measures; each EPO has one or more standards defining the performance requirement that needs to be met by a control measure to meet the EPO.

EPSs detailed within this EP are specific, measurable, and achievable.

### **6.4.3 Environmental Measurement Criteria**

MCs have been assigned for each EPS as a means of validating that each EPO and EPS will be or has been met throughout the duration of the petroleum activity, thus continually reducing environmental impacts and risks to ALARP and acceptable levels.

All MCs are designed to be inspected or audited via compliance assurance activities and enable a traceable record of performance to be maintained.



EPOs, EPSs, and MCs, both in relation to planned activities and unplanned events, have been detailed throughout Sections 7 and 8 and have been consolidated in the Environmental Performance section of this EP.

EPOs, EPSs, and MCs relating to oil spill response preparedness are provided in Section 10.

EPOs, EPSs, and MCs relating to Incident Management Team (IMT) capability and competency are detailed within the APU Incident Management Team Capability Assessment (AOHSE-ER-0071).

EPOs, EPSs, and MCs for the effectiveness of the response strategy implementation are provided in Section 10.

# 7 Environmental Impact Assessment and Evaluation: Planned Activities

The purpose of this section is to address the requirements of Regulations 13(5) and 13(6) of the Environment Regulations by assessing and evaluating all the identified impacts and risks associated with the petroleum activity and associated control measures that will be applied to reduce the impacts and risks to an ALARP and an acceptable level.

Table 7-1 summarises the impact analysis for the aspects associated with the planned activities. A comprehensive risk and impact assessment for each of the planned activities, and subsequent control measures proposed by BHP to reduce the impacts and risks to ALARP and acceptable levels, are detailed in the subsections.

Table 7-1: Summary of the environmental impact analysis for planned activities

Aspect	Environmental												Socio-economic			Risk Assessment and Evaluation	
	Marine Mammals	Marine Turtles	Fish	Seabirds / Shorebirds	Seabed	Water Quality	Air Quality	Marine Protected Areas	Key Ecological Features	Commercial Fisheries	Shipping	Tourism / Recreation	Severity Factor	Likelihood Factor	Residual Risk	Acceptability	
<b>Physical Presence – Section 7.1</b>																	
Presence of project vessels during petroleum activity										x	x	X	30	N/A	-	Tolerable	
Presence of subsea infrastructure										x		x	30	N/A	-	Tolerable	
<b>Light Emissions – Section 7.2</b>																	
Artificial light from project vessels	x	x	x	x									10	N/A	-	Tolerable	
<b>Noise Emissions – Section 7.3</b>																	
Generation of underwater noise from the project vessels during normal operations.	x	x	x										30	N/A	-	Tolerable	
Generation of noise from subsea infrastructure and wellheads cutting equipment.	x	x	x										10	N/A	-	Tolerable	
Generation of noise from acoustic survey equipment, including MBES and SSS from ROV used for surveying subsea infrastructure.	x	x	x										10	N/A	-	Tolerable	
<b>Atmospheric Emissions – Section 7.4</b>																	
Atmospheric emissions from vessel engines and generators, and incinerators on project vessels.							x						10	N/A	-	Tolerable	
<b>Routine Vessel Discharges – Section 7.5</b>																	
Routine planned discharge of sewage, grey water, putrescible waste, brine, cooling water, deck drainage and bilge water to the marine environment from project vessels.						x							10	N/A	-	Tolerable	
<b>Seabed Disturbance – Section 7.6</b>																	
Subsea infrastructure removal, including temporary setdown of infrastructure on the seabed.					x								10	N/A	-	Tolerable	
ROV use during subsea infrastructure removal and field management.					x								10	N/A	-	Tolerable	
<b>Subsea Discharges – Section 7.7</b>																	
Discharge of treated seawater						x							10	N/A	-	Tolerable	
Discharge of chemicals during removal of subsea infrastructure and wellheads.						x							10	N/A	-	Tolerable	
Use and discharge of marine growth removal chemicals.						x							10	N/A	-	Tolerable	
<b>Waste Generation – Section 7.8</b>																	
Waste (hazardous and non-hazardous) generated during vessel activities													10	N/A	-	Tolerable	
Recovered subsea infrastructure													10	N/A	-	Tolerable	

Aspect	Environmental											Socio-economic			Risk Assessment and Evaluation			
	Marine Mammals	Marine Turtles	Fish	Seabirds / Shorebirds	Seabed	Water Quality	Air Quality	Marine Protected Areas	Key Ecological Features	Commercial Fisheries	Shipping	Tourism / Recreation	Severity Factor	Likelihood Factor	Residual Risk	Acceptability		
<b>Hydrocarbon Spill Response Operations – Section 7.9</b>																		
Hazards associated with implementation of response	x	x	x	x		x				x	x	x	10	N/A	-	Tolerable		

## 7.1 Physical Presence

### 7.1.1 Summary of Risk Assessment and Evaluation

Aspect	Source of Hazard	Potential Impact	Severity Factor	Likelihood Factor	Residual Risk	Decision Context	Acceptability
Physical Presence	Presence of project vessels and aircraft during petroleum activity	Interaction with or displacement of other marine users (such as commercial shipping, commercial fishing or other third-party vessels).	30	N/A	-	Type A Low Order Impact	Tolerable
	Presence of subsea infrastructure	Interaction with or displacement of other marine users (such as commercial fishing).	30	N/A	-	Type A Low Order Impact	Tolerable

### 7.1.2 Source of Hazard

#### 7.1.2.1 Project Vessels

Project vessels will be on station within the operational area for the duration of the infrastructure removal activities and non-routine field management. A temporary 500 m exclusion zone will be maintained around the project vessels during operations. Marine users are requested to avoid this area during the activity to ensure the safety of the project vessels and third-party vessels.

Typically, only one general support vessel will be performing field management in the operational area at any time typically for a period of up to 15 days. Typically, two (but up to six) project vessels will be in the operational area during subsea infrastructure removal activities. The removal activities may be conducted as a single continuous campaign or split into two or more discrete campaigns. The subsea infrastructure removal activities will be conducted over a period of around six months in total (refer Section 3.3).

The physical presence of the project vessels in the operational area and associated 500 m radius exclusion zone has the potential to cause interference with or displacement of other marine users, including commercial shipping and commercial fishing.

#### 7.1.2.2 Subsea Infrastructure

Subsea infrastructure in the field is included in Table 3-4. A series of gazetted petroleum safety zones (PSZs) exist around the as-built DTM buoy location, DTM mooring anchors and the drill centres, which persist until the PSZ is revoked. The physical presence of the subsea infrastructure and the associated PSZs has the potential to cause interference with or displacement of other marine users. Note the PSZs were gazetted in 2007 and have been in force continuously since.

## 7.1.3 Environmental Impact Assessment

### 7.1.3.1 Commercial Fishing

Several managed fishery boundaries overlap the operational area, each of which is described in Table 4-10:

- Commonwealth fisheries:
  - Western Deep Water Trawl Fishery
  - Western Tuna and Billfish Fishery
  - Skipjack Tuna Fishery
- State fisheries
  - Pilbara Crab Fishery
  - Pilbara Line Fishery
  - West Coast Deep Sea Crustacean
  - Mackerel Fishery
  - Marine Aquarium
  - South West Coast Salmon

None of these fisheries are currently active in proximity to the operational area, with the operational area too deep to support fish resources targeted by these fisheries. Of these fisheries listed above, only the Western Deep Water Trawl Fishery uses trawled gear which may interact with the equipment in WA-32-L. Effort in this fishery is typically greatest off the central west coast, with Carnarvon and Fremantle the major landing ports.

Environmental surveys in WA-32-L did not observe any demersal fish or crustaceans that are targeted by commercial fisheries.

Given the negligible commercial fishing effort to date, the history of the equipment and PSZs being in place, and the absence of commercially important species in WA-32-L, no displacement of commercial fishers or interactions with fishing gear are expected.

Several state-managed fisheries overlap the operational area, however no landing in any of these commercial fisheries were recorded within the operational area between 2010 and 2020. None of the state fisheries overlapping the operational area used trawled gear (which has greater potential to become snagged on subsea infrastructure).

### 7.1.3.2 Commercial Shipping

There are no recognised shipping routes in or near the operational area, with the nearest shipping fairway designated by AMSA located to the west and north of the operational area (Figure 4-13). This fairway is approximately 21 km from the operational area at the closest point. While not mandatory, the use of the shipping fairways is strongly recommended by AMSA. Analysis of shipping traffic data indicates commercial vessels do use the general area, with most vessels in the area associated with the oil and gas industry (typically support and offtake vessels associated with FPSOs off North West Cape). In the very unlikely event commercial shipping vessels are present in or near the operational area, temporary displacement of the commercial shipping vessels would relate to the 500 m exclusion zone around the project vessels for the duration of the petroleum activity and the gazetted PSZs around the subsea infrastructure remaining in the field (refer Figure 3-1). Any impact is anticipated to be temporary and minor given the location of the operational area relative to shipping fairways.

The DTM and mooring support buoys are not navigation hazards as these structures sank to the seabed and all buoyancy chambers have imploded. With the prior removal of the riser buoyancy elements, there is no buoyant equipment within the Stybarrow field that may float to the surface and pose a navigation hazard.

Another operator conducting a petroleum activity in the local area, concurrently or sequentially, may lead to displacement of fishing vessels due to cumulative vessel presence. However, given the low levels of fishing effort at the field location, the low levels of other vessel use (e.g., shipping) and the small spatial extent of the operational

area, impacts and displacement of other users from presence of cumulative vessels is considered temporary and minor.

### 7.1.3.3 Defence

The operational area lies within the NWXA, within which the DoD may undertake military exercises. Large scale exercises tend to be infrequent and are clearly communicated to other marine users by NOTMARs and civilian aviation by NOTAMs.

The Stybarrow field and the associated PSZs have been in place since production commenced in 2007. BHP has consulted with the DoD regarding the Stybarrow field and the petroleum activities within the scope of this EP. This facilitates consideration of BHP’s activities in the Stybarrow field when the DoD are planning their activities.

Given the nature and scale of defence activities in the region, the long-term presence of the Stybarrow field and the consultations undertaken by BHP, interactions between vessels undertaking the petroleum activity and the DoD are not expected to occur. As requested by the DoD during the stakeholder consultation (Section 5), the DoD will be notified a minimum of five weeks prior to the commencement of activities.

### 7.1.4 Demonstration of As Low As Reasonably Practicable

The ALARP process performed for the environmental aspect is summarised in Table 7-2. This process was completed as outlined in Section 6.2 and included consideration of all controls, analysis of the risk reduction proportional to the benefit gained, and final acceptance or justification if the control was rejected.

**Table 7-2: Physical presence - as low as reasonably practicable summary**

Hierarchy of Control	Control Measure	Accept / Reject	Reason	Associated Performance Standards
Engineer	Navigation (including lighting, compass/radar), bridge and communication equipment will comply with appropriate marine navigation and vessel safety requirements in compliance with Marine Order 21 (safety and emergency arrangements)	Accept	Legislative requirements to be followed which reduces the risk of third-party vessel interactions due to ensuring safety requirements are fulfilled and other marine users are aware of the presence of the project vessels.  The control is feasible, standard practice with minimal cost. Benefits outweigh any cost sacrifice.	PS 7.1.1
Administrative	Notification of details (such as location, duration of activities) of the petroleum activity to AMSA and the AHO	Accept	Notifications provide other marine users with information regarding activities and will include details of relevant project vessels and activity timing. Allows other users to be aware of project vessel presence.  Controls based on BHP requirements must be accepted. Control is feasible, standard practice with minimal cost. Benefits outweigh any cost sacrifice.	PS 7.1.2 PS 7.1.3

Hierarchy of Control	Control Measure	Accept / Reject	Reason	Associated Performance Standards
	Navigational charting of infrastructure	Accept	Legislative requirements to be followed which reduces the risk of third-party vessel interactions. Subsea infrastructure charting on AHO Nautical Charts allows other users to be aware of its presence. Vessels must navigate with particular caution to reduce the risk.  Control is feasible, standard practice with minimal cost. Benefits outweigh any cost sacrifice.	<b>PS 7.1.4</b>
	Consultation with relevant stakeholders	Accept	Controls based on BHP requirements must be accepted. Control ensures other users are informed and aware of the petroleum activity, thereby reducing the likelihood of interference.  Control is feasible, standard practice with minimal cost. Benefits outweigh any cost sacrifice.	<b>PS 7.1.5</b>
	Establish and maintain a Community Engagement Program by regular meetings with the CRG	Accept	Controls based on BHP requirements must be accepted. Control ensures other users are informed and aware of the petroleum activity, thereby reducing the likelihood of interference.  Control is feasible, standard practice with minimal cost. Benefits outweigh any cost sacrifice.	<b>PS 7.1.6</b>
	Notification to DoD a minimum of five weeks prior to the commencement of project vessel activities	Accept	Notifications provide other marine users with information regarding activities and will include details of relevant project vessels and activity timing. Allows DoD to be aware of project vessel presence.  Controls based on BHP requirements must be accepted. Control is feasible, standard practice with minimal cost. Benefits outweigh any cost sacrifice	<b>PS 7.1.7</b>



Hierarchy of Control	Control Measure	Accept / Reject	Reason	Associated Performance Standards
	Reduce the exclusion zone around the vessels	Reject	Reduces the area of displacement of other marine users; however, the exclusion zone is a legislative requirement and cannot be reduced, therefore the control is not feasible.	-
Eliminate	Eliminate use of project vessels	Reject	The use of project vessels is required to conduct the petroleum activity. Control not feasible.	-

#### 7.1.4.1 ALARP Summary

The risk assessment and evaluation has identified a range of controls (Table 7-2) that, when implemented, are considered to manage the impacts of the physical presence of the project vessels and subsea infrastructure on other marine users to ALARP.

BHP considers the control measures described above are appropriate to reduce the potential for interaction with other marine users associated with the physical presence of the project vessels and subsea infrastructure. Additional reasonable control measures were identified in Table 7-2 to further reduce impacts but rejected since the associated cost or sacrifice was grossly disproportionate to any benefit. The impacts are therefore considered reduced to ALARP.

#### 7.1.5 Demonstration of Acceptability

Given the adopted controls, the physical presence of the project vessels and subsea infrastructure will not result in potential impacts greater than temporary and minor displacement of other marine users, such as commercial shipping and fisheries. Further opportunities to reduce the impacts have been investigated in Table 7-2.

The adopted controls are considered good oil-field practice/industry best practice. No concerns or objections regarding the physical presence of the project vessels and subsea infrastructure have been raised by relevant stakeholders. The environmental impacts meet the BHP environmental risk acceptability criteria (Section 6.3). The environmental impacts are not inconsistent with the principles of ESD (as defined under the EPBC Act). BHP considers the impact to be managed to an acceptable level.

## 7.1.6 Environmental Performance Outcome, Performance Standards and Measurement Criteria

**Table 7-3: Environmental performance outcomes, performance standards and measurement criteria for physical presence - interaction with other users**

Environmental Performance Outcome	Performance Standard	Measurement Criteria
No unplanned interactions between the project vessel and other marine users	<p><b>PS 7.1.1</b></p> <p>Project vessel compliance with <i>Navigation Act 2012</i>; International Convention of the Safety of Life at Sea (SOLAS) 1974; Marine Order 30: Prevention of Collisions, Issue 8; Marine Order 21, Issue 8 (Safety of Navigation and Emergency Procedures); and International Convention of Standards of Training, Certification and Watch-keeping for Seafarers (STCW95), which specify:</p> <ul style="list-style-type: none"> <li>• navigation (including lighting, compass/radar), bridge and communication equipment will comply with appropriate marine navigation and vessel safety requirements</li> <li>• Automatic Identification System (AIS) is fitted and maintained in accordance with Regulation 19-1 of Chapter V of SOLAS</li> <li>• crew performing vessel bridge-watch will be qualified in accordance with International Convention of STCW95, AMSA Marine Order Part 3: Seagoing Qualifications or certified training equivalent</li> <li>• maintenance of navigation equipment in efficient working order (compass/radar).</li> </ul>	Vessel audit and inspection records demonstrate compliance with standard maritime orders and equipment requirements.
	<p><b>PS 7.1.2</b></p> <p>The AMSA JRCC (as part of marine safety division) will be notified of the petroleum activity four weeks before mobilisation to ensure navigation AUSCOAST warnings can be issued and kept up to date.</p>	Records demonstrate AMSA JRCC was notified at least four weeks before commencement of the petroleum activity to enable the NOTMAR to be published.
	<p><b>PS 7.1.3</b></p> <p>The AHO is notified at least four weeks before commencing the petroleum activity so they can then issue a NOTMAR</p>	Records demonstrate AHO were notified at least four weeks before commencement of the petroleum activity to enable the NOTMAR to be published.
	<p><b>PS 7.1.4</b></p> <p>Subsea infrastructure is charted on AHS Nautical Charts.</p>	AHS Nautical Charts show subsea infrastructure.
	<p><b>PS 7.1.5</b></p> <p>BHP consultation with relevant stakeholders to advise them of the petroleum activity.</p>	Stakeholder communication recorded in database demonstrating assessment of stakeholder feedback received and BHP's response.

Environmental Performance Outcome	Performance Standard	Measurement Criteria
	<b>PS 7.1.6</b> WA APU Community Stakeholder Management Plan: The CRG is advised and updated of the petroleum activity and timing.	Meeting minute records maintained of CRG meetings, which includes summary of proposed petroleum activity.
	<b>PS 7.1.7</b> Notification to DoD a minimum of five weeks prior to the commencement of project vessel activities to advise them of the petroleum activity.	Records demonstrate that DoD was notified at least five weeks before commencement of the petroleum activity..

## 7.2 Light Emissions

### 7.2.1 Summary of Risk Assessment and Evaluation

Aspect	Source of Hazard	Potential Impact	Severity Factor	Likelihood Factor	Residual Risk	Decision Context	Acceptability
Light emissions	Artificial light from project vessels	Light emissions (light spill and glow) from external lighting on the project vessels causing alterations to normal marine fauna behaviour.	10	N/A	-	Type A Low Order Impact	Tolerable

### 7.2.2 Source of Hazard

Project vessels will routinely use external lighting to navigate and conduct safe operations at night throughout the petroleum activity. External lighting on the project vessels will generate light glow and direct illumination of surrounding surface waters. Most external lighting is directed towards working areas such as the main decks, although spot lighting may also be used as needed, such as ROV deployment and subsea infrastructure retrieval. Lighting on project vessels is required for safety and navigational purposes and cannot be eliminated.

External lighting for deck operations typically consists of bright white (metal halide, halogen, fluorescent) lights and Light Emitting Diode (LED). Lighting is designed to ensure adequate illumination for safe working conditions. Typical light intensity values are 5-10 lux for walkways, 50 lux for working areas and around 100 lux for high-intensity light areas. Light intensity diminishes with inverse of distance squared ( $I_{received} = 1/r^2$ ). The distance at which direct light and sky glow may be visible from the source depends on the vessel lighting and environmental conditions. As a guide, Figure 7-1 presents a simple calculation of diminishment of received light with distance, assuming 100 lamps on a vessel of low, medium, and high intensity, each acting additively. Light received is diminished to about the equivalent of light that would be received from a full moon within about 200 m from the vessel, and to that of a moonless clear night within about 1,500 m for low-intensity lights and 3,000 m for high-intensity lights. While a useful guide, these calculations are conducted in lux, a photometric unit which is weighted

to the wavelength sensitivity of the human eye and may underestimate light intensity across the whole light spectrum which is visible to other species.

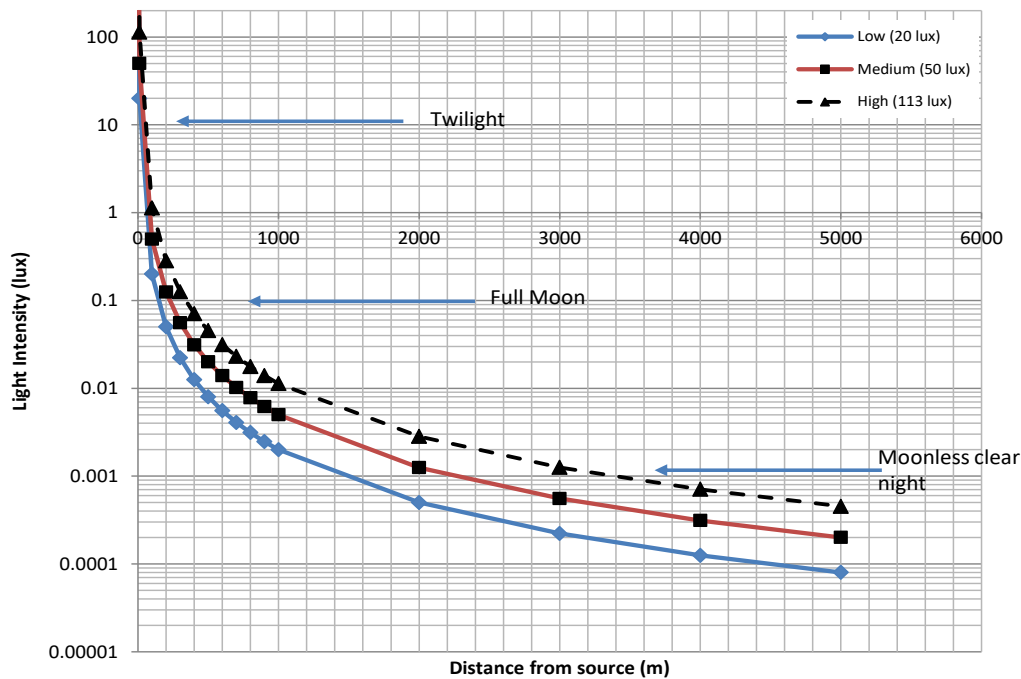


Figure 7-1: Reduction of light received with increasing distance from source, assuming 100 lamps of low, medium, and high intensity

### 7.2.3 Environmental Impact Assessment

Receptors that have important habitat within a 20 km buffer of the operational area are considered for the impact assessment within this section, based on recommendations of the *National Light Pollution Guidelines for Wildlife Including Marine Turtles, Seabirds and Migratory Shorebirds* (NLPG) (Commonwealth of Australia, 2020). The 20 km threshold provides a precautionary limit based on observed effects of sky glow on marine turtle hatchlings demonstrated to occur at 15 to 18 km and fledgling seabirds grounded in response to artificial light 15 km away (Commonwealth of Australia, 2020).

The fauna within and immediately adjacent to the operational area are predominantly pelagic fish and zooplankton, with a low abundance of transient species such as marine turtles, whale sharks, cetaceans and migratory shorebirds and seabirds. Artificial lighting has the potential to affect marine fauna that use visual cues for orientation, navigation, or other purposes, resulting in behavioural responses that can alter foraging and breeding activity. The species with greatest sensitivity to light are marine turtles, seabirds, and fish.

Potential impacts to marine fauna from artificial lighting may include:

- disorientation, attraction, or repulsion to the light
- disruption to natural behaviour patterns and cycles
- indirect impacts such as increased predation risks through attraction of predators.

These potential impacts depend on:

- the wavelength and intensity of the lighting, and the extent to which the light spills into important wildlife habitat (such as foraging, breeding and nesting)
- the timing of light spill relative to the timing of habitat use by marine fauna sensitive to lighting effects
- the physiological sensitivity and resilience of the fauna populations that are at risk of potential effects.

### 7.2.3.1 Fish and Zooplankton

Fish and zooplankton may be directly or indirectly attracted to light. Experiments using light traps have found that some fish and zooplankton species are attracted to light sources (Meekan et al., 2001), with traps drawing catches from up to 90 m (Milicich, 1992). Lindquist et al. (2005) concluded from a study that light fields around oil and gas activities resulted in an enhanced abundance of clupeids (herring and sardines) and engraulids (anchovies), both of which are known to be highly photopositive.

The concentration of organisms attracted to light results in an increase in food source for predatory species and marine predators are known to aggregate at the edges of artificial light halos. Shaw et al. (2002), in a similar light study, noted that juvenile tunas (Scombridae) and jacks (Carangidae), which are highly predatory, may have been preying upon concentrations of zooplankton attracted to the light fields around oil and gas activities. This could potentially lead to increased predation rates compared to unlit areas.

Light spill from the project vessels onto the surrounding surface waters, particularly during night-time activities, is likely to result in aggregations of fish around the project vessels as they are attracted to the light and increased food availability. However, the operational area does not contain any significant feeding, breeding or aggregation areas for important fish species. The potential for increased predation activity and impact to fish and zooplankton is anticipated to be temporary and minor.

### 7.2.3.2 Seabirds and Migratory Shorebirds

Studies conducted between 1992 and 2002 in the North Sea confirmed artificial light was the reason seabirds were attracted to and accumulated around illuminated offshore infrastructure (Marquenie et al., 2008) and lighting can attract seabirds from large catchment areas (Wiese et al., 2001). Availability of roosting refuge at sea and increased food availability may be the most important reasons why seabirds are attracted to offshore oil and gas infrastructure (Wiese et al., 2001). Seabirds may either be attracted by the light source itself or indirectly, as structures in deep water environments tend to attract marine life at all trophic levels, creating food sources and shelter for seabirds (Wiese et al., 2001). The light from vessels may also provide enhanced capability for seabirds to forage at night (Burke et al., 2005). Studies in the North Sea indicate migratory birds are attracted to lights on offshore platforms when travelling within a radius of 3 to 5 km from the light source (Marquenie et al., 2008). Beyond this distance, it is assumed light source strengths were not sufficient to attract birds away from their preferred migration route.

Negative potential impacts to seabirds and migratory shorebirds attracted by artificial lighting can include disorientation causing collision, entrapment, stranding, grounding and interference with navigation (being drawn off course from usual migration routes) (Commonwealth of Australia, 2020). These behavioural responses may cause injury or death. Seabird mortalities from collisions have been found to be correlated to conditions of poor visibility (cloud, fog or rain) and proximity to nearby seabird colonies (Black, 2005). The operational area overlaps with the wedge-tailed shearwater BIA (breeding and foraging). The nearest colony of wedge-tailed shearwaters is the Murion Islands, 46 km to the south-east, far enough that fledglings would not be at risk from light emissions. Tagging studies of wedge-tailed shearwaters nesting on the Muiron Islands found that foraging birds tended to be associated with sea mounts and foraged widely (Cannell et al., 2019), with no particular association with the operational area.

During the petroleum activities, it is possible a small number of seabirds and migratory shorebirds may be attracted to the project vessels within the operational area. However, as this is not expected to result in impacts to birds beyond a temporary change in behaviour, any impact is anticipated to be temporary and minor. Any collision between the birds and project vessels because of the attraction are highly unlikely due to the lack of aggregation areas for birds over the operational area and slow-moving project vessels

### 7.2.3.3 Marine Turtles

The attraction of marine turtles to light has been well documented. Adult marine turtles may avoid nesting on beaches that are brightly light (Price et al., 2018; Witherington, 1992) and adult and hatchling turtles can be disorientated and unable to find the ocean in the presence of direct light or sky glow (Lorne and Salmon, 2007; Price et al., 2018; Thums et al., 2016; Witherington, 1992).

Five marine turtle species were identified as potentially occurring in the operational area (Table 4-6). However, there are no BIAs or habitats critical for the survival of turtles that overlap the operational area.

### **Hatchlings**

The nearest marine turtle nesting site is North West Cape (approximately 39 km from the operational area), which exceeds the 20 km buffer set by the NLPG; therefore, sky glow and light spill from project vessels will not reach any nesting beach. The potential effect of turtle hatchlings being attracted to the project vessels is mitigated by the distance from nesting sites, which means light generated within the operational area would not be visible from ground level.

Any impacts to hatchling turtles from artificial light will be limited to possible short-term behavioural impacts during hours of darkness only, on isolated individual hatchlings offshore, with no lasting effect to the species population.

### **Adults**

Although individuals performing behaviours such as inter-nesting, migration, mating (adults) or foraging (adults and pelagic juveniles) may occur within the operational area, marine turtles do not use light cues to guide these behaviours. There is currently no evidence to suggest inter-nesting, mating, foraging, or migrating turtles are impacted by light from offshore vessels. Light emissions from the vessels are unlikely to result in displacement of, or behavioural changes to, individuals in these life stages.

Spending most of their lives in the ocean, adult female marine turtles nest above the high-tide mark on sandy tropical and subtropical beaches, predominantly at night (Witherington and Martin, 2000). They rely on visual cues to select nesting beaches and orient on land. Artificial lighting on or near beaches has been shown to disrupt nesting behaviour. Lighting may affect the location where turtles emerge onto the beach, the success of nest construction, whether the nesting attempts are abandoned, and even the directness of paths as adult females return to the sea (Witherington and Martin, 2000). The nearest marine turtle nesting site is 39 km from the operational area. Nesting sites at this distance will not be visible as sky glow to nesting adult turtles, therefore the light emissions from the project vessels will not displace females from nesting habitats.

Five marine turtle species were identified as potentially occurring in the operational area (Table 4-6), although no habitat critical for the survival of marine turtles or biologically important areas overlap the operational area. Individual turtles may traverse the operational area during the petroleum activities; however, considering the water depths of the operational area (around 800 m) and distance to nesting beaches (approximately 39 km to North West Cape), large numbers of inter-nesting adults are not expected. Behavioural impacts to marine turtles from light emissions from the project vessels are anticipated to be temporary and minor.

#### **7.2.3.4 Species Recovery Plans, Approved Conservation Advice and Threat Abatement Plans**

BHP has considered information contained in recovery plans, approved conservation advice and threat abatement plans (Section 9). This includes the *Recovery plan for marine turtles in Australia 2017-2027* (Commonwealth of Australia, 2017) as well as the recently published NLPG (Commonwealth of Australia, 2020).

The overarching objective of the *Recovery plan for marine turtles in Australia 2017-2027* (Commonwealth of Australia, 2017) is to reduce detrimental impacts on Australian populations of marine turtles and hence promote their recovery in the wild. All six species of marine turtle that occur in Australian waters are listed as threatened under the EPBC Act. Marine turtles are long-lived, slow to mature and are subject to multiple threats. Light pollution is identified as a high-risk threat in the *Recovery plan for marine turtles in Australia 2017-2027* (Commonwealth of Australia, 2017). Minimising light pollution, such that artificial light within or adjacent to habitat critical to the survival of marine turtles, is managed so marine turtles are not displaced from these habitats (Commonwealth of Australia, 2017). As there are no safe alternatives to using artificial lighting on the project vessels, and as lighting will be restricted to that required to provide safe working and navigational requirements, it is considered minimised to ALARP. In summary, BHP considers the proposed activity is not inconsistent with the *Recovery plan for marine turtles in Australia 2017-2027* (Commonwealth of Australia, 2017).

### 7.2.4 Demonstration of As Low As Reasonably Practicable

The ALARP process performed for the environmental aspect is summarised in Table 7-4. This process was completed as outlined in Section 6.2 and included consideration of all controls, analysis of the risk reduction proportional to the benefit gained, and final acceptance or justification if the control was rejected.

**Table 7-4: Light emissions - as low as reasonably practicable summary**

Hierarchy of Control	Control Measure	Accept / Reject	Reason	Associated Performance Standards
Eliminate	Eliminate use of vessels	Reject	Vessels are required to conduct the petroleum activity. Control not feasible.	-
Substitute	Limit or exclude night-time operations	Reject	Would increase the duration of the activity (almost double), thereby increasing other hazards and impacts such as air emissions, waste generation, physical presence, and vessel collision risk.  Given the distance of the operational area from the nearest nesting sites (approximately 39 km) and the already minor impacts of lighting from the petroleum activity, the control cost outweighs the environmental benefit.	-
	Substitute external lighting with light sources designed to minimise impacts and marine turtles (as per NLPG 2020 management actions) by: <ul style="list-style-type: none"> <li>• using flashing / intermittent lights instead of fixed beam</li> <li>• using motion sensors to turn lights on only when needed</li> <li>• using luminaires with spectral content appropriate for the species present</li> <li>• avoiding high intensity light of any colour.</li> </ul>	Reject	The retrofitting of all external lighting on the project vessels is significant in cost. Given the distance of the operational area from the nearest nesting sites (approximately 39 km) and the already minor impacts of lighting from the petroleum activities on marine fauna, the control cost outweighs the environmental benefit.	-

Hierarchy of Control	Control Measure	Accept / Reject	Reason	Associated Performance Standards
Engineer	Implement light management actions (as per NLPG management actions) relevant to the activity, including: <ul style="list-style-type: none"> <li>extinguishing outdoor and deck lights not necessary for safety or navigation at night</li> <li>using available block-out blinds on portholes and windows not necessary for safety and/or navigation at night</li> <li>managing seabird landings appropriately and reporting interactions.</li> </ul>	Accept	Potential reduction in impact, given the overlap with the wedge-tailed shearwater BIA (breeding and foraging) particularly during breeding (Sept – April).	PS 7.3.1

#### 7.2.4.1 ALARP Summary

The risk assessment and evaluation has identified controls (Table 7-4) that when implemented are considered to manage the impacts of light emissions on marine fauna to ALARP.

BHP considers the control measures described above are appropriate to reduce impacts of light emissions on marine fauna. Additional reasonable control measures were identified in Table 7-4 to further reduce impacts but rejected since the associated cost and sacrifice was grossly disproportionate to any benefit. The impacts are therefore considered reduced to ALARP.

#### 7.2.5 Demonstration of Acceptability

Illumination of working areas on the project vessels is necessary for safe working practices, as determined as part of a Vessel Safety Case assessment under the OPGGS Act requirements. Navigational lighting is also required to satisfy AMSA’s Prevention of Collision Convention (Marine Order 30, Issue 7) requirements.

Given the adopted controls, the light emissions generated during the petroleum activity will not result in potential impacts greater than temporary and minor behavioural disturbance to marine fauna. Further opportunities to reduce the impacts have been investigated in Table 7-4.

The adopted controls are considered industry best practice and in accordance with the NLPG (Commonwealth of Australia, 2020) management actions. No concerns or objections regarding the impacts of light emissions have been raised by relevant stakeholders. BHP has considered information contained in recovery plans and threat abatement plans (Section 9). The environmental impacts meet the BHP environmental risk acceptability criteria (Section 6.3). The environmental impacts are not inconsistent with the principles of ESD (as defined under the EPBC Act). BHP considers the impact to be managed to an acceptable level.



## 7.2.6 Environmental Performance Outcome, Performance Standards and Measurement Criteria

Table 7-5: Environmental performance outcomes, performance standards and measurement criteria for physical presence - interaction with other users

Environmental Performance Outcome	Performance Standard	Measurement Criteria
Minimise impacts to wedge-tailed shearwaters from light emissions	<p><b>PS 7.3.1</b></p> <p>During non-routine field management during wedge tailed shearwater breeding (Sept – April), implement light management actions (as per NLPG management actions) relevant to the activity, including:</p> <ul style="list-style-type: none"> <li>• extinguishing outdoor and deck lights not necessary for safety or navigation at night</li> <li>• using available block-out blinds on portholes and windows not necessary for safety and/or navigation at night</li> <li>• managing seabird landings appropriately and reporting interactions.</li> </ul>	<p>Pre-mobilisation vessel and inspection records include identification of vessel controls including:</p> <ul style="list-style-type: none"> <li>• extinguishing outdoor and deck lights not necessary for safety or navigation at night</li> <li>• using available block-out blinds on portholes and windows not necessary for safety and/or navigation at night</li> <li>• managing seabird landings appropriately and reporting interactions.</li> </ul>

## 7.3 Noise Emissions

### 7.3.1 Summary of Risk Assessment and Evaluation

Aspect	Source of Hazard	Potential Impact	Severity Factor	Likelihood Factor	Residual Risk	Decision Context	Acceptability
Underwater noise emissions	Generation of underwater noise from the project vessels during normal operations.	Underwater sound emitted to marine environment causing behavioural disturbance to marine fauna.	30	N/A	-	Type A Low Order Impact	Tolerable
	Generation of noise from subsea infrastructure and wellheads cutting equipment.		10	N/A	-	Type A Low Order Impact	Tolerable
	Generation of noise from acoustic survey equipment, including MBES and SSS from ROV used for surveying subsea infrastructure.		10	N/A	-	Type A Low Order Impact	Tolerable

### 7.3.2 Source of Hazard

#### 7.3.2.1 Noise Generated by Project Vessels

Project vessels will generate noise when operating thruster engines, propeller cavitation, on-board machinery and such. This noise has the potential to exceed ambient noise levels which typically range from around 90 dB re 1 µPa (root square mean sound pressure level (rms SPL)) under very calm, low wind conditions, to 120 dB re 1 µPa (rms SPL) under windy conditions (McCauley, 1998).

The sound level and frequency characteristics generated by vessels depend on their size, weight and number and type of propellers. A typical general support vessel's peak frequency or band ranges from 1 to 500 Hz at a peak source level of 170 to 190 dB re 1 µPa at 1 m. Larger vessels' peak source levels have been presented in Arveson and Vendittis (2000). Larger vessels (such as a heavy lift vessel) may generate marginally higher peak source level (such as a 1 to 2 dB re 1 µPa at 1 m peak source level) compared to a smaller general support vessel, such as that used for non-routine field management activities. Therefore, it is considered the sounds levels from project vessels used for the petroleum activity will be in the range of 170 to 192 dB re 1 µPa at 1 m at 1 to 500 Hz.

Typically, only one general support vessel will be performing field management in the operational area at any time typically for a period of up to 15 days. Typically two (but up to six) project vessels will be in the operational area during subsea infrastructure removal activities. The subsea infrastructure removal activities will be conducted over a period of around six months (refer Section 3.3). Noise from multiple project vessels from the removal activities could therefore be generating noise emissions for a period of up to six months.

Indicative source characteristics for project vessels are summarised in Table 7-6.

#### 7.3.2.2 Noise Generated by Helicopters

Crew changes via helicopters are required when recovering subsea equipment activities. The main noise source associated with helicopters are the engines and rotor blades. Noise levels for typical helicopters used in offshore

operations (Eurocopter Super Puma AS332) at 150 m separation distance have been measured at up to a maximum of 90.6 dB (BMT Asia Pacific, 2005). Noise level reported for a Sikorsky-61 is 108 dB re 1  $\mu$ Pa at 305 m (Parsons et al., 2004), which further diminishes with increasing helicopter altitude. Sound emitted from helicopter operations is typically below 500 Hz (Richardson et al., 1995).

### 7.3.2.3 Noise Generated by Acoustic Survey Equipment

During petroleum activity, SSS and MBES may be deployed on the ROV and used during subsea infrastructure and seabed surveys. SSS devices operate at frequencies similar to those used in 'fish finders' by commercial fishers. The noise generated is highly directional and at high frequencies (75 to 900 kHz) (Jiménez-Arranz et al., 2017). MBES is another device which operates in similar fashion, typically emitting sounds at high frequencies (400 kHz). High-frequency acoustic signals attenuate quickly in the water column and typically do not propagate over long distances.

An underwater modelling study of geophysical equipment was performed by JASCO Applied Sciences (Zykov, 2013), off the coast of California. The study included SSS and MBES, and modelled them in a similar, underwater environmental setting to the North West Shelf (sandy bottom, between 10 to 4,500 m water depth). The modelling assessed the worst-case SPL and frequency for the system being tested and presented the distances at which the SPLs were reached for root mean squared (rms) (used as the average) threshold values. The maximum distance ( $R_{max}$ ) that the modelling showed the MBES and SSS SPLs were reduced to just above background level (120 dB re 1  $\mu$ Pa) was around 1 km and 1.5 km from the source respectively (Zykov, 2013). Although caution should be taken in applying results of noise modelling conducted for a different location, the results demonstrate a relatively localised effect of MBES and SSS operation on ambient noise levels.

Indicative source characteristics for typical acoustic survey equipment are summarised in Table 7-6.

### 7.3.2.4 Noise Generated by Cutting

Flowlines and mooring chains will be cut using a subsea hydraulic shear cutter, hydraulic super grinder, or multi-cutter. Noise levels will be low and be emitted for a short period (minutes to hours) during each cut. Grinding underwater may give rise to noise levels of 90 to 105 dB re 1  $\mu$ Pa (Mora et al., 2011), significantly less intense than emitted from project vessels (described above).

Twachtman et al. (2004) studied the operations and socio-economic impact of non-explosive removal of offshore structures, including noise, and concluded that mechanical cutting and abrasive water jet, as well as diamond wire cutting methods, are generally considered harmless to marine life and the environment. Similarly, Pangerc et al. (2016) described the underwater sound measurement data during an underwater diamond wire cutting of a 32-inch conductor (10 m above seabed in around 80 m depth) and found the sound radiated from the diamond wire cutting of the conductor was not easily discernible above the background noise at the closest recorder located 100 m from the source. The sound that could be associated with the diamond wire cutting was primarily detectable above the background noise at the higher acoustic frequencies (above around 5 kHz) (Pangerc et al., 2016) above the hearing range of low frequency cetaceans. Background noise was attributed to surface vessel activity such as dynamic positioning.

Any noise propagating at seabed from either AWJ cutting or mechanical cutting of the wellhead casing and conductors is likely to attenuate to levels at, or close to, background ambient levels within 100 m of the source, with ambient levels being significantly elevated by the concurrent presence of a project vessel on DP immediately above the wellhead locations. As such, noise from the cutting of the casing and conductors will not add to cumulative noise levels for the operation to any extent.

Indicative source characteristics from cutting equipment is summarised in Table 7-6.

Table 7-6: Summary of noise emissions generated during the petroleum activity

Activity	Estimated SPL	Frequency	Type
Project vessels	170-192 dB re 1 µPa at 1 m	1 to 500 Hz	Continuous
Infrastructure cutting	136-141 dB re 1 µPa at 10 m	Around 5 kHz	Continuous
SSS	200-234 dB re 1 µPa at 1 m	75 to 900 kHz	Impulsive
MBES	210-247 dB re 1 µPa at 1 m	400 kHz	Impulsive

### 7.3.3 Environmental Impact Assessment

Underwater noise can affect marine fauna through:

- disturbance and stress leading to behavioural changes or displacement of fauna; the occurrence and intensity of disturbance is highly variable and depends on a range of factors relating to the animal and situation
- masking or interference with other biologically important sounds (including vocal communication, echolocation, signals, and sounds produced by predators or prey)
- secondary ecological effects such as an alteration of predator/prey relationship
- injury to hearing or other organs. Hearing loss may be temporary (temporary threshold shift (TTS)) or permanent (permanent threshold shift (PTS)). Southall et al. (2007) defined TTS as a threshold shift of 6 dB above the normal hearing threshold. If the threshold shift does not return to normal, permanent threshold shift (PTS) has occurred. Threshold shifts can be caused by acoustic trauma from a very intense sound of short duration, as well as from exposure to lower-level sounds over longer time periods (Houser, 2017).

The extent of the impacts of underwater noise on marine fauna depends upon the frequency range and intensity of the noise produced and the type of acoustic signal (continuous or impulsive).

Available threshold criteria associated with behavioural and physiological impacts for sensitive receptors have been derived from several sources (National Marine Fisheries Service, 2018; Popper et al., 2014), as detailed in the next sections. These criteria have been compared with measured and predicted sound levels for different sound sources to assess potential impacts.

#### 7.3.3.1 Marine Mammals

Marine mammal species differ in their hearing capabilities, in absolute hearing sensitivity, as well as frequency band of hearing (Southall et al., 2019).

Exposure to intense impulsive noise may be more hazardous to hearing than continuous (non-impulsive) noise. Impulsive sound sources include MBES and SSS, which are outside the auditory range of low frequency cetacean auditory range (baleen whales, including humpback and pygmy blue whales) but within the mid frequency cetacean auditory range (orca, sperm whales and dolphins) (Table 7-7).

Table 7-7: Frequency range of MBES and SSS and overlap with low-, mid- and high-frequency cetacean auditory ranges

Source	Frequency Range	Potential for Disturbance		
		Low-frequency Cetaceans <sup>1</sup>	Mid-frequency Cetaceans <sup>1</sup>	High-frequency Cetaceans <sup>1</sup>
Auditory frequency range (kHz)		0.07 to 22	0.15 to 160	0.2 to 180
MBES	400 kHz	✘	✓	✓
SSS	75-900 kHz	✘	✓	✓
<sup>1</sup> Southall et al. (2007)				

The PTS and TTS (for impulsive and continuous sources) are from NMFS (2018), which is the most current technical guidance for assessing the effect of anthropogenic sound on marine mammal hearing. These thresholds are also adopted by Southall et al. (2019) and Southall et al. (2021) review. The continuous noise and impulsive noise thresholds are summarised in Table 7-8 and Table 7-9 respectively and have been adopted for activities' project vessel noise and cuttings noise. While dugongs may occur in the operational area, dugongs spend most of their time in shallow tidal and subtidal seagrass meadows. There are no assessments for impacts of vessel noise on dugongs (sirenians) using the NMFS (2018) criteria. As dugong hearing frequency is most like mid and high frequency cetaceans, results for vessel noise impacts on mid-frequency cetaceans may be used as a proxy for those on dugong.

Table 7-8: Continuous noise impact thresholds for acoustic effects on marine mammals

Hearing Group	Behavioural <sup>1</sup> SPL (dB re 1 µPa)	TTS Onset <sup>2</sup> Weighted SEL <sub>24h</sub> (dB re 1 µPa <sup>2</sup> .s)	PTS Onset <sup>2</sup> Weighted SEL <sub>24h</sub> (dB re 1 µPa <sup>2</sup> .s)
Low-frequency cetaceans	120	179	199
Mid-frequency cetaceans	120	178	198
<sup>1</sup> ESA Section 7 Consultation Tools for Marine Mammals on the West Coast (National Oceanic and Atmospheric Administration, 2019) <sup>2</sup> 2018 Revision to: Technical Guidance for Assessing the Effects of Anthropogenic Sound on Marine Mammal Hearing (Version 2.0) - Underwater Thresholds for Onset of Permanent and Temporary Threshold Shifts (National Oceanic and Atmospheric Administration et al., 2018)			

**Table 7-9: Impulsive noise impact thresholds for acoustic effects on marine mammals**

Hearing Group	Behavioural <sup>1</sup>	TTS Onset <sup>2</sup>		PTS Onset <sup>2</sup>	
		SPL (dB re 1 µPa)	Weighted SEL <sub>24h</sub> (dB re 1 µPa <sup>2</sup> .s)	Peak SPL (dB re 1 µPa)	Weighted SEL <sub>24h</sub> (dB re 1 µPa <sup>2</sup> .s)
Mid-frequency cetaceans	160	170	224	185	230

<sup>1</sup> ESA Section 7 Consultation Tools for Marine Mammals on the West Coast (National Oceanic and Atmospheric Administration, 2019)

<sup>2</sup> 2018 Revision to: Technical Guidance for Assessing the Effects of Anthropogenic Sound on Marine Mammal Hearing (Version 2.0) - Underwater Thresholds for Onset of Permanent and Temporary Threshold Shifts (National Oceanic and Atmospheric Administration et al., 2018).

Noise at source from the project vessels exceeds TTS and PTS thresholds at the source. However, since marine fauna are transient in the operational area, which lacks aggregating habitat such as resting or calving areas, individuals are expected to pass through the operational area, potentially showing localised avoidance via behavioural responses (see below). PTS is unlikely as individuals will likely show avoidance before getting within range, individuals are therefore not expected to remain within the vicinity of the noise source for the duration (24 hours) required to exceed the PTS threshold. Underwater noise generated by vessels (continuous (non-impulsive) noise) does not have the intensity and characteristics likely to cause physiological damage in marine fauna (Hatch and Southall, 2009). PTS is unlikely as individuals will likely show avoidance before getting within range. For TTS, individuals would need to pass within tens of metres of the project vessels during operations. This would result in a temporary impact to a low proportion of the migrating population.

Project vessel noise levels may exceed the behavioural response levels in cetaceans (refer to Table 7-8) out to distances presented in Table 7-10. Within this area, cetaceans may exhibit localised avoidance and attraction behaviour. The operational area overlaps a pygmy blue whale distribution BIA and humpback whale migration BIA (refer Section 4.6.2), impacts will be managed in adherence with the *Conservation management plan for the blue whale: A recovery plan under the Environment Protection and Biodiversity Conservation Act 1999 2015-2025* (Commonwealth of Australia, 2015b) and *Conservation advice Megaptera novaeangliae humpback whale* (Threatened Species Scientific Committee, 2015f).

**Table 7-10: Source levels and frequencies from project vessels and estimated distances at which behavioural disturbance threshold may occur**

Source	Indicative Frequency	Source Level	Sound Type	Estimated Distance to Behavioural Response
Support vessel	0.2 to 1 kHz <sup>1</sup>	< 186 dB re 1 µPa at 1 m <sup>1</sup>	Continuous	4 km <sup>1</sup>
Large vessel	10 Hz to 40 kHz <sup>2</sup>	< 192 dB re 1 µPa at 1 m <sup>2</sup>	Continuous	6 km <sup>3</sup>

<sup>1</sup> McCauley (1998)

<sup>2</sup> Arveson and Vendittis (2000)

<sup>3</sup> Estimated based on Woodside (2002) and McCauley (1998)

Impulsive PTS and TTS thresholds for mid- and low frequency cetaceans (refer Table 7-9) are only expected to be exceeded close to the source. Observed disturbance responses in marine mammals close to impulsive sound sources may include altered swimming direction, increased swimming speed including startle reactions, breathing

and diving patterns, avoidance of the sound source area and other behavioural changes. Due to the lack of aggregating areas for sensitive marine fauna species, individuals are expected to be transitory only, displaying behavioural responses, and moving away from the source, before thresholds are exceeded.

Marine mammals that may occur within the operational area are detailed in Table 4-6 and include low frequency (such as baleen whales), medium frequency (odontocetes, such as orca and sperm whale) and high frequency (such as dolphins) cetaceans. Of these species, the humpback whale is expected to be the most frequently encountered, particularly during annual migrations, given the overlap of the operational area with the migration BIAs. The nearest area of known importance to humpback whales is the Exmouth Gulf resting area, located over 50 km south-east of the operational area. Impacts to migrating humpback whales are limited to localised behavioural response and temporary impact due to TTS should individuals come into proximity of the project vessels. Impacts are not expected to alter humpback whale migration to the detriment of the individual or population.

Pygmy blue whales may also occur in proximity to the operational area during their annual migrations. Recent tagging studies by Thums et al. (2022) encountered 24 pygmy blue whales off North West Cape during their annual migration in a 10-day field trip, observing feeding behaviour in ten of these. Tags attached to several of these whales indicated predominantly northward movement at typical speeds of 2.5-3 km/h, which is consistent with previously observed migration behaviour (Thums et al., 2022). Thums et al. (2022) also observed relatively high residence times of migrating whales over bathymetric features such as canyons, including the canyons around North West Cape (which form the basis for the Canyons linking the Cuvier Abyssal Plain and the Cape Range Peninsula, which partially overlaps the operational area). This is consistent with observations of higher densities of pygmy blue whales over the Rottneest Canyon near Perth (McCauley et al., 2000).

There is increasing evidence that the continental slope off North West Shelf is important habitat for migrating pygmy blue whales, and this area is recognised as part of a pygmy blue whale migration BIA. There are several operating FPSOs, with associated support vessels and offtake tankers. Measurements of underwater noise from the Vincent and Enfield oil developments, both within 25 km, observed underwater noise levels consistent with the nature and scale of those that may occur during the petroleum activity (Erbe et al., 2013; McCauley and Jenner, 2001; McCauley, 2002; McPherson and Erbe, 2010). These noises have been continuous for over ten years with little apparent disturbance of pygmy blue or humpback whales, and were present when Thums et al. (2022) undertook their tagging study; Thums et al. (2022) did not note any apparent behavioural disturbances due to underwater noise.

The most intense noise source expected to occur during the petroleum activity is noise from the dynamic position thrusters. This noise is largely due to cavitation and is broad band in nature, which much of the sound energy at higher frequencies absorbed within 1-2 km of the source, and behavioural impacts are expected to be limited to within 6 km of the vessel generating the noise (Table 7-10). Given the open ocean environment in the operational area, any displacement of pygmy blue whales from within 6 km of project vessels will not prohibit biologically important behaviours, such as migration and feeding.

Any impacts continuous and impulsive noise sources to marine mammals are anticipated to be temporary and minor and relate to behavioural changes only.

### 7.3.3.2 Marine Turtles

Marine turtles are at low risk of mortality or permanent injury from continuous noise sources, such as project vessels, even near the source (Popper et al., 2014).

Popper et al. (2014) provided injury thresholds for turtles (> 207 dB re 1  $\mu$ Pa at 1 m) for impulsive noise; however, no thresholds were provided for behavioural disturbance nor were any specific impact thresholds provided for shipping noise. For continuous noise sources, such as vessel operations, marine turtles have been shown to avoid intense low-frequency sounds, such as seismic airgun discharges (DeRuiter and Doukara, 2012).

Dow Piniak (2012) found green, leatherback and hawksbill turtles have the greatest hearing sensitivity, between 50 to 400 Hz; therefore, the audible frequency range of marine turtles overlaps with the MBES and SSS frequency presented in Table 7 4. Studies indicate turtles may begin to show behavioural responses to approaching impulsive sounds levels of around 166 dB re 1  $\mu$ Pa (McCauley et al., 2000). Considering the United States of America National Marine Fisheries Service criteria for behavioural effects in turtles of 166 dB re 1  $\mu$ Pa (SPL) and the sound modelling (Zykov, 2013) the MBES and SSS equipment could potentially disturb turtles within a distance of a few

hundred metres. Turtle behavioural responses when exposed to underwater noise include diving and avoidance. Such disturbances are not expected to have any significant effect on individual turtles and be limited to behavioural changes for the duration of exposure.

Five marine turtle species were identified as potentially occurring in the operational area (Table 4-6), although the operational area does not overlap any BIAs of habitats critical for the survival of marine turtles. Marine turtles are not expected to be in the operational area in high numbers, even during nesting and inter-nesting periods, given the distance from the known nesting beaches.

Both continuous and impulsive noises may result in localised behavioural responses of individuals transiting through the operational area, with minor impact only. Individuals may deviate slightly from their activities but are expected to resume normal behaviour as they move away from the activities. Any impacts are anticipated to be temporary and minor.

### 7.3.3.3 Fish, Sharks and Rays

All fish species can detect noise sources, although hearing ranges and sensitivities vary substantially between species. Sensitivity to sound pressure seems to be functionally correlated in fishes to the presence and absence of gas-filled chambers in the sound transduction system. These enable fishes to detect sound pressure and extend their hearing abilities to lower sound levels and higher frequencies (Popper et al., 2019). Based on their anatomy, Popper et al. (2014) classified fishes into three animal groups, comprising:

- fishes with swim bladders whose hearing does not involve the swim bladder or other gas volumes
- fishes whose hearing does involve a swim bladder or other gas volume
- fishes without a swim bladder that can sink and settle on the substrate when inactive.

The criteria defined in Popper et al. (2014) for continuous (Table 7-11) noise sources on the above groups have been adopted.

**Table 7-11: Continuous noise exposure criteria for fishes (after Popper et al., 2014)**

Fish Group	Mortality and Potential Mortal Injury	Recoverable Injury	TTS	Masking	Behavioural Response
Fish: No swim bladder	(N) Low (I) Low (F) Low	(N) Low (I) Low (F) Low	(N) Moderate (I) Low (F) Low	(N) High (I) High (F) Moderate	(N) Moderate (I) Moderate (F) Low
Fish: Swim bladder not involved in hearing	(N) Low (I) Low (F) Low	(N) Low (I) Low (F) Low	(N) Moderate (I) Low (F) Low	(N) High (I) High (F) Moderate	(N) Moderate (I) Moderate (F) Low
Fish: Swim bladder involved in hearing	(N) Low (I) Low (F) Low	170 dB rms for 48 h	158 dB rms for 12 hr	(N) High (I) High (F) High	(N) High (I) Moderate (F) Low
Fish eggs and larvae	(N) Low (I) Low (F) Low	(N) Low (I) Low (F) Low	(N) Low (I) Low (F) Low	(N) High (I) Moderate (F) Low	(N) Moderate (I) Moderate (F) Low

Note: Relative risk (high, moderate, low) is given for animals at three distances from the source defined in relative terms as near (N) – tens of metres, intermediate (I) – hundreds of metres, and far (F) – thousands of metres.



Based on criteria developed by Popper et al. (2014) for noise impacts on fish, project vessel noise has a low risk of resulting in mortality and a moderate risk of TTS impacts when fish are within tens of metres from the source. Behavioural impacts to fish from survey equipment (MBES and SSS) noise may occur in individuals located within hundreds of metres of the source. However, none of the survey equipment has energy below 1 kHz, which is where greatest perception in many fish occurs (Ladich and Fay, 2013). The most likely impacts to fish from noise will be behavioural responses, reducing any TTS impact. Individual demersal fish may be impacted in the vicinity of the operational area and tuna and billfish and other mobile pelagic species may transverse the operational area.

The operational area overlaps a whale shark foraging BIA. Whale sharks could potentially be impacted from continuous project vessel noise. If in the area, whale sharks would be expected to show avoidance to vessel noise, although they can likely tolerate low level noise, having been observed swimming close to oil and gas platforms on the North West Shelf.

The operational area is not known to be an important spawning or aggregation habitat for commercially caught targeted species. Therefore, no impacts to fish stocks are expected.

Any impacts from continuous and impulsive noise sources to fish, sharks and rays are anticipated to be temporary and minor and relate to behavioural changes only.

#### 7.3.3.4 Cumulative Impact Assessment

Cumulative impacts to environmental receptors may occur when more than one hazard impacts upon a receptor. Cumulative impacts to environmental receptors may occur because of:

- more than one noise source from the petroleum activity impacting upon a receptor, or
- noise sources from the petroleum activity and third-party actions impacting upon the same receptor.

Typically, only one general support vessel will be performing field management in the operational area at any time typically for a period of up to 15 days. Two (but up to six) project vessels will be in the operational area during subsea infrastructure removal activities (noting typically a maximum of two will be on DP at any one time). The subsea infrastructure removal activities will be conducted over a period of around six months (refer Section 3.3.1). Noise from multiple project vessels from the removal activities could therefore be generating noise emissions for a period of around six months.

Third-party activities with the potential to generate noise emissions that may result in cumulative impacts include commercial shipping and petroleum exploration (particularly seismic surveys). There is relatively little commercial shipping in the vicinity of the operational area (Figure 4-13). BHP is not aware of any planned seismic surveys in the vicinity of the operational area during the execution window for the petroleum activity. Any future seismic surveys seeking approval after acceptance of this EP would be required to assess cumulative noise emissions impacts, including consideration of noise generated by equipment removal activities. Based on the preceding, cumulative impacts to fauna from third-party noise emissions are not considered credible.

Impacts from noise emissions to marine fauna have been considered in the above sections. Potentially sensitive periods relate to the humpback and pygmy blue whale migrations, with relatively high densities of whales in the vicinity of the operational area. The annual aggregation of whale sharks off the Ningaloo Coast may also be a period in which whale sharks are vulnerable to cumulative underwater noise impacts from the petroleum activity.

Cumulative impact from the use of multiple project vessels is not considered to present significant impacts to marine fauna given their mobility and ability to avoid the sound source. Whilst the project vessels may generate noise emissions for a cumulative period of around six months, the noise levels exceeding the distances for behavioural response levels for cetaceans (presented in Table 7-8) remain valid given they are based on the worst-case frequency and source levels from a single project vessel (other vessels noise within the operational area will remain below these levels). The size of the pygmy blue whale migration BIA is presented in Figure 4-6 and the area relating to cetacean behavioural threshold exceedance is a fraction of this overall BIA, it is determined that the cumulative project vessel noise will not substantially impact upon the migration or whales or be detrimental the individual whales or the overall populations.

Impacts from cumulative noise emissions will continue to relate to behavioural disturbance / avoidance only. The operational area is not within an area of high shipping density (Section 4.7.5), therefore should avoidance behaviour occur it is anticipated that marine fauna would be able to move to an area below the behavioural

threshold. Any impacts from cumulative noise emissions on marine fauna are anticipated to be temporary and minor.

### 7.3.3.5 Species Recovery Plans and Threat Abatement Plans

BHP has considered information contained in relevant recovery plans and approved conservation advice for cetaceans and marine turtles that identify noise interference as a threat (Section 9). This includes the objectives and actions within the *Conservation management plan for the blue whale: A recovery plan under the Environment Protection and Biodiversity Conservation Act 1999 2015-2025* (Commonwealth of Australia, 2015b), which relate to noise emissions. The *Recovery Plan for Marine Turtles in Australia 2017-2027* also identifies noise as a potential threat to marine turtles, although this relates to seismic surveys and pile driving. Seismic surveys and pile driving both of present a substantially different risk (low frequency, high intensity pulsed noise) than the underwater noise generated during the petroleum activity.

### 7.3.4 Demonstration of As Low As Reasonably Practicable

The ALARP process performed for the environmental aspect is summarised in Table 7-12. This process was completed as outlined in Section 6.2 and included consideration of all controls, analysis of the risk reduction proportional to the benefit gained, and final acceptance or justification if the control was rejected.

**Table 7-12: Noise emissions - as low as reasonably practicable summary**

Hierarchy of Control	Control Measure	Accept / Reject	Reason	Associated Performance Standards
Eliminate	Eliminate the use of vessels	Reject	The use of vessels is required to conduct the petroleum activity. Control not feasible.	-
Administrate	Engines, compressors and machinery on the vessel are maintained via the vessel preventative maintenance system (PMS)	Accept	Maintenance and inspection completed as scheduled on PMS reduces the generated noise emissions and associated impacts.  Machinery maintenance is part of normal operations to ensure operating in accordance with manufacturer's guidelines.  The control is feasible, standard practice with minimal cost. Benefits outweigh any cost sacrifice.	<b>PS 7.3.1</b>
	Pre-watch for marine fauna from the vessel bridge prior to DP operations and not undertaking DP operations until no marine fauna (such as pygmy blue whale and humpback) are present	Reject	Pre-watch for marine fauna prior to DP operations will identify if any marine fauna are in sight prior to use of DP. This may reduce the instance of behavioural impacts to marine fauna, such as pygmy blue whales, which may be present given the operational area overlaps with a migration BIA.  A maximum of two vessels (an installation vessel and a general support vessel) will be on DP at any one time during the removal activities. DP is also not a constant during the operations,	-

Hierarchy of Control	Control Measure	Accept / Reject	Reason	Associated Performance Standards
			<p>but it is required during certain activities requiring the vessel to be stationary for periods. The noise impacts are anticipated to be temporary and minor and relate to behavioural changes only.</p> <p>Given the low risk of impacts associated with underwater noise and the low vessel use in the general vicinity of the field, which gives the species ample room to move out of the noise behavioural threshold zone. The pre-watch from the vessel and delay of DP operations if necessary is disproportionate to the negligible benefit that may accrue.</p>	
Substitute	Manage the timing of the removal activity to avoid periods when sensitive receptors may be present in relatively high numbers (e.g., blue and humpback whale migration)	Reject	<p>Would reduce the risk of impacts from noise emissions during environmentally sensitive periods. The benefit that may accrue from avoiding periods of peak whale migration is negligible based on the observation that even with all the oil and gas development (and associated vessel movements) occurring in the Exmouth Basin over the last ten years, the humpback whale population (Stock IV) has grown at an estimated 10% per year. While pygmy blue whales have not recovered to the same extent, there is also little evidence of oil and gas activities consistent with the petroleum activities in this EP resulting in behavioural disturbance.</p> <p>The cost associated with avoiding periods of peak whale density would be several millions of dollars if it requires placing contracted vessels on standby or the petroleum activity to be put on hold, delaying the removal activities. Given the low risk of impacts associated with underwater noise, it is considered the cost of this additional control is grossly disproportionate to the negligible benefit that may accrue.</p>	-

Hierarchy of Control	Control Measure	Accept / Reject	Reason	Associated Performance Standards
	Vessel to use anchors to maintain position rather than DP.	Reject	Would complicate and increase risk of works in proximity to subsea infrastructure. Anchoring will cause seabed disturbance. Given the low risk of impacts associated with underwater noise, the increased risks and impacts outweigh the marginal environmental benefit.	-
Engineer	Reduction in number of vessels required for the petroleum activities	Reject	May reduce the amount of noise emissions from vessels. However, any noise impacts are anticipated to be temporary and minor and relate to behavioural changes only activities required are minimal. The number of vessels required to undertake the activities cannot be reduced and numbers have been chosen based on the engineering assessment. Reducing the number of vessels in the field may lead to unsafe or increased engineering risks during the removal activities and is therefore not feasible.	-

### 7.3.4.1 ALARP Summary

The risk assessment and evaluation has identified controls (Table 7-12) that when implemented are considered to manage the impacts of noise emissions on marine fauna to ALARP.

BHP considers the control measures described above are appropriate to reduce impacts of noise emissions on marine fauna. Additional reasonable control measures were identified in Table 7-12 to further reduce impacts but rejected since the associated cost and sacrifice was grossly disproportionate to any benefit. The impacts are therefore considered reduced to ALARP.

### 7.3.5 Demonstration of Acceptability

Given the adopted controls, the physical presence of the project vessels and subsea infrastructure will not result in potential impacts greater than temporary and minor displacement of other marine users, such as commercial shipping and fisheries. Further opportunities to reduce the impacts have been investigated in Table 7-12.

The adopted controls are considered good oil-field practice/industry best practice. No concerns or objections regarding the noise emissions of the project vessels have been raised by relevant stakeholders. The environmental impacts meet the BHP environmental risk acceptability criteria (Section 6.3). The environmental impacts are not inconsistent with the principles of ESD (as defined under the EPBC Act). BHP considers the impact to be managed to an acceptable level.

### 7.3.6 Environmental Performance Outcome, Performance Standards and Measurement Criteria

Table 7-13: Environmental performance outcomes, performance standards and measurement criteria for physical presence - interaction with other users

Environmental Performance Outcome	Performance Standard	Measurement Criteria
No injury or mortality to EPBC Act listed fauna during the petroleum activity	<b>PS 7.3.1</b> Contractor has PMS to ensure engines and power generation equipment, compressors and machinery on the vessel are maintained.	Pre-start inspection shows maintenance has been satisfactorily completed as scheduled in PMS.

## 7.4 Atmospheric Emissions

### 7.4.1 Summary of Risk Assessment and Evaluation

Aspect	Source of Hazard	Potential Impact	Severity Factor	Likelihood Factor	Residual Risk	Decision Context	Acceptability
Atmospheric emissions	Atmospheric emissions from vessel engines and generators, and incinerators on vessel.	Localised and temporary reduction in air quality as a result of greenhouse gas (GHG) emissions, non-GHG emissions, particulates and volatile organic compounds.	10	N/A	-	Type A Low Order Impact	Tolerable

### 7.4.2 Source of Hazard

The project vessels use MDO to power vessel engines, generators, mobile and fixed plant and equipment and the incinerator for the duration of the infrastructure removal activities. The combustion of fuel and the incineration of waste on-board the vessels will generate emissions of greenhouse gases, such as carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O) and non-GHG such as sulphur oxides (SO<sub>x</sub>) and nitrous oxides (NO<sub>x</sub>), particulate material and volatile organic compounds. These emissions are associated primarily with project vessel fuel consumption and waste incineration.

### 7.4.3 Environmental Impact Assessment

Atmospheric emissions generated during the infrastructure removal activities will result in a localised, temporary reduction in air quality in the environment immediately surrounding the discharge point and present a negligible contribution to the GHG emissions. The closest residential area is Exmouth, 54 km to the south-east of the operational area. The quantities of atmospheric emissions will quickly dissipate into the surrounding atmosphere, therefore will not impact any residential areas. Gaseous emissions under normal circumstances quickly dissipate

into the surrounding atmosphere. The impact of atmospheric emissions on air quality is anticipated to be temporary and minor, with no impacts to marine fauna.

### 7.4.4 Demonstration of As Low As Reasonably Practicable

A summary of the ALARP process for the environmental aspect is presented in Table 7-14. This process was completed as outlined in Section 6.2 and included consideration of all controls, analysis of the risk reduction proportional to the benefit gained and final acceptance or justification if the control was rejected.

**Table 7-14: Atmospheric Emissions - as low as reasonably practicable summary**

Hierarchy of Control	Control Measure	Accept / Reject	Reason	Associated Performance Standards
Administrate	Project vessels will comply with Marine Order 97 (Marine Pollution Prevention – Air Pollution), which details requirements for: <ul style="list-style-type: none"> <li>• International Air Pollution Prevention (IAPP) Certificate, required by vessel class</li> <li>• use of low sulphur fuel when available</li> <li>• Ship Energy Efficiency Management Plan, where required by vessel class</li> <li>• onboard incinerator to comply with Marine Order 97.</li> </ul>	Accept	Control is legislative requirement and reduces impacts from air pollution. The control is feasible, standard practice with minimal cost. Benefits outweigh any cost sacrifice.	<b>PS 7.4.1</b>
	Project vessel engines and other machinery are maintained as per preventative maintenance system (PMS) to ensure equipment is operating efficiently.	Accept	Maintenance and inspection completed as scheduled on PMS reduces the noise emissions and associated impacts. Machinery maintenance is part of normal operations to ensure operating in accordance with manufacturer’s guidelines. The control is feasible, standard practice with minimal cost. Benefits outweigh any cost sacrifice.	<b>PS 7.4.2</b>
Eliminate	No incineration of waste on the project vessels.	Reject	With no incineration of waste on-board the project vessels, waste would need to be stored and this would have an associated health and safety risk. The control is not feasible.	

#### 7.4.4.1 ALARP Summary

The risk assessment and evaluation has identified a range of controls (Table 7-14) that when implemented are considered to manage the impacts of atmospheric emissions from project vessels to ALARP. BHP considers the

control measures described above are appropriate to reduce the atmospheric emissions associated with the project vessels' operations. Additional reasonable control measures were identified in Table 7-14 to further reduce impacts but rejected since the associated cost and sacrifice was grossly disproportionate to any benefit. The impacts are therefore considered reduced to ALARP.

### 7.4.5 Demonstration of Acceptability

Given the adopted controls, the atmospheric emissions from project vessels will not result in potential impacts greater than temporary and minor. Further opportunities to reduce the impacts have been investigated in Table 7-14.

The adopted controls are considered good oil-field practice/industry best practice. No concerns or objections regarding the atmospheric emissions from project vessels have been raised by relevant stakeholders. The environmental impacts meet the BHP environmental risk acceptability criteria (Section 6.3). The environmental impacts are not inconsistent with the principles of ESD (as defined under the EPBC Act). BHP considers the impact to be managed to an acceptable level.

### 7.4.6 Environmental Performance Outcome, Performance Standards and Measurement Criteria

**Table 7-15: Environmental performance outcomes, performance standards and measurement criteria for Atmospheric Emissions - interaction with other users**

Environmental Performance Outcome	Performance Standard	Measurement Criteria
Atmospheric emissions comply with Marine Order requirements to restrict emissions to those necessary to perform the infrastructure removal activities	<b>PS 7.4.1</b> Project vessels comply with Marine Order 97 (Marine Pollution Prevention – Air Pollution) (as applicable to vessel class which details requirements for: <ul style="list-style-type: none"> <li>• IAPP Certificate, required by vessel class</li> <li>• use of low sulphur fuel when available</li> <li>• Ship Energy Efficiency Management Plan (SEEMP), where required by vessel class</li> <li>• onboard incinerator to comply with Marine Order 97.</li> </ul>	Completed Vessel Assurance Questionnaire for project vessels demonstrating the existence of: <ul style="list-style-type: none"> <li>• valid IAPP Certificate</li> <li>• documented SEEMP.</li> </ul>
		Fuel delivery receipts indicates only low sulphur fuel.
	<b>PS 7.4.2</b> Contractor has PMS to ensure engines and power generation equipment, compressors and machinery on the vessel are maintained.	Pre-start inspection shows maintenance has been satisfactorily completed as scheduled on PMS.

## 7.5 Routine Vessel Discharges

### 7.5.1 Summary of Risk Assessment and Evaluation

Aspect	Source of Hazard	Potential Impact	Severity Factor	Likelihood Factor	Residual Risk	Decision Context	Acceptability
Routine vessel discharges	Routine planned discharge of sewage, grey water, putrescible waste, brine, cooling water, deck drainage and bilge water to the marine environment from project vessels.	Localised and temporary reduction in water quality adjacent to the discharge point associated with minor increases in nutrients, salinity, temperature and oily water/ chemical residues.	10	N/A	-	Type A Low Order Impact	Tolerable

### 7.5.2 Source of Hazard

During the activity, the project vessels will generate and routinely discharge to the marine environment treated sewage, grey water, putrescible (food) wastes and desalination brine, cooling water, bilge water and deck drainage, as described below.

#### 7.5.2.1 Sewage, Grey Water and Food Waste

The volume of sewage, grey water and food wastes generated by the vessel is directly proportional to the number of persons on-board the project vessels. The total volume of sewage and grey water generated by the project vessels is estimated to be in the order of 5 m<sup>3</sup> to 15 m<sup>3</sup> per day, per vessel depending on persons on-board. Food waste generated is typically 1 L per person per day. This scale of discharge falls within the scope of the Environment Plan Reference Case – Planned Discharge of Sewage, Putrescible Waste and Grey Water (Green Light Environmental, 2017).

#### 7.5.2.2 Desalination Brine Reject from Reverse Osmosis

Potable water is produced on-board the vessel using reverse osmosis machinery. Reverse osmosis is a membrane-technology filtration method that removes salt molecules and ions from seawater by applying pressure to the solution when it is on one side of a selective membrane. The result is that a brine solution with salinity elevated by around 10% is retained on the pressurised side of the membrane and the potable water can pass to the other side.

#### 7.5.2.3 Cooling Water

Seawater is used as a heat exchange medium for cooling machinery engines on some vessels, others use air cooling. Seawater is pumped on board the vessel, passes through heat exchangers, and subsequently discharged from the vessel with temperature elevation in the order of 2 to 5 °C. Seawater used for cooling is dosed with chlorine after intake and discharged with low residual chlorine concentrations that are rapidly diluted by prevailing water currents.



#### 7.5.2.4 Deck Drainage

No wastes contaminated with hydrocarbons or chemicals will be routinely discharged from the project vessel deck drains. Drainage from areas of a high risk of hydrocarbon or chemical contamination will be managed to ensure it has an oil content of less than 15 ppm before overboard discharge or sent to shore for disposal. Rainfall and washdown of the decks may result in minor quantities of chemical residues, such as detergent, oil and grease entering the deck drainage system and being possibly discharged overboard.

### 7.5.3 Environmental Impact Assessment

The water quality assessment undertaken in 2019 (Cardno, 2019) indicated that metal and hydrocarbon concentrations in surface waters within the operational area were low and consistent with reference sites and the region more broadly (Section 4.3). The project vessel discharges will be quickly dispersed and diluted such that any temporary change in water quality above those baseline values will be limited to the vicinity of the discharge point for a very short time. Marine fauna within the operational area are likely to be transient; however, they may be come in direct contact with the releases (by passing through the immediate discharge area). If contact does occur with any marine fauna, it will be for a short duration, such that exposure time may not be of sufficient duration to cause a toxic effect. Given the small volumes of discharges, the water depth of release and the rapid dilution, the likelihood of ecological impacts to marine fauna is highly unlikely. The next subsections examine in more detail the environmental impact of each of the identified routine vessel discharges.

The potential impacts associated with sewage, grey water and food waste discharges from vessels are discussed in detail in the Environment Plan Reference Case (Green Light Environmental, 2017). The impacts from routine project vessel discharges are considered to fall within the scope of this description since:

- the volume and types of discharge are consistent with the Reference Case limitations
- the discharges will not affect a (State or Commonwealth) marine reserve or occur within 3 NM of a World Heritage Property, National Heritage Place, Wetland of International Importance, or the Great Barrier Reef Marine Park
- the discharges are not inconsistent with management documentation for any EPBC Act-listed threatened or migratory species.

Studies of moving vessels have shown very high dispersion rates for effluents (Loehr et al., 2006). Mixing and dispersion would be facilitated in deep offshore waters of the operational area and through regional wind and large-scale current patterns. The potential environmental impact from routine vessel discharges is considered temporary and minor and relates to a localised reduction in water quality, with no significant impacts to marine fauna anticipated.

#### 7.5.3.1 Brine Reject from Reverse Osmosis

The brine solution will be quickly dispersed and diluted to undetectable levels within a few metres of the discharge point. Given the relatively low volume of discharge, the relatively low increase in salinity and the open ocean environment, the discharge of reverse osmosis brine streams is considered temporary and minor and relates to a localised reduction in water quality, with no significant impacts to marine fauna anticipated.

#### 7.5.3.2 Cooling Water

When discharged to sea, the cooling water will be subject to turbulent mixing and loss of heat to the surrounding waters. The area of detectable increase in seawater temperature is likely to be less than 10 m radius. The impact of cooling water discharge is considered temporary and minor and relates to a localised reduction in water quality, with no significant impacts to marine fauna anticipated.

#### 7.5.3.3 Deck Drainage

Due to the small volumes of deck drainage, the very low levels of contaminants likely to be entrained in the discharge and the rapid dilution and dispersal that will result in the open ocean, the environmental effects will be temporary and localised. The discharge of deck drainage is considered temporary and minor and relates to a localised reduction in water quality, with no significant impacts to marine fauna anticipated.

#### 7.5.3.4 Species Recovery Plans and Threat Abatement Plans

BHP has considered information contained in relevant recovery plans for cetaceans and marine turtles that identify chemical discharges/pollution as a threat (Section 9). This includes the objectives and actions within *the Recovery Plan for Marine Turtles in Australia 2017–2027* (Commonwealth of Australia, 2017), which relate to discharges.

#### 7.5.4 Demonstration of As Low As Reasonably Practicable

The ALARP process for the environmental aspect is summarised in Table 7-16. This process was completed as outlined in Section 6.2 and included consideration of all controls, analysis of the risk reduction proportional to the benefit gained and final acceptance or justification if the control was rejected.

**Table 7-16: Routine vessel discharges - as low as reasonably practicable summary**

Hierarchy of Control	Control Measure	Accept / Reject	Reason	Associated Performance Standards
Administrative	Marine Order 95 – pollution prevention – garbage (as appropriate to vessel class), which requires putrescible waste and food scrap discharges from the project vessels to pass through a macerator, so it is capable of passing through a screen with no opening wider than 25 mm	Accept	Controls based on legislative requirements must be accepted. Reduces probability of garbage being discharged to sea. Control is feasible, standard practice with minimal cost. Benefits outweigh any cost sacrifice.	<b>PS 7.5.1</b>
	Marine Order 96 – pollution prevention – sewage (as appropriate to vessel class), specifically project vessels have: <ul style="list-style-type: none"> <li>• a valid International Sewage Pollution Prevention (ISPP) Certificate, as required by vessel class</li> <li>• an AMSA-approved sewage treatment plant</li> <li>• sewage comminuting and disinfecting system</li> <li>• a sewage holding tank sized appropriately to contain all generated waste (black and grey water)</li> <li>• discharge of sewage which is not comminuted or disinfected will only occur at more than 12 NM from the nearest land</li> <li>• discharge of sewage which is comminuted or</li> </ul>	Accept	Controls based on legislative requirements, must be accepted. Reduces potential impacts of inappropriate discharge of sewage. Control is feasible, standard practice with minimal cost. Benefits outweigh any cost sacrifice.	<b>PS 7.5.2</b>

Hierarchy of Control	Control Measure	Accept / Reject	Reason	Associated Performance Standards
	disinfected using a certified approved sewage treatment plant will only occur at more than 3 NM from the nearest land <ul style="list-style-type: none"> <li>discharge of sewage will occur at a moderate rate while the vessel is proceeding (&gt; 4 knots), to avoid discharges in environmentally sensitive areas.</li> </ul>			
	Marine Order 91 – oil (as relevant to vessel class) requirements, which include mandatory measures for processing oily water before discharge and requires vessels have a valid IOPP Certificate, as required by vessel class.	Accept	Controls based on legislative requirements must be accepted. Reduces potential impacts of planned discharge of oily water to the environment. Control is feasible, standard practice with minimal cost. Benefits outweigh any cost sacrifice.	<b>PS 7.5.3</b>
Engineer	Routine vessel wastes (sewage, greywater and foods wastes) stored on-board and transferred to shore for onshore treatment and disposal.	Reject	Health and safety risks associated with the storage of routine vessel wastes on-board. Additional costs involved in waste transfers disproportionate to the environmental benefit gained, given the rapid dilution in offshore waters and minor and localised potential impact from routine vessel discharges.	-
Eliminate	Eliminate use of vessels.	Reject	The use of vessels is required to conduct the petroleum activity. Control not feasible.	-

#### 7.5.4.1 ALARP Summary

The risk assessment and evaluation has identified a range of controls (Table 7-16) that when implemented are considered to manage the impacts of routine vessel discharges from the project vessels to ALARP. BHP considers the control measures described above are appropriate to reduce the potential impacts of routine vessel discharges from the project vessels. Additional reasonable control measures were identified in Table 7-16 to further reduce impacts but rejected since the associated cost or sacrifice was grossly disproportionate to any benefit. The impacts are therefore considered reduced to ALARP.

#### 7.5.5 Demonstration of Acceptability

Given the adopted controls, the routine vessel discharges from the project vessels will not result in potential impacts greater than temporary and minor reduction in water quality. Further opportunities to reduce the impacts have been investigated in Table 7-16.

The adopted controls are considered good oil-field practice/industry best practice. No concerns or objections regarding the routine vessel discharges from the project vessels have been raised by relevant stakeholders. The environmental impacts meet the BHP environmental risk acceptability criteria (Section 6.3). The environmental impacts are consistent with the principles of ESD:

- Integration principle: BHP has undertaken a range of studies to determine the approach to decommissioning the Stybarrow field, which have informed BHP’s deliberations. The decommissioning strategy being pursued by BHP integrates long-term and short-term economic, environmental, social and equitable considerations.
- Precautionary principle: The routine vessel discharges aspect, and its potential impacts, are well understood, and there is no risk of serious or irreversible environmental damage from this aspect.
- Inter-generational principle: The routine vessel discharges aspect will not impact upon the environment such that future generations cannot meet their needs.
- Biodiversity principle: The routine vessel discharges aspect will not impact upon biodiversity or ecological integrity.

BHP considers the impact to be managed to an acceptable level.

### 7.5.6 Environmental Performance Outcome, Performance Standards and Measurement Criteria

**Table 7-17: Environmental performance outcomes, performance standards and measurement criteria for Routine Vessel Discharges - interaction with other users**

Environmental Performance Outcome	Performance Standard	Measurement Criteria
Routine vessel discharges comply with Marine Order requirements to restrict emissions to those necessary to perform the petroleum activity	<b>PS 7.5.1</b> Project vessels comply with Marine Order 95 – pollution prevention – garbage (as appropriate to vessel class), which requires putrescible waste and food scraps to pass through a macerator, so it can pass through a screen with no opening wider than 25 mm before discharge.	Records demonstrate project vessels are compliant with Marine Order 95 – pollution prevention – garbage (as appropriate to vessel class).
	<b>PS 7.5.2</b> Project vessels are compliant with Marine Order 96 – pollution prevention – sewage (as appropriate to vessel class).	Records demonstrate project vessels are compliant with Marine Order 96 – pollution prevention – sewage (as appropriate to vessel class).
	<b>PS 7.5.3</b> Project vessels are compliant Marine Order 91 – oil (as relevant to vessel class) requirements, which include mandatory measures for processing oily water before discharge and requires vessels have a valid IOPP Certificate, as required by vessel class.	Records demonstrate project vessels comply with Marine Order 91 – oil (as relevant to vessel class), including having a valid IOPP Certificate and oil record book.

## 7.6 Seabed Disturbance

### 7.6.1 Summary of Risk Assessment and Evaluation

Aspect	Source of Hazard	Potential Impact	Severity Factor	Likelihood Factor	Residual Risk	Decision Context	Acceptability
Physical disturbance to seabed	Subsea infrastructure removal, including temporary setdown of infrastructure on the seabed.	Disturbance of seabed habitat and associated communities.	10	N/A	-	Type A Low Order Impact	Tolerable
	ROV use during subsea infrastructure removal and field management.		10	N/A	-	Type A Low Order Impact	Tolerable

### 7.6.2 Source of Hazard

#### 7.6.2.1 Subsea Infrastructure Removal

Equipment recovery preparation activities may include relocating sediment that has built up around subsea infrastructure to facilitate access for removal activities to commence. Relocating sediment involves using an ROV-mounted suction pump/dredging unit, with sediment relocated nearby.

As described in Table 3-4, several pieces of subsea infrastructure are partially buried, such as flowlines and umbilicals. During the removal activities the sediments will covering this infrastructure will be disturbed.

Subsea cleaning and preparation activities may be required to remove marine growth from the subsea infrastructure to gain access to lifting points. Those cleaning activities that have potential to impact the seabed include use of high-pressure water and brushes on ROVs.

Removal of the wellheads will involve AWJ cutting, which may result in localised sediment relocation and temporary increase in turbidity. Around 4 t of grit and 250 L of flocculant per AWJ cut will be released, mostly below the mudline; however, a small proportion may accumulate on the seafloor.

Subsea infrastructure and wellheads may be set down on the seabed in the immediate vicinity of removal for a period to enable safe rigging before recovery. Placement of the subsea infrastructure and wellheads on the seabed will result in temporary seabed disturbance and causing turbidity and increased suspension of sediment.

Subsea cleaning and preparation activities include removing marine growth from the wellhead and relocating sediment that has built up to gain access for removal activities.

Marine growth may be removed in a variety of ways. Those that have potential to impact the seabed include use of high-pressure water and brushes on ROVs.

### 7.6.2.2 Remotely Operated Vehicle

Use of the ROV during the petroleum activity may result in temporary seabed disturbance and suspension of sediment, causing increased turbidity and suspended sediment from working close to, or occasionally on, the seabed. ROV used close to or on the seabed is limited to that required for effective and safe subsea activities.

### 7.6.3 Environmental Impact Assessment

Results from the pre-decommissioning environmental survey within the Stybarrow field (Cardno, 2019) are presented in Section 4.3. This survey found that sediment contamination was localised to areas of disturbance (e.g., drilling centres) with low levels of infauna and demersal fauna, which is consistent with other locations of similar depths.

Activities such as operating the ROV near the seabed, relocating sediment and placing subsea infrastructure and wellheads on the seabed before recovery may result in seabed disturbance and elevated turbidity in the water column. Given the concentrations of potential contaminants in sediments were all below the guideline value-high concentrations (Commonwealth of Australia and New Zealand Government, 2018), elevated turbidity and seabed disturbance is not anticipated to have toxic impacts to marine fauna in the water column, or toxic impacts to smothered benthic habitats.

Concentrations of the sediment radionuclides (including NORM) were low and uniform, with small variations attributed to depth and/or variations in sediment size and were therefore thought representative of background conditions at all stations (Cardno, 2019). Radiation assessments of the Stybarrow equipment found very low levels of NORMs, with little NORMs apparently deposited in equipment during production (SA Radiation, 2018). No impacts from NORMs are therefore anticipated during seabed disturbance.

Elevated turbidity and disturbance of seabed habitat and associated communities from the petroleum activity are confined to sediment burrowing infauna and surface epifauna invertebrates, such as filter feeders in the immediate vicinity. These species are considered to have low sensitivity to localised physical disturbance of subsea infrastructure and wellheads. Any impacts are anticipated to be localised and minor, given the low densities of benthic organisms (refer Section 4.3) and representation of the infauna communities within the operational area and the broader region.

The operational area overlaps the Canyons linking the Cuvier Abyssal Plain and the Cape Range Peninsula and Continental Slope Demersal Fish Communities KEFs; therefore, seabed disturbance may directly disturb a very small, localised area of the key ecological feature (KEF). Any disturbed areas are anticipated to recolonise over a 12-month period, any impact is determined to be temporary, localised, and minor.

### 7.6.4 Demonstration of As Low As Reasonably Practicable

The ALARP process for the environmental aspect is summarised in Table 7-18. This process was completed as outlined in Section 6.2 and included consideration of all controls, analysis of the risk reduction proportional to the benefit gained and final acceptance or justification if the control was rejected.

**Table 7-18: Seabed disturbance - as low as reasonably practicable summary**

Hierarchy of Control	Control Measure	Accept / Reject	Reason	Associated Performance Standards
Eliminate	Eliminate ROV use	Reject	The use of ROVs (including work close to or occasionally landed on the seabed) is required during wellhead removal and field management activities. ROV usage is already limited to only that required to conduct the work effectively and safely.	-

Hierarchy of Control	Control Measure	Accept / Reject	Reason	Associated Performance Standards
	Eliminate equipment removal	Reject	Leaving the equipment in-situ has been investigated. The base case is to remove subsea infrastructure	-
	Eliminate sediment relocation	Reject	Sediment relocation is required to safely remove the subsea infrastructure. The sediment relocation is limited to the immediate area of the infrastructure. It is not feasible to eliminate the sediment relocation.	-
Administrative	Environmental monitoring of the seabed before and after the petroleum activity to assess any impacts to the seabed.	Reject	<p>A pre-abandonment environmental survey has been completed, with results summarised in Section 4.3. Concentrations of potential contaminants were generally low, with all below the guideline value-high concentrations. The disturbance of the seabed is therefore not anticipated to present an impact greater than temporary and minor. Any further environmental monitoring post removal of subsea infrastructure is unlikely to identify significant difference from the Cardno (2019) results.</p> <p>Control grossly disproportionate. Monitoring will not reduce the consequence of any impacts to the seabed, and the costs associated with the level of monitoring required to accurately assess any impacts greatly outweighs the benefits.</p>	-

#### 7.6.4.1 ALARP Summary

Impacts are considered localised and minor from seabed disturbance impacts. Reasonable control measures were identified in Table 7-18 to further reduce impacts but rejected since the associated cost and sacrifice was grossly disproportionate to any benefit. The impacts are therefore considered reduced to ALARP.

#### 7.6.5 Demonstration of Acceptability

Seabed disturbance impacts will not result in potential impacts greater than temporary and minor reduction in water quality and disturbance to seabed habitat. Further opportunities to reduce the impacts have been investigated in Table 7-18.

No concerns or objections regarding seabed disturbance have been raised by relevant stakeholders. BHP has considered information contained in recovery plans and threat abatement plans (Section 9). The environmental impacts meet the BHP environmental risk acceptability criteria (Section 6.3). The environmental impacts are consistent with the principles of ESD:

- Integration principle: BHP has undertaken a range of studies to determine the approach to decommissioning the Stybarrow field, which have informed BHP’s deliberations. The decommissioning strategy being pursued by BHP integrates long-term and short-term economic, environmental, social and equitable considerations.
- Precautionary principle: The seabed disturbance aspect, and its potential impacts, are well understood, and there is no risk of serious or irreversible environmental damage from this aspect.
- Inter-generational principle: The seabed disturbance aspect will not impact upon the environment such that future generations cannot meet their needs.
- Biodiversity principle: The seabed disturbance aspect will not impact upon biodiversity or ecological integrity.

BHP considers the impact to be managed to an acceptable level.

### 7.6.6 Environmental Performance Outcome, Performance Standards and Measurement Criteria

Not applicable as seabed disturbance impacts are as low as reasonably practicable.

## 7.7 Subsea Discharges

### 7.7.1 Summary of Risk Assessment and Evaluation

Aspect	Source of Hazard	Potential Impact	Severity Factor	Likelihood Factor	Residual Risk	Decision Context	Acceptability
Planned subsea discharges	Discharge of treated seawater	Localised and temporary reduction in water quality	10	N/A	-	Type A Low Order Impact	Tolerable
	Discharge of chemicals during removal of subsea infrastructure and wellheads.		10	N/A	-	Type A Low Order Impact	Tolerable
	Use and discharge of marine growth removal chemicals.		10	N/A	-	Type A Low Order Impact	Tolerable

### 7.7.2 Source of Hazard

#### 7.7.2.1 Discharge of Treated Seawater

During equipment recovery, flowlines, production spools and umbilicals will be severed from subsea equipment and recovered to a vessel (Section 3.7), which will result in the contents being released to the marine environment.

Flowlines, production spools, umbilicals were left with seawater treated with multi-function inhibitor (required to ensure integrity). Residual hydrocarbon concentrations were reduced to 30 ppm during cessation flushing activities.



### 7.7.2.2 Discharges During Cutting and Removal of Infrastructure

Where AWJ cutting is selected to cut the wellheads (see Table 3-19), around 4 tonnes of grit and 250 L flocculant will be required per well. The majority of this will be released below the mudline during the cut; however, some very small volumes may be released to the surface sediments.

Displacement fluids above the top cement plug within the wellhead and casing annulus fluids will be discharged during the removal. These include residual quantities of drilling fluids, corrosion inhibitor and biocide.

### 7.7.2.3 Discharge of Marine Growth Removal Chemicals

Marine growth and scale from subsea infrastructure may be removed using ROVs to expose lifting points or gain visualisation during field management. The cleaning process involves water jetting and blasting to remove marine growth. The removed material will enter the water column immediately adjacent to the subsea infrastructure and, depending on the size and density of the material, will either be dispersed with the prevailing currents or sink to the seafloor. An acidification agent (such as citric acid or sulfamic acid) may be added to jetting water to facilitate the marine growth removal. The removal will be a highly targeted process and the volumes of water and chemicals involved will typically be < 1 m<sup>3</sup>. There is very little marine growth on the Stybarrow equipment, and little (if any) marine growth removal is expected to be required.

## 7.7.3 Environmental Impact Assessment

Results from the pre-decommissioning environmental survey within the Stybarrow field (Cardno, 2019) showed surface water quality was typical of natural conditions, however the samples are not representative of where subsea discharges will occur (i.e., at the seabed and in the water column).

Subsea discharges will be quickly dispersed and diluted such that any temporary change in water quality above those baseline values will be limited to the vicinity of the discharge point for a very short time.

Discharge of small volumes of chemicals (such as marine growth removal chemicals, displacement and casing annulus fluids) and residual hydrocarbons are expected to rapidly disperse in the water column, falling quickly below threshold levels for acute toxic effects to marine fauna. Any potential impacts would be confined to localised change in the water quality immediately surrounding the release location. Impacts to transient marine fauna are not expected, particularly given the low sensitivity of the immediate environment and lack of critical habitat within the operational area. Potential toxicity to benthic marine fauna associated with bare sediments or attracted and attached to subsea infrastructure (such as fish, infauna and sessile filter feeding organisms) are unlikely. Impacts relate to a localised, temporary (hours) and minor reduction in water quality in the immediate vicinity of the release.

As the planned wellhead cutting depth is around 5 m below the mudline, discharges from cutting the wellheads (grit, flocculants, and small quantities of metal cuttings) are expected to be confined predominantly within the well. During the final cut and removal, small amounts will be released below the mudline to sediments localised around the well. If cutting at a shallower depth is required, these discharges may be released to the seabed surface. Wellhead cuttings discharges are low volumes of inert materials and any impact relates to a localised, temporary, and minor change in water quality, with no significant impacts to marine fauna anticipated.

### 7.7.3.1 Species Recovery Plans and Threat Abatement Plans

BHP has considered information contained in relevant recovery plans and approved conservation advice for cetaceans and marine turtles that identify chemical discharges/pollution as a threat (Section 9). This includes the objectives and actions with the *Recovery Plan for Marine Turtles in Australia 2017–2027* (Commonwealth of Australia, 2017), which relate to discharges.

## 7.7.4 Demonstration of As Low As Reasonably Practicable

The ALARP process for the environmental risk is summarised in Table 7-19. This process was completed as outlined in Section 6.1 and included consideration of all controls, analysis of the risk reduction proportional to the benefit gained and final acceptance or justification if the control was rejected.

Table 7-19: Subsea discharges - as low as reasonably practicable summary

Hierarchy of Control	Control Measure	Accept / Reject	Reason	Associated Performance Standards
Administrative	BHP chemical selection process (Section 3.10).	Accept	Aids in the process of chemical management that reduces the impact of chemical discharge to the marine environment. Only environmentally acceptable products, as determined by the BHP chemical selection process (Section 3.10) are used.	<b>PS 7.7.1</b>

#### 7.7.4.1 ALARP Summary

The risk assessment and evaluation has identified a range of controls (Table 7-19) that when implemented are considered to manage the impacts of subsea discharges to ALARP.

BHP considers the control measures described above are appropriate to reduce the potential impacts of subsea discharges. Additional reasonable control measures were identified in Table 7-19 to further reduce impacts but rejected since the associated cost or sacrifice was grossly disproportionate to any benefit. The impacts are therefore considered reduced to ALARP.

#### 7.7.5 Demonstration of Acceptability

Given the adopted controls, subsea discharges will not result in potential impacts greater than temporary and minor reduction in water quality. Further opportunities to reduce the impacts have been investigated in Table 7-19.

The adopted controls are considered good oil-field practice/industry best practice. No concerns or objections regarding subsea discharge impacts have been raised by relevant stakeholders. BHP has considered information contained in recovery plans and threat abatement plans (Section 9). The environmental impacts meet the BHP environmental risk acceptability criteria (Section 6.3). The environmental impacts are not inconsistent with the principles of ESD (as defined under the EPBC Act). BHP considers the impact to be managed to an acceptable level.

#### 7.7.6 Environmental Performance Outcome, Performance Standards and Measurement Criteria

Table 7-20: Environmental performance outcomes, performance standards and measurement criteria for physical presence - interaction with other users

Environmental Performance Outcome	Performance Standard	Measurement Criteria
Planned subsea discharges meet legislative requirements and are ALARP and acceptable	<b>PS 7.7.1</b> Chemicals selected have ALARP assessment completed and are determined acceptable in accordance with the BHP APU Hazardous Materials Acquisition Environmental Supplement	ALARP assessment documentation shows chemicals requiring further assessment are ALARP and acceptable and selected in accordance with the BHP APU Hazardous Materials Acquisition Environmental Supplement Procedure (AO-HSE S-0002) (Section 3.10).

Environmental Performance Outcome	Performance Standard	Measurement Criteria
	Procedure (AO-HSE S-0002) (Section 3.10).	

## 7.8 Waste Generation

### 7.8.1 Summary of Risk Assessment and Evaluation

Aspect	Source of Hazard	Potential Impact	Severity Factor	Likelihood Factor	Residual Risk	Decision Context	Acceptability
Waste Generation	Waste (hazardous and non-hazardous) generated during vessel activities	Increase waste to landfill. Additional usage of onshore waste reception facilities. Availability of materials from recycling	10	N/A	-	Type A Low Order Impact	Tolerable
	Recovered subsea infrastructure		10	N/A	-	Type A Low Order Impact	Tolerable

### 7.8.2 Source of Hazard

#### 7.8.2.1 Project Vessels

Project vessels generate a variety of solid wastes, including domestic and industrial wastes. These include aluminium cans, bottles, paper and cardboard, scrap steel, chemical containers, batteries, and medical wastes.

Waste is segregated on-board the project vessels and stored in designated skips and waste containers. Wastes are segregated into the categories of:

- non-hazardous waste (or general waste)
- hazardous waste
- recyclables (further segregation is conducted in line with practices at existing BHP operations in the region).

General non-hazardous waste includes domestic and galley waste, and recyclables such as scrap materials, packaging, wood and paper and empty containers. Volumes of non-hazardous waste generated on vessels are generally minor.

Hazardous wastes are defined as those that are or contain ingredients harmful to health or the environment. Hazardous wastes likely to be generated on-board the project vessels include oil-contaminated materials (such as sorbents, filters, and rags), chemical containers and batteries. The volumes of generated hazardous wastes are relatively minor.

### 7.8.2.2 Recovered Subsea Infrastructure

Recovered subsea infrastructure will be removed from the title area and disposed of in accordance with the Waste Management Plan developed during the contracting phase. The Waste Management Plan will address the waste hierarchy and disposal methods and appropriate transfer of ownership of recovered equipment.

Recovered subsea infrastructures may be managed through the following, in accordance with the waste management hierarchy:

- Reduce (note, there are no opportunities to reduce the petroleum activity waste)
- Reuse
- Recycle
- Treatment
- Disposal to landfill

Reuse of the subsea infrastructure is the preferred waste management approach. Reusing the subsea infrastructure often requires some degree of refurbishment to ensure that it can be reused, however mitigates the subsea infrastructure going to recycling or landfill.

Recycling of the subsea infrastructure is the preferred waste management approach when reuse is not feasible (e.g., the infrastructure is damaged or the cost to reuse / refurbish is excessive). Recycling of subsea infrastructure may involve stripping the subsea infrastructure to separate the individual materials. The material can then be segregated and sent to a recycling facility.

Treatment of the subsea infrastructure potentially involves decontamination (e.g., residual contaminants deposited during production) within the infrastructure at an onshore location. If treatment is successful then the subsea infrastructure waste can be reused or recycled. Investigations of potential contamination within the Stybarrow equipment indicate concentrations of potential contaminants from production (e.g. NORMs and mercury) are low and required treatment (if any) will not be extensive.

In instances where it is not feasible to separate the material within subsea infrastructure or the material is contaminated and cannot be treated, then the subsea infrastructure is sent to landfill.

The final waste management strategy for each piece of recovered subsea infrastructure is still to be defined. The waste management hierarchy preferences has been provided to the waste management contractors during the tendering process.

The following preferences are made during the waste management contractor tender evaluation:

- Preference for waste management contractors who can follow the waste management hierarchy philosophy to reduce waste disposal to landfill

NORMs may be present on the recovered infrastructure, although the radiation assessment indicates very low levels of NORMs in the equipment (SA Radiation, 2018).

## 7.8.3 Environmental Impact Assessment

### 7.8.3.1 Project Vessels

All waste generated during the petroleum activity will be transported to and managed appropriately by third parties. Environmental impacts associated with onshore disposal relate to the small incremental increase in waste volumes received at the onshore licensed waste recycling and disposal sites. The environmental impacts associated with waste disposal onshore are anticipated to be minor, based on the minor quantities involved and recycling of some materials.

Hazardous waste materials will be classified and managed in accordance with the waste management procedures. This will include ensuring hazardous materials are disposed of by suitable waste management facilities. The measured concentrations of potential contaminants deposited during production, such as NORM and mercury, are low. Specific management plans for contaminated equipment recovered from the seabed are not required.

### 7.8.3.2 Recovered Subsea Equipment

Environmental impacts associated with waste disposal will depend on the waste management approach:

- Reuse of subsea infrastructure has no or very minor environmental impact.
- Recycling of subsea infrastructure requires energy use associated with a recycling process (e.g., use of heat etc). The use of energy has no or very minor environmental impact.
- The disposal of subsea infrastructure to landfill contributes to the overall volume of waste going to landfill each year.

Whilst the volumes of waste material associated with the subsea infrastructure are relatively minor compared to the volume of waste going to landfill in Australia each year (estimated at 20 million tonnes each year (Australian Bureau of Statistics, 2020)), the exploration of reducing waste to landfill through recycling and other waste management practices is part of the *National Waste Policy Action Plan 2019* (Commonwealth of Australia, 2019). In addition, BHP utilise an ALARP approach to waste impact reduction and follow the waste management hierarchy.

Whilst BHPs waste management philosophy follows the waste management hierarchy, in some instances it is not always feasible to reuse and recycle subsea infrastructure waste. If some subsea infrastructure waste goes to landfill the environmental impacts are anticipated to be minor, based on the relatively small quantities involved.

Hazardous waste materials will be classified and managed in accordance with the waste management procedures. This will include ensuring hazardous materials are disposed of by suitable waste management facilities.

### 7.8.4 Demonstration of As Low As Reasonably Practicable

The ALARP process for the environmental aspect is summarised in Table 7-21. This process was completed as outlined in Section 6.2 and included consideration of all controls, analysis of the risk reduction proportional to the benefit gained and final acceptance or justification if the control was rejected.

**Table 7-21: Waste generation - as low as reasonably practicable summary**

Hierarchy of Control	Control Measure	Accept / Reject	Reason	Associated Performance Standards
Administrative	Hazardous and non-hazardous waste generated on project vessels will be segregated in accordance with Marine Order 95 and disposed of onshore by a licensed waste management contractor (excluding putrescible waste and sewage).	Accept	Securely segregating and isolating the hazardous and non-hazardous waste in accordance with Marine Order 95 will reduce the likelihood of it being lost to the marine environment.  Minor cost involved in segregating the hazardous and non-hazardous waste before disposal onshore by a licensed Waste Management Contractor (excluding putrescible waste and sewage).	PS 7.8.1
	Waste will be managed in accordance with a waste management plan which explores opportunities for waste: <ul style="list-style-type: none"> <li>• Elimination and reduction</li> <li>• Re-use</li> <li>• Recycling</li> </ul>	Accept	Waste management practices will aim to reduce the volume of waste to landfill.	PS 7.8.2

Hierarchy of Control	Control Measure	Accept / Reject	Reason	Associated Performance Standards
	And includes details on: <ul style="list-style-type: none"> <li>Storage of waste</li> <li>Transport and disposal of waste</li> <li>Waste legislation and standards</li> <li>Waste monitoring and reporting</li> </ul>			
	Waste management contractor evaluation and selection will include a preference for contractors who are able to follow the waste management hierarchy philosophy to reduce waste disposal to landfill	Accept	During the contractor evaluation BHP will assess the contractors ability to follow the waste management hierarchy. Minor cost involved in waste management practices and contract evaluation. Environmental benefit outweighs cost sacrifice.	<b>PS 7.8.3</b>

#### 7.8.4.1 ALARP Summary

The risk assessment and evaluation has identified a range of controls (Table 7-21) that when implemented are considered to manage the impacts of routine vessel discharges from the project vessels to ALARP. BHP considers the control measures described above are appropriate to reduce the potential impacts of waste generation. No additional controls were identified. The impacts are therefore considered reduced to ALARP.

#### 7.8.5 Demonstration of Acceptability

Given the adopted controls, waste generation will not result in potential impacts greater than minor due to the materials handled onshore for disposal or recycling.

Waste generation cannot be eliminated. The adopted controls are considered good oil-field practice/industry best practice. No concerns or objections regarding waste generation have been raised by relevant stakeholders. The environmental impact meets the BHP environmental risk acceptability criteria (Section 6.3). The environmental impacts are not inconsistent with the principles of ESD (as defined under the EPBC Act). BHP considers the impact to be managed to an acceptable level.

#### 7.8.6 Environmental Performance Outcome, Performance Standards and Measurement Criteria

**Table 7-22: Environmental performance outcomes, performance standards and measurement criteria for physical presence - interaction with other users**

Environmental Performance Outcome	Performance Standard	Measurement Criteria
Waste generated is segregated and disposed of onshore in accordance with relevant legislation	<b>PS 7.8.1</b> Hazardous and non-hazardous waste generated on project vessels will be segregated in accordance with Marine Order 95 and disposed	Hazardous and non-hazardous waste transfer records show wastes have been segregated in accordance with Marine Order 95 and disposed of onshore by a

Environmental Performance Outcome	Performance Standard	Measurement Criteria
	of onshore by a licensed Waste Management Contractor (excluding putrescible waste and sewage).	licensed Waste Management Contractor.
	<p><b>PS 7.8.2</b></p> <p>Waste will be managed in accordance with a waste management plan which explores opportunities for waste:</p> <ul style="list-style-type: none"> <li>• Elimination and reduction</li> <li>• Re-use</li> <li>• Recycling</li> </ul> <p>And includes details on:</p> <ul style="list-style-type: none"> <li>• Storage of waste</li> <li>• Transport and disposal of waste</li> <li>• Waste legislation and standards</li> <li>• Waste monitoring and reporting</li> </ul>	<p>Records show that a waste management plan and includes details on:</p> <ul style="list-style-type: none"> <li>• Storage of waste</li> <li>• Transport and disposal of waste</li> <li>• Waste legislation and standards</li> </ul> <p>And that wastes have been assessed for:</p> <ul style="list-style-type: none"> <li>• Elimination and reduction</li> <li>• Re-use</li> <li>• Recycling</li> </ul>
	<p><b>PS 7.8.3</b></p> <p>Waste management contractor evaluation and selection will include a preference for contractors who are able to follow the waste management hierarchy philosophy to reduce waste disposal to landfill</p>	Records show that a waste management contractor evaluation and selection has included a preference for contractors who are able to follow the waste management hierarchy philosophy to reduce waste disposal to landfill

## 7.9 Hydrocarbon Response Operations

### 7.9.1 Summary of Risk Assessment and Evaluation

Aspect	Source of Hazard	Potential Impact	Severity Factor	Likelihood Factor	Residual Risk	Decision Context	Acceptability
Hydrocarbon Response Operations	Hazards associated with implementation of response	Impacts associated with the following: <ul style="list-style-type: none"> <li>• Vessel movements / physical presence</li> <li>• Light emissions</li> <li>• Noise emissions</li> <li>• Atmospheric emissions</li> <li>• Disturbance to natural habitat</li> </ul>	10	N/A	-	Type A Low Order Impact	Tolerable

Aspect	Source of Hazard	Potential Impact	Severity Factor	Likelihood Factor	Residual Risk	Decision Context	Acceptability
		<ul style="list-style-type: none"> <li>Routine vessel discharges</li> </ul>					

### 7.9.2 Source of Hazard

The response strategies appropriate to a hydrocarbon response are detailed in the petroleum activity OPEP (BHPB-00SC-N000-0004) (Appendix D) and include:

- operational monitoring
- oiled wildlife response
- scientific monitoring.

Response strategies are intended to reduce the environmental consequence of a hydrocarbon spill. However, hydrocarbon response strategies may result in environmental impacts themselves (for example, those requiring vessel use). In addition, lack of planned and coordinated response activities or guidance can result in inadequate response implementation causing further environmental impact.

Environmental impacts associated with vessel use have been described within this EP in the following sections:

- Section 7.1 (physical presence)
- Section 7.2 (light emissions)
- Section 7.3 (noise emissions)
- Section 7.4 (atmospheric emissions)
- Section 7.5 (routine vessel discharges).

Specific impacts relating to response operations are described further below.

### 7.9.3 Environmental Impact Assessment

Spill response activities may take place in nearshore and on shorelines, although modelling indicates shoreline accumulation of hydrocarbons above impact thresholds will not occur. The receptors considered most sensitive to vessel activities near shorelines are seabirds and marine turtles. The Ningaloo coast has several turtle nesting beaches. During the nesting period (November to January) and hatching periods (December to March) turtle sensitivity to light will be greater.

Given the scale of the response required any impacts are expected to be temporary and minor. Impacts will also be considered in the operational NEBA process during the response.

### 7.9.4 Demonstration of As Low As Reasonably Practicable

The NEBA process is the primary tool used during spill response to evaluate response strategies with the goal of selecting strategies that result in the least net impact to key environmental sensitivities. The NEBA process will identify and compare net environmental benefits of alternative spill response options during the hydrocarbon response. The NEBA will effectively determine whether an environmental benefit will be achieved through implementing a response strategy compared to undertaking no response. This will ensure that at the hydrocarbon response operations reduce additional environmental impacts to ALARP.



The ALARP assessment process for oil spill strategies is presented in Section 6.2.2. An ALARP assessment for resourcing for each spill response strategy is presented within Appendix E.

### **7.9.5 Demonstration of Acceptability**

In the event of a hydrocarbon spill, response operations cannot be eliminated. No concerns or objections regarding hydrocarbon response operations have been raised by relevant stakeholders. The environmental impact meets the BHP environmental risk acceptability criteria (Section 6.3). The environmental impacts are not inconsistent with the principles of ESD (as defined under the EPBC Act). BHP considers the impact to be managed to an acceptable level.

### **7.9.6 Environmental Performance Outcome, Performance Standards and Measurement Criteria**

EPOs, EPSs, and MCs for the effectiveness of the response strategy implementation are detailed within the petroleum activity Oil Pollution Emergency Plan (OPEP) (BHPB-00SC-N000-0004) (Appendix D).

# 8 Environmental Risk Assessment and Evaluation: Unplanned Events

The purpose of this section is to address the requirements of Regulations 13(5) and 13(6) of the Environment Regulations by assessing and evaluating all the identified impacts and risks associated with the petroleum activity and associated control measures that will be applied to reduce the impacts and risks to ALARP and an acceptable level. This section presents the environmental impacts and risks associated with unplanned events of the petroleum activity.

Table 8-1 summarises the impact and risk analysis for the aspects associated with the unplanned events. A comprehensive risk and impact assessment for each of the unplanned events, and subsequent control measures proposed by BHP to reduce the risk and impacts to ALARP and acceptable levels, are detailed in the subsections.

Table 8-1: Summary of the environmental risk analysis for unplanned events

Aspect	Environmental												Socio-economic			Risk Assessment and Evaluation	
	Marine Mammals	Marine Turtles	Fish	Seabirds / Shorebirds	Seabed	Water Quality	Air Quality	Marine Protected Areas	Key Ecological Features	Commercial Fisheries	Shipping	Tourism / Recreation	Severity Factor	Likelihood Factor	Residual Risk	Acceptability	
<b>Hydrocarbon Release – Marine Diesel – Section 8.2</b>																	
Surface release of MDO from a project vessel as a result of an external impact (vessel collision) which ruptures an MDO tank.	x	x	x	x		x		x		x	x	x	100	0.1	10	Tolerable	
Release of MDO during a bunkering incident	x	x	x	x		x							10	0.3	3	Tolerable	
<b>Marine Fauna Interaction – Section 8.3</b>																	
Accidental collision between project vessel and marine fauna.	x	x											30	0.1	3	Tolerable	
<b>Introduced Marine Species – Section 8.4</b>																	
Movement of project vessels and immersible equipment from known high invasive marine species risk areas					x					x		x	100	0.1	10	Tolerable	
<b>Minor Spills of Chemicals and Hydraulic Fluid – Section 8.5</b>																	
Minor spills and leaks of chemicals and hydrocarbons on the vessel deck reaching the marine environment and from subsea equipment (such as ROVs).	x	x	x	x		x							10	0.3	3	Tolerable	
<b>Loss of Solid Hazardous and Non-hazardous Wastes (including Dropped Objects) – Section 8.6</b>																	
Loss of waste (hazardous and non-hazardous) generated during vessel activities.	x	x	x	x	x	x			x				10	0.3	3	Tolerable	
Loss of recovered subsea infrastructure.					x				x				10	0.3	3	Tolerable	

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## 8.1 Quantitative Spill Risk Assessment Methodology

The worst-case credible release scenario for this EP is defined as a vessel collision resulting in the release of marine diesel into the marine environment and is presented in Section 8.2.

Quantitative hydrocarbon spill modelling was performed by RPS (2022) on the worst-case credible release scenario using a three-dimensional (3D) hydrocarbon spill trajectory and weathering model, SIMAP (Spill Impact Mapping and Analysis Program). SIMAP is designed to simulate the transport, spreading and weathering of specific hydrocarbon types under the influence of changing meteorological and oceanographic forces.

The stochastic model within SIMAP performs a large number of simulations for a given release site, randomly varying the release time for each simulation. The model uses the spill time to select samples of current and wind data from a long time series of wind and current data. Hence, the transport and weathering of each slick will be subject to a different sample of wind and current conditions. More simulations will tend to use the most commonly occurring conditions, while conditions that are more unusual will be represented less frequently.

Results of the replicate simulations are statistically analysed and mapped to define contours of percentage probability of contact at identified thresholds around the hydrocarbon release point. The stochastic approach captures a wide range of potential weathering outcomes under varying environmental conditions, which is reflected in the aggregated spatial outcomes showing the areas that might be affected by sea surface and subsurface hydrocarbons.

The modelling outcomes are presented in Section 8.2 and provide a conservative understanding of where a large-scale marine diesel release could travel in any metocean condition. The modelling does not consider any of the spill prevention, mitigation and response capabilities that would be implemented in response to the spill. Therefore, the modelling results represent the maximum extent that may be affected.

A 1,000 m<sup>3</sup> marine diesel release was modelled at the DTM (deemed to be a representative location for vessel-based activities considered in this EP) for summer, winter and transitional seasons and is considered appropriate, although conservative, for informing the approximate spatial extent of potential impacts from a worst-case credible release from a vessel collision event during the petroleum activity. During an unplanned field management scope (Section 3.8) a hydrocarbon release could occur closer to the coastline (at the State / Commonwealth waters boundary) as a result of vessel collision. However, the project vessel used for field management has a single fuel tank volume of 250 m<sup>3</sup> (Table 3-20), substantially lower than the project vessel used for infrastructure removal activities. Therefore the release from of 1,000 m<sup>3</sup> of MDO at the DTM is considered the worst-case MDO release for this EP.

Environmental receptors selected for the modelling are chosen based on protected area status, sensitivity of habitats to impact, societal values. Appendix F presents the locations of the environmental receptors used in the modelling. Table 8-2 presents the parameters and justification used in the modelling.

**Table 8-2: Summary of parameters for marine diesel spill modelling**

Parameter	Description
Number of spill simulations	100 for each season (summer, transitional and winter) – 300 simulations in total
Hydrocarbon type	Marine diesel oil
Release type	Surface release
Total spill volume	1,000 m <sup>3</sup>
Spill volume justification	Largest single tank for any project vessel (refer to Section 3.9)
Release duration	Instantaneous

### 8.1.1 Hydrocarbon Properties

The worst-case credible release scenario for this EP is a vessel collision resulting in the release of MDO into the marine environment, as presented in Section 8.2. MDO is categorised as a Group II oil (light-persistent) based on categorisation and classification derived from AMSA (2015) guidelines. It has a density of 829.1 kg/m<sup>3</sup> (API of 37.6) and a low pour point of -14 °C. The low viscosity (4 cP) indicates this oil will spread quickly when released and will form a thin to low thickness film on the sea surface, increasing the rate of evaporation. Generally, about 6.0% of the MDO mass should evaporate within the first 12 hours (BP <180 °C).

About 40.6% of the MDO mass should evaporate within the first 24 hours (180°C < BP <265°C). After several days 95% of the MDO mass should evaporate (265°C < BP <380°C). Around 5% (by mass) of MDO will not evaporate at atmospheric temperatures and will persist in the environment.

Some heavy components contained in MDO have a strong tendency to physically entrain into the upper water column in the presence of moderate winds (in other words, >12 knots) and breaking waves, but can re-float to the surface if these energies abate (RPS, 2022).

The MDO properties are summarised in Table 8-3.

**Table 8-3: Marine diesel characteristics**

Hydrocarbon type	Initial Density (g/m <sup>3</sup> )	Viscosity (cP)	Component Boiling Point (°C)	% Volatiles < 180 °C	% Semi-volatiles 180-265 °C	% Low Volatility (265-380 °C)	% Residual >380 °C	% Aromatic of whole oil <280 °C
				Non-persistent			Persistent	
Marine diesel	0.829 @ 25 °C	4.0 @ 25 °C	% of total	6.0	34.6	54.4	5.0	3.0
			% of aromatics	1.8	1.0	0.2	-	-

### 8.1.2 Hydrocarbon Exposure Values

As described in Section 4.1, the spatial extent of the EMBA has been derived using stochastic hydrocarbon fate and transport modelling of the worst-case credible release scenario. To present this large amount of simulated data in a meaningful way and to inform the impact and risk assessment and environmental management actions, appropriate hydrocarbon exposure values were applied to each of the hydrocarbon components (refer Table 8-4). *Bulletin #1 Oil Spill Modelling* (NOPSEMA 2019) recommends selecting hydrocarbon exposure values that broadly reflect the range of consequences that could occur at various concentrations.

The EMBA presented in Figure 4-1 was defined using exposure thresholds values presented in Table 8-4.

As the weathering of different components of hydrocarbons (surface, entrained and dissolved) differs due to the influence of the metocean conditions, the EMBA combines the potential spatial extent of the different hydrocarbon components. The EMBA also includes areas that are predicted to experience shoreline contact with hydrocarbons above threshold concentrations.

Hydrocarbon contact below the defined thresholds may occur outside the EMBA; however, the effects of these low exposure values will be limited to temporary exceedance of water quality triggers.

Table 8-5 presents justification for the exposure thresholds used to define the EMBA. The table also details how different exposure threshold values are relevant to the impact assessment for an MDO release (Section 8.2).

Table 8-4: Summary of exposure thresholds used to define the EMBA

Hydrocarbon Component	Units	EMBA Exposure Value
Surface hydrocarbons	g/m <sup>2</sup>	1
Shoreline hydrocarbons	g/m <sup>2</sup>	10
Entrained hydrocarbons	ppb	100
Dissolved aromatic hydrocarbons	ppb	50

Table 8-5: Descriptions of hydrocarbon exposure thresholds

Threshold Exposure Value	Description
<b>Surface Hydrocarbons</b>	
1 g/m <sup>2</sup>	<b>Low:</b> It is recognised that 1 g/m <sup>2</sup> represents the practical limit of observing hydrocarbon sheens in the marine environment. This exposure value is below the levels that would cause ecological impacts but is considered relevant to approximate the area of effect to socio-economic receptors. This exposure value has been used to define the spatial extent of the EMBA from surface hydrocarbons
10 g/m <sup>2</sup>	<b>Moderate:</b> This value is considered appropriate to assess ecological impact risk, as it is the estimate for the minimum thickness of oil that will result in harm to seabirds through ingestion from preening of contaminated feathers, or the loss of thermal protection of their feathers. This has been estimated by at 10 to 25 g/m <sup>2</sup> (French-McCay, 2009; Koops et al., 2004). Furthermore, based on literature reviews on aquatic birds and marine mammals (Clark, 1984; Engelhardt, 1983; Geraci and St Aubin, 1988; Jenssen, 1994), the exposure value for harmful impacts is 10 g/m <sup>2</sup> . This exposure value is used to determine the risk of exposure that can cause adverse impact to turtles, seasnakes, marine mammals and seabirds. This threshold was selected as a reasonable and conservative value to apply to the risk evaluation with respect to surface hydrocarbons.
50 g/m <sup>2</sup>	<b>High:</b> This high exposure value for surface oil is above the minimum threshold observed to cause ecological effect. At this concentration surface hydrocarbons would be clearly visible on the sea surface.
<b>Shoreline Hydrocarbons</b>	
10 g/m <sup>2</sup>	<b>Low:</b> This low exposure value defines the area for potential socio-economic impacts (for example, reduction in aesthetic value of the area). This exposure value has been used to define the spatial extent of the EMBA from shoreline hydrocarbons.
100 g/m <sup>2</sup>	<b>Moderate:</b> The concentration for exposure to hydrocarbons stranded on shorelines is derived from levels likely to cause adverse impacts to intertidal habitats and associated fauna. Studies have reported oil thicknesses of 0.1 mm (100 g/m <sup>2</sup> ) as the lethal exposure values for benthic epifaunal invertebrates on intertidal habitats (rock, artificial or human-made) and in intertidal sediments (mud, silt, sand and gravel) (French McCay, 2004; French McCay et al., 2003; French-McCay, 2009). It is also the impact threshold assumed for oiling of birds (French McCay, 2004). This exposure value has been used to inform the risk evaluation with respect to accumulated shoreline hydrocarbons and the threshold for shoreline response, based on possible clean-up options.
1,000 g/m <sup>2</sup>	<b>High:</b> This low exposure value predicts the area likely to require intensive clean-up effort.

Threshold Exposure Value	Description
<b>Entrained Hydrocarbons</b>	
10 ppb	<p><b>Low:</b> Total submerged hydrocarbons, also referred to as ‘total water-accommodated fraction’ or entrained hydrocarbons, encompass oil droplets in the water column. Much of the published scientific literature does not provide sufficient information to determine if toxicity is caused by the dissolved or the entrained hydrocarbon component, but rather the toxicity of total submerged hydrocarbons. Variation in the methodology of the water-accommodated fraction may account for much of the observed wide variation in reported threshold values, which also depend on the test organism, duration of exposure, oil type and the initial oil concentration.</p> <p>The 10 ppb exposure value represents the very lowest concentration and corresponds with the lowest trigger levels for total hydrocarbons in water recommended in the <i>Australian and New Zealand Guidelines for Fresh and Marine Water Quality: Volume 1 - the Guidelines</i> (Australian and New Zealand Environment and Conservation Council and Agriculture and Resource Management Council of Australia and New Zealand, 2000)<sup>2</sup>.</p>
100 ppb	<p><b>Moderate:</b> This exposure value is considered conservative in terms of potential sub-lethal impacts to most species and lethal impacts to sensitive species based on literature for toxicity testing.</p> <p>Total oil toxicity acute effects of total oil as LC50 for molluscs range from 500 to 2000 ppb. A wider range of LC50 values have been reported for species of crustacea and fish from 100 to 258,000,000 ppb (Clark et al., 2001; Gulec et al., 1997; Gulec and Holdway, 2000) and 45 to 465,000,000 ppb (Barron et al., 2004; Gulec and Holdway, 2000) respectively.</p> <p>This exposure value has been used to define the spatial extent of the EMBA from total submerged hydrocarbons and used to describe environmental sensitivities within the EMBA. This exposure value has been used to inform the risk evaluation with respect to entrained hydrocarbons and used to describe environmental sensitivities within the EMBA.</p>
<b>Dissolved Aromatic Hydrocarbons</b>	
10 ppb	<p><b>Low:</b> This low exposure value establishes the planning area for scientific monitoring (based on potential for exceeding water quality triggers).</p>
50 ppb	<p><b>Moderate:</b> This exposure value approximates toxic effects, particularly sub-lethal effects to sensitive species (NOPSEMA 2019). French-McCay et al. (2002) indicates an average 96-hour LC50 of around 50 ppb could serve as an acute lethal threshold. For most marine organisms, a concentration of between 50 and 400 ppb is considered to be more appropriate for risk evaluation.</p> <p>This exposure value has been used to inform the risk evaluation with respect to dissolved hydrocarbons and used to describe environmental sensitivities within the EMBA.</p>

### 8.1.3 Scientific Monitoring

A planning area for scientific monitoring is defined with reference to the low-exposure entrained value of 10 ppb detailed in *Bulletin #1 Oil Spill Modelling* (NOPSEMA 2019). This low exposure threshold is based on the potential for exceeding water quality triggers.

The scientific environmental monitoring program would be activated in accordance with the petroleum activity OPEP (BHPB-00SC-N000-0004) (Appendix D), or any release event with the potential to contact sensitive environmental receptors.

## 8.2 Hydrocarbon Release – Marine Diesel

### 8.2.1 Summary of Risk Assessment and Evaluation

Aspect	Source of Hazard	Potential Impact	Severity Factor	Likelihood Factor	Residual Risk	Decision Context	Acceptability
Unplanned surface release of marine diesel oil	Surface release of MDO from a project vessel as a result of an external impact (vessel collision) which ruptures an MDO tank.	Temporary and localised reduction in water quality with potential for toxicity effects to marine fauna and flora, oiling of offshore, nearshore and shoreline habitats.	100	0.1	10	Type A Lower Order Risk	Tolerable
	Release of MDO during a bunkering incident	Impacts to socio-economic receptors.	10	0.3	3	Type A Lower Order Risk	Tolerable

### 8.2.2 Source of Hazard

#### 8.2.2.1 Surface Release of Marine Diesel Oil from a Project Vessel as a Result of an External Impact (Vessel Collision) Which Ruptures a Marine Diesel Oil Tank

Project vessel fuel oil capacities are presented in Section 3.9. MDO on the project vessels is distributed into multiple single tanks on the project vessels. The largest single fuel tank is 1,000 m<sup>3</sup> on a project vessel used for infrastructure removal activities (Table 3-20) and presents the maximum credible release volume that could be released in the event of a vessel collision. A 1,000 m<sup>3</sup> marine diesel release was modelled at the DTM buoy (considered to be a representative location for the hydrocarbon spill risk assessment). During an unplanned field management scope (Section 3.8) a hydrocarbon release could occur closer to the coastline (at the State / Commonwealth waters boundary) as a result of vessel collision. However, the project vessel used for field management has a single fuel tank volume of 100 m<sup>3</sup> (Table 3-20), substantially lower than the project vessel used for infrastructure removal activities. Therefore, the release from of 1,000 m<sup>3</sup> of MDO at the DTM is considered the worst case MDO release for this EP.

The likelihood of a vessel collision is unlikely, given slow-moving vessel operations associated with the petroleum activity as well as the controls in place to prevent collision at sea.

Project vessels will be in the operational area for the duration of the petroleum activity. This presence will result in a navigational hazard for other marine users within the immediate area of the vessel, as detailed in Section 7.1. A review of the potentially active commercial fisheries (Section 4.7.1) along with consultation feedback (Section 5), determines it unlikely there will be active commercial fishing in the area. In addition, there are no recognised shipping routes in or near the operational area, with the nearest shipping fairway designated by AMSA located approximately 21 km to the north and west (Figure 4-13). Analysis of shipping traffic data indicates commercial vessels do use the general area.

#### 8.2.2.2 Release of Marine Diesel Oil due to Leaking or Ruptured Bunker Transfer Equipment

Refuelling and bunkering at sea will occur during the subsea infrastructure removal activities. Bunkering incidents may occur as the result of a damaged refuelling hose, coupling failures, loss of connection, vessel collision or loss of vessel position. Spills resulting from overfilling will be contained within the vessel drains and slops tank system. If



the refuelling hose is ruptured, the fuel bunkering activity will cease by turning off the pump; the fuel remaining in the transfer line will escape to the environment in addition to the fuel that was released before stopping the transfer operation.

The guidance provided by AMSA (2015) for a bunkering spill under continuous supervision is considered appropriate, given bunkering will be constantly supervised. The maximum credible release volume during refuelling is calculated as transfer rate multiplied by 15 minutes of flow. The detection time of 15 minutes is seen as conservative but applicable after failure of multiple barriers followed by manual detection and isolation of the fuel supply. Based on an expected pumping rate of 150 m<sup>3</sup>/hour and a conservative time of 15 minutes to shut down the pumping operation once the fuel spill had been identified, a total release volume of around 37.5 m<sup>3</sup> is proposed as the worst-case credible volume for a bunkering incident.

### 8.2.3 Oil Spill Modelling Results

The EMBA for the worst-case MDO release is presented in Figure 4-1. The outer extent of the EMBA is derived from the oil spill modelling defined using the hydrocarbon exposure thresholds in Table 8-4 and is based on the combined area of contact for all hydrocarbon components (surface, shoreline dissolved and entrained hydrocarbons). The modelling results below are presented for each hydrocarbon component at the hydrocarbon exposure thresholds defined in Table 8-5.

#### 8.2.3.1 Surface Hydrocarbons

##### **Low Exposure (> 1 g/m<sup>2</sup>)**

Surface hydrocarbons at the low exposure value are predicted to travel up to 164 km north-east of the release location. Receptors with the potential to be contacted at the low exposure value are:

- Gascoyne AMP
- Canyons linking the Cuvier Abyssal Plain and the Cape Range Peninsula KEF
- Exmouth Plateau KEF
- Continental Slope Demersal Fish Communities KEF

##### **Moderate Exposure (> 10 g/m<sup>2</sup>)**

Surface hydrocarbons at the moderate exposure value are predicted to travel up to 92 km south-west of the release location. Receptors with the potential to be contacted at the moderate exposure value are:

- Gascoyne AMP
- Canyons linking the Cuvier Abyssal Plain and the Cape Range Peninsula KEF
- Continental Slope Demersal Fish Communities KEF

##### **High Exposure (> 50 g/m<sup>2</sup>)**

Surface hydrocarbons at the high exposure value are predicted to travel up to 79 km north-east of the release location. Receptors with the potential to be contacted at the high exposure value are:

- Gascoyne AMP
- Canyons linking the Cuvier Abyssal Plain and the Cape Range Peninsula KEF
- Continental Slope Demersal Fish Communities KEF

Table 8-6 summarises receptors with the potential to be contacted at low, moderate and high surface hydrocarbon exposure thresholds.

Table 8-6: Summary of receptors with the potential to be contacted at the low, moderate and high surface hydrocarbon exposure thresholds

Receptor	Probability of Surface Hydrocarbon Exposure (%)			Minimum Time before Surface Hydrocarbon Exposure (days)		
	Low	Moderate	High	Low	Moderate	High
Gascoyne AMP	62	32	22	0.17	0.17	0.21
Canyons linking the Cuvier Abyssal Plain and the Cape Range Peninsula KEF	45	22	16	0.08	0.08	0.08
Exmouth Plateau KEF	2	-	-	1.92	-	-
Continental Slope Demersal Fish Communities KEF	100	100	100	0.04	0.04	0.04

### 8.2.3.2 Shoreline Accumulated Hydrocarbons

There was no predicted shoreline accumulation of hydrocarbons at or above the low, moderate, or high thresholds.

### 8.2.3.3 Dissolved Hydrocarbons

#### **Low Exposure (> 10 ppb)**

Dissolved hydrocarbons at the low exposure value are predicted to travel up to 157 km south-south-west of the release location. Receptors with the potential to be contacted at the low exposure value are:

- Gascoyne AMP
- Canyons linking the Cuvier Abyssal Plain and the Cape Range Peninsula KEF
- Exmouth Plateau KEF
- Continental Slope Demersal Fish Communities KEF

#### **Moderate Exposure (> 50 ppb)**

Dissolved hydrocarbons at the moderate exposure value are predicted to travel up to 40 km south-west of the release location. Receptors with the potential to be contacted at the moderate exposure value are:

- Gascoyne AMP
- Canyons linking the Cuvier Abyssal Plain and the Cape Range Peninsula KEF
- Continental Slope Demersal Fish Communities KEF

#### **High Exposure (> 400 ppb)**

Dissolved hydrocarbons at the high exposure value are predicted to travel up to 2 km south-south-west of the release location. Receptors with the potential to be contacted at the high exposure value are:

- Continental Slope Demersal Fish Communities KEF

Table 8-7 summarises receptors with the potential to be contacted at low, moderate and high surface hydrocarbon exposure thresholds.

Table 8-7: Summary of receptors with the potential to be contacted at the moderate dissolved hydrocarbon exposure threshold

Receptor	Maximum Instantaneous Dissolved Hydrocarbon Concentration (ppb)	Probability of Instantaneous Dissolved Hydrocarbon Exposure (%)
Gascoyne AMP	197	8
Canyons linking the Cuvier Abyssal Plain and the Cape Range Peninsula KEF	306	16
Exmouth Plateau KEF	13	-
Continental Slope Demersal Fish Communities KEF	525	42

### 8.2.3.4 Entrained Hydrocarbons

#### **Low Exposure (> 10 ppb)**

Entrained hydrocarbons at the low exposure value are predicted to travel up to 1,295 km north-north-west of the release location. Receptors with the potential to be contacted at the low exposure value are:

- Abrolhos AMP
- Argo-Rowley Terrace AMP
- Carnarvon Canyon AMP
- Gascoyne AMP
- Montebello AMP
- Shark Bay AMP
- Ningaloo AMP
- Canyons linking the Cuvier Abyssal Plain and the Cape Range Peninsula KEF
- Ancient coastline at 125 m depth contour KEF
- Wallaby Saddle KEF
- Exmouth Plateau KEF
- Commonwealth waters adjacent to Ningaloo Reef KEF
- Perth Canyon and Adjacent shelf break, and other west coast canyons KEFs
- Western demersal slope and associated fish communities KEF
- Continental slope demersal fish communities KEF
- Muiron Islands Marine Management Area
- Ningaloo marine park

#### **High Exposure (> 100 ppb)**

Entrained hydrocarbons at the high exposure value are predicted to travel up to 507 km south-south-west of the release location. Receptors with the potential to be contacted at the high exposure value are:

- Carnarvon Canyon AMP
- Gascoyne AMP
- Ningaloo AMP

- Canyons linking the Cuvier Abyssal Plain and the Cape Range Peninsula KEF
- Ancient coastline at 125 m depth contour KEF
- Exmouth Plateau KEF
- Commonwealth waters adjacent to Ningaloo Reef KEF
- Continental slope demersal fish communities KEF

Table 8-8 summarises receptors with the potential to be contacted at moderate entrained hydrocarbon exposure thresholds.

**Table 8-8: Summary of receptors with the potential to be contacted at the moderate entrained hydrocarbon exposure thresholds**

Receptor	Maximum Instantaneous Entrained Hydrocarbon Concentration (ppb)	Probability of Instantaneous Entrained Hydrocarbon Exposure (%)
Carnarvon Canyon AMP	118	2
Gascoyne AMP	12,507	41
Ningaloo AMP	318	2
Canyons linking the Cuvier Abyssal Plain and the Cape Range Peninsula KEF	26,040	40
Ancient coastline at 125 m depth contour KEF	278	2
Exmouth Plateau KEF	1,523	14
Commonwealth waters adjacent to Ningaloo Reef KEF	318	2
Continental slope demersal fish communities KEF	43,090	85

## 8.2.4 Environmental Impact Assessment – Vessel Collision

The potential impacts of surface, shoreline, entrained and dissolved hydrocarbons on sensitive receptors occurring within the EMBA, and along the stretch of coastline where shoreline accumulation of hydrocarbons above 10 g/m<sup>2</sup> could occur from a worst-case MDO release, is provided in Table 8-9.

A worst-case MDO release to the marine environment would result in a localised and temporary reduction in water quality in the upper surface waters of the water column. While MDOs are generally considered to be non-persistent oils, they a small percentage by volume of hydrocarbons that are classified as persistent (refer Section 8.1.1).

When released at sea, MDO will spread and thin out quickly and more than half of the volume can be lost to evaporation. No shoreline contact above the impact threshold concentration is predicted to occur.

A number of BIAs overlap the EMBA (identified in Section 4.6.2). The impacts to these species have been discussed in Table 8-9.

Deteriorating water quality and chemical and terrestrial discharge is identified as a potential threat in several recovery plans and conservation advices (Table 4-9). Given the location of the release and worst-case credible release volume, there is the potential for modification to or a decrease in the availability of quality habitat for a period. However, given the low persistence of MDO, high evaporation and low stickiness, the quality of habitat will recover over a period of one to three years.

The Gascoyne, Montebello and Ningaloo AMPs are within the EMBA and have the potential to receive concentrations of entrained oil (at 100 ppb). Potential impacts may include impacts to benthic fauna and habitats and associated impacts to demersal fish populations and reduced biodiversity. However, given the low maximum concentrations reaching the AMPs, it is not anticipated that the AMP values detailed in Appendix C, Section 2.9.1 will be compromised.

A worst-case release of MDO from a vessel collision has the potential to have an impact to the environment within the EMBA, lasting a period of one to three years. Given the extent, the worst-case severity is considered to be substantial.

#### **8.2.4.1 Species Recovery Plans and Threat Abatement Plans**

BHP has considered information contained in relevant recovery plans for marine fauna that identify marine pollution as a threat (Section 9).

Table 8-9: Impacts of a 1,000 m<sup>3</sup> MDO release on sensitive receptors

Receptor	Impacts of a 1,000 m <sup>3</sup> Diesel Release
<b>Marine Fauna</b>	
Plankton (including zooplankton; coral larvae and benthic invertebrates)	<ul style="list-style-type: none"> <li>• Plankton could include the eggs and larvae of marine invertebrates (including coral) and fish. Physical contact of small hydrocarbon droplets may impair plankton mobility, feeding and respiration.</li> <li>• There is potential for localised mortality of plankton due to reduced water quality and toxicity.</li> <li>• The likelihood of impacts to plankton would be determined by the extent and timing of the spill; for example, hard coral spawning occurs primarily in March/April, so there is a heightened potential for impacts to coral eggs and larvae to occur during this period.</li> <li>• The different life stages of plankton often show widely different tolerances and reactions to oil pollution. Usually the eggs, larval and juvenile stages will be more susceptible than the adults. Surface and entrained oil could impact fish eggs and larvae due to entrainment in surface slicks. However, fish eggs and larvae are highly dispersive and are carried significant distances by ocean currents. Any impacts to fish eggs and larvae are not anticipated to significantly impact on fish populations.</li> <li>• The abundance and diversity of epi-benthic invertebrates is likely to be highest in shallow subtidal habitats such as hard corals, seagrasses and macroalgae, which are present along the Ningaloo coastline.</li> </ul>
Fish, sharks and rays (including commercial species)	<ul style="list-style-type: none"> <li>• While no whale shark BIA's overlap the operational area, there are two in proximity – a foraging (high prey density) BIA off the Ningaloo coast (approximately 32 km south the operational area) and a foraging BIA which extends along the North West Shelf (approximately 19 km from the operational area). Whale sharks are oceanic, but also come into shallower coastal waters to feed in surface waters which often coincide with specific productivity events that are a focus of feeding for the animals.</li> <li>• Whale sharks feed on plankton, krill and fish bait near or on the water surface and they are often observed swimming near the surface during seasonal aggregations. It is possible they may come into direct contact with surface hydrocarbons or hydrocarbons in the water column during their known aggregation around Ningaloo coast.</li> <li>• The most likely impact to fish, shark and rays is from the dissolved aromatic hydrocarbons or entrained hydrocarbon droplets, particularly when through the pathways of ingestion or the coating of gill structures. This could lead to respiratory problems (reduction in oxygen exchange efficiency) or an accumulation of hydrocarbons in tissues.</li> <li>• The shallower intertidal reef areas around the Ningaloo Reef and Muiron Islands are considered to include fish habitats most sensitive to surface oil. Potential direct impacts may include gill contamination, enlarged livers, fin erosion, metabolic stress, reduced production survival of eggs and larvae and reduced survival and growth of recruits (Giari et al., 2012; Theodorakis et al., 2012).</li> <li>• Near the sea surface, fish are likely to be able to detect and avoid contact with surface slicks and as a result, fish mortalities rarely occur in open waters from floating oils (International Tanker Owners Pollution Federation, 2011). Pelagic fish species are therefore generally not highly susceptible to impacts from hydrocarbon spills. Demersal fish species living and feeding on or near the seabed in deeper waters are not likely to be affected by surface and entrained oil in open waters. Likewise, most reef fish are expected to occur at water depths significant enough to be unaffected by surface oil, whereas reef fish in shallow waters (&lt; 10 m) and sheltered embayments are at greatest risk from surface oil (Kirby et al., 2018), particularly if they are territorial and unlikely to leave their habitat.</li> </ul>

Receptor	Impacts of a 1,000 m <sup>3</sup> Diesel Release
	<ul style="list-style-type: none"> <li>While fish, sharks and rays do not generally break the sea surface, individuals may feed near the surface for short periods. The probability of prolonged exposure to a surface slick by fish, shark and ray species is unlikely.</li> </ul>
Marine mammals	<ul style="list-style-type: none"> <li>Twelve marine mammals were identified by the EPBC Protected Matters search for the EMBA (Section 4.6.1). BIAs overlapping the EMBA include:               <ul style="list-style-type: none"> <li>– humpback whale – migration (north and south) and resting</li> <li>– pygmy blue whale – foraging and migration</li> <li>– dugong – breeding, foraging (high density seagrass beds), nursing and calving.</li> </ul> </li> <li>Humpback whale migration in this region is characterised by three directional phases, being:               <ul style="list-style-type: none"> <li>– northbound phase – starts June, peaks July and tapers off by early August</li> <li>– transitional phase (peak numbers expected at this time) – occurring late August and early September</li> <li>– southbound phase – occurring early August until the end of November (this phase is segmented by a two- to three-week delay in appearance of peak numbers of cow/calf pods after the main migratory body has passed).</li> </ul> </li> <li>Marine mammals (whales, dolphins and dugongs) come to the sea surface to breathe air. They are therefore theoretically vulnerable to impacts caused by contact with hydrocarbons at the sea surface. Whales and dolphins are smooth-skinned, hairless mammals so oil tends not to stick to their skin and since they do not rely on fur for insulation, they are therefore not as sensitive to the physical effects of oiling.</li> <li>Ingested oil, particularly the lighter fractions, can be toxic to marine mammals. Ingested oil can remain within the gastro-intestinal tract and be absorbed into the bloodstream and thus irritate and destroy epithelial cells in the stomach and intestine.</li> <li>The way whales and dolphins consume their food may affect the likelihood of their ingesting oil. Baleen whales (such as humpback whales), which skim the surface, are more likely to ingest oil than toothed whales, which are ‘gulp feeders’ (Helm et al., 2015). Spilled oil may also foul the baleen fibres of baleen whales, thereby impairing food-gathering efficiency or resulting in the ingestion of oil or oil-contaminated prey. Baleen whales may therefore be vulnerable to oil if feeding. Weathered oil residues from an oil spill event may persist for long periods, causing a potential risk to baleen whales’ feeding systems. It should be noted that adult humpback whales, which are seasonally present and relatively abundant in the region, are not thought to be feeding during their migration through the region.</li> <li>Dugongs are common in several locations along the Ningaloo coastline and the Muiron Islands where there are seagrass beds.</li> <li>Dugongs may be indirectly impacted via habitat loss due to reduction in seagrass from contact with entrained hydrocarbons. Direct impacts to dugongs could occur through foraging or ingesting seagrass coated with hydrocarbon. Additionally, where surface slicks are expected to extend into shallower coastal waters, impacts from contact with surface hydrocarbons may also occur as they surface to breathe.</li> </ul>
Marine reptiles	<ul style="list-style-type: none"> <li>BIAs and Critical Habitats for the flatback turtle, green turtle, hawksbill turtle and loggerhead turtle all are within the extent of the EMBA (Section 4.6.2).</li> <li>Important areas for marine turtles that may be exposed to hydrocarbons include the North West Cape of the Ningaloo coast and the Muiron Islands.</li> </ul>

Receptor	Impacts of a 1,000 m <sup>3</sup> Diesel Release
	<ul style="list-style-type: none"> <li>• Direct contact of marine turtles with hydrocarbons and exposure from hydrocarbon components may lead to:                             <ul style="list-style-type: none"> <li>– digestion and absorption of hydrocarbons through food contamination or direct physical contact, leading to damage to the digestive tract and other organs</li> <li>– irritation of mucous membranes (such as those in the nose, throat and eyes), leading to inflammation and infection</li> <li>– eggs possibly contaminated and their development inhibited or lead to developmental defects in hatchlings, either due to oil on the nesting beach or through transference from the adult turtles while laying the eggs.</li> <li>– oiling of hatchlings, after emerging from the nests, as they make their way across the beach to the water.</li> </ul> </li> <li>• The greatest potential for impact to turtles or seasnakes is likely to be in feeding areas where surface and entrained hydrocarbons have contacted shallow water foraging habitats (such as seagrass, hard coral and macroalgae) or, in the case of turtles, at any turtle nesting beaches that have been contacted.</li> <li>• Marine turtles are vulnerable to the effects of hydrocarbon spills at all life stages (eggs, post hatchlings, juveniles and adults) while in the water or onshore (NOAA 2010).</li> <li>• Green, hawksbill, flatback and loggerhead turtles use shallow waters and nesting beaches along coastlines of the Ningaloo Coast and Muiron Islands. The risk at these nesting beaches is for hydrocarbons to contact adult females during nesting season or when newly hatched turtles enter the water from nesting beaches. Hatched turtles are likely to be highly susceptible to oiling from either shoreline-accumulated oil or surface oil; however, impacts would be highly seasonal and limited to the periods when hatchlings emerge from the nests six to eight weeks after nesting by adults.</li> <li>• Several species of seasnake are known to occur in the EMBA. The sensitivity of seasnakes to hydrocarbon spills has been poorly studied. It is expected that susceptibility will be due to their need to surface in order to breathe. Seasnakes may also be susceptible to toxic effects through ingestion of contaminated prey items.</li> </ul>
Seabirds and shorebirds	<ul style="list-style-type: none"> <li>• Birds exposed to hydrocarbons may suffer a range of internal and external health effects. Direct contact with hydrocarbons and exposure from hydrocarbons has the potential to cause:                             <ul style="list-style-type: none"> <li>– oiled feathers affecting the ability of the birds to fly and those birds on the sea surface may suffer from loss of buoyancy and drown or die from hypothermia</li> <li>– skin irritation or ulceration of eyes, mouth or nasal cavities</li> <li>– internal effects from poisoning or intoxication through ingestion, preening and ingestion of oil via their prey items</li> <li>– reduced reproduction ability</li> <li>– reduction in the number of eggs laid</li> <li>– decreased shell thickness</li> <li>– disruption of the normal breeding and incubating behaviours.</li> </ul> </li> </ul>



Receptor	Impacts of a 1,000 m <sup>3</sup> Diesel Release
	<ul style="list-style-type: none"> <li>The operational area overlaps with the wedge-tailed shearwater BIA (breeding) (Section 4.6.2). The nearest colony of wedge-tailed shearwaters is the Muiron Islands, approximately 46 km south-east of the operational area. A number of other seabird BIAs have been identified within the EMBA (Section 4.6.2).</li> <li>The surface oil component poses the greatest risk of impact to seabirds due to the amount of time they spend on or near the sea surface. Individuals are at risk of lethal or sub-lethal physical and toxic effects due to external exposure (oiling of feathers) and ingestion, especially those close to the source point where concentrations are at their highest. Even small quantities of feathers contaminated by oil can be lethal, causing hypothermia and reduced buoyancy (O'Hara and Morandin, 2010). Seabirds are less likely to be affected by entrained and dissolved hydrocarbons, except through the ingestion of contaminated prey.</li> <li>The waters of the North West region of Western Australia support large populations of seabirds, predominantly tern species, and the EMBA includes important breeding, feeding, foraging and refuge sites for a number of EPBC Act-listed migratory and threatened seabirds. The seabirds that most commonly occur within the EMBA include albatross, petrels, terns and shearwaters (refer Table 4-6). Seabirds spend most of their time at sea, travelling over large distances to forage over the open ocean, returning to land during breeding only; therefore, some seabirds may transit the offshore waters of the EMBA and come into contact with surface oil. While individual seabirds may be affected, it is not predicted that large numbers of seabirds will be impacted from surface oil as they are unlikely to be present in significant numbers due to their vast distribution area. The risk of impact is greater should a release occur within the chick-rearing period, where adults forage closer to breeding colonies.</li> <li>Shoreline-accumulated oil below impact threshold is predicted at Exmouth, Muiron Islands, Flat Island and Peak Island. These habitats (particularly those with intertidal mud flats and sandy beaches) are important staging sites for migratory shorebirds and important breeding sites. Given no hydrocarbons were predicted to accumulate on shorelines above impact thresholds and the low persistent nature of MDO, significant impacts from shoreline accumulation are not anticipated.</li> </ul>
<b>Intertidal / Sub-tidal Habitats</b>	
Intertidal sandy beaches / mud flats	<ul style="list-style-type: none"> <li>Sandy beaches and intertidal sediments occur extensively along the Ningaloo coast and the Muiron Islands.</li> <li>The above represents an important habitat that supports burrowing fauna of crabs, mainly ghost crabs, and burrowing bivalve molluscs, as well as a diverse community of benthic infauna comprising polychaetes, crustaceans and gastropods. In addition, the beaches provide seasonally important habitat for turtle nesting, breeding seabirds and migratory wading birds. The impacts from hydrocarbons are described previously above.</li> <li>Temporary declines in infauna and epifauna populations may have indirectly affect feeding shorebirds, seabirds and migratory wading birds.</li> <li>Given no hydrocarbons were predicted to accumulate on shorelines above impact thresholds and the low persistent nature of MDO, significant impacts from shoreline accumulation are not anticipated.</li> </ul>

Receptor	Impacts of a 1,000 m <sup>3</sup> Diesel Release
Macroalgal and seagrass beds	<ul style="list-style-type: none"> <li>Macroalgal beds occur both intertidally and subtidally within the moderate exposure value area of the EMBA, particularly along the western shores of the North West Cape and around the Muiron Islands. Macroalgae on reef fronts and reef edges would not be exposed to direct surface hydrocarbons but may be exposed to entrained hydrocarbons.</li> <li>Impact of hydrocarbons on macroalgae, particularly on intertidal shores, largely depends on the degree of exposure, the degree of wave and tidal action and how much of the hydrocarbon adheres to the seagrass or macroalgae. Macroalgae is predicted to recover quickly as a result of wind, wave and tidal-driven coastal processes that naturally flush the hydrocarbons.</li> <li>Impacts could include reduced capability for photosynthesis if the seagrass or macroalgae were smothered, or toxic effects could occur from contact with the hydrocarbon.</li> <li>Impacts to seagrass may present secondary impacts to species reliant on the habitat, such as dugongs.</li> </ul>
Coral reefs	<ul style="list-style-type: none"> <li>Potential exists for corals to be contacted by entrained hydrocarbons along the Ningaloo coastline and Muiron Islands.</li> <li>Direct contact by dissolved hydrocarbons can cause lethal and sub-lethal effects in corals, depending on the time and duration of exposure of the concentrations, with sub-lethal effects including decreased growth rates and reduced reproductive success (International Petroleum Industry Environmental Conservation Association, 1992). In the worst-case instance, irreversible tissue necrosis and death could occur.</li> <li>Corals on reef fronts, reef edges and in deeper lagoonal areas will come into contact with entrained oil through dispersion or by dissolution of toxic hydrocarbons into the water column.</li> <li>Given MDO has a relatively low persistence and is not considered a sticky oil, coral exposure to the worst-case MDO release is expected to be temporary.</li> </ul>
Mangroves	<ul style="list-style-type: none"> <li>Potential exists for mangroves to be contacted by hydrocarbons along the Ningaloo coastline and Muiron Islands.</li> <li>Mangrove root systems (including pneumatophores) are sensitive to physical oiling from surface hydrocarbons. Impacts to mangroves include yellowing of leaves, defoliation, reduced reproductive output and success, mutation and increased sensitivity to other stresses (NOAA 2010). There is the potential for stands of mangroves at shorelines, notably along the Ningaloo Coastline (such as at Mangrove Bay and at Yardie Creek) to be contacted.</li> <li>Given no hydrocarbons were predicted to accumulate on shorelines above impact thresholds and the low persistent nature of MDO, significant impacts from shoreline accumulation are not anticipated.</li> </ul>
<b>Shoreline Habitat</b>	
Shoreline Habitats	<ul style="list-style-type: none"> <li>Given no hydrocarbons were predicted to accumulate on shorelines above impact thresholds and the low persistent nature of MDO, significant impacts to shoreline habitats are not anticipated.</li> </ul>
<b>Socio-economic</b>	

Receptor	Impacts of a 1,000 m <sup>3</sup> Diesel Release
Fisheries	<ul style="list-style-type: none"> <li>• The EMBA overlaps Commonwealth- and State-managed fisheries.</li> <li>• Hydrocarbons in the water column can have toxic effects on fish (as outlined above) and cause 'tainting', reducing catch rates and rendering fish unsafe for consumption.</li> <li>• Exclusion zones surrounding a spill can directly impact fisheries by restricting access for fishermen.</li> </ul>
Tourism and recreation	<ul style="list-style-type: none"> <li>• There is a wide variety of nature-based tourism and recreational activities, including recreational fishing, that occurs in the EMBA. Much of this occurs in the Ningaloo/Exmouth area during the peak tourism season from April to October, although some of the offshore islands also attract visitors such as the Muiron Islands. In an oil spill, there is the potential for temporary closure of all recreational activities, including diving, due to the risk to public health and safety. Similar impacts arising from the shoreline stranding of hydrocarbons will add a visual impact and potentially restricted access to shorelines.</li> <li>• Impacts to recreational fishing may also occur due to impacts to fish as described for fisheries above.</li> </ul>
Defence	<ul style="list-style-type: none"> <li>• Military exercise areas are located at Exmouth associated with Royal Australian Air Force Base Learmonth (refer to Section 4.7.6). These training zones overlap the operational area and EMBA. However, they are designated for aerial training and are unlikely to be impacted by a hydrocarbon release</li> </ul>
Shipping	<ul style="list-style-type: none"> <li>• The impact on shipping in the event of a worst-case discharge is likely to be limited to the potential for minor modification of shipping routes through the implementation of exclusion zones to avoid the spill. Shipping operations may be affected by spill response efforts by way of a NOTMAR being issued to avoid the area, leading to the potential diversion from normal shipping routes.</li> </ul>
Oil and gas activities	<ul style="list-style-type: none"> <li>• Multiple oil and gas operators have operations within the EMBA. In a large-scale release, petroleum production operations in the region would likely remain unaffected, unless a surface slick was within the vicinity and considered to represent a safety hazard, at which time the likely response would be to cease production activities. A potential second order effect that may also cause production to cease is a closure of the surrounding areas, such as for safety or navigation control, preventing offtake tankers or support vessels from operating in the area. The impact of ceasing production would be the postponement of income from sales.</li> </ul>
Indigenous	<ul style="list-style-type: none"> <li>• Indigenous heritage sites are largely restricted to the terrestrial environment. Given no hydrocarbons were predicted to accumulate on shorelines above impact thresholds and the low persistent nature of MDO, significant impacts to indigenous heritage sites are not anticipated.</li> </ul>
Maritime heritage	<ul style="list-style-type: none"> <li>• There are a number of shipwrecks in the EMBA. Notable shipwrecks include three historic shipwrecks at Pt Cloates along the Ningaloo Coast (Fin, Perth and Zvir) and one historic shipwreck at North West Cape (Fairy Queen). It is unlikely contact would have any lasting impact on these sites, apart from a possible temporary reduction in aesthetic value for a period.</li> <li>• Surface hydrocarbons will have no impact on shipwrecks.</li> <li>• Hydrocarbons in the water column may potentially impact those microbial and encrusting communities that may in turn affect the structural integrity of the shipwreck.</li> </ul>

Receptor	Impacts of a 1,000 m <sup>3</sup> Diesel Release
<b>Protected / Significant Areas</b>	
World Heritage and National Heritage	<ul style="list-style-type: none"> <li>• The Ningaloo Coast with World Heritage and National Heritage listings falls within the EMBA (Section 4.5.2 and 4.5.3).</li> <li>• The environmental values and sensitivities of the Ningaloo coast are described in Appendix C, Section 2.4. The potential impacts to these are described in the relevant sections of this table.</li> </ul>
Australian and State Marine Parks	<p>The EMBA overlaps several Marine Parks (refer to Sections 4.5.5):</p> <ul style="list-style-type: none"> <li>• Australian Marine Parks:               <ul style="list-style-type: none"> <li>– Gascoyne</li> <li>– Ningaloo</li> <li>– Montebello</li> <li>– Carnarvon Canyon</li> <li>– Shark Bay</li> <li>– Abrolhos</li> <li>– Argo-Rowley Terrace.</li> </ul> </li> <li>• State Marine Parks:               <ul style="list-style-type: none"> <li>– Ningaloo Marine Park</li> <li>– Muiron Islands Marine Management Area</li> </ul> </li> <li>• The environmental values and sensitivities of these Marine Parks are described in Appendix C, Section 2.9.1. The potential impacts to these values are described in the relevant sections of this table.</li> </ul>
Key ecological features	<ul style="list-style-type: none"> <li>• The EMBA overlaps several KEFs (refer to Section 4.5.1):               <ul style="list-style-type: none"> <li>– Continental Slope Demersal Fish Communities</li> <li>– Canyons linking the Cuvier Abyssal Plain and the Cape Range Peninsula</li> <li>– Commonwealth waters adjacent to Ningaloo Reef</li> <li>– Ancient coastline at 125 m depth contour</li> <li>– Exmouth Plateau</li> <li>– Western demersal slope and associated fish communities</li> <li>– Wallaby Saddle</li> <li>– Perth Canyon and adjacent shelf break, and other west coast canyons</li> </ul> </li> <li>• The environmental values and sensitivities of these KEFs are described in Appendix C, Section 2.9.3 and the potential impacts are described in the relevant sections of this table. Most of these KEFs are entirely subtidal. The benthic communities and habitats associated</li> </ul>

Receptor	Impacts of a 1,000 m <sup>3</sup> Diesel Release
	<p>with these KEFs, such as filter-feeding communities and demersal fish assemblages, are not predicted to be impacted by hydrocarbons in the event of a hydrocarbon release, based on the water depths at which they occur. However, the pelagic marine faunal assemblages that are attracted to the nutrient-rich waters, such as whales, whale sharks, large pelagic fish and seabirds, are at risk of impacts from surface and entrained hydrocarbons.</p>

### 8.2.5 Environmental Impact Assessment – Bunkering Incident

Potential impacts to receptors found within the EMBA are described in Table 8-9. A release of MDO during bunkering will be much reduced in terms of spatial and temporal scales compared to a worst-case MDO release from a vessel collision (assessed above).

It is considered that there is no potential for contact with shorelines from a bunkering incident within the operational area. Impacts will be confined to the local environment only.

For marine mammals that may be exposed to the more toxic aromatic components of the minor release of MDO, toxic effects are considered unlikely, since these species are mobile and therefore will not be constantly exposed for extended durations that would be required to cause any major toxic effects. Any impacts will be minor and temporary.

A number of BIAs overlap the operational area (identified in Section 4.6.2), including humpback whale migration, pygmy blue whale distribution, whale shark foraging, flatback, green and hawksbill turtle inter-nesting buffers. Given the low volume of MDO release from a bunkering incident, the release will not interfere with humpback migration activity.

It is possible individual turtles may be encountered and come into contact with the release; however, considering the water depths of the operational area compared to observed water depths of inter-nesting turtles, large numbers of the species are not expected and any impacts will be minor and temporary.

#### 8.2.5.1 Species Recovery Plans and Threat Abatement Plans

BHP has considered information contained in relevant recovery plans for marine fauna that identify marine pollution as a threat (Section 9).

### 8.2.6 Demonstration of As Low As Reasonably Practicable

The ALARP process for the environmental aspect is summarised in Table 8-10. This process was completed as outlined in Section 6.1.4 and included consideration of all controls, analysis of the risk reduction proportional to the benefit gained and final acceptance or justification if the control was rejected.

**Table 8-10: Marine diesel release - as low as reasonably practicable summary**

Hierarchy of Control	Control Measure	Accept / Reject	Reason	Associated Performance Standards
Engineer	Navigation (including lighting, compass/radar), bridge and communication equipment will be compliant with appropriate marine navigation and vessel safety requirements in compliance with Marine Order 21 (safety and emergency arrangements).	Accept	Legislative requirements to be followed which reduces the risk of vessel collisions due to ensuring safety and navigation requirements are fulfilled. The control is feasible, standard practice with minimal cost. Benefits outweigh any cost sacrifice.	PS 8.2.1
Separate	Establishment of a 500 m exclusion zone around the project vessels.	Accept	Control is based on legislative requirements and must be accepted; reduces likelihood of vessel collision with third-parties. Third-party vessels must navigate the exclusions zone to reduce the risk. The control is feasible, standard practice with minimal cost.	PS 8.2.2

Hierarchy of Control	Control Measure	Accept / Reject	Reason	Associated Performance Standards
			Benefits outweigh any cost sacrifice.	
Administrative	Collision prevention measures and vessel safety requirements in compliance with Marine Order 30 (prevention of collisions).	Accept	Legislative requirement to reduce the likelihood of interference with other marine users, resulting in a collision. The control is feasible, standard practice with minimal cost. Benefits outweigh any cost sacrifice.	<b>PS 8.2.3</b>
	Notification of details (such as location, duration of activities) of the petroleum activity to AMSA and the AHO.	Accept	Ensure other marine users are aware of the presence of the project vessels and are provided with information about timings of the petroleum activity, including project vessel arrival and departure, so the maritime industry is aware of the petroleum activity and to reduce risk of vessel collision. Control based on BHP requirements, must be accepted. Control is feasible, standard practice with minimal cost. Benefits outweigh any cost sacrifice	<b>PS 8.2.4 PS 8.2.5</b>
	Consultation with relevant stakeholders.	Accept	Control based on BHP requirements, must be accepted. Control ensures other users are informed and aware of the petroleum activity, thereby reducing the likelihood of interference. Control is feasible, standard practice with minimal cost. Benefits outweigh any cost sacrifice.	<b>PS 8.2.6</b>
	Establish and maintain a Community Engagement Program by regular meetings with the CRG	Accept	Control based on BHP requirements, must be accepted. Control ensures other users are informed and aware of the petroleum activity, thereby reducing the likelihood of interference. Control is feasible, standard practice with minimal cost. Benefits outweigh any cost sacrifice.	<b>PS 8.6.7</b>
	Project vessel contractor bunkering equipment requirements.	Accept	Provides details about the fuel bunkering equipment requirements. which reduces the potential for release during bunkering. Requires use of dry	<b>PS 8.6.8</b>

Hierarchy of Control	Control Measure	Accept / Reject	Reason	Associated Performance Standards
			break coupling (bunkering hose) and break-away coupling to limit the MDO losses in an emergency. Control based on BHP requirements, must be accepted. Control is feasible, standard practice with minimal cost. Benefits outweigh any cost sacrifice.	
	Project vessel contractor bunkering procedure implemented for all vessel bunkering.	Accept	Provides details on the fuel bunkering process to be followed. Control based on BHP requirements, must be accepted. Control is feasible, standard practice with minimal cost. Benefits outweigh any cost sacrifice.	<b>PS 8.2.9</b>
	The project vessels will run on MDO; no intermediate or heavy fuel oils will be used.	Accept	MDO is a light fuel oil and is less persistent in the marine environment than intermediate or heavy fuel oils.  Limiting project vessels to MDO reduces the risk to the marine environment in the event of a spill.  Control is feasible, standard practice with minimal cost. Benefits outweigh any cost sacrifice.	<b>PS 8.2.10</b>
Pollution Control	Vessel has a Shipboard Oil Pollution Emergency Plan (SOPEP) compliant Marine Order 91 (marine pollution prevention – oil).	Accept	Implement response plan to quickly and efficiently deal with unplanned hydrocarbon spills to reduce impacts to the marine environment. Control is legislative requirement. The control is feasible, standard practice with minimal cost. Benefits outweigh any cost sacrifice.	<b>PS 8.2.11</b>
	Dedicated resources (such as spill response equipment) on location to enable rapid response and employment.	Reject	Control may enable faster response time by having dedicated equipment resources on standby and in proximity during the petroleum activity. Significant cost associated with this control. It is considered that the cost is grossly disproportionate to the benefit that may be gained,	-



Hierarchy of Control	Control Measure	Accept / Reject	Reason	Associated Performance Standards
			particularly given no shoreline accumulation is predicted.	
Eliminate	Eliminate use of vessels.	Reject	The use of vessels is required to conduct the petroleum activity. Control not feasible.	-

### 8.2.6.1 ALARP Summary

The risk assessment and evaluation has identified a range of controls (Table 8-10) that when implemented are considered to manage the risks of a marine diesel hydrocarbon release to ALARP.

BHP considers the control measures described above are appropriate to reduce the potential risks of a marine diesel hydrocarbon release. Additional reasonable control measures were identified in Table 8-10 to further reduce impacts but rejected since the associated cost or sacrifice was grossly disproportionate to any benefit. The impacts are therefore considered reduced to ALARP.

### 8.2.7 Demonstration of Acceptability

Given the adopted controls, the risk of a marine diesel hydrocarbon release will be reduced to a tolerable level. Further opportunities to reduce the risk have been investigated in Table 8-10.

The adopted controls are considered good oil-field practice/industry best practice. No concerns or objections regarding the risk of a marine diesel hydrocarbon release have been raised by relevant stakeholders. BHP has considered information contained in recovery plans and threat abatement plans (Section 9). The environmental risks meet the BHP environmental risk acceptability criteria (Section 6.3). The environmental impacts are not inconsistent with the principles of ESD (as defined under the EPBC Act). BHP considers the risk to be managed to an acceptable level.

### 8.2.8 Environmental Performance Outcome, Performance Standards and Measurement Criteria

**Table 8-11: Environmental performance outcomes, performance standards and measurement criteria for Atmospheric Emissions - interaction with other users**

Environmental Performance Outcome	Performance Standard	Measurement Criteria
No accidental release of hydrocarbons to the marine environment	<p><b>PS 8.2.1</b></p> <p>Project vessel compliance with Navigation Act 2012; International Convention of the Safety of Life at Sea (SOLAS) 1974; Marine Order 30 – prevention of collisions, Issue 8; Marine Order 21, Issue 8 (Safety of Navigation and Emergency Procedures); and International Convention of Standards of Training, Certification and Watch-keeping for Seafarers (STCW95), which specifies:</p> <ul style="list-style-type: none"> <li>navigation (including lighting, compass/radar), bridge and communication equipment will comply with appropriate marine navigation and vessel safety requirements</li> </ul>	Vessel audit and inspection records demonstrate compliance with standard maritime orders and equipment requirements.

Environmental Performance Outcome	Performance Standard	Measurement Criteria
	<ul style="list-style-type: none"> <li>• AIS is fitted and maintained in accordance with Regulation 19-1 of Chapter V of SOLAS</li> <li>• crew performing vessel bridge-watch will be qualified in accordance with International Convention of STCW95, AMSA Marine Order – Part 3: Seagoing Qualifications or certified training equivalent</li> <li>• maintenance of navigation equipment in efficient working order (compass/radar).</li> </ul>	
	<p><b>PS 8.2.2</b> Establishment of a 500 m exclusion zone around the project vessels.</p>	Breaches of vessel access within 500 m safety exclusion zone recorded in Marine Log Book and reported via Incident Report Form and documented in Environmental Performance Report.
	<p><b>PS 8.2.3</b> Project vessel compliance with Marine Order 30 (prevention of collisions) 2016, including adherence to:</p> <ul style="list-style-type: none"> <li>• steering and sailing rules, including maintaining lookouts (such as visual, hearing, radar), proceeding at safe speeds, assessing risk of collision and taking action to avoid collision (monitoring radar)</li> <li>• navigation light display requirements, including visibility, light position/shape appropriate to activity</li> <li>• navigation noise signals as required.</li> </ul>	Vessel audit and inspection records demonstrate compliance with standard maritime orders and equipment requirements.
	<p><b>PS 8.2.4</b> The AMSA RCC (as part of marine safety division) will be notified of the petroleum activity four weeks before mobilisation to ensure navigation AUSCOAST warnings can be issued and kept up to date.</p>	Records demonstrate AMSA RCC was notified at least four weeks before commencing the petroleum activity to enable the NOTMAR to be published.
	<p><b>PS 8.2.5</b> The AHO is notified at least four weeks before commencing the petroleum activity so they can then issue a NOTMAR.</p>	Records demonstrate AHO was notified at least four weeks before commencing the petroleum activity to enable the NOTMAR to be published.
	<p><b>PS 8.2.6</b> WA APU Community Stakeholder Management Plan: The CRG is advised of and updated of the petroleum activity and timing.</p>	Meeting minute records maintained of CRG meetings, which includes summary of proposed petroleum activity.
	<p><b>PS 8.2.7</b> BHP consultation with relevant stakeholders to advise them of the petroleum activity.</p>	Stakeholder communication recorded in database, demonstrating assessment of stakeholder feedback received and BHP response.

Environmental Performance Outcome	Performance Standard	Measurement Criteria
	<p><b>PS 8.2.8</b>                      Project vessel contractor bunkering equipment includes:</p> <ul style="list-style-type: none"> <li>all bulk transfer hoses shall be tested for integrity before use</li> <li>dry-break couplings and flotation on fuel hoses</li> <li>adequate number of appropriately stocked, located and maintained spill kits</li> </ul>	Records demonstrate the contractor bunkering project vessel bunkering equipment includes <ul style="list-style-type: none"> <li>all bulk transfer hoses shall be tested for integrity before use</li> <li>dry-break couplings and flotation on fuel hoses</li> <li>adequate number of appropriately stocked, located and maintained spill kits</li> </ul>
	<p><b>PS 8.2.9</b>                      Project vessel contractor bunkering procedure is implemented for all hydrocarbon vessel bunkering activities, and will include:</p> <ul style="list-style-type: none"> <li>a completed PTW and/or JSA shall be implemented for the hydrocarbon bunkering and refuelling operation</li> <li>visual monitoring of gauges, hoses, fittings and the sea surface during the operation</li> <li>hose checks before commencement.</li> </ul>	Records demonstrate refuelling performed in accordance with contractor bunkering procedures.
	<p><b>PS 8.2.10</b>                      The project vessels will run on MDO; no intermediate or heavy fuel oils will be used.</p>	Fuel records show that all vessels are run on MDO.
	<p><b>PS 8.2.11</b>                      Project vessels have a SOPEP (as appropriate to vessel class) in compliance with Marine Order 91 (marine pollution prevention – oil) and contains plans in case of an oil spill to prevent spills reaching the marine environment, as appropriate to vessel class.</p>	Approved SOPEP is available onboard project vessels, as appropriate to vessel class.

### 8.3 Marine Fauna Interaction

#### 8.3.1 Summary of Risk Assessment and Evaluation

Aspect	Source of Hazard	Potential Impact	Severity Factor	Likelihood Factor	Residual Risk	Decision Context	Acceptability
Interaction with marine fauna	Accidental collision between project vessel and marine fauna.	Potential lethal impact or injury to protected marine fauna species.	30	0.1	3	Type A Lower Order Risk	Tolerable

## 8.3.2 Source of Hazard

The physical presence and movements of the project vessels in and around the operational area for the duration of the infrastructure removal activities may present a potential hazard to slow-moving marine megafauna (cetaceans, marine turtles, or whale sharks). Project vessels will be stationary or moving at low speeds during the infrastructure removal activities; however, movements can result in collisions between the vessel (hull, propellers) and marine fauna, with potential impacts ranging from minor behavioural interferences (such as avoidance) to severe impacts such as injury and mortality through vessel strikes.

## 8.3.3 Environmental Impact Assessment

Vessel collisions have been known to contribute to the mortality of marine fauna that spend time at the surface (i.e., breathing and feeding), including resident and migrating turtles (Hazel et al., 2007) and migratory whales (Jensen and Silber, 2004; Laist et al., 2001). For cetaceans, whale sharks and turtles, the risk of lethal collision is a function of abundance of animals in the operational area, probability of a collision and the probability of that collision being fatal.

### 8.3.3.1 Cetaceans

The likelihood of vessel-whale collision being lethal is influenced by vessel speed. The risk of a collision causing mortality of the whale increases as the vessel speed increases (Jensen and Silber, 2004; Laist et al., 2001). Vanderlaan and Taggart (2007) found that the chance of lethal injury to a large whale as a result of a vessel strike declines from 80% at 15 knots to about 20% at 8.6 knots.

The project vessels will be either stationary or moving slowly (around four knots) in the operational area; hence, the chance of a vessel-whale collision resulting in lethal outcome within these waters is much reduced. Vanderlaan and Taggart (2007) estimated the risk is less than 10% at a speed of four knots. Vessel-whale collisions at this speed are uncommon and, based on reported data contained in the United States of America National Ocean and Atmospheric Administration database (Jensen and Silber, 2004), there are only two known instances of collisions when the vessel was travelling at less than six knots, both from whale-watching vessels that were deliberately placed among whales. Collisions between vessels and marine mammals occur more frequently in areas where high vessel traffic and important habitat coincide.

The reaction of whales to the approach of a vessel is quite variable. Some species remain motionless when in the vicinity of a vessel, while others are known to be curious and often approach vessels that have stopped or are slow-moving, although they generally do not approach, and sometimes avoid, faster moving vessels (Richardson et al., 1995). Species may also show avoidance to vessel noise as the vessel approaches (as described to Section 7.3).

Five listed threatened and migratory species of cetacean were identified as potentially occurring in or having habitat in the operational area: the sei whale, blue whale, fin whale, southern right whale and humpback whale. The operational area intercepts a two BIAs: humpback whale (foraging) and pygmy blue whale (distribution and migration) (refer Section 4.6.2). The worst-case consequence from a vessel strike would be the fatality of a single EPBC Act-listed individual species; however, as they would represent an individual within the local population, it is not expected to result in a decreased population size.

### 8.3.3.2 Sharks and Rays

Shark and ray species, with the exception of whale sharks, spend minimal amount of time at the sea surface and collisions with individual sharks or rays is considered unlikely.

Whale sharks are at risk from vessel strikes as they spend time feeding at the sea surface. Whale sharks have been shown to spend approximately 25% of their time less than 2 m from the surface and greater than 40% in the upper 15 m of the water column (Gleiss et al., 2013; Wilson et al., 2006). Whale sharks may traverse offshore North West Shelf waters, including the operational area, during their migrations to and from aggregation areas along the Ningaloo coast. Seasonal aggregations along the Ningaloo coast can be variable, although usually between March and July, with peak numbers recorded in April and May (Sleeman et al., 2010). Outside of this

period, individuals may still be present. Given the slow speeds at which project vessels operate, collisions with individual whale sharks are considered unlikely.

### 8.3.3.3 Turtles

Marine turtles are at potential risk from vessel collision. There is limited data about the incidence of marine turtle vessel strikes. Hazel and Gyuris (2006) note that at least 65 turtles were killed annually from 1999 to 2002 as a result of collisions with vessels on the Queensland east coast. Green turtles, followed by loggerhead turtles, comprised the majority of vessel-related records (Hazel and Gyuris, 2006); however, all species of marine turtle have been involved in vessel strikes (Commonwealth of Australia, 2017). It is reasonable to assume the higher the speed of collision, the greater the risk of mortality, but contact with the propeller would be lethal at almost all speeds. Studies have shown turtles are less likely to flee from a fast-moving vessel, presumably because of poor hearing and visual senses than from a slow-moving vessel (Hazel et al., 2007).

Marine turtles are predominantly oceanic species, except in the nesting season when they come ashore. Six marine turtle species were identified as potentially occurring in the operational area (see Table 4-6). The operational area does not contain any BIAs for turtles. The nearest marine turtle nesting sites occur on the North West Cape, which is approximately 39 km from the infrastructure removal activities. Marine turtles are not expected to be in the operational area in high numbers during the infrastructure removal activities, even during nesting and inter-nesting periods, given the distance from the known nesting beaches. Given the slow speeds at which project vessels operate, collisions with individual marine turtles are considered unlikely.

### 8.3.3.4 Species Recovery Plans and Threat Abatement Plans

BHP has considered information contained in relevant recovery plans for marine fauna that identify vessel collision as a threat (Section 9). This includes the objectives and actions within the following plans:

- Conservation management plan for the blue whale: A recovery plan under the *Environment Protection and Biodiversity Conservation Act 1999 2015-2025* (Commonwealth of Australia, 2015b)
- Conservation Advice *Balaenoptera borealis* sei whale (Threatened Species Scientific Committee, 2015b)
- Conservation Advice *Megaptera novaeangliae* humpback whale (Threatened Species Scientific Committee, 2015f)
- Conservation Advice *Balaenoptera physalus* fin whale (Threatened Species Scientific Committee, 2015c)
- Recovery plan for marine turtles in Australia 2017-2027 (Commonwealth of Australia, 2017)
- Approved conservation advice for *Dermochelys coriacea* (Leatherback Turtle)

### 8.3.4 Demonstration of As Low As Reasonably Practicable

The ALARP process for the environmental aspect is summarised in Table 8-12. This process was completed as outlined in Section 6.2 and included consideration of all controls, analysis of the risk reduction proportional to the benefit gained and final acceptance or justification if the control was rejected.

**Table 8-12: Marine fauna interactions - as low as reasonably practicable summary**

Hierarchy of Control	Control Measure	Accept / Reject	Reason	Associated Performance Standards
Administrative	EPBC Regulations 2000 – Part 8 Division 8.1 Interacting with cetaceans, including: <ul style="list-style-type: none"> <li>• Project vessels will not travel faster than six knots within 300 m of a cetacean or turtle</li> </ul>	Accept	Reduces interaction risk to cetaceans (modified to include turtles and whale sharks). Controls based on legislative requirements must be accepted. Control is feasible, standard practice with minimal cost.	PS 8.3.1

Hierarchy of Control	Control Measure	Accept / Reject	Reason	Associated Performance Standards
	<p>(caution zone) and not approach closer than 100 m from a whale.</p> <ul style="list-style-type: none"> <li>Project vessels will not approach closer than 50 m for a dolphin or turtle or 100 m for a whale (with the exception of animals bow riding).</li> <li>If the cetacean or turtle shows signs of being disturbed, project vessels will immediately withdraw from the caution zone at a constant speed of less than six knots.</li> <li>Project vessels will not travel faster than eight knots within 250 m of a whale shark and not allow the vessel to approach closer than 30 m of a whale shark.</li> </ul>			
	Environmental awareness induction provided to all marine crew to advise marine fauna interaction requirements.	Accept	Providing training to personnel assists in understanding obligations regarding marine fauna interactions. Control is feasible, standard practice with minimal cost.	<b>PS 8.3.2</b>
Separate	Avoid periods of marine fauna sensitivity (such as humpback whale migration).	Reject	Would reduce the risk of impacts from noise emissions during environmentally sensitive periods. The benefit that may accrue from avoiding periods of peak humpback whale migration is negligible based on the observation that even with all the oil and gas development (and associated vessel movements) occurring in the Exmouth Basin over the last ten years, the humpback whale population (Stock IV) has grown at an estimated 10% per year. While pygmy blue whales have not recovered to the same extent, there is also little evidence of oil and gas activities consistent with the petroleum activities in this EP resulting in behavioural disturbance.	-

Hierarchy of Control	Control Measure	Accept / Reject	Reason	Associated Performance Standards
			The cost associated with avoiding periods of peak whale density would be several millions of dollars if it requires placing contracted vessels on standby or the petroleum activity to be put on hold, delaying the removal activities. Given the low risk of impacts associated with underwater noise, it is considered the cost of this additional control is grossly disproportionate to the negligible benefit that may accrue.	
Engineer	Passive acoustic monitoring to detect cetaceans in the vicinity of the vessels	Reject	The cost of a passive acoustic monitoring system has been estimated to be unacceptably high and would require several permanent mooring locations in the operational area with real-time monitoring and analysis. Given the project vessels would be stationary for the most part or moving slowly (hence little chance of strike), it is considered that the cost is grossly disproportionate to the benefit that may be gained.	-

### 8.3.4.1 ALARP Summary

The risk assessment and evaluation has identified a range of controls (Table 8-12) that when implemented are considered to manage the risks of marine fauna interaction to ALARP. BHP considers the control measures described above are appropriate to reduce the potential risks of marine fauna interaction. Additional reasonable control measures were identified in Table 8-12 to further reduce impacts but rejected since the associated cost or sacrifice was grossly disproportionate to any benefit. The impacts are therefore considered reduced to ALARP.

### 8.3.5 Demonstration of Acceptability

Given the adopted controls, the marine fauna interaction risk will be reduced to a tolerable level. Further opportunities to reduce the risk have been investigated in Table 8-12.

The adopted controls are considered good oil-field practice/industry best practice. No concerns or objections regarding marine fauna interaction risks have been raised by relevant stakeholders. BHP has considered information contained in recovery plans and threat abatement plans (Section 9). The environmental risks meet the BHP environmental risk acceptability criteria (Section 6.3). The environmental impacts are not inconsistent with the principles of ESD (as defined under the EPBC Act). BHP considers the risk to be managed to an acceptable level.

### 8.3.6 Environmental Performance Outcome, Performance Standards and Measurement Criteria

Table 8-13: Environmental performance outcomes, performance standards and measurement criteria for Marine Fauna Interactions - interaction with other users

Environmental Performance Outcome	Performance Standard	Measurement Criteria
No injury or mortality to EPBC Act 1999 and WA Biodiversity Conservation Act 2016 listed fauna during operational activities	<b>PS 8.3.1</b> Project vessels comply with EPBC Regulations 2000 – Part 8 Division 8.1 (Regulation 8.05 and 8.06) Interacting with cetaceans to minimise potential for vessel strike and application of these regulations to whale sharks and marine turtles.	Records of breaches of vessel and cetaceans, whale sharks and turtles interaction requirements outlined in EPBC Regulations 2000 – Part 8 Division 8.1 (Regulation 8.05 and 8.06).
	<b>PS 8.3.2</b> Environmental awareness induction provided to project vessel marine crew before activities to advise marine fauna interaction requirements.	Signed environmental awareness induction attendance records demonstrate environmental briefing has been conducted for marine crew and includes marine fauna sightings and recording requirements

## 8.4 Introduction of Invasive Marine Species

### 8.4.1 Summary of Risk Assessment and Evaluation

Aspect	Source of Hazard	Potential Impact	Severity Factor	Likelihood Factor	Residual Risk	Decision Context	Acceptability
Invasive marine species	Movement of project vessels and immersible equipment from known high invasive marine species risk areas	Introduction of invasive marine species to areas, leading to impact to native species.	100	0.1	10	Type A Lower Order Risk	Tolerable

### 8.4.2 Source of Hazard

Project vessel activities have the potential to result in introduction of Invasive Marine Species (IMS) through:

- discharges of vessel ballast water containing foreign species



- translocation of species through biofouling of vessel hull or niches (such as sea chests, bilges or strainers)
- translocation of species on submerged equipment such as ROV.

The operational area is deep offshore in open waters, away from shorelines and critical habitat, therefore they are not conducive to the settlement and establishment of IMS. The most likely transfer of IMS is between project vessels within the operational area.

Should a project vessel be mobilised from international waters, there is the potential for transferring IMS from international waters into the operational area. There is a smaller risk of transferring IMS from vessels mobilised from Australian waters.

#### 8.4.2.1 Ballast Water

DAWE is the lead agency with responsibility for managing ballast water. Vessels manage ballast water in accordance with IMO Ballast Water Management (BWM) Convention, IMO Guidelines, the mandatory Australian Ballast Water Management Requirements (Version 8) (DAWE 2020) are enforced under the *Biosecurity Act 2015* and associated local measures intended to minimise the risk of transplanting harmful aquatic organisms and pathogens from ships' ballast water and associated sediments, while maintaining ship safety. Contracted project vessels have individual BWM Plans.

Vessels arriving from overseas, intending to discharge trim or ballast water in coastal Australian waters, are required to have exchanged ballast water in accordance with DAWE requirements. The Australian Ballast Water Management Requirements are now aligned with the BWM Convention:

- All vessels must carry a valid Ballast Water Management Plan.
- Vessels with a BWM system should also carry a Type Approval Certificate specific to the type of BWM system.
- All vessels must submit a Ballast Water Report. Vessels intending to discharge ballast are obligated to report.
- International vessels can submit a Ballast Water Report through the Maritime Arrivals Reporting System at least 12 hours before arrival.
- All vessels must maintain a complete and accurate record of all ballast water movements.
- Domestic trading vessels can request a low-risk exemption through a Domestic Risk Assessment. All applications must be submitted through the Maritime Arrivals Reporting System.

From September 2019, all vessels that use ballast water are required to meet the Regulation D2 discharge standard of the International Convention for the Control and Management of Ships' Ballast Water and Sediments (the Convention) at their next renewal survey. Vessels using ballast water exchange as their primary ballast water management method are required to phase out this management method and meet the Regulation D2 discharge standard. Vessels may meet this standard by installing an IMO Type Approved ballast water management system, or as specified within the Convention.

#### 8.4.2.2 Biofouling

Biofouling on vessel hulls, external niche areas and immersible equipment pose a potential risk of IMS in Australian waters. Under the National Biofouling Management Guidelines for the Petroleum Production and Exploration Industry and IMO Guidelines for the control and management of ships' biofouling to minimise the transfer of invasive aquatic species (resolution MEPC.207(62), DAWE and Department of Environment and Energy guidelines and BHP APU IMS Management Procedure, a risk assessment approach is applied to manage biofouling.

The BHP APU IMS Management Procedure (AOHSE-E-0018) outlines:

- Regulatory Framework for managing IMS
- BHP's marine activities at risk of facilitating introduction or translocation of IMS into Western Australia and Commonwealth waters
- BHP and contractors' roles and responsibilities
- management and mitigation measures to prevent IMS incursions and manage identified biofouling prehire and post-mobilisation:

- All contracted vessels are required to complete the BHP IMS risk assessment process described in this procedure. The IMS risk assessment assigns a final risk category of low, moderate, uncertain or high to vessels based on a range of information listed below. If a risk category of moderate, uncertain or high is scored, a range of management options are available, including inspections, cleaning or treatment of internal seawater systems to bring the risk category to low.
- All documentation must be provided to BHP during the Marine Management Process before hire.
- Any vessel contracted for greater than 12 months will be audited annually.
- the BHP IMS Risk Assessment and Approval Procedure form (AOHSE-E-0018-001) for assessing vessel and immersible equipment for IMS risk, is in alignment with *Reducing Marine Pest Biosecurity Risks through Good Practice Biofouling Management* (NOPSEMA 2020c). The BHP IMS Risk Assessment and Approval Procedure form (AOHSE-E-0018-001) considers the:
  - history of the vessel, including destination and time spent in the last port of call
  - equipment deployment and cleaning history
  - status of anti-fouling coating and marine growth protection system
  - independent biofouling inspection results and timing
  - ballast water management, including water exchange and origin.

The completed IMS risk assessment must show that IMS risk is low for each project vessel and associated immersible equipment, prior to entering the operational area.

### 8.4.3 Environmental Impact Assessment

Non-endemic marine species transported into areas where they have not previously been found can displace native species or interfere with ecosystem processes in other ways (such as through predation). IMS may also be economically damaging, including direct damage to assets (fouling of vessel hulls and infrastructure), depletion of commercial marine species, and damage to recreational values of the area (such as tourism and recreational fishing). Furthermore, once introduced to an area, eradication, or control of invasive species may be difficult, expensive and disruptive or damaging to other marine life.

The present knowledge base is inadequate to produce a detailed character profile of all marine organisms that may be translocated by shipping beyond their natural range. Ruiz et al. (2000) have analysed the common factors influencing success of translocated marine pests. Most marine pest species appear to have planktotrophic larvae; however, oviparous species are included. Many of them are epibenthic fouling species but some are soft substratum burrowers or planktonic.

The successful establishment of translocated marine pests via either ballast or hull fouling depends primarily on:

- colonisation and establishment of the marine pest on a vector (vessel, equipment or structure) in a donor region (for example, a home port, harbour or coastal project site where a marine pest is established)
- survival of the marine pests on the vector during the voyage from the donor to the recipient region
- colonisation (for example, by reproduction or dislodgement) of the recipient region by the marine pest, followed by successful establishment of a viable new local population.

The deep offshore open waters (approximately 810-850 m) of the operational area are not conducive to the settlement and establishment of IMS. The operational area water depths preclude light penetration to the seabed and the operational area is distant from any coastline (> 39 km) and critical shoreline habitats. The likelihood that any marine organisms could become established at the field is unlikely.

### 8.4.4 Demonstration of As Low As Reasonably Practicable

The ALARP process for the environmental aspect is summarised in Table 8-14. This process was completed as outlined in Section 6.2 and included consideration of all controls, analysis of the risk reduction proportional to the benefit gained and final acceptance or justification if the control was rejected.

Table 8-14: Introduction of Invasive Marine Species - as low as reasonably practicable summary

Hierarchy of Control	Control Measure	Accept / Reject	Reason	Associated Performance Standards
Administrative	Project vessels will comply with the BHP APU IMS Management Procedure.	Accept	Controls based on legislative requirements must be accepted. Control is feasible, standard practice with minimal cost. Benefits outweigh any cost sacrifice.	PS 8.4.1
	Australian Ballast Water Management Requirements (as defined under the <i>Biosecurity Act 2015</i> ): Project vessels will manage their ballast water using one of the approved ballast water management options, as outlined in the Australian Ballast Water Management Requirements.	Accept	Controls based on legislative requirements under the <i>Biosecurity Act 2015</i> must be accepted. Control is feasible, standard practice with minimal cost. Benefits outweigh any cost sacrifice.	PS 8.4.2
Substitute	Source project vessels based in Australia only.	Reject	Sourcing vessels from Australian waters may result in a slight reduction in the likelihood of introducing IMS to the operational area; however, it does not completely eliminate the risk of IMS introduction. The potential cost of implementing this control could be high, given the potential supply issues associated with only locally-sourcing project vessels.	-
Eliminate	Mandatory dry-dock cleaning of vessels and cleaning of immersible equipment before entry to the operational area to reduce risk of IMS introduction.	Reject	Substantial costs and would affect schedule, resulting in potential delays. Significant cost deemed grossly disproportionate to very low risk, given controls already in place.	-
Engineer	No ballast water exchange	Reject	Ballast water exchange is critical for maintaining vessel stability.	-

#### 8.4.4.1 ALARP Summary

The risk assessment and evaluation has identified a range of controls (Table 8-14) that when implemented are considered to manage the potential risks of introduced IMS to ALARP. BHP considers the control measures described above are appropriate to reduce the risks of introduced IMS. Additional reasonable control measures were identified in Table 8-14 to further reduce impacts but rejected since the associated cost or sacrifice was grossly disproportionate to any benefit. The impacts are therefore considered reduced to ALARP.

### 8.4.5 Demonstration of Acceptability

Given the adopted controls, the introduced IMS risk will be reduced to a tolerable level. Further opportunities to reduce the risk have been investigated in Table 8-14.

The adopted controls are considered good oil-field practice/industry best practice. No concerns or objections regarding introduced IMS risks have been raised by relevant stakeholders. The environmental risks meet the BHP environmental risk acceptability criteria (Section 9). The environmental risks meet the BHP environmental risk acceptability criteria (Section 6.3). The environmental impacts are not inconsistent with the principles of ESD (as defined under the EPBC Act). BHP considers the risk to be managed to an acceptable level.

### 8.4.6 Environmental Performance Outcome, Performance Standards and Measurement Criteria

**Table 8-15: Environmental performance outcomes, performance standards and measurement criteria for Atmospheric Emissions - interaction with other users**

Environmental Performance Outcome	Performance Standard	Measurement Criteria
No introduction of invasive marine species to Australian waters from the infrastructure removal activity.	<b>PS 8.4.1</b> Project vessels will manage their ballast water using one of the approved ballast water management options, as outlined in the Australian Ballast Water Management Requirements.	Documentation of ballast water management in accordance with the Australian Ballast Water Management Requirements.
	<b>PS 8.4.2</b> BHP APU IMS Management Procedure: An IMS risk assessment will be completed for the project vessels and associated immersible equipment (such as ROV) before mobilisation to operational area.	Completed IMS risk assessment for each project vessel and associated immersible equipment before entering the operational area, showing IMS risk is low.

## 8.5 Minor Spills of Chemicals and Hydraulic Fluid

### 8.5.1 Summary of Risk Assessment and Evaluation

Aspect	Source of Hazard	Potential Impact	Severity Factor	Likelihood Factor	Residual Risk	Decision Context	Acceptability
Minor spills and leaks of chemicals and hydraulic fluid	Minor spills and leaks of chemicals and hydrocarbons on the vessel deck reaching the marine environment and from subsea equipment (such as ROVs).	Localised and temporary reduction in water quality adjacent to the discharge and minor adverse toxicity effects to surface and water column biota.	10	0.3	3	Type A Lower Order Risk	Tolerable

### 8.5.2 Source of Hazard

During the petroleum activity, the handling, use and storage of chemicals and hydrocarbons on the project vessels will be required, which may include:

- fuel and refined oil
- hydraulic fluids and oils
- greases and lube oils
- cleaning and cooling agents

Spills and leaks of chemicals and hydraulic fluid on the decks of the project vessels could occur because of spillage during handling, inadequate bunding and storage, inadequate method of securing or tank and pipework failure, leaks from equipment or rupture or failure of hoses. Chemical storage areas are typically set up with effective primary and secondary bunding to contain any deck spills; however, hydraulic hoses may be located outside of bunded or deck areas. Typically, volumes of spills and leaks on vessels are small (less than 20 L).

Leaks or rupture of ROV hydraulic hoses may occur through equipment malfunction or line pinches, which would lead to the loss of small volumes of hydraulic fluids directly to the marine environment. Accidental release of hydraulic fluids volumes from ROV failure are expected to be low (less than 20 L).

### 8.5.3 Environmental Impact Assessment

Given the minor quantities involved (less than 20 L), the accidental discharge of chemicals and hydraulics has the potential to result in a localised reduction in water quality and a minor potential for toxicity impacts to plankton and fish populations (surface and water column biota). Large, more mobile fauna are likely to be transient within the operational area and toxic impacts are unlikely to occur to these species. The potential impacts would most likely be highly localised and restricted to the immediate area in the footprint of the release.

Hydraulic oils behave similarly to marine diesel when spilled to the marine environment. These are medium oils of light to moderate viscosity. They have a relatively rapid spreading rate and will dissipate quickly in ocean conditions. Any impact is temporary and minor. Impact will decrease rapidly as the release dilutes and disperses in the marine environment. No impacts are predicted to benthic habitat communities in the operational area.

### 8.5.3.1 Species Recovery Plans and Threat Abatement Plans

BHP has considered information contained in relevant recovery plans for marine fauna that identify marine pollution as a threat (Section 9).

### 8.5.4 Demonstration of As Low As Reasonably Practicable

The ALARP process for the environmental aspect is summarised in Table 8-16. This process was completed as outlined in Section 6.2 and included consideration of all controls, analysis of the risk reduction proportional to the benefit gained and final acceptance or justification if the control was rejected.

**Table 8-16: Minor spills of chemicals and hydraulic fluid - as low as reasonably practicable summary**

Hierarchy of Control	Control Measure	Accept / Reject	Reason	Associated Performance Standards
Administrative	Project vessels have an approved SOPEP (as appropriate to vessel class) in accordance with Marine Order 91 (marine pollution prevention – oil)	Accept	Controls based on legislative requirements must be accepted. The SOPEP contains plans in case of an oil spill to prevent spills reaching the marine environment, as appropriate to vessel class. Environmental benefit outweighs minor costs in implementing and testing the vessel SOPEP, which contains plans to prevent spills reaching the marine environment.	PS 8.5.1
	BHP chemical selection process (Section 3.10).	Accept	Aids in the process of chemical management that reduces the impact of chemical discharge to the marine environment. Only environmentally acceptable and ALARP products, as determined by the BHP chemical selection process (Section 3.10), are used.	PS 8.5.2
	Critical hoses outside bunded areas (such as ROVs) are inspected and maintained as part of PMS.	Accept	Maintenance and inspection completed as scheduled on PMS reduces the risk of leaks to the marine environment. Control is feasible, standard practice with minimal cost. Benefits outweigh any cost sacrifice.	PS 8.5.3
Engineer	Below-deck storage of all hydrocarbons and chemicals.	Reject	Reduces the likelihood of contaminated deck drainage water being discharged to the marine environment. The consequence is unchanged.	-

Hierarchy of Control	Control Measure	Accept / Reject	Reason	Associated Performance Standards
	A reduction in the volumes of chemicals and hydrocarbons stored onboard the vessel.	Reject	Reduces the likelihood of a deck spill from entering the marine environment. The consequence is unchanged.	-

### 8.5.4.1 ALARP Summary

The risk assessment and evaluation has identified a range of controls (Table 8-16) that when implemented are considered to manage the potential risks of minor spills and leaks of chemicals and hydraulic fluids to ALARP. BHP considers the control measures described above are appropriate to reduce the risks of minor spills / leaks of chemicals and hydraulic fluids. Additional reasonable control measures were identified in Table 8-16 to further reduce impacts but rejected since the associated cost or sacrifice was grossly disproportionate to any benefit. The impacts are therefore considered reduced to ALARP.

### 8.5.5 Demonstration of Acceptability

Given the adopted controls, the risk of minor spills and leaks of chemicals and hydraulic fluids will be reduced to a tolerable level. Further opportunities to reduce the risk have been investigated in Table 8-16. The adopted controls are considered good oil-field practice/industry best practice. No concerns or objections regarding the risk of minor spills and leaks of chemicals and hydraulic fluids have been raised by relevant stakeholders. BHP has considered information contained in recovery plans and threat abatement plans (Section 9). The environmental risks meet the BHP environmental risk acceptability criteria (Section 6.3). The environmental impacts are not inconsistent with the principles of ESD (as defined under the EPBC Act). BHP considers the risk to be managed to an acceptable level.

### 8.5.6 Environmental Performance Outcome, Performance Standards and Measurement Criteria

**Table 8-17: Environmental performance outcomes, performance standards and measurement criteria for minor spills of chemicals and hydraulic fluid**

Environmental Performance Outcome	Performance Standard	Measurement Criteria
No unplanned release of hazardous chemicals or minor hydrocarbon volumes to the marine environment	<b>PS 8.5.1</b> Project vessels have a SOPEP (as appropriate to vessel class) in compliance with Marine Order 91 (marine pollution prevention – oil)	Approved SOPEP is available onboard project vessels, as appropriate to vessel class.
	<b>PS 8.5.2</b> Chemicals selected have ALARP assessment completed and are determined acceptable in accordance with the BHP APU Hazardous Materials Acquisition Environmental Supplement Procedure (AO-HSE S-0002) (Section 3.10).	ALARP assessment documentation shows chemicals requiring further assessment are ALARP and acceptable and selected in accordance with the BHP APU Hazardous Materials Acquisition Environmental Supplement Procedure (AO-HSE S-0002) (Section 3.10).
	<b>PS 8.5.3</b> Critical hoses outside banded areas (such as ROVs) are	Records in the PMS demonstrate inspections of critical hoses comply with equipment specifications.

Environmental Performance Outcome	Performance Standard	Measurement Criteria
	identified and regularly inspected, maintained and replaced as part of the PMS.	

## 8.6 Loss of Solid Hazardous and Non-hazardous Wastes (including Dropped Objects)

### 8.6.1 Summary of Risk Assessment and Evaluation

Aspect	Source of Hazard	Potential Impact	Severity Factor	Likelihood Factor	Residual Risk	Decision Context	Acceptability
Loss of solid hazardous and non-hazardous wastes	Loss of waste (hazardous and non-hazardous) generated during vessel activities.	Localised decline in water quality, toxic effects to marine fauna and potential injury to fauna.	10	0.3	3	Type A Low Order Impact	Tolerable
	Loss of recovered subsea infrastructure.	Localised decline in water quality, toxic effects to marine fauna and potential injury to fauna.  Disturbance of seabed habitat and associated communities.	10	0.3	3	Type A Low Order Impact	Tolerable

### 8.6.2 Source of Hazard

#### 8.6.2.1 Solid Wastes

Project vessels produce a variety of solid wastes, including domestic and industrial wastes. These include aluminium cans, bottles, paper and cardboard, scrap steel, chemical containers, batteries and medical wastes.

Waste is segregated on-board the project vessels and stored in designated skips and waste containers, in accordance with the on-board waste management plan. Wastes are segregated into the categories of:

- non-hazardous waste (or general waste)
- hazardous waste
- recyclables (further segregation is conducted in line with practices at existing BHP operations in the region).

There is the potential for solid wastes to be lost overboard to the marine environment, particularly during adverse weather events and back loading activities and due to incorrect waste storage. Waste items lost overboard are typically small wind-blown items such as plastic containers and cardboard.



### 8.6.2.2 Dropped Objects

There is the potential for objects to be dropped overboard from the project vessels to the marine environment. Small items dropped may include personal protective gear (such as glasses, gloves, hard hats) and small tools (such as spanners). During the recovery of subsea equipment there is the potential for larger dropped objects to occur (such as subsea infrastructure) as a result of human error or failure of lifting equipment during the recovery of subsea infrastructure. Size of the subsea infrastructure is provided in Table 3-4. The largest dropped object during recovery operations would be the DTM, which is approximately 15 m long.

If subsea infrastructure is dropped during the recovery activities, the lost equipment will be located and recovered; therefore, these impacts will be temporary in nature.

### 8.6.3 Environmental Impact Assessment

The potential impacts of solid wastes accidentally discharged to the marine environment include pollution and contamination of the marine environment. Marine fauna may interact with the lost waste, resulting in entanglement or ingestion, leading to injury and death of individual animals. Migratory and threatened species may transit through the operational area, including cetaceans, seabirds, marine turtles and whale sharks. Loss of solid waste to the marine environment is highly unlikely to have a significant environmental impact to marine fauna, based on the types and frequency of wastes that could be lost and the transient nature of the marine fauna. Impacts are anticipated to be temporary and minor.

In the unlikely event of loss of subsea infrastructure to the marine environment, potential impacts would be limited to localised physical impacts on benthic communities over the footprint of the lost subsea infrastructure. The subsea infrastructure would subsequently be recovered. Impacts will also be temporary in nature. Physical impacts from dropped infrastructure are anticipated to be localised and minor and be associated with sediment burrowing infauna and surface epifauna invertebrates, particularly filter feeders, inhabiting the seabed directly over the infrastructure footprint. Any elevated turbidity would be very localised and temporary and is therefore not expected to have any significant impact to environment receptors, such as filter feeders.

The operational area overlaps the Canyons linking the Cuvier Abyssal Plain and the Cape Range Peninsula KEF, therefore, seabed disturbance from dropped objects may directly disturb a very small, localised area of the KEF. No lasting effects are anticipated.

#### 8.6.3.1 Species Recovery Plans and Threat Abatement Plans

BHP has considered information contained in relevant recovery plans advice for marine fauna that identify marine debris as a threat (Section 9). This includes the objectives and actions within the *Recovery Plan for Marine Turtles in Australia 2017–2027* (Commonwealth of Australia, 2017) and *Threat Abatement Plan for the Impacts of Marine Debris on the Vertebrate Wildlife of Australia's Coasts and Oceans* (Commonwealth of Australia, 2018b), which relate to marine debris.

### 8.6.4 Demonstration of As Low As Reasonably Practicable

The ALARP process for the environmental aspect is summarised in Table 8-18. This process was completed as outlined in Section 6.2 and included consideration of all controls, analysis of the risk reduction proportional to the benefit gained and final acceptance or justification if the control was rejected.

**Table 8-18: Loss of solid hazardous and non-hazardous wastes - as low as reasonably practicable summary**

Hierarchy of Control	Control Measure	Accept / Reject	Reason	Associated Performance Standards
Administrative	Marine Order 95 – marine pollution prevention – garbage (as appropriate to vessel class) prescribes	Accept	Controls based on legislative requirements must be accepted. Requires vessels have a garbage management plan. Securely	PS 8.6.1

Hierarchy of Control	Control Measure	Accept / Reject	Reason	Associated Performance Standards
	matters necessary to give effect to Annex V of MARPOL, which prohibits the discharge of all garbage into the sea, except as provided otherwise, and requires vessels have a garbage management plan.		segregating and isolating the hazardous and non-hazardous waste in accordance with Marine Order 95 will reduce the likelihood of wastes being lost to the marine environment, reducing potential impacts to marine fauna.	
	Lost waste and dropped objects will be recovered, where safe and practicable.	Accept	Requires dropped objects to be recovered (where safe and practicable to do so). There are minor personnel and vessel costs to plan and undertake recovery if safe and practicable to do so. Environmental benefit outweighs cost sacrifice.	PS 8.6.2
	Vessel lifting procedures to be conducted in accordance with PET-HSE00-HX-STD-00001.	Accept	Reduces the likelihood of an unplanned release. Lifting procedures will ensure lifts are performed in a safe manner and reduce risk of dropped subsea infrastructure. There are minor administrative costs in following the procedure. Environmental benefit outweighs cost sacrifice.	PS 8.6.3
	NORMs waste and equipment will be segregated in accordance with an offshore NORMs Management Plan. <i>Note: surveys indicate very low levels of NORMs within Stybarrow production equipment.</i>	Accept	Will isolate the NORMs waste and eliminate cross-contamination and loss of waste to the marine environment. Minor cost involved in segregating the NORMs waste. Environmental benefit outweighs cost sacrifice.	PS 8.6.4
Eliminate	BHP chemical selection process (Section 3.10).	Accept	Aids in the process of chemical management that reduces the impact of chemical discharge to the marine environment. Only environmentally acceptable products, as determined by the BHP chemical selection process (Section 3.10), are used.	PS 8.6.5
	Eliminate use of vessels.	Reject	The use of vessels is required to conduct the petroleum activity. Control is not feasible.	-
	Immediate removal of solid waste from the operational area.	Reject	Reduces the risk release of non-hazardous solids to the marine environment. However, substantial additional cost	-

Hierarchy of Control	Control Measure	Accept / Reject	Reason	Associated Performance Standards
			through fuel cost and personnel time. The cost is considered grossly disproportionate to the benefit that may be gained.	

### 8.6.4.1 ALARP Summary

The risk assessment and evaluation has identified a range of controls (Table 8-18) that when implemented are considered to manage the potential risks loss of loss of solid hazardous and non-hazardous wastes (including dropped objects) to ALARP.

BHP considers the control measures described above are appropriate to reduce the risks of loss of solid hazardous and non-hazardous wastes (including dropped objects). Additional reasonable control measures were identified in Table 8-18 to further reduce impacts but were rejected since the associated cost or sacrifice was grossly disproportionate to any benefit. The impacts are therefore considered reduced to ALARP.

### 8.6.5 Demonstration of Acceptability

Given the adopted controls, the risk of loss of solid hazardous and non-hazardous wastes (including dropped objects) will be reduced to a tolerable level. Further opportunities to reduce the risk of loss of solid hazardous and non-hazardous wastes (including dropped objects) to the marine environment have been investigated in Table 8-18.

The adopted controls are considered good oil-field practice/industry best practice. No concerns or objections regarding the loss of solid hazardous and non-hazardous wastes (including dropped objects) to the marine environment have been raised by relevant stakeholders. BHP has considered information contained in recovery plans and threat abatement plans (Section 9). The environmental risks meet the BHP environmental risk acceptability criteria (Section 6.3). The environmental impacts are not inconsistent with the principles of ESD (as defined under the EPBC Act). BHP considers the risk to be managed to an acceptable level.

### 8.6.6 Environmental Performance Outcome, Performance Standards and Measurement Criteria

**Table 8-19: Environmental performance outcomes, performance standards and measurement criteria for Atmospheric Emissions - interaction with other users**

Environmental Performance Outcome	Performance Standard	Measurement Criteria
No unplanned releases of solid hazardous or non-hazardous waste to the marine environment	<b>PS 8.6.1</b> Project vessels comply with measures outlined in Marine Order 95 (marine pollution prevention – garbage) as required by vessel class: <ul style="list-style-type: none"> <li>Vessel(s) will have a Garbage Management Plan in place which outlines procedures for handling storing, processing and disposing of garbage.</li> </ul>	Audit and inspection records show waste is managed in accordance with Marine Order 95.
	<b>PS 8.6.2</b> Lost waste/dropped objects will be recovered, where safe and practicable.	Fate of dropped objects detailed in incident documents.

Environmental Performance Outcome	Performance Standard	Measurement Criteria
	<p><b>PS 8.6.3</b>                      Lifting Operations Standard (PET-HSE00-HX-STD-00001) details processes to reduce risk of dropped objects, including:</p> <ul style="list-style-type: none"> <li>• competency of persons performing lift</li> <li>• planning and preparation process for performing lifts.</li> <li>• heavy-lift procedures</li> <li>• preventative maintenance on cranes.</li> </ul>	<p>Lifting operations have been performed in accordance with Lifting Operations Standard (PET-HSE00-HX-STD-00001).</p>

# 9 Recovery Plan and Threat Abatement Plan Assessment

This section provides an assessment to demonstrate that the petroleum activity are not inconsistent with any relevant recovery plans or threat abatement plans.

Relevant recovery plans and threat abatement plans to the petroleum activity and the receiving environment are:

- *Recovery Plan for Marine Turtles in Australia 2017–2027* (Commonwealth of Australia, 2017)
- *Conservation management plan for the blue whale: A recovery plan under the Environment Protection and Biodiversity Conservation Act 1999 2015-2025* (Commonwealth of Australia, 2015b)
- *Conservation management plan for the southern right whale: a recovery plan under the Environment Protection and Biodiversity Conservation Act 1999 2011-2021* (Department of Sustainability, Environment, Water, Population and Communities, 2012)
- *Sawfish and River Shark Multispecies Recovery Plan* (Commonwealth of Australia, 2015a)
- *Threat Abatement Plan for the Impacts of Marine Debris on the Vertebrate Wildlife of Australia's Coasts and Oceans* (Commonwealth of Australia, 2018b)
- *Whale Shark Management with Particular Reference to Ningaloo Marine Park* (Department of Parks and Wildlife, 2013)
- *National Recovery Plan for Threatened Albatrosses and Giant Petrels* (Department of Sustainability, Environment, Water, Population and Communities, 2011)
- *Recovery Plan for the Grey Nurse Shark (*Carcharias taurus*)* (Department of the Environment, 2014)
- *Recovery Plan for the White Shark (*Carcharodon carcharias*)* (Department of Sustainability, Environment, Water, Population and Communities, 2013)

Objectives and relevant actions from the above plans have been identified in Table 9-1. The table includes an assessment on whether the petroleum activity, including resulting impacts and risks identified in Sections 7 and 8 are inconsistent with those objectives and actions.

Table 9-1: Assessment of the petroleum activity’ consistency with objectives and actions in relevant recovery plans and threat abatement plans

Recovery / Threat Abatement Plan	Relevant Action Areas / Objectives	Assessment of Consistency
Recovery Plan for Marine Turtles in Australia 2017–2027	Action Area A3: Reduce the impacts from marine debris <ul style="list-style-type: none"> <li>• Understand the threat posed to green turtle NWS stock by marine debris.</li> <li>• Determine the extent to which marine debris is impacting Western Australian loggerhead turtles.</li> </ul>	<p><b>Not inconsistent</b></p> <p>Section 8.6 considers the impacts of unplanned releases of solid hazardous and non-hazardous wastes and considers the potential risks to marine turtles.</p> <p>Appropriate controls have been considered and adopted to reduce the risk of unplanned releases of solid hazardous and non-hazardous wastes to ALARP and acceptable levels</p>
	Action Area A4: Minimise chemical and terrestrial discharge <ul style="list-style-type: none"> <li>• Ensure spill risk strategies and response programs adequately include management for marine turtles and their habitats, particularly in reference to ‘slow to recover habitats’, such as nesting habitat, seagrass meadows or coral reefs.</li> </ul>	<p><b>Not inconsistent</b></p> <p>Sections 7.5 and 7.7 address the impacts from routine discharges to marine turtles.</p> <p>Section 8.2 and 8.5 considers the risks from accidental release of chemicals and hydrocarbons to marine turtles. Spill risk strategies and response program include management measures for turtles and their nesting habitats.</p> <p>Appropriate controls have been considered and adopted to reduce the impacts and risks of planned and unplanned releases of chemicals to the marine environment to ALARP and acceptable levels.</p>
	Action Area A8: Minimise light pollution <ul style="list-style-type: none"> <li>• Artificial light within or adjacent to habitat critical to the survival of marine turtles will be managed such that marine turtles are not displaced from these habitats.</li> </ul>	<p><b>Not inconsistent</b></p> <p>Section 7.2 considers the impacts from project vessel lighting on marine turtles.</p> <p>Given the operational area location, project vessel lighting is not anticipated to displace marine turtles from critical habitats. Light emissions may cause localised and temporary behavioural disturbance to transient individual marine turtles. The level of disturbance is not considered to result in displacement of adult turtles from critical habitat.</p> <p>Appropriate controls have been considered and adopted to reduce the impacts of light emissions to ALARP and acceptable levels.</p>

Recovery / Threat Abatement Plan	Relevant Action Areas / Objectives	Assessment of Consistency
<p>Conservation Management Plan for the Blue Whale 2015–2025</p>	<p>Action Area A.2: Assessing and addressing anthropogenic noise</p> <ul style="list-style-type: none"> <li>Assessing the effect of anthropogenic noise on blue whale behaviour</li> </ul>	<p><b>Not inconsistent</b></p> <p>Section 7.3 considers the potential impacts to pygmy blue whales. Noise generated by the petroleum activity is anticipated to result in localised, minor and temporary behavioural disturbance to individuals only.</p> <p>The operational area overlaps a pygmy blue whale distribution BIA. Controls have been evaluated (Section 7.3.4) as appropriate to manage noise such that any blue whale continues to utilise the area without injury.</p> <p>Appropriate controls have been considered and adopted to reduce the impacts of noise emissions to ALARP and acceptable levels.</p>
	<p>Action Area A.3: Anthropogenic noise in biologically important areas will be managed such that any blue whale continues to utilise the area without injury</p>	<p><b>Not inconsistent</b></p> <p>Section 7.3 considers the potential impacts to pygmy blue whales. Noise generated by the petroleum activity is anticipated to result in localised, minor, and temporary behavioural disturbance to individuals only.</p> <p>The operational area overlaps pygmy blue whale distribution and migration BIAs. Controls have been evaluated (Section 7.3.4) as appropriate to manage noise such that any blue whale continues to utilise the area without injury.</p> <p>Appropriate controls have been considered and adopted to reduce the impacts of noise emissions to ALARP and acceptable levels.</p>
	<p>Action Area A.4: Minimising vessel collisions</p> <ul style="list-style-type: none"> <li>Ensure the risk of vessel strikes on blue whales is considered when assessing actions that increase vessel traffic in areas where blue whales occur and, if required, appropriate mitigation measures are implemented.</li> </ul>	<p><b>Not inconsistent</b></p> <p>Section 8.3 considers the potential impacts to pygmy blue whales. Vessel collisions with pygmy blue whales are unlikely to occur, given the very slow vessel speeds within the confined operational area.</p> <p>Appropriate controls including adherence to EPBC Regulations 2000 – Part 8 Division 8.1 (Regulation 8.05 and 8.06) Interacting with cetaceans have been adopted to reduce the risks of marine fauna interactions to ALARP and acceptable levels.</p>

Recovery / Threat Abatement Plan	Relevant Action Areas / Objectives	Assessment of Consistency
	<p>Action Area B.3: Describing spatial and temporal distribution and defining biologically important habitat</p> <ul style="list-style-type: none"> <li>Identify migratory pathways between breeding and feeding grounds.</li> <li>Assess timing and residency within BIAs.</li> </ul>	<p><b>Not inconsistent</b></p> <p>Appendix C, Section 2.5 presents details of the timing and residency of pygmy blue whales within BIAs. The section includes a review of literature to identify migratory pathways between breeding and feeding grounds.</p>
<p>Conservation management plan for the southern right whale: a recovery plan under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> 2011-2021</p>	<p>Threat A2: Assessing and addressing anthropogenic noise (shipping, industrial and seismic)</p>	<p><b>Not inconsistent</b></p> <p>Section 7.3 considers the potential impacts to southern right whales. Noise generated by the petroleum activity is anticipated to result in localised, minor, and temporary behavioural disturbance to individuals only.</p> <p>Appropriate controls have been considered and adopted to reduce the impacts of noise emissions to ALARP and acceptable levels.</p>
	<p>Threat A 5: Addressing vessel collisions</p>	<p><b>Not inconsistent</b></p> <p>Section 8.3 considers the potential impacts to southern right whales. Vessel collisions with southern right whales are unlikely to occur, given the very slow vessel speeds within the confined operational area and the distribution of the species.</p> <p>Appropriate controls including adherence to EPBC Regulations 2000 – Part 8 Division 8.1 (Regulation 8.05 and 8.06) Interacting with cetaceans have been adopted to reduce the risks of marine fauna interactions to ALARP and acceptable levels.</p>
<p>Sawfish and River Shark Multispecies Recovery Plan</p>	<p>Objective 5: Reduce and, where possible, eliminate adverse impacts of habitat degradation and modification on sawfish and river shark species</p> <ul style="list-style-type: none"> <li>Identify risks to important sawfish and river shark habitat and measures needed to reduce those risks.</li> </ul>	<p><b>Not inconsistent</b></p> <p>Section 7.6 considers the impact of seabed disturbance on sawfish and river shark species. Given the low level of seabed disturbance from the petroleum activity and the lack of suitable habitat for sawfish and river shark within the operational area, impacts are not anticipated.</p> <p>Sections 7.7 and 8.2 considers the impact of a hydrocarbon release on a variety of habitats, including sawfish and river shark habitat within the EMBA.</p>



Recovery / Threat Abatement Plan	Relevant Action Areas / Objectives	Assessment of Consistency
	Objective 6: Reduce and, where possible, eliminate any adverse impacts of marine debris on sawfish and river shark species.	<p>Appropriate controls have been considered and adopted to reduce the risk of unplanned hydrocarbon releases to ALARP and acceptable levels.</p> <p><b>Not inconsistent</b></p> <p>Section 8.6 considers the impacts of unplanned releases of solid hazardous and non-hazardous wastes and considers the potential risks to sawfish and river shark species.</p> <p>Appropriate controls have been considered and adopted to reduce the risk of unplanned releases of solid hazardous and non-hazardous wastes to ALARP and acceptable levels.</p>
Threat Abatement Plan for the Impacts of Marine Debris on the Vertebrate Wildlife of Australia's Coasts and Oceans	<p>Objective 1: Contribute to long-term prevention of marine debris.</p> <ul style="list-style-type: none"> <li>Limit the amount of single use plastic material lost to the environment in Australia.</li> </ul>	<p><b>Not inconsistent</b></p> <p>Section 8.6 considers the impacts of unplanned releases of solid hazardous and non-hazardous wastes and considers the potential risks to marine fauna.</p> <p>Appropriate controls have been considered and adopted to reduce the risk of unplanned releases of solid hazardous and non-hazardous wastes to ALARP and acceptable levels.</p>
Whale Shark Management with Particular Reference to Ningaloo Marine Park	None. However, identifies boat strike as a risk to whale shark	<p><b>Not inconsistent</b></p> <p>Section 8.3 considers the potential impacts to whale shark. Vessel collisions with whale shark are unlikely to occur, given the very slow vessel speeds within the confined operational area.</p>
National Recovery Plan for Threatened Albatrosses and Giant Petrels 2011 to 2016	Marine-based threats to the survival and breeding success of albatrosses and giant petrels foraging in waters under Australian jurisdiction are quantified and reduced	<p><b>Not inconsistent</b></p> <p>Section 7.2 considers the impacts from project vessel lighting on seabirds. Any collision between the birds and project vessels as a result of the attraction are highly unlikely due to the lack of aggregation areas for birds over the operational area and slow-moving project vessels.</p>
Recovery Plan for the Grey Nurse Shark ( <i>Carcharias taurus</i> )	Objective 7: Improve understanding of the threat of pollution and disease to the grey nurse shark	<p><b>Not inconsistent</b></p> <p>Section 8.2 and 8.5 considers the risks from accidental release of chemicals and hydrocarbons to grey nurse shark.</p>

Recovery / Threat Abatement Plan	Relevant Action Areas / Objectives	Assessment of Consistency
		Appropriate controls have been considered and adopted to reduce the risk of unplanned hydrocarbon release to ALARP and acceptable levels.
Recovery Plan for the White Shark ( <i>Carcharodon carcharias</i> )	Objective 7: Continue to identify and protect habitat critical to the survival of the white shark and minimise the impact of threatening processes within these areas	<p><b>Not inconsistent</b></p> <p>Section 8.2 and 8.5 considers the risks from accidental release of chemicals and hydrocarbons to grey nurse shark.</p> <p>Appropriate controls have been considered and adopted to reduce the risk of unplanned hydrocarbon release to ALARP and acceptable levels.</p>

# 10 Hydrocarbon Spill Response

As required by the Environment Regulations, BHP has prepared the Stybarrow (Decommissioning) Oil Pollution Emergency Plan (OPEP) (BHPB-00SC-N000-0004) (refer to Appendix E). The OPEP is the primary reference document and key control measure to be implemented in the event of an oil spill during the petroleum activities. It has been developed as a formal means of establishing the processes and procedures to ensure BHP maintains a constant vigilance and readiness to prevent and, where required, respond to and effectively manage oil spill incidents that may occur. The OPEP has been developed to comply with the Environment Regulations.

This section of the EP provides a description of the proposed oil spill response strategies based on the worst-case spill scenarios. The response strategies presented are based on the outcome of a Strategic Net Environmental Benefit Analysis (NEBA). For each of the proposed response strategies, their benefits and constraints are presented, along with an assessment of the associated risks and impacts that may occur from their implementation.

## 10.1 Spill Response Levels

To establish oil spill response arrangements that can be scaled up or down depending on the nature of the incident by integrating with other local, regional, national and industry plans and resources, BHP uses a tiered response approach. The criteria for determining the hydrocarbon spill ‘Levels’ for the purpose of the spill response have been adopted from the National Plan for Maritime Environmental Emergencies (AMSA 2019) and are described in Table 10-1. The ‘level-rating’ for oil spill response provides a magnitude description of the potential impact and the effort to support oil spill response.

The ‘Level’ is determined by the relevant Commander, such as the Field Response Team (FRT) Commander (i.e., the Vessel Master) or by the Incident Management Team (IMT) Incident Commander.

Typically, Level 1 spill responses can be resourced using shipboard or port located spill kits. Vessels are required to maintain a current SOPEP and appropriate spill kits, response capabilities and trained personnel. Likewise, designated ports and harbours are required to have at least Level 1 response capability on site.

For Level 2 spills, BHP maintains a broad set of spill response capabilities. BHP also has contracts and Memoranda of Understanding (MoUs) with national and international third-party spill response providers to ensure response capabilities can be engaged.

**Table 10-1: Worst-case spill scenarios for the petroleum activities and incident classification used to inform spill response**

Level	Level Definition	Stybarrow Decommissioning and Field Management Activities Spill Scenarios
1	An incident will have minor or limited impacts on the environment which can be controlled by the resources normally available onsite without the need to mobilise BHP IMT or other external resources.	
	An incident: <ul style="list-style-type: none"> <li>• occurs within a single jurisdiction</li> <li>• with simple IAP required</li> <li>• resourced from within one area</li> <li>• where environment would be isolated and/or natural recovery expected within weeks</li> <li>• wildlife impacts are limited to individual fauna</li> <li>• that has no immediate concern of shoreline impact</li> <li>• with a BHP Risk Matrix Consequence Level 1-2.</li> </ul>	MDO spill from bunkering incident (37.5 m <sup>3</sup> MDO)

Level	Level Definition	Stybarrow Decommissioning and Field Management Activities Spill Scenarios
2	An incident will have substantial impacts to the environment and cannot be controlled by the use of onsite resources alone and required external resources and support to combat the situation.	
	An incident: <ul style="list-style-type: none"> <li>occurs across multiple jurisdictions</li> <li>with outline of the IAP required</li> <li>that requires intra-state resources</li> <li>with significant environmental impacts, recovery may take months, remediation required</li> <li>with wildlife impacts to groups of fauna or threatened fauna</li> <li>where shoreline impact is expected</li> <li>with a BHP Risk Matrix Consequence Level 3+.</li> </ul>	MDO spill from vessel collision (1,000 m <sup>3</sup> MDO)
3	An incident will have serious impacts to the environment and occurs across multiple/international jurisdictions and requires mobilisation of state, national or international resources and support to combat the situation.	
	An incident: <ul style="list-style-type: none"> <li>occurs across multiple/international jurisdictions</li> <li>with detailed IAP required</li> <li>that requires national or international resources</li> <li>with significant environmental area impacted, recovery may take months, remediation required</li> <li>with wildlife impacts to large numbers of fauna</li> <li>with a BHP Risk Matrix Consequence Level 4+.</li> </ul>	N/A

## 10.2 Source of Risk

This EP has identified the worst-case and credible hydrocarbon spill scenarios as:

- Level 1: 37.5 m<sup>3</sup> bunkering incident
- Level 2: fuel tank rupture from a vessel collision, resulting in a surface release of 1,000 m<sup>3</sup> MDO (refer to Section 8.2).

## 10.3 Strategic Net Environmental Benefit Analysis of Response Options

In the oil spill response planning process, BHP has adopted a comprehensive strategic NEBA methodology to select and justify the appropriate response strategy combinations for the credible and worst-case hydrocarbon spill scenario. A NEBA was conducted to select the potential oil spill response strategies in the event of a Level 2 hydrocarbon spill (Table 10-2). The focus of the NEBA was to understand the consequences of 'no action' and to select an oil spill response strategy that delivered a net environmental benefit using the OPEP Priorities.

The NEBA methodology used is described as follows:

- LIST the response strategies available.
- IDENTIFY the benefit, environmental impact and operational challenge of each response strategy.
- EVALUATE the viability of each response strategy in a particular credible scenario.
- FILTER the result to identify all the viable strategies for a particular credible scenario.

- FORMULATE options of different strategy combinations.
- COMPARE these options and select the preferred option of strategy combination.

From these results, the priority application ZONE of each strategy was identified in the preferred strategy combination by selecting the:

- primary response strategy, which has been confirmed to be used and should be applied as soon as possible
- secondary response strategy, which will be only applied if needed and practical
- nil response strategy, which is a non-preferred option, will not be used and does not identify a net environmental benefit.

In the event of an oil spill, an Operational NEBA will be performed to select spill response options that have a net environmental benefit. It is likely spill response will involve a combination of response options and will evolve over time as conditions change.

Table 10-2: Strategic net environmental benefit analysis of response option for hydrocarbon spills

RS #	Spill Response Strategy	Overview of Environmental Benefits	Associated Environmental Risks/Impacts	Operational Constraints	Apply Response		Primary or Secondary Response	Justification Note
RS1	Source Control – Vessel Control	Limits or prevents further discharge of hydrocarbons to the marine environment by halting the spill (for example, transferring fuel to another tank).	No significant impacts.	Health and safety considerations may delay implementation under certain circumstances (such as vapours).	Level 2 – MDO	Yes	Primary	Control at the vessel will always be attempted as the immediate primary response to halt further spill to marine environment.
RS2	Monitor and Evaluate	Constant monitoring and evaluation by surveillance is a mandatory strategy required for real-time decision-making during a spill event.	Risks/impacts from operations of monitoring vessels and aircraft (for example, emissions such as air, noise and liquid waste, marine fauna interaction, interference with other users).	Weather conditions may put constraints on visual observations (vessel and aerial). Vessel and aerial surveillance constrained to daylight hours. Stringent safety management requirements for aerial and marine operations. Potential coordination of multiple vessels/aircraft within limited area (simultaneous operations).	Level 2 – MDO	Yes	Primary	Surveillance activities ensure constant monitoring and evaluation of the spill.
RS3	Dispersant – Surface Application	Can remove oil from sea surface and dilute into water column, but no significant benefit to high sensitivity receptors. Due to constraints – only a small proportion of diesel potentially treated (may be nil). Entrained diesel will break down faster and lowers impacts on sea surface fauna.	Discharge of dispersant into environment. Chemical added to environment when it is not likely to impact high or extreme environment receptors. Operation of aircraft and support vessel (efficacy testing).	Not applicable for MDO spills due to rapid dispersion and spreading.	Level 2 – MDO	No	-	Surface dispersant application is not recommended as a beneficial option for MDO, as it has a low additional benefit of increasing the dispersal rate of the spill while introducing more chemicals into the marine environment. Modelling predicts no shoreline accumulation associated with the worst-case scenario $\geq 10 \text{ g/m}^2$ .
RS4	Marine Recovery	If effective, can physically remove floating surface oil from the water, thereby preventing shoreline impacts. Recovered oil may be reprocessed.	Operation of vessels (such as burn fuel, physical presence, discharges) for placing and moving booms. Equipment- and labour intensive. Waste disposal of recovered hydrocarbons. Cleaning and disposal of contamination from boom.	Inefficient and impractical on thin hydrocarbons, such as MDO. Requires surface oil thick enough, typically Bonn Agreement Oil Appearance Code 4 (discontinuous true colour) and 5 (continuous true oil colour).	Level 2 – MDO	No	-	Not applicable for MDO spills due to rapid dispersion and spreading, therefore unlikely to encounter films great than 20 to 25 $\mu\text{m}$ , making recovery via skimmers ineffective.
RS5	Shoreline Protection	Can deflect diesel from shoreline receptors for capture and recovery or dilute into water column.	Physical disturbance to intertidal and shoreline habitats from operating vessels and booms (such as anchoring booms and vessels). Defective booms. Operation of vessel (such as burn fuel, physical presence, discharges). Cleaning of contaminated booms and waste disposal of recovered hydrocarbons and water. Waste disposal of recovered hydrocarbons.	Wind, surface currents and tidal ranges are key constraints for operation of shoreline booms	Level 2 – MDO	No	-	Modelling predicts no shoreline accumulation associated with the worst-case scenario $\geq 10 \text{ g/m}^2$ .
RS6	Mechanical Dispersion	May be applicable for the localised entrainment of surface oil but is not considered to have a significant effect on removing oil from the surface.	May temporarily increase the concentration of entrained and dissolved oil in the vicinity of submerged shallow water receptors (such as corals, seagrass and macroalgae). Operation of vessel (such as burn fuel, physical presence, discharges).	Offshore vessels are designed not to cavitate, so not efficient at breaking up hydrocarbon films. Small particle size required otherwise material resurfaces.	Level 2 – MDO	No	-	Mechanical dispersion uses vessels with propellers that can cavitate. The turbulence created helps break up surface slicks, dispersing hydrocarbons into the column where

RS #	Spill Response Strategy	Overview of Environmental Benefits	Associated Environmental Risks/Impacts	Operational Constraints	Apply Response	Primary or Secondary Response	Justification Note	
				Wind speeds above 20 knots provide natural dispersion, making this method redundant. Cannot be performed where there are high concentrations of vapour.			biodegradation is enhanced due to smaller droplet sizes. This strategy requires vessels on site with engines that cavitate. Wave action provides some effect. Leaving MDO on the surface may be more advantageous, given its propensity to evaporate.	
RS7	In-Situ Burning	Removes oil from environment.	Operation of a four vessel spread (two boom sweep, one igniter, one observer). Particulates (smoke) in air with associated health risks. Incomplete combustion may produce toxic chemicals.	Need to build a thick film for ignition (5 to 10 mm). Wind is a key constraint, calm seas and ideal conditions are considered necessary for booming operations to get a thick film thickness and safe ignition. Availability of fire boom.	Level 2 – MDO	No	-	Not applicable as insufficient surface slick thickness predicted. The experience and expertise are not readily available in Australia.
RS8	Shoreline Clean Up	Can reduce stranded oil on shorelines and reduce remobilisation of oil.	Physical disturbance to shoreline habitats from staging areas and clean-up activities. Contamination via spreading oil beyond shorelines. Labour-intensive. Logistics. Waste management.	Shoreline characteristics (substrate type, beach type, exposure to wave action, biological, social, heritage or economic resources, amount of hydrocarbon present) and access requirements.	Level 2 – MDO	No	-	Modelling predicts no shoreline accumulation associated with the worst-case scenario $\geq 10$ g/m <sup>2</sup> .
RS9	Natural Recovery	No additional impacts associated with response activities.	No additional impacts.	No constraints.	Level 2 – MDO	Yes	Primary	Makes use of the natural degradation and weathering process to break down and remove surface oil and stranded hydrocarbons. Effectively, this response strategy means no direct action other than monitor and evaluate spill trajectory and rate of habitat/community recovery.
RS10	Environmental Monitoring	Primary tool for determining the extent, severity and persistence of environmental impacts from oil spills, and determine how effective the oil spill response is in protecting the environment.	Labour intensive. Logistics. Operation of vessel (such as burn fuel, physical presence, discharges). Noise from support vessels and helicopters. Vessel collision. Obstacles to other sea users.	Weather conditions may constrain visual observations (vessel and aerial). Stringent safety management requirements for aerial and marine operations. Potential coordination of multiple vessels and aircraft within limited area (simultaneous operations).	Level 2 – MDO	Yes	Primary	Applicable to Level 2 spills to monitor impact and recovery from oil spill events. The type and extent of scientific monitoring will depend on the nature and scale of oil contact to sensitive receptor locations as determined through monitor and evaluate activities.
RS11	Oiled Wildlife Response	Pre-oiling activities including onshore exclusion barriers, hazing and pre-emptive capture used to reduce incidence of animals becoming oiled. Post-oiling activities including collection and rehabilitation to treat oiled fauna and return to similar suitable habitat. Utilisation of local skilled veterinarians for treatment of oiled wildlife.	Labour-intensive. Logistics. Operation of vessel (such as burn fuel, physical presence, discharges). Hazing: stress to individuals, accidentally drive oiled wildlife into oil, separate groups/individuals (such as parent/offspring pairs) or disturb nesting and foraging behaviours. Pre-emptive capture and post-oiled collection: Risk of injury and inappropriate field	Wind is a key constraint, calm seas and ideal conditions are considered necessary for capture operations. Weather constraints for use of aerial observation and tracking fauna. Navigation of multiple vessels within a small area. Availability of suitable space/location in township to handle rehabilitation and fauna treatment.	Level 2 – MDO	Yes	Primary	Applicable where surface hydrocarbons cause oiling risk to marine fauna. Applicable to Level 2 spills.

RS #	Spill Response Strategy	Overview of Environmental Benefits	Associated Environmental Risks/Impacts	Operational Constraints	Apply Response		Primary or Secondary Response	Justification Note
			collection/handling during pre-emptive capture and after oiled collection. Rehabilitation: inadequate/inappropriate animal husbandry, leading to stress, injury or death. Inappropriate relocation points leading to disorientation and stress.					
RS12	Forward Command Post	Benefits outweigh impacts. Establishes local command. Better communication with local resources and stakeholders.	Labour intensive. Logistics. Mobilisation of personnel to Exmouth or Onslow – aviation fuel, etc.	Availability of suitable command post (location/building) in Exmouth.	Level 2 – MDO	Yes	Secondary	Constant monitoring and evaluation of spill and response activities by people on-location during a spill event.
RS13	Waste Management	Benefits outweigh impacts. Oiled waste removed from site by trained contractors and dealt with at an approved waste management facility.	Labour intensive. Logistics.	Low persistence hydrocarbon expected to generate minimal (if any) waste. Logistics constraints in moving waste from site to approved waste facility.	Level 2 – MDO	Yes	Secondary	Applicable where surface hydrocarbons cause oiling risk to shorelines.



## 10.4 Environmental Impact and Risk Assessment for Spill Response Activities

While spill response activities are intended to reduce the potential environmental consequences of a hydrocarbon spill, they can introduce new impacts and risks. In the event of a hydrocarbon spill, response strategies will be implemented where possible to reduce environmental impacts to ALARP. The response strategies deemed appropriate, based on the predicted nature and scale of the worst-case spill scenarios identified for Stybarrow decommissioning and field management activities, have been identified via the strategic NEBA and ALARP demonstration (refer to Section 10.3 and Appendix E).

The OPEP (Appendix D) provides selected response strategies in the event of a spill, being:

- source control – vessel control
- monitor and evaluate
- natural recovery
- environmental monitoring
- oiled wildlife response
- forward command post
- waste management.

The next sub-sections present the suitable response spill strategies identified in Table 10-2, the impacts and risks associated with their implementation, and control measures for reducing impacts and risks to ALARP and acceptable levels. Section 10.5 assesses their effectiveness and the adequacy of resourcing available to support spill response strategies to further justify reducing impacts and risks to ALARP and acceptable levels.

Typical environmental aspects, impacts and risks that may arise from conducting spill response activities are similar to those already described in Sections 7 and 8 for planned activities and unplanned events, particularly for vessel-based operations. The greatest potential for impacts additional to those described for routine activities is from oiled wildlife response operations.

A number of response strategies, namely RS1 Source Control, RS2 Monitor and Evaluate, RS10 Environmental Monitoring and RS11 Oiled Wildlife Response, include components of their response activities that are vessel-based, and the impacts and risks associated with their implementation from vessels are assessed previously in this EP and relate to:

- physical presence (Section 7.1)
- vessel discharges and emissions (light, noise, atmospheric, routine, and non-routine discharges, seabed disturbance, waste management in Section 7.2 to 7.8)
- unplanned discharges (hydrocarbon spills, solids, and liquids in Sections 8.2, 8.5 and 8.6)
- marine fauna interaction (Section 8.3)
- introduction of invasive marine species (Section 8.4).

As such, impacts and risks relating to the above aspects associated with the spill response strategies are not considered further in this assessment.

### 10.4.1 Spill Response: Source Control – RS1 Vessel Control

The purpose of this section is to describe BHP's strategy relating to Source Control to:

- limit the release of oil discharged to the marine environment and prevent further release of oil by isolating the source of the release
- manage to ALARP and acceptable levels the risks and impacts of the Source Control response strategy to environmental sensitivities.

The strategy includes identifying the risks and impacts associated with Source Control, which includes considering the benefits associated with vessel control. It then demonstrates these impacts and risks can be reduced to ALARP and acceptable levels, enabling source control to be a primary response strategy.

Specifically, this section includes:

- identification of the potential impacts of vessel control, which includes discussion on vessel control effectiveness, demonstrating the application of vessel control can reduce the total volume of oil ashore
- demonstration of oil spill preparedness
- controls in place to mitigate the impacts and risks of vessel control on sensitive environmental receptors
- demonstration that the vessel control strategy proposed by BHP is ALARP and acceptable
- environmental performance outcomes, performance standards and measurement criteria for Source Control.

#### 10.4.1.1 Summary of Activity – Vessel Control

The project vessels will have a current SOPEP (as appropriate to vessel class) in accordance with the requirements of MARPOL Annex I (Prevention of Pollution by Oil). This plan outlines responsibilities, specific procedures and resources available for an oil or chemical spill. Spills that occur beyond the capability of the vessel will be managed in accordance with BHP’s Stybarrow OPEP (Decommissioning) (BHPB-00SC-N000-0004).

<b>Source Control: Vessel Control</b>	
<b>Initiation Criteria</b>	Notification of Level 1-2 Oil Spill.
<b>Activation Time</b>	Immediately, noting safety of personnel as the priority.
<b>Resources</b>	Vessel Master and crew trained in vessel-specific SOPEP procedures. On-board spill equipment, as per vessel-specific SOPEP.
<b>Termination Criteria</b>	Release of oil to the marine environment has ceased and the workplace environment is deemed environmentally safe and free of hydrocarbons.
<b>Roles and Responsibilities</b>	Vessel Master to implement vessel-specific SOPEP and notify Duty Incident Controller of release. Duty Incident Controller to activate IMT. Refer to Section 11.6.5 for further detail on Response Personnel Roles and Responsibilities.
<b>Competencies</b>	Vessel Master trained in vessel-specific SOPEP. Duty Incident Controller trained in IMT activation procedures. Refer to Section 11.6.14 for further detail on Response Personnel Competencies.

Vessel Source Control methods are implemented as the primary response strategy for responding to single point releases from hull leakage and spills in the event of a vessel collision. Vessel Source Control will be activated immediately by persons onboard, under the direction of the Vessel Master, to reduce or control the discharge, and conducted according to the vessel-specific MARPOL-compliant SOPEP for vessels, as required under International Convention for Protection of the Sea (Prevention of Pollution from Ships) Act 1983; AMSA Marine Orders – Part 91 and Part 94; and MARPOL Annexes I and III. Vessel Source Control activities will always consider human health and safety.

Vessel Source Control activities will depend on the type of incident but may include:

- closing valves, isolating pipework and shutting down pumps
- using temporary patches or bungs/plugs to seal holes to prevent further releases, until more permanent measures can be taken

- transferring product between tanks on the vessel or between vessels, in the event of a leaking tank or rupture from a vessel collision
- using spill response equipment located around the vessel, including small booms, absorbent pads, spill absorbent litter, spill recovery containers, permissible cleaning agents and other materials available onboard to clean up spilled material on deck. Remaining oily spill residues on decks or other surfaces may be washed into drains leading to the oil-water separator system to treat the effluent before discharge.

#### 10.4.1.2 Potential Environmental Impact and Risks

None in addition to those already associated with vessel-based activities.

#### 10.4.1.3 Source Control Environmental Performance

Table 10-3 provides the environmental performance outcomes, performance standards and measurement criteria for the Source Control response strategy.

In the event of a spill, Operational NEBAs (refer to Section 4 of the OPEP) will be completed daily, to take into account spill trajectories, prevailing weather and planned actions for the day.

**Table 10-3: Environmental performance – source control**

RS1 Source Control			
Environmental Performance Outcomes	To prevent the impact on the marine environment resulting from hydrocarbon spills by reducing, controlling or halting the discharge of hydrocarbons through implementing source control methods.		
Response Strategy	Control Measure ID	Performance Standard	Measurement Criteria
Source Control – Vessel Control	PS RS1.1	Operational NEBA to include evaluation of requirement for implementing Source Control.	Documentation of completed Operational NEBA.
	PS RS1.2	Predictions of spill trajectory to be modelled to support the Operational NEBA.	Documentation of Contract with AMOSC who maintains call-off contract with RPS.
	PS RS1.3	Response strategy activities continued until termination criteria met.	Incident log.
	PS RS1.4	Source Control – Vessel Control to be managed in accordance with vessel-specific (SOPEP/ Shipboard Marine Pollution Emergency Plan for vessels, in line with MARPOL Annex I).	Vessel audit/inspection records.
			Spill reports logged as per vessel procedures. Spill exercise closeout reports.
	PS RS1.5	Onboard response capabilities in the event of an oil spill are tested, maintained and available before mobilising to demonstrate preparedness.	Record of SOPEP drills and spill exercises in vessel log.
Vessel audit/inspection records.			
PS RS1.6	Scupper plugs or equivalent deck drainage control measures available where hazardous chemicals and hydrocarbons stored and frequently handled.	Vessel audit/inspection records.	

## 10.4.2 Spill Response: RS2 Monitor and Evaluate

### 10.4.2.1 Summary of Activity

The Monitor and Evaluate response strategy will be implemented for Level 1-2 spills. Constant monitoring and evaluation by surveillance is a mandatory strategy required for making real-time decisions during a spill. This strategy includes assessing the location, weather and sea state conditions, volume of oil being released, oil weathering state and trajectory of the spill. The spill will be monitored constantly and evaluated by surveillance techniques. The results of surveillance operations are crucial for implementing further strategies for responding to and managing a spill event. If any of the surveillance or modelling indicates priority receptors are at risk of being impacted by spilled hydrocarbons (refer to Section 2-2 of the OPEP), then RS10 Environmental Monitoring will be activated.

The interrelationship between the pre-planning, operational monitoring arrangements, response actions and decision making by the IMT is shown in Figure 10-1. This diagram is an adaption of Figure 6.1 (Response Phase Monitoring) from the CSIRO publication *Oil Spill Monitoring Handbook* (Hook et al., 2016).

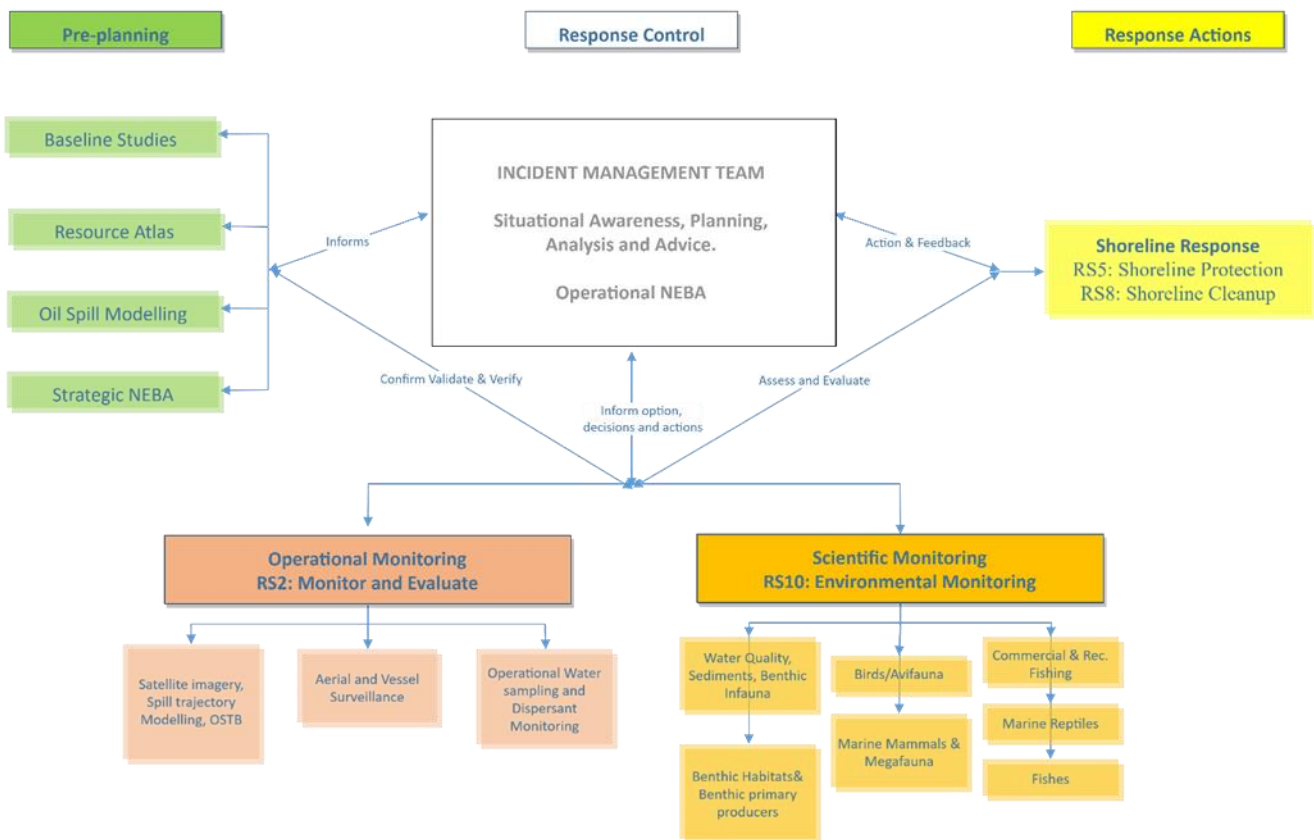


Figure 10-1: Operational and scientific monitoring interrelationship diagram

The purpose of this section is to describe BHP’s approach relating to the Monitor and Evaluate response strategy to:

- track and monitor the trajectory of the spill so real-time decisions can be made to prevent impacts to extreme and highly sensitive environmental receptors
- manage to ALARP and acceptable levels the risks and impacts of the Monitor and Evaluate response strategy on sensitive environmental receptors.

The strategy includes a description of the impacts and risks associated with Monitor and Evaluate operations during spills, which includes consideration of the benefits associated with the Monitor and Evaluate response

strategy. It then demonstrates these impacts and risks can be reduced to ALARP and acceptable levels, enabling Monitor and Evaluate to be a key response strategy in the event of hydrocarbon spills.

Specifically, this section includes:

- assessment of the potential impacts and risks of the Monitor and Evaluate response strategy and the benefits of each response activity
- controls in place to mitigate the impacts and risks of the Monitor and Evaluate response strategy on sensitive environmental receptors
- demonstration that the proposed Monitor and Evaluate response strategy is ALARP and acceptable
- environmental performance outcomes, performance standards and measurement criteria for the Monitor and Evaluate response strategy.

Monitoring and evaluation will require access to aircraft, vessels and personnel. In the event of a spill, the monitoring and evaluation methods that will typically be implemented, depending on the volume of the spill, are:

- aerial surveillance
- vessel surveillance
- oil spill tracking buoys
- spill trajectory modelling
- satellite imagery
- operational water sampling.

***Aerial Surveillance – Objective, Scope, Rationale and Methods***

Aerial surveillance will be commissioned by the Incident Commander or by a designated officer of the nominated Control Agency. BHP has access to helicopters under a crew transfer contract with helicopter provider CHC. BHP has access to trained aerial surveillance observers in AMOSC and industry mutual aid through its AMOSC Contract. In addition to the aircrew, trained aerial surveillance observers will be included on the flights to confirm the size of the spill and its location. This information will be sent back to the IMT for further processing. A schedule of flights will be developed, to ensure sufficient timely information is available for fate modelling. Aerial observations will only be performed during daylight hours. The aerial surveillance will include digital imagery of the spill, the global positioning system coordinates of the spill extremities, an estimate of the spill thickness and the time of the observations. For further detail and the Aerial Surveillance Observation Log refer to APU Operational Response Guideline 1 - Aerial Surveillance. Confirmation, Quantification and Monitoring of Oil Spills (AOHSE-ER-0041).

<b>Aerial Surveillance</b>	
<b>Initiation Criteria</b>	Notification of Level 2 Oil Spill.
<b>Activation Time</b>	Within two hours of forming the IMT.
<b>Resources</b>	Rotary wing aircraft and flight crew: CHC Contract. Aerial surveillance AMOSC staff (nine), AMOSC Core Group (seven) and industry Mutual Aid. Unmanned aerial vehicle and pilots. AMOSC, Mutual Aid, OSRL, local WA hire companies.
<b>Termination Criteria</b>	Aerial surveillance to continue for 24 hours after the spill source is under control and a surface sheen is no longer observable, or as directed by the BHP Incident Commander or relevant Control Agency.
<b>Roles and Responsibilities</b>	Planning Section Chief to monitor movement and update Common Operating Picture. Refer to Section 11.6.4 for further detail on Response Personnel Roles and Responsibilities.

Aerial Surveillance	
<b>Competencies</b>	Planning Section Chief and Operations Section Chief – experience in managing and leading hydrocarbon spill or similar monitoring. Aerial-based observers – trained in aerial observation of hydrocarbon spills. Refer to Section 11.6.14 for further detail on Response Personnel Competencies

**Vessel Surveillance – Objective, Scope, Rationale and Methods**

Direct observations from the field support vessels can be used to assess the location and visible extent of any immediate oil spill. Additional vessels will be used to verify modelling predictions and trajectories. Due to the proximity of observers to the water’s surface, vessel surveillance is limited in its coverage in comparison to aerial surveillance. It may also be compromised in rough sea state conditions or where fresh hydrocarbons at surface pose a safety risk.

Visual surveillance of visible surface or subsurface oil will either be performed by the field support vessels or other vessels of opportunity located in Exmouth, Onslow and Dampier.

Vessel Surveillance	
<b>Initiation Criteria</b>	Notification of Level 2 Oil Spill.
<b>Activation Time</b>	Within two hours of forming the IMT (vessels of opportunity)
<b>Resources</b>	Vessels of opportunity (BHP marine vessel contractor). Vessels of opportunity available on local charter market in Exmouth or Onslow. Field support vessels.
<b>Termination Criteria</b>	Visual observation will continue for 24 hours after the spill source is under control and a surface sheen is no longer observable, or as directed by the BHP Incident Commander or relevant Control Agency.
<b>Roles and Responsibilities</b>	Planning Section Chief to initiate strategy. Vessel Master to execute local observation, with BHP Operations Section Chief coordinating additional vessels in the field.
<b>Competencies</b>	Planning Section Chief and Operations Section Chief – experience in managing and leading hydrocarbon spill or similar monitoring and hold BHP internal crisis and emergency management (CEM) training competencies. Observers trained in vessel-based and aerial-based hydrocarbon spill monitoring techniques.

**Oil Spill Tracking Buoys – Objective, Scope, Rationale and Methods**

Self-locating datum marker buoys or Oil Spill Tracking Buoys (OSTBs) will monitor the movement of hydrocarbons via satellite.

Oil Spill Tracking Buoys	
<b>Initiation Criteria</b>	Notification of Level 2 Oil Spill or at the discretion of the Incident Commander for Level 1 spills.
<b>Activation Time</b>	As soon as practicable.
<b>Resources</b>	OSTBs via AMOSC contract.

Oil Spill Tracking Buoys	
<b>Termination Criteria</b>	Tracking buoy deployment to continue for 24 hours after the spill source is under control and a surface sheen is no longer observable, or as directed by the BHP Incident Commander or relevant Control Agency.
<b>Roles and Responsibilities</b>	Planning Section Chief to monitor movement and update Common Operating Picture.
<b>Competencies</b>	Planning Section Chief and Environment Unit Leader with experience managing and leading hydrocarbon spill or similar monitoring and BHP CEM training competencies. Vessel crew trained in activating and deploying OSTBs.

**Oil Spill Trajectory Modelling – Objective, Scope, Rationale and Methods**

Oil spill trajectory modelling will be conducted to predict the extent of impacts to offshore habitat for any physical disturbance that may impact shoreline, nearshore areas, or areas protected for the purpose of conservation. The IMT will engage RPS via a call-off contract maintained by AMOSC to start modelling the spill and correlate it with real data received from aerial and vessel surveillance, and OSTBs. From these sources, RPS will develop an initial oil spill trajectory model for the next five days, which will allow the IMT to direct resources for the next phase of the response. Alternative oil spill modelling agencies may be selected based on operational requirements.

Oil Spill Trajectory Monitoring	
<b>Initiation Criteria</b>	Notification of Level 2 Oil Spill.
<b>Activation Time</b>	Within two hours of initial spill notification, oil spill modelling agency to be on standby for trajectory modelling. Within four hours of notification, oil spill modelling agency to provide oil spill trajectory modelling report.
<b>Resources</b>	RPS oil spill tracking modellers and software via AMOSC contract.
<b>Termination Criteria</b>	Spill fate modelling will continue for 24 hours after the source is under control and a surface sheen is no longer observable, or until no longer beneficial to predict spill trajectory and concentrations, or as directed by the BHP Incident Commander in liaison with the relevant Control Agency.
<b>Roles and Responsibilities</b>	Planning Section Chief to initiate the AMOSC Contract. Planning Section to incorporate results into the Common Operating Picture and subsequent Operational NEBA assessments.
<b>Competencies</b>	Planning Section Chief and Environment Unit Leader with experience in managing and leading hydrocarbon spill or similar monitoring and BHP CEM training competencies. RPS response via AMOSC is the recognised industry leader in predictive modelling of hydrocarbon incidents.

**Satellite Imagery – Objective, Scope, Rationale and Methods**

Satellite imagery will be a supplementary source of information that can improve awareness of the extent, trajectory and even thickness of a slick. Suitable imagery is available via satellite imagery suppliers through existing AMOSC and OSRL contracts. The most appropriate images for purchase will be based on the extent and location of the oil spill. Synthetic aperture radar and visible imagery may both be of value.

Satellite Imagery	
<b>Initiation Criteria</b>	Notification of Level 2 Oil Spill.
<b>Activation Time</b>	Within two hours of forming the IMT.
<b>Resources</b>	AMOSOC contract with KSAT Satellite Services or OSRL contract with KSAT Satellite Services.
<b>Termination Criteria</b>	Monitoring to continue until no further benefit is achieved from receiving satellite imagery or as advised by the BHP Incident Commander or relevant Control Agency.
<b>Roles and Responsibilities</b>	Planning Section Chief (BHP IMT) will initiate the contracted support via AMOSC or OSRL.
<b>Competencies</b>	Planning Section Chief and Environment Unit Leader with experience in managing and leading hydrocarbon spill or similar monitoring and BHP CEM training competencies. KSAT personnel are recognised as competent by industry and service contractors.

#### 10.4.2.2 Oil Spill Preparedness

Oil spill preparedness for the elements of the Monitor and Evaluate response strategy comprise contractual arrangements with Oil Spill Response Agencies (OSRAs), such as AMOSC/OSRL, and/or service agreements with third party vendors for providing services such as OSTBs and satellite imagery.

#### 10.4.2.3 Potential Environmental Impacts and Risks

The risks and impacts associated with the vessels involved in the Monitor and Evaluate response strategy from their physical presence, noise and atmospheric emissions, interference with marine fauna, planned and unplanned discharges, and accidental spills have been discussed in the next sections.

The impacts and risks associated with aircraft involved in the RS2 Monitor and Evaluate response strategy relate to acoustic disturbance. During the response activities, aircraft and vessels will generate noise both offshore and in coastal areas near sensitive receptors such as shorebirds, marine mammals, fish and shark species.

#### 10.4.2.4 Monitor and Evaluate Environmental Performance

Table 10-4 provides the environmental performance outcomes, performance standards and measurement criteria for the Monitor and Evaluate response strategy.

The initiation criteria, course of action, resources, supporting documentation and termination criteria associated with each response strategy are detailed above.

**Table 10-4: Environmental Performance – Monitor and Evaluate**

RS2 Monitor and Evaluate			
<b>Environmental Performance Outcomes</b>	Implementation of Monitor and Evaluate activities to provide situational awareness to inform IMT decision-making.		
<b>Response Strategy</b>	<b>Control Measure ID</b>	<b>Performance Standard</b>	<b>Measurement Criteria</b>
Monitor and Evaluate	PS RS2.1	Monitor and Evaluate activities to be reviewed and managed in accordance with the IAP.	Daily Incident Action Plans (IAPs).



RS2 Monitor and Evaluate			
	PS RS2.2	Spill fate modelling initiated within two hours of incident notification.	Trajectory modelling request form issued within two hours of spill notification.
	PS RS2.3	Operational NEBA to include results of all relevant operational monitoring within RS2 Monitor and Evaluate.	Documentation of completed Operational NEBA.
	PS RS2.4	AMOSC/OSRL contracts, Mutual Aid MoUs and other third-party agreements (such as CHC, marine vendors) for providing equipment and supplies, resources and assisting with spill incidents.	Documentation of AMOSC/ OSRL contracts and Mutual Aid MoUs and other third party agreements (such as CHC, marine vendors) stored.
	PS RS2.5	<p>Contract with AMOSC who maintains a call-off contract with RPS* to provide spill modelling as required in place during operations.</p> <p>Ensure oil spill modelling capability meets and exceeds industry standards, such that:</p> <ul style="list-style-type: none"> <li>• within two hours after initial spill notification, oil spill modelling agency to be on standby for trajectory modelling</li> <li>• within four hours of notification, oil spill modelling agency to provide oil spill trajectory modelling report</li> <li>• oil spill modelling agency to perform any additional modelling requirements as per daily IAP.</li> </ul> <p><i>*Alternative oil spill modelling agencies may be selected based on operational requirements.</i></p>	<p>Documentation of contract with AMOSC who maintains call-off contract with RPS.</p> <p><i>*Alternative oil spill modelling agencies may be selected based on operational requirements.</i></p>
	PS RS2.6	Contract in place with OSRL to provide satellite imagery within 24 hours of request by BHP IMT.	Documentation of contract with OSRL to provide satellite imagery.
	PS RS2.7	Pre-approved vendors in place during equipment removal and field management activities for activation of environmental monitoring services in the event of an oil spill.	List of pre-approved vendors in place who can be called upon at short notice to provide services if required.
	PS RS2.8	<p>Maintain capability to monitor spill location and movement via aerial surveillance and observations to enable identification of potential contact with sensitive receptors:</p> <ul style="list-style-type: none"> <li>• First overflight observations within two hours of request by BHP IMT.</li> <li>• Ensure first aerial observation flights can be completed (in daylight hours) within eight hours after spill.</li> </ul>	Records of aerial surveillance logs maintained.

RS2 Monitor and Evaluate			
		<ul style="list-style-type: none"> <li>Enable surveillance information to be used to inform IAPs and response strategy selection.</li> </ul>	
	PS RS2.9	Response strategy activities continued until termination criteria met.	Spill reports and incident response reports detail no hydrocarbons detected by any surveillance technique.
	PS RS2.10	Surveillance data, spill trajectory modelling and satellite imagery data incorporated into IAP preparation process for the response strategies.	Spill reports and incident response reports.

### 10.4.3 Spill Response: RS9 Natural Recovery

#### 10.4.3.1 Summary of Activity

Natural recovery, as the title suggests, uses the natural degradation and weathering processes to break down and remove surface oil and stranded hydrocarbons. Effectively, this response strategy means no direct action is taken other than to monitor and evaluate the oil spill trajectory, the rate of dispersion of the diesel, and the rate of habitat/community recovery. As such, no additional risks or impacts will occur, other than those described previously.

### 10.4.4 Spill Response: RS10 Environmental Monitoring

#### 10.4.4.1 Summary of Activity

Post-spill environmental monitoring will be initiated for Level 2 spills to support the oil spill response strategies and to understand any effects on sensitive receptors. The *Oil Spill Monitoring Handbook* published by CSIRO (Hook et al., 2016) will be used to inform the development and implementation of environmental monitoring programs.

BHP’s environmental monitoring is optimised through efficiently implementing robust sampling designs from the onset of a potential incident. BHP environmental monitoring procedures have been developed as a formal means of establishing the processes and procedures to ensure BHP can monitor effects of oil spills on the marine environment that may occur during exploration, production, operational and decommissioning activities. They also act as a valuable tool to access the effectiveness of the response strategies and thereby feed into the ongoing planning of the response strategies.

Specifically, the environmental monitoring procedures describe the work instructions for daily monitoring activities, any specifications of the analytical laboratory, such as sample handling and storage procedures, reporting of results and quality assurance and control procedures. They also inform the effectiveness of response strategies and feed into the ongoing planning of the response strategies.

Table 10-5 summarises the environmental receptors that would be monitored in the event of a spill incident, based on their sensitivity. It also provides the corresponding monitoring procedure that would be provided to the external consultant performing the work, noting the same company may not necessarily be contracted for all monitoring scopes. Appendix E summarises the key features of each of the AOHSE-ER monitoring procedures listed in Table 10-5, including information such as strategy objectives/aims, initiation/termination criteria, activation times, resources, general methods, roles and responsibilities and competencies. Table 1 in Appendix E shows the interface between the RS2 Monitor and Evaluate response strategy and RS10 Environmental Monitoring response strategy, as well as activation triggers for RS10 Environmental Monitoring.

**Table 10-5: Summary of environmental receptors, description of monitoring and applicable BHP monitoring procedure controlled document**

Receptor	Sensitivity Ranking	Impact Monitoring	Monitoring Procedure
Water Quality	High	Reactive post-spill pre-impact	BHP Incident Action Plan – Monitoring of Oil Hydrocarbons in Marine Waters, Sediments and Effects on Benthic Infauna (AOHSE ER-0037)*
Shoreline Sediment Quality (incorporates Rocky Shorelines)	High	Reactive post-spill pre-impact	BHP Incident Action Plan – Monitoring of Oil Hydrocarbons in Marine Waters, Sediments and Effects on Benthic Infauna (AOHSE ER-0037)
Benthic Infauna (incorporates migratory shorebird habitat, sandy beaches, intertidal zone, mixed beaches)	High	Reactive post-spill pre-impact	BHP Incident Action Plan – Monitoring of Oil Hydrocarbons in Marine Waters, Sediments and Effects on Benthic Infauna (AOHSE ER-0037)
Avifauna	High	Post-spill	BHP Incident Action Plan –Seabirds and Migratory Shorebirds (AOHSE ER 0038)
Marine Mammals (such as whales, dolphins, dugongs) and Megafauna (whale sharks)	High	Post-spill	BHP Incident Action Plan – Marine mammals and Megafauna (AOHSE ER-0039)
Benthic Habitats and Benthic Primary Producers (mangroves, corals, macroalgae, sponge communities and seagrass)	High	Post-spill	BHP Incident Action Plan – Benthic Habitats and Benthic Primary Producers (AOHSE-ER-0040)
Marine Reptiles – Turtles	High	Post-spill	BHP Incident Action Plan – Marine Reptiles (AOHSE-ER-0043)
Commercial and Recreational Fish Species	High	Post-spill	BHP Incident Action Plan – Commercial and Recreational Fish Species (AOHSE-ER-0048)
Fishes	High	Post-spill	BHP Incident Action Plan – Effects of an Oil Spill on Fishes (AOHSE ER 0051)
Aboriginal Cultural Heritage	High	Post-spill	BHP Aboriginal Heritage Procedures (reference BHP MEMO HER A1000) activated by BHP Heritage Team
Receptor	Sensitivity Ranking	Impact Monitoring	Monitoring Procedure

**Post-Spill, Pre-Impact Monitoring**

Post-spill pre-impact sampling will be designed using scientific principles such as multiple control locations to allow comparisons with any impacted locations, as well as sampling before and after the incident with replicated samples and at replicated sites to allow for robust statistical analyses and the assessment of any environmental impacts (as described by Underwood, 1997). The sampling intensity (e.g., number of replicates/sites) will depend on the nature of the oil spill and the sensitivity of the issue being assessed.

### ***Scalability and Flexibility of Sampling Designs for Environmental Monitoring***

The overarching aim of the environmental monitoring procedures will be to collect monitoring data that allows comparisons of post-impact data with baseline data to determine oil spill response efficiency, as well as the extent and effectiveness of remediation of impacted areas. The sampling designs for the monitoring programs will provide adequate cover for situations where baseline data is outdated due to recent changes in sensitive receptors or not relevant to the event that has occurred. Pre-impact monitoring will be designed with post impact monitoring in mind to provide data that is directly relevant and comparable to the data gathered during post-impact monitoring.

### ***Sampling Designs for Environmental Monitoring in the Absence of Baseline Data***

A robust baseline dataset is required for an impact and recovery assessment in the event of an oil spill. Monitoring programs will be designed to ensure meaningful data is collected that is sufficiently powerful to detect ecologically relevant changes. Where appropriate baseline data is available, sampling designs will always try to collect or use baseline data using a before-after-control-impact (BACI) design.

For those receptors where there is an absence of or limited suitable baseline data, environmental monitoring will be designed such that impacts can be quantified using rigorous scientific and statistical design elements so impacts and recovery can be measured, and to ensure long-term monitoring continues until termination criteria are met.

In situations where limited or no baseline data is available, post-impact monitoring data will be collected using 'beyond-BACI' principles, resulting in data that is amenable to statistical techniques such as asymmetrical analyses of variance following procedures described by Underwood (1994) and Glasby (1997). This type of analysis involves comparing the disturbed location to the average of multiple unaffected control or reference locations and is a proven and reliable technique for determining environmental impacts. BHP would ensure modern statistical approaches were used in assessments of the effects of an oil spill on sensitive environmental receptors where historical baseline datasets were intended to be compared with post-impact data.

In situations where a BACI design is not practicable or not appropriate, other sampling designs may be adopted, including:

- impact versus control
- gradient of impacts
- control charts
- lines of evidence.

Effective oil spill response management will be contingent on knowledge of the distribution of sensitive receptors, coupled with access to an oil spill forecast model and situational awareness (e.g., RS2 Monitor and Evaluate) to inform sampling effort, equipment deployment and field logistics in the post-spill pre impact period. The sampling designs and field procedures specified in the environmental monitoring procedures follow scientific principles such as multiple control locations to allow for comparisons with any impacted locations, as well as sampling before and after the incident with replicated samples and at replicated sites, to allow for robust statistical analyses and the assessment of any environmental impacts (as described by Underwood, 1997).

Given these environmental monitoring procedures have been written for a disturbance that has an extremely low probability of occurrence and is unplanned, specific locations or sampling sites have not been specified in the guidelines. Rather, these would be informed by oil spill trajectory modelling and RS2 Monitor and Evaluate. Thus, by their nature, these sampling designs, and the resources required for implementing them, are flexible and would be scaled either upwards or downwards depending on the nature and scale of the oil spill. For example, sensitive locations, those with limited or no suitable baseline data, and those with a high probability and low minimum time to contact of oil, will be prioritised compared to similar locations with a lower probability and longer time to contact of oil, where time may permit the collection of reactive (post-spill but pre-contact) baseline data.

### ***Aboriginal Cultural Heritage***

Monitoring of the potential impacts to Aboriginal heritage sites due to Level 2 hydrocarbon spills or spill response activities shall be coordinated by the BHP Heritage team. This team sits within the BHP Minerals Australia business and has extensive experience and processes in managing Aboriginal Heritage sites for BHP. This team will work with Aboriginal groups and relevant authorities (WA DoT, WA Department of Planning, Lands and Heritage) to identify, protect and monitor Aboriginal heritage sites to meet the requirements of the WA *Aboriginal Heritage Act*

1972. The BHP Heritage team will form a sub-team within the BHP IMT Planning team. Information from this team will be provided to the IMT Environment Unit Leader to be integrated into the daily IAP and NEBA assessments.

BHP has procedures for managing Aboriginal heritage sites that cover:

- the process for engaging with Aboriginal groups
- access to recorded heritage sites
- barriers to protect heritage sites
- the process for discovering new heritage sites
- management of information associated with Aboriginal heritage sites which include protocols that restrict access to this information
- the approvals process for land disturbance in relation to Aboriginal heritage sites
- reporting on incidents of unapproved access or disturbance of Aboriginal heritage sites.

BHP seeks to consult with the relevant Aboriginal groups and will apply for approval from the relevant authority if sites are vulnerable to disturbances from spill response activities. These approvals manage and enforce conditions associated with oil spill response activities and ensure compliance to Aboriginal heritage commitments and regulatory requirements. These procedures provide the mechanism for BHP heritage specialists to provide technical and professional advice regarding cultural heritage management of sites, including monitoring and protection requirements, to ensure compliance with legislation and relevant heritage protocols and agreements.

<b>RS10 Environmental Monitoring</b>	
<b>Initiation Criteria</b>	Refer to individual monitoring programs outlined in Table 10-5.
<b>Activation Time</b>	Within two hours of forming the IMT.
<b>Resources</b>	Pre-approved vendors for environmental monitoring services. Logistics contractor (located in Exmouth) available to BHP via existing contracts. Vessels available to BHP via existing marine contracts. Vessels of opportunity available on local charter market in Exmouth or Onslow
<b>Termination Criteria</b>	Refer to individual monitoring programs outlined in Table 10-5.
<b>Roles and Responsibilities</b>	Planning Section Chief will initiate the contracted support via Monitoring Service Providers. Logistics Section Chief will initiate required contracted support via Logistics and Marine contractors. Planning Section Chief in liaison with Environment Unit Lead signs off on the finalised monitoring design. Refer to Section 11.6.4 for further detail on Response Personnel Roles and Responsibilities.
<b>Competencies</b>	Planning Section Chief and Operations Section Chief – experience in managing and leading hydrocarbon spill or similar incident. Refer to Section 11.6.14 for BHP’s minimum competency requirements of personnel undertaking environmental monitoring

#### 10.4.4.2 Potential Environmental Impacts and Risks

Environmental monitoring will be labour intensive and involve deploying vessels, equipment and personnel. Environmental monitoring activities may also result in impacts to cultural heritage sites and shoreline habitats and

fauna, such as damage to intertidal, shoreline and emergent features from trampling by monitoring personnel and grounding/anchoring of monitoring vessels, and disturbance to fauna causing distress and/or changes in behaviour.

#### 10.4.4.3 Oil Spill Preparedness

The resource capacity and ongoing scalability in the preparedness for environmental monitoring is outlined in Appendix E. BHP maintains a list of pre-approved vendors who can be called upon at short notice to provide environmental monitoring services in the event of an oil spill.

The BHP Contractor Assurance Program is managed through 1SAP (Maintenance Plan No. 30828237). The scope of the assurance program is to ensure completion of the annual OPEP contractor capability assessment to meet the requirement to maintain oil spill preparedness. Maintenance Plan Task 1.3 includes contacting environmental monitoring vendors to obtain information about personnel, location, qualifications and skill set. In addition, Maintenance Plan No. 30884994 includes a quarterly verbal check with each vendor about availability to mobilise in the event of an oil spill to meet the requirements for RS10 Environmental Monitoring response strategy.

#### 10.4.4.4 Environmental Monitoring Environmental Performance

Table 10-6 provides the environmental performance outcomes, performance standards and measurement criteria for the Environmental Monitoring response strategy.

The initiation criteria, course of action, resources, supporting documentation and termination criteria associated with each response strategy are detailed above.

**Table 10-6: Environmental performance – environmental monitoring**

RS10 Environmental Monitoring			
Environmental Performance Outcomes	Implement environment monitoring programs, where RS2 indicates environmental receptors at risk of contact (including cultural heritage), to support and inform spill response planning, assess the effects of spills and monitor post-spill recovery of sensitive environmental receptors contacted by a spill.		
Response Strategy	Control Measure ID	Performance Standard	Measurement Criteria
Environmental Monitoring	PS RS10.1	Environmental Monitoring response strategy activities to be reviewed and managed in accordance with the IAP.	IAPs.
	PS RS10.2	Mobilisation of vessels, equipment and personnel to conduct environmental monitoring in areas where hydrocarbons are predicted to make contact with sensitive environmental receptors and where Operational NEBA identified a net environmental benefit of initiating the response strategy.	Spill modelling reports submitted and logged by IMT.
			Documentation of completed Operational NEBA.
	PS RS10.3	Initiate mobilisation of environmental monitoring personnel (and equipment/vessels) to site within 48-72 hours of notification by Incident Commander.	Contracts/agreements in place for all pre- and post spill environmental monitoring activities.
PS RS10.4	Spill surveillance reports and spill trajectory modelling predictions incorporated into IAP preparation process for response strategies.	IAPs.	
		Incident response reports.	
		Spill modelling reports submitted and logged by IMT.	

RS10 Environmental Monitoring			
	PS RS10.5	<p>Implementation of environmental monitoring will follow pre-designated plans for establishing work areas, as described in North West Cape Sensitivity Mapping (AOHSE-ER-0036), to protect environmental sensitivities.</p> <p>For areas outside the mapping areas noted above:</p> <ul style="list-style-type: none"> <li>• Use the BHP GIS database and/or the DoT OSRA.</li> <li>• Conduct observations / surveys before deploying equipment and personnel to develop a deployment / operations plan, which includes avoidance of impacts to wildlife, minimisation of ground disturbance, protection of sensitive areas, and consultation with DBCA and local stakeholders.</li> </ul>	Records of IAPs and field reports include review and management of environmental sensitivities.
	PS RS10.6	Vessels used to implement environmental monitoring will be fit-for-purpose and no anchoring of vessels will occur on emergent reefs or other fragile/sensitive benthic habitats.	Contracts for use of small vessels with OSRAs.
	PS RS10.7	Pre-approved vendors in place during decommissioning activities for activation of environmental monitoring services in the event of an oil spill.	List of pre-approved vendors in place who can be called upon at short notice to provide services if required.
	PS RS10.8	<p>Sampling operations for marine water, sediment quality and benthic infauna to follow procedures outlined in AOHSE-ER-0037 to determine any environmental impacts and inform effectiveness of response strategies. Laboratory analyses will follow:</p> <ul style="list-style-type: none"> <li>• US EPA Method 8260 (volatile organic hydrocarbons)</li> <li>• US EPA Method 8015 (total petroleum hydrocarbons).</li> </ul>	Chain of custody, laboratory results and analytical technique documented.
			Records of independent peer review of the taxonomy of benthic invertebrates.
			Environmental monitoring reports containing assessments of environmental impacts.
	PS RS10.9	Sampling operations for marine mammals and megafauna, avifauna, shallow water benthic habitats, marine reptiles, commercial/recreational fish species and mobile and site-attached fishes associated with coral reefs, seagrasses, macroalgal beds, deep-water sponge gardens and mangroves will follow procedures outlined in AOHSE-ER-0038, AOHSE ER-0039, AOHSE ER-0040, AOHSE	Environmental monitoring reports containing assessments of environmental impacts.

RS10 Environmental Monitoring			
		ER 0043, AOHSE-ER-0048 and AOHSE ER-0051 to determine any environmental impacts and inform effectiveness of response strategies.	
	PS RS10.10	Environmental monitoring includes assessment of impacts from oil pollution and response activities on Aboriginal heritage sites: <ul style="list-style-type: none"> <li>• Activate BHP Heritage Team less than eight hours after notification from the BHP IMT.</li> <li>• Consult relevant authorities in regard to cultural heritage sites (e.g., Aboriginal groups, WA DoT, WA Department of Planning, Lands and Heritage).</li> <li>• Adhere to relevant cultural heritage legislative requirements and consent from Aboriginal groups.</li> </ul>	Evidence of activation of BHP Heritage Team in incident log.
			Record of IAPs and field reports include review and management of heritage values.
			Records of consultation with relevant authorities (Aboriginal groups, WA DoT, WA Department of Planning, Lands and Heritage).
			Records demonstrate no breaches of relevant heritage legislations.
			Records include copies of relevant permits, approvals, consents.
	PS RS10.11	Environmental monitoring activities continue until termination criteria met (refer to individual monitoring programs outlined in Table 10-5).	Report analysis determines Environmental Monitoring Programs have achieved their endpoint criteria and approved by the Incident Commander in consultation with stakeholders.
	PS RS10.12	Monitoring of pre-approved vendors availability to mobilise, and capability and capacity are appropriate for execution of Environmental Monitoring response strategy.	Annual and quarterly check of capability and availability (as per BHP 1SAP Maintenance Plan numbers 30828237 and 30884994).

### 10.4.5 Spill Response: RS11 Oiled Wildlife Response

**Note:** the WA DoT is the Control Agency and DBCA is the Jurisdictional Authority and lead organisation (under DoT) for oiled wildlife response (OWR) within WA State waters. BHP and AMSA are the Control Agencies for oiled wildlife response within Commonwealth waters from facility and vessel spills respectively.

#### 10.4.5.1 Summary of Activity

OWR includes wildlife reconnaissance/surveillance, wildlife hazing, pre-emptive capture and the capture, cleaning, treatment, and rehabilitation of animals that have been oiled. It also includes the collection, necropsy, and disposal of deceased wildlife impacted by oil.

Reconnaissance/surveillance for oiled wildlife is a critical first-strike response and should be maintained throughout the oiled wildlife response. Adequate wildlife reconnaissance/surveillance is required to determine the amount of wildlife impacted and their locations, to inform and direct the oiled wildlife response.



RS11 Oiled Wildlife Response	
<b>Initiation Criteria</b>	Operational monitoring shows wildlife are contacted or are predicted to be contacted by a spill.
<b>Activation Time</b>	Within two hours of forming the IMT.
<b>Resources</b>	Oiled wildlife response equipment and trained personnel available via AMOSC, Mutual Aid and OSRL. Logistics contractor (located in Exmouth) available to BHP via existing contracts. Vessels available to BHP via existing marine contracts. Vessels of opportunity available on local charter market in Exmouth or Onslow.
<b>Termination Criteria</b>	Oiling of wildlife has not been observed over a 48-hour period. Oiled wildlife has been successfully rehabilitated. Agreement is reached with Jurisdictional Authorities and stakeholders to terminate the incident response.
<b>Roles and Responsibilities</b>	Environment Unit Lead to conduct Operational NEBA to confirm strategy will result in net environmental benefit. Environment Unit Lead to advise DoT/DBCA of the potential need for oiled wildlife response. Planning Section Chief will initiate support via AMOSC. Logistics Section Chief will initiate required contracted support via Logistics and Marine contractors. Refer to Section 11.6.4 for further detail on Response Personnel Roles and Responsibilities.
<b>Competencies</b>	Planning Section Chief and Operations Section Chief – experience in managing and leading hydrocarbon spill or similar incident. Oiled wildlife personnel trained in oiled wildlife response techniques. Refer to Section 11.6.14 for further detail on Response Personnel Competencies.

#### 10.4.5.2 Potential Environmental Impacts and Risks

OWR will require support vessels, aircraft, trained personnel and a suitable oiled wildlife facility for cleaning and aftercare treatment of oiled wildlife.

Potential risks and impacts from implementing the OWR include:

- Non-oiled fauna may be accidentally driven into surface oil slicks or impacted shorelines during hazing and pre-emptive capture activities, resulting in increased numbers of oiled wildlife.
- During hazing and pre-emptive capture activities, oiled fauna may be accidentally driven into surface oil slicks or impacted shorelines rather than away from oil.
- Inappropriate equipment and capture techniques may result in distress, fatigue, injury, death, or the separation of faunal groups (adult/juvenile pairs).
- Inadequate or inappropriate cleaning and husbandry techniques and conditions may result in distress, disease, injury, or death.
- Captured wildlife may be released to inappropriate relocation areas.
- responding safely and efficiently to oiled wildlife
- protecting the health and welfare of wildlife threatened or impacted by oil
- coordinating field reconnaissance of at risk or impacted wildlife
- preventing or minimising exposure of wildlife to oil where possible

- recovering oiled wildlife safely and effectively
- prioritising the treatment of species of conservation value when resources are limited
- establishing an effective system for the treatment and rehabilitation of oiled wildlife
- releasing wildlife back into the wild as healthy, contributing members of a population
- identifying and removing dead oiled wildlife from the coastal environment.

Specific wildlife permits are required from the DBCA for activities involving protecting and treating wildlife during an Oiled Wildlife Response, including:

- hazing: deterring wildlife from entering oiled sites
- pre-emptive capture: capturing and holding (or translocating) wildlife
- recovering oiled wildlife from the environment
- treating and rehabilitating oil impacted wildlife
- releasing rehabilitated wildlife
- humanely euthanising oiled animals as necessary (under veterinary direction)
- retrieving dead oiled wildlife from the marine and coastal environment.

#### 10.4.5.3 Oil Spill Preparedness

The WA Oiled Wildlife Response Plan (WAOWRP), developed by DBCA and AMOSC, is the key plan for oiled wildlife response. This plan defines the minimum standards for OWR in WA and is a sub-plan to the State Hazard Plan: Maritime Environmental Emergencies. The Pilbara Region Oiled Wildlife Response Plan (PROWRP) sits under the WAOWRP and provides operational guidance to respond to injured and oiled wildlife in the Pilbara.

The worst-case spill scenario for Stybarrow equipment removal and field management activities shows no shoreline accumulation at or above 10 g/m<sup>2</sup> (RPS, 2022), and large aggregations of wildlife are not expected or known to occur within the moderate exposure thresholds zone of a potential spill release. Consequently, large numbers of oiled wildlife are not anticipated in the event of a spill.

For OWR preparedness, BHP is planning to respond to a low level (Level 2) OWR (Figure 10-2) for the Stybarrow equipment removal and field management activities, as defined in the WAOWRP. However, BHP will continue to increase resources beyond this level if the spill demands more facilities and personnel to treat oiled wildlife.

OWR level	Duration of OWR	Birds general	Birds OWR complex #	Turtles - hatchlings / juveniles / adults	Dolphins / Whales	Pinnipeds	Mammals terrestrial	Reptiles	Dugongs
Level 1	<3 days	1-2 birds per day or < 5 total	No complex birds	None	None	None	None	None	None
Level 2	4-14 days	1-5 birds per day or <20 total	No complex birds	< 20 hatchlings no Juveniles or adults	None	None	None	None	None
Level 3	4-14 days	5-10 birds per day or < 50 total	1-5 birds per day or <10 total	< 5 juv/adults, < 50 hatchlings	None	< 5 seals	< 5	< 5 - no crocodiles	None
Level 4	>14 days	5-10 birds per day or < 200 total	5-10 birds p/day	< 20 juv/adults < 500 hatchlings	< 5 or known habitats affected	5-50 seals	5-50 mammals	5-50 reptiles	Dugong habitat affected only
Level 5	>14 days	10-100 birds per day or > 200 total	10-50 birds per day	>20 juv/adults, > 500 hatchlings	>5 dolphins	> 50 seals	> 50 mammals	>50 reptiles	Dugongs oiled
Level 6	>14 days	>100 birds for day	10-50 birds per day	>20 juv/adults, > 500 hatchlings	>5 dolphins	> 50 seals	> 50 mammals	>50 reptiles	Dugongs oiled
# Threatened species, protected by treaty, or specialist feeders									

Figure 10-2: Oiled wildlife response planning level (from Department of Parks and Wildlife and Australian Marine Oil Spill Centre, 2014)

**Response Arrangements**

In State waters, BHP is required to provide the first strike OWR actions until DBCA takes over, whereby, BHP then becomes the support organisation.

The first strike response actions would initially consist of reconnaissance measures to assess the extent of wildlife impacted (wildlife response level) and formulation of the OWR Plan (in consultation with DBCA) for inclusion in the IAP, and until DBCA can take over. The initial OWR Plan may include the following strategies:

- On-going wildlife targeted reconnaissance and monitoring
- Preventative actions such as hazing (scaring wildlife away from the oil) in consultation with DBCA, subject matter experts and with permit approval
- Wildlife rescue- capture of oiled wildlife
- Field processing- establishment of field site(s), tagging and initiation of individual wildlife paper-trail, triage, first aid, transport to a primary care facility
- Collection, appropriate storage, and transport of wildlife carcasses
- Health and safety

BHP has access to aircraft that could be used for wildlife reconnaissance within hours of a spill. This would be followed by further access to vessels and personnel that could be mobilised within 48 hours.

BHP has the capability to set up oiled wildlife field facilities within 3-4 days of a spill through access to AMOSC equipment, and equipment purchased at the time of a spill. A survey for possible sites to establish an oiled wildlife facility on the Exmouth Peninsula has identified the disused Horizon Energy Station as a potential location.

BHP will not only provide the initial first strike OWR but will act as a support organisation for the ongoing OWR once DBCA takes over, mainly through access to the response capability outlined in Table 10-7 and further resourcing as dictated by DBCA at the time of a spill.

The indicative personnel required for a Level 2 OWR response is 26 personnel (WAOWRP). BHP could support a Level 2 OWR mainly through support staff, such as, non-technical wildlife support roles (management, logistics, planning, human resourcing, transporters, cleaners, trades persons, security etc.). These roles could be filled by BHP personnel and labour hire agencies that can provide workers that undergo an induction and basic training. For those roles requiring technical expertise, BHP will need to activate arrangements with AMOSC and OSRL (Table 10-7), as well as make contractor arrangements for accessing skilled wildlife personnel at the time of a spill.

**Table 10-7: Oiled Wildlife Response Capability**

<b>Resources</b>	<b>Location</b>	<b>Mobilisation Timeframe</b>
<b>Reconnaissance</b>		
Rotary wing aircraft and flight crew: CHC Contract.	Karratha	Within 2 hours of forming the IMT
Drone and pilots	Local WA hire companies	1-2 days
Vessels of opportunity (BHP marine vessel contractor). Vessels of opportunity available on local charter market	Exmouth and Onslow	Pending availability and location. Expected within 12 hours
Aerial surveillance crew AMOSC staff AMOSC Core Group personnel available Additional trained industry mutual aid personnel available	Perth and Australia wide	< 24-48 hours
<b>Hazing</b>		
3 x AMOSC Wildlife fauna hazing and exclusion kit 1 x AMOSC Breco buoy	2 x Fremantle, 1 x Geelong Fremantle	48 hours
<b>Rescue and Field Processing</b>		
4 x AMOSC OWR Box Kits (basic medical supplies, cleaning/rehab, PPE)	1 x Fremantle, 1 x Exmouth, 1 x Broome, 1 x Geelong	48 hours
50 % of OSRL Search and rescue kits (including field first aid) (approximately 2 available)	1 x Singapore, 1 x Bahrain, 1 x Fort Lauderdale, 2 x Southampton	Location dependent
<b>OWR Facility</b>		
OWR container/ mobile washing facility 2 x AMOSC 4 x AMSA	AMOSC- 1 x Fremantle, 1 x Geelong AMSA- 1 x Dampier, 1 x Darwin, 1 x Devonport, 1 x Townsville	Location dependent

Resources	Location	Mobilisation Timeframe
AMOSC call off contract with DWYER Tech NZ – a facilities management group	New Zealand	Availability within 24 hours of call-off
<b>Personnel</b>		
BHP labour hire arrangements	WA	< 48 hours
1 x AMOSC Oiled Wildlife Advisor	WA	< 48 hours
AMOSC OWR Industry Team	WA, Australia wide	< 48 hours
AMOSC MoU with Phillip Island National Park (best endeavours availability)	Victoria, Australia	Best-endeavours availability
Access to 24/7 technical advice (remote or on-site) from Sea Alarm Foundation	Belgium	Upon notification able to provide remote advice and option to a Sea Alarm Technical Advisor on-site during an incident

#### 10.4.5.4 Oiled Wildlife Response Environmental Performance

Table 10-8 provides the environmental performance outcomes, performance standards and measurement criteria for the Oiled Wildlife Response strategy.

The initiation criteria, course of action, resources, supporting documentation and termination criteria associated with the response strategy are detailed above.

**Table 10-8: Environmental performance – oiled wildlife response**

RS11 Source Control – Oiled Wildlife Response			
Environmental Performance Outcomes	Implement oiled wildlife response in accordance with the Western Australian Oiled Wildlife Response Plan and Pilbara Region Oiled Wildlife Response Plan to protect or reduce impacts to marine fauna during a spill event by removal and relocation or treatment and release.		
Response Strategy	Control Measure ID	Performance Standard	Measurement Criteria
Oiled Wildlife Response	PS RS11.1	Mange Oiled Wildlife Response operations in accordance with the IAP.	IAPs.
	PS RS11.2	Mobilise vessels to conduct Oiled Wildlife Response in areas where surface oil is predicted to travel and make contact with sensitive environmental receptors and where the Operational NEBA identified a net environmental benefit of initiating the response strategy.	Spill modelling reports submitted and logged by IMT.
			Documentation of completed Operational NEBA.
PS RS11.3	Lead response personnel are trained and experienced for the activities to which they are assigned.	Training records.	

RS11 Source Control – Oiled Wildlife Response			
	PS RS11.4	Maintain access to Oiled Wildlife Response Equipment and Personnel through AMOSC and OSRL	Records of AMOSC and OSRL contracts
	PS RS11.5	Oiled Wildlife Response managed in accordance with the WAOWRP	Oiled wildlife logs demonstrate the WAOWRP and PROWRP processes and procedures have been followed.
	PS RS11.7	Response strategy activities continued until termination criteria met.	Incident response reports from RS2 Monitor and Evaluate activities and observation logs detail surface oil slick has been broken up to extent that continuation of the operations is no longer considered to be effective and/or surface oil slick is no longer deemed a potential threat to sensitive environmental receptors.
	PS RS11.8	Oiled wildlife operations will avoid cultural heritage sensitivities. Consultation with (and authority where necessary) the WA Department of Planning, Lands and Heritage will be required for entry to these sensitivities.	Records of IAPs and field reports include review and management of heritage values.
	PS RS11.9	Oiled wildlife response capability to be maintained for the duration of the response and rehabilitation.	Records of animals relocated, treated, released and deceased.

## 10.4.6 Spill Response: RS12 Forward Command Post

### 10.4.6.1 Summary of Activity

Constant monitoring and evaluation by people on-location is a mandatory strategy required for real-time decision-making during a spill event. The objective of this response strategy is to assist the IMT in planning the oil spill response activities in the spill zone by assisting in developing incident action plans, overseeing field operations, managing rosters and providing situational briefings/debriefings. Personnel within the forward command post will also maintain liaison with local emergency service organisations, industry and other government departments active in the spill zone. The forward command post will be established at Harold E Holt Naval Communications Base or the Exmouth State Emergency Services offices, or another appropriate building.

### 10.4.6.2 Potential Environmental Impacts and Risks

There are no relevant environmental risks and impacts associated with mobilising BHP employees and third-party contractors to Exmouth to establish a forward command post outside of standard BHP HSE requirements.

### 10.4.6.3 Forward Command Post Environmental Performance

Table 10-9 provides the environmental performance outcomes, performance standards and measurement criteria for the Forward Command Post response strategy.

Table 10-9: Environmental performance – forward command post

RS12 Forward Command Post			
Environmental Performance Outcomes	Forward command post will be maintained to prevent environmental impact to sensitive environmental receptors.		
Response Strategy	Control Measure ID	Performance Standard	Measurement Criteria
Forward Command Post	PS RS12.1	Mobilise BHP personnel, third party contractors to Exmouth or Onslow within 24 hours of notification by the BHP Incident Commander.	IMT communication logs demonstrate mobilisation to site within 24 hours of notification by the BHP Incident Commander.
	PS RS12.2	Maintain capability to monitor spill location and coordinate response activities on the ground via location of key personnel at the forward command post for the duration of the oil spill response.	IMT logs demonstrate that forward command post has been maintained for the duration of the oil spill response.

## 10.4.7 Spill Response: RS13 Waste Management

### 10.4.7.1 Summary of Activity

The worst-case scenario is unlikely to produce large volumes of waste given there is no shoreline accumulation predicted at, or above, 10 g/m<sup>2</sup> (RPS, 2022), however, some waste may be generated if an OWR is initiated. BHP will use Veolia (North West Alliance) who can collect, transport, treat and dispose of oil wastes generated by a hydrocarbon release and implemented response strategies.

RS13 Waste Management	
<b>Initiation Criteria</b>	Response activities that will be generating waste have been initiated.
<b>Activation Time</b>	Within two hours of forming the IMT.
<b>Resources</b>	Waste Service Provider and Logistics contractor available to BHP via existing contracts.
<b>Termination Criteria</b>	All waste generated from the oil spill response has been stored, transported and disposed as per the regulatory requirements. Agreement is reached with Jurisdictional Authority to terminate the response.
<b>Roles and Responsibilities</b>	Planning Section Chief will initiate the contracted support via Monitoring Service Providers. Logistics Section Chief will initiate required contracted support via Waste Service Provider and Logistics contractors. Refer to Section 11.6.4 for further detail on Response Personnel Roles and Responsibilities.
<b>Competencies</b>	Planning Section Chief and Operations Section Chief – experience in managing and leading hydrocarbon spill or similar incident. Refer to Section 11.6.14 for further detail on Response Personnel Competencies.

### 10.4.7.2 Potential Environmental Impacts and Risks

During an oil spill clean-up, the disposal of waste material must not pose any threat to the health and safety of people or the environment and must be performed in accordance with relevant State legislation. The type and amount of waste generated will depend on the spill itself and its location.

Table 10-10 identifies the types of waste likely to be generated from an OWR.

**Table 10-10: Response strategies and their effect on waste generation**

Response Strategy	Effect on Waste Stream	Type of Waste Generated
OWR	<p>The type of spilled oil will often have a profound effect on the amount of oily waste generated.</p> <p>Waste segregation and minimisation techniques are critical to ensure an efficient operation. These should be established at the initial recovery site and maintained right through to the final disposal site otherwise waste volumes will spiral out of control.</p> <p>Waste sites should be managed in such a way as to prevent secondary pollution.</p>	<ul style="list-style-type: none"> <li>• Oiled water</li> <li>• Oiled personal protective equipment and consumables</li> <li>• Animal carcasses</li> <li>• Medical supplies</li> </ul>

For any spill likely to produce significant amounts of waste, a Waste Management Plan will be developed to ensure:

- oily waste is properly handled and stored
- oil and oily debris are adequately segregated, treated and stored at the point of collection
- oil and oily debris are rapidly collected and taken to designated sites for storage, treatment or disposal
- treatment or disposal practices ensure the waste poses no future threat to the environment.

In addition, the Waste Management Plan will identify how waste volumes will be minimised (Table 10-11)

**Table 10-11: Waste Management Hierarchy**

Hierarchy	Description
Reduction	Efficient response strategies selected for oil spill clean-up to ensure the minimum material is used and/or contaminated during the process.
Reuse	This is the reuse of an item for its original purpose; e.g. clean-up equipment should be cleaned and reused in place of disposable items. An example might be cleaning personal protective equipment so it can be reused.
Recovery	This is the production of marketable product for waste, such as taking waste oil to a refinery for conversion into other useable products. This will be directly affected by the quality of the recovered product; e.g. highly contaminated material is less likely to be suitable for recycling.
Refuse	Refuse is the final and least desirable option. If none of the above methods can be performed for whatever reasons, the waste must be disposed of effectively through some means. This may be the case for highly mixed wastes of oils, plastics, organic debris, water, sediments and others that cannot be separated.

The basis for such a Waste Management Plan will include a demonstration of:

- Temporary on-site waste storage – Care will be taken in selecting a location for a temporary waste handling base to allow for waste separation. Local authorities and waste management contractors will be consulted regarding the selection of suitable disposal routes, local regulations and may provide local facilities.



- Segregation of waste – Wherever possible, wastes will be segregated in accordance with the preferred segregation. It may be required to separate oil from associated water, sediment and debris, in order to minimise volumes. It is preferable this is not attempted on the spill site.
- Onsite handling – Attention will be given to preventing leaching or spillage of oil from vehicles or containers. Onsite handling equipment is available via Macedon Gas Plant, Dampier Port Authority, DoT, AMOSC or AMSA.
- Offsite transport and storage – Only State-licensed waste contractors will be used. Care will be taken that all vessels, vehicles or containers used for transporting oily wastes are effectively sealed and leak proof.
- Waste treatment and disposal options – The disposal method most appropriate in an incident will depend on several factors, including the nature and consistency of the waste, the availability of suitable sites and facilities, the costs involved and regulatory restrictions.
- Waste separation – Waste separation is usually performed offsite at a designated waste processing area.
- Disposal – Waste must be disposed of in accordance with WA regulations.
- Establishment of a field decontamination facility – The size and complexity of field decontamination facilities required will depend on the character of the oil and the scale and nature of the clean-up being implemented.

### ***Monitoring and Reporting of Waste***

The Onshore Materials Logistics Coordinator will be responsible for maintaining a Waste Management Register for all waste generated. The designated Waste Contractor will monitor, measure and record all waste streams that are disposed of onshore.

Measurement required by Waste Contractor Conditions include without limitation:

- types of waste collected (such as liquid oily waste)
- quantities of types of wastes collected (such as tonnes, litre)
- destination of waste collated (named authorised disposal facility)
- method of waste disposal (such as landfill, recycling)
- quantity of recyclable waste by type.

The Logistics Team will ensure adequate waste disposal records are being maintained by the Waste Contractor, and that the Waste Reference Number for all waste is communicated to the Onshore Materials Logistics Coordinator for updating the Waste Management Register once waste is disposed.

Waste management reporting will comply with the reporting requirements of:

- Environmental Protection (Controlled Waste) Regulations 2004
- BHP Our Requirements Health, Safety, Environment and Community (HSEC) Reporting
- National Pollutant Inventory annual reporting of emissions and discharges relating to resource consumption, such as waste effluent.

In addition to reporting all waste generated from a spill event, it will also be tracked upon mobilising the Waste Contractor using the Controlled Waste Tracking System (CWTS). This is an online user system provided by DBCA to enable electronic tracking of controlled waste loads across the state. Upon request, DBCA generates user profiles that enable access to components of the CWTS specific to waste generators, carriers and/or waste disposal sites (treatment plants) and enable them to complete their statutory obligations online.

### **10.4.7.3 Oil Spill Preparedness**

Veolia (North West Alliance) has provided an Emergency Response Capability Statement that outlines its capabilities and capacity to deal with an oil spill scenario from BHP activities. BHP has arrangements in place with Veolia for providing waste management services during a spill incident.

Veolia has and continues to perform various emergency response tasks involving a wide range of hazardous materials. Hydrocarbon spills comprise most of the emergency response tasks, and Veolia has a wealth of

experience in this area. In addition to a range of waste bin collection vehicles and trailer and tanker transport, Veolia operates a fleet of vacuum loading heavy vehicles, with capacities ranging from 3,000 to 25,000 L.

Based on the road travel time from Karratha to Exmouth of around seven hours, it is reasonable to state Veolia will be able to provide BHP with transport and waste storage facilities within 24 hours of mobilising.

Veolia has a combined North West team of more than 150 team members state-wide, national fleet of more than 2,000 specialised vehicles and workforce of more than 3,500. The Veolia mobilisation and shutdown team can deliver crews of up to 100 operators anywhere in the country within 72 hours of callout and 24/7 access to a global technical team. Veolia also performs treatment and disposal services for oil wastes.

#### 10.4.7.4 Waste Management Environmental Performance

Table 10-12 provides the environmental performance outcomes, performance standards and measurement criteria for the Waste Management response strategy.

The initiation criteria, course of action, resources, supporting documentation and termination criteria associated with each response strategy are detailed above.

**Table 10-12: Environmental performance – waste management**

RS13 Waste Management			
Environmental Performance Outcomes	Prevent impacts to sensitive shorelines, shoreline receptors and sites of cultural heritage through the implementation of waste management that complies with waste treatment, transport and disposal regulations and in accordance with waste management hierarchy.		
Response Strategy	Control Measure ID	Performance Standard	Measurement Criteria
Waste Management	PS RS13.1	Contracts and other third-party agreements for providing equipment/supplies and assisting with waste management in place for duration of activity.	Records of contracts and other third-party agreements in place during activity.
	PS RS13.2	Perform a preliminary IAP and Operational NEBA within 24 hours of an incident, to inform mobilisation of waste management response requirements.	IAPs.
			Operational NEBA.
	PS RS13.3	Waste management to be reviewed and managed in accordance with the IAP.	IAPs.
	PS RS13.4	All necessary regulatory approvals in place before implementing waste management activities.	Correspondence logs.
	PS RS13.5	Mobilise equipment and personnel to conduct Waste Management response within 24 hours of notification by IMT following outcomes of first IAP and maintained regularly in IAP outcomes.	Waste records/manifests.
	PS RS13.6	Manage waste retrieval in accordance with the Waste Management Plan.	Waste Management Plan.
PS RS13.7	Implement environmental monitoring to determine the ongoing	Monitoring records document ongoing review of the	

RS13 Waste Management			
		acceptability of the environmental risk associated with waste management methods.	environmental risk and acceptability of waste management methods.
	PS RS13.8	Waste management operations will avoid cultural heritage sensitivities. Consult with (and authority where necessary) the WA Department of Planning, Lands and Heritage for entry to these sensitivities.	Records of IAPs and field reports include review and management of heritage values.
	PS RS13.9	Response strategy activities continued until termination criteria met.	Waste report

## 10.5 Hydrocarbon Spill Response As Low As Reasonably Practicable Assessment

### 10.5.1 Demonstration of As Low As Reasonably Practicable

In considering the approach to demonstrate ALARP for an emergency event, the focus is upon examining ways in which it is possible to mitigate the consequences of the event, particularly what is reasonable to have in place in terms of preparedness for a spill. In the case of demonstrating ALARP for oil spill response, it is necessary to define the objective for which the ALARP option will be evaluated.

This section provides detailed ALARP assessment of the adequacy of resourcing available to support the suitable response spill strategies listed in Table 10-2. In developing the performance standards that apply to each response strategy, BHP has considered the level of performance that is reasonable to achieve for each control measure and the ‘effectiveness’ of the control measure.

The effectiveness of the control measure is assessed by considering:

- availability: the status of availability to BHP
- functionality: a measure of functional performance
- reliability: the probability that the control will function correctly
- survivability: the potential of the control measure to survive an incident
- independence/compatibility: the degree of reliance on other systems and/or controls to perform its function.

This follows the definitions in NOPSEMA’s *Control Measures and Performance Standards Guidance Note (2020b)*, with rankings provided in Table 10-13.

**Table 10-13: Evaluation criteria for ranking effectiveness**

Evaluation Criteria	Effectiveness Ranking	
	Low	High
Availability	BHP does not have equipment/resources on standby, or contracts, arrangements or MoUs in place for providing equipment and resources.  BHP has internal processes and procedures in place to expedite	BHP has equipment/resources on standby, and/or contracts, arrangements, or MoUs in place for providing equipment and resources.

Evaluation Criteria	Effectiveness Ranking	
	Low	High
	timely provision of equipment/resources.	
Functionality	Implementation of the control measure does not greatly reduce the risk/impact.	Implementation of the control measure has material difference in reducing the risk/impact.
Reliability	The control measure is not reliable (for example, has not been tried and tested in Australian waters) and/or low assurance can be given to its success rate and effectiveness.	The control measure is reliable (for example, has been tried and tested in Australian waters) and/or high assurance can be given to its success rate and effectiveness.
Survivability	Control measure has a low operating timeframe and will need to be replaced regularly throughout its operational period in order to maintain its effectiveness.	Control measure has a high operating timeframe and will not need to be replaced regularly throughout its operational period in order to maintain its effectiveness.
Independence/ Compatibility	Control measure relies on other control measures being in place and/or the control measure is not compatible with other control measures in place.	Control measure does not depend on other control measures being in place and/or control measure can be implemented in unison with other control measures.

Each control was then evaluated by considering the environmental benefit gained from implementation compared with its practicability (e.g., control effectiveness, cost, response capacity and implementation time) to determine if the control was either:

- accepted and implemented, or
- rejected.

This traffic light system is used in the ALARP demonstration tables where the ‘do nothing’ option is rejected, along with a Scalable Option that generally involves mobilising spill response resources and equipment to Exmouth or Dampier. Accepted controls in all the ALARP demonstration tables indicate those that would be implemented as part of the response.

Appendix E provides BHP’s ALARP assessment for resourcing for spill response strategies.

### 10.5.1.1 ALARP Summary

The Operational NEBA is the primary tool used during spill response to select strategies that have the least net impact to environmental strategies and an overall net environmental benefit. The NEBA response strategy evaluation process is a decision support tool that is used as a spill occurs to help interpret spill response activities, particularly where both positive and negative impacts have the potential to arise, in which case the sensitivity with the higher priority becomes the preferred response option. For spill response under the control of BHP, the IMT applies the Operational NEBA process to identify the response options that are preferred for the situation oil type and behaviour, environmental conditions, direction of plume and protection priority of sensitive receptors.

This will ensure, at the strategy level, the response operations reduce additional environmental impacts to ALARP. Spill response activities will be conducted in offshore and coastal waters using vessels and aircraft. The greatest potential for additional impacts from implementing spill response is considered to be to wildlife in offshore waters from oiled wildlife response activities.

Given the types of activities considered appropriate to responding to a worst-case spill and the scale of the activity, standard control measures adopted by BHP for spill response to reduce the level of additional impacts are considered to reduce these impacts to ALARP. This includes working with the relevant Control Agency for spill response and applying the process and standards, such as for oiled wildlife response as included within the WA Oiled Wildlife Response Plan.

A detailed ALARP evaluation was performed by BHP to determine what additional control measures could be implemented to reduce the level of impacts and risks. No additional controls, beyond those identified during the detailed ALARP assessment can reasonably be implemented to further reduce the risk of impacts. The impacts and risks of the spill response activities are therefore considered to be reduced to ALARP.

### 10.5.2 Demonstration of Acceptability

BHP considers a range of factors when determining that a level of impact and risk to the environment is broadly acceptable, as summarised in Table 10-14.

**Table 10-14: Demonstration of acceptability for spill response strategies**

Acceptability Criteria	Acceptability Criteria	Demonstration
Codes and Standards	Is the impact or risk being managed in accordance with relevant Australian or international legislation, Ministerial Conditions or standards?	Impacts and risks associated with spill response activities are well understood through available information. Control measures implemented will minimise the potential impacts from spill response activities to protected areas and their values, and to species identified in Recovery Plans and Conservation Advice.
Ecologically Sustainable Development (ESD)	Is the proposed impact consistent with the principles of ESD?	BHP performs petroleum activities in a manner consistent with its Charter values and Code of Business Conduct. In determining the level of acceptability of spill response activities, and guided by the Charter value of sustainability, BHP has identified, assessed and controlled risks to minimise environmental impacts. BHP considers this approach is consistent with the principles of ESD.
<b>Internal Context</b>		
BHP Charter and HSE Management System compliance	Is the proposed impact or risk consistent with the requirements of BHP Our Requirements, Petroleum Standard and HSE Management Systems?	Spill response will comply with BHP Charter values and management systems.
Professional judgement	Is the impact or risk being managed in accordance with industry best practice?	Controls identified in this plan are consistent with industry best practice and guidelines. Accepted controls that will be implemented are tabulated in Section 10.4 and Appendix E.
ALARP	Are there any further reasonable and practicable controls that can be implemented to further reduce the impact or risk?	All reasonable and practicable controls have been assessed (refer to tables in Section 10.4 and Appendix E). BHP considers control measures and performance standards for spill response activities reduce the impacts and risks to ALARP.
<b>External Context</b>		
Environmental best practice	Are controls in place to manage the impacts and risk to the environment that are	Controls are in place to manage the impacts and risks associated with implementing response activities in the event of a spill. BHP will apply a

Acceptability Criteria	Acceptability Criteria	Demonstration
	commensurate with the nature and scale of any environmental sensitivities of the receiving environment?	range of controls to minimise the potential environmental impacts and risks to protected areas and their values, and to protected species and their habitat. The environmental performance outcomes, performance standards and measurement criteria that determine whether the outcomes and standards have been achieved are commensurate with the environmental significance of the receiving environment.
Stakeholder views	Do stakeholders have concerns/issues, and, if so, have controls been implemented to manage their concerns/issues?	Stakeholders have been consulted about the petroleum activity (Section 5) and no stakeholder concerns have been raised regarding this aspect.

### 10.5.2.1 Acceptability Summary

BHP will ensure all preventative controls are in place to reduce the risk of a hydrocarbon spill occurring during the Stybarrow equipment removal and field management activities and the likelihood of the loss of hydrocarbons is extremely low when considering industry statistics and the preventative controls in place. BHP has performed extensive planning and assessment when selecting the spill response options presented, based on:

- the nature and scale of the worst-case hydrocarbon pollution events
- the accessibility, availability and location of appropriate spill response equipment
- the predicted timings of contact of hydrocarbons and loadings of hydrocarbons to sensitive environmental receptors, and the capability and scalability of spill response resources.

BHP has a sound knowledge of the relevant environmental values and sensitivities at risk from hydrocarbon spill events and indirectly from spill response activities, particularly the shallow water and coastal benthic habitats of Ningaloo Reef and Muiron Islands, from work partly funded by BHP.

BHP has assessed the spatial and temporal impacts and risks and environmental benefit gained from implementing spill response activities, which would be considered daily as part of the Operational NEBA. Where BHP is the Control Agency, the decision to implement spill response activities will be made by the BHP Incident Commander, taking into account the outcomes of the daily Operational NEBA, which will incorporate daily situational awareness reports from RS2 Monitor and Evaluate, as well through liaison with DoT.

The proposed control measures for preventing and minimising the risks and impacts associated with implementing spill response activities are comprehensive and consistent with all relevant codes and standards and good oilfield practices. No concerns have been raised by stakeholders regarding response activities. BHP regularly consults with relevant stakeholders about its operations and activities, providing them with sufficient and reasonable opportunities to raise any new concerns or issues for the duration of this petroleum activity. BHP considers control measures presented for spill response activities reduce impacts and risks to an acceptable level.

# 11 Implementation Strategy

In accordance with Regulation 14 of the Environment Regulations, the EP must contain an implementation strategy for the petroleum activity and monitoring, recording and reporting arrangements. The implementation strategy presented in this section provides specific practices and procedures to ensure:

- all the environmental impacts and risks of the petroleum activity will be continually identified and reduced to a level that is ALARP
- control measures identified in the EP are effective in reducing the environmental impacts and risks of the activity to ALARP and acceptable levels
- environmental performance outcomes and environmental performance standards are met
- arrangements are in place to respond to and monitor impacts of oil pollution emergencies
- arrangements for ongoing consultation with relevant authorities, persons and organisations are in place and maintained through the activities.

## 11.1 Systems, Practices and Procedures

### 11.1.1 BHP Petroleum Health, Safety and Environment Management Systems

The BHP Petroleum HSE Management System defines the boundaries within which all activities are conducted. It provides a structured framework to set common requirements, boundaries, expectations, governance and assurance for all activities. It also supports accountabilities and responsibilities as defined in the organisational structure. The overarching objective of the BHP Petroleum HSE Management System is to aspire to zero harm to people, communities and the environment, and achieve leading industry practice. The structure of the BHP HSE Management System is hierarchical (Figure 11-1).

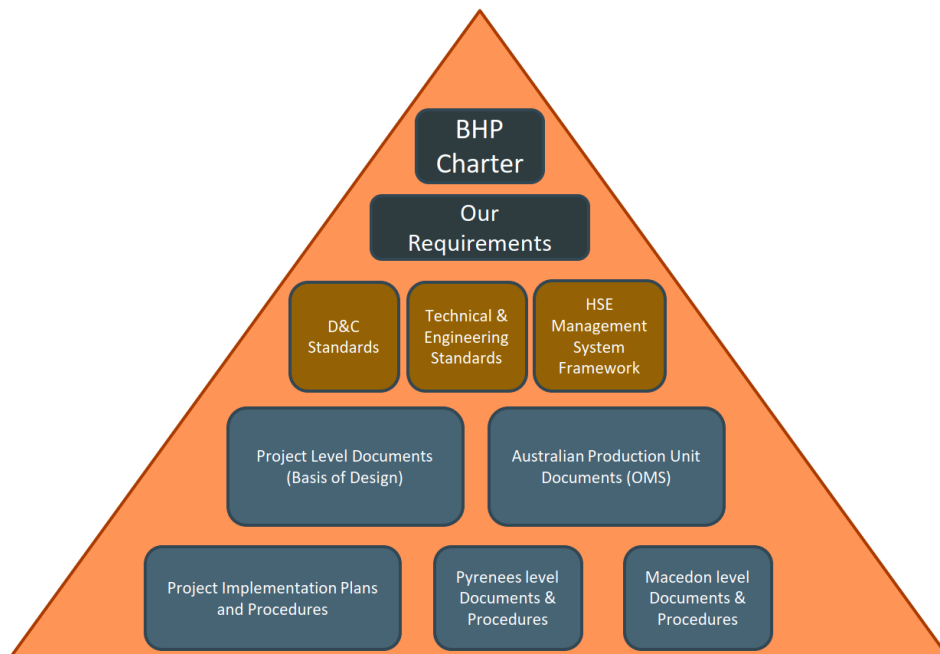


Figure 11-1: BHP HSE Management System

The documents in Figure 11-1 address specific areas (for example, corporate performance reporting, risk management, incident investigation) where it is important activities are conducted consistently across the organisation.

The top level of the triangle shown in Figure 11-1 is the BHP Charter; a copy of the Charter is provided in Appendix A. The Charter details BHP's values and directs the approach to all activities in BHP. It includes value statements about sustainability, integrity, respect, performance, simplicity and accountability. It also provides a means of aligning BHP's values with strategic direction and measures of success. The Charter is supported by BHP's Code of Business Conduct and Working with Integrity. The Charter is signed by the BHP Chief Executive Officer.

The BHP Our Requirements detail and define business planning, risk management and assurance expectations of key process areas. They also serve as audit protocol against which all groups in BHP are assessed. Categories of Our Requirements include HSEC, Human Resources, Legal, Corporate Affairs, Supply and Information Management.

- Direction for environmental performance in BHP is established by the Environment and Climate Change – Our Requirements. The BHP Charter provides a public statement and commitment to zero harm through planning and execution. The petroleum activity will be performed in accordance with the objectives of this Charter, which includes compliance or exceedance with regulatory requirements, setting of objectives and targets and continual improvement. The Charter will be available to all personnel involved in the petroleum activity through the intranet, and hard copies where appropriate.
- The HSE Management System establishes the foundation for continual improvement through applying consistent requirements across all aspects of the petroleum activity, including:
  - identifying statutory obligations and commitments to maintain a licence to operate
  - implementing petroleum risk management processes, including this EP
  - establishing and maintaining the competencies for personnel and providing training to promote expected behaviours
  - managing all contractors and suppliers of petroleum goods and services
  - completing reviews and reporting outcomes of these reviews.

The BHP Petroleum HSE Standard details the mandatory HSE performance requirements as described in the HSE-related Our Requirements and are met through the HSE Management System. They address specific performance requirements that define functional and governance expectations. The controls apply to the entire lifecycle of petroleum activity, processes and products. Contractors are required to comply with the controls, and partners and suppliers are encouraged to adopt the intent and nature of the performance requirements. The controls are regularly monitored through scheduled audit and verification activities and cover the broad areas of:

- hazards and risk management
- crisis and emergency management
- security
- health and hygiene
- aviation
- marine operations
- fatal risks
- environment
- data reporting.

## **11.2 Environment Plan Organisation, Roles and Responsibilities**

A defined chain of command with the roles and responsibilities for key BHP and contractor personnel in relation to EP implementation, management and review are described in Table 11-1. It is the responsibility of all BHP employees and contractors to ensure the BHP Petroleum HSE-related Our Requirements and the BHP Charter (Appendix A) are applied in their areas of responsibility.



Table 11-1: Key personnel and environmental responsibilities

Title	Environmental Responsibilities
<b>Office-based Roles</b>	
BHP Operations Manager	<ul style="list-style-type: none"> <li>• Ensure compliance with the BHP Charter and Management Standards</li> <li>• Ensure sufficient resources are provided to implement the commitments made in this EP</li> <li>• Provide vessel contractors with the EP and make them aware of the requirements for their activities</li> <li>• Ensure HSE incidents are reported to regulatory authorities as required</li> <li>• Assist the IMT in developing a response strategy in the event of a spill incident</li> </ul>
BHP Director of Projects Australia	<ul style="list-style-type: none"> <li>• Have Technical Authority and manage team of projects and decommissioning professionals</li> <li>• Ensure sufficient resources are provided to implement the commitments made in this EP</li> </ul>
BHP Decommissioning Engineering Manager (or equivalent)	<ul style="list-style-type: none"> <li>• Supervise decommissioning operations, including management of change</li> <li>• Be accountable for developing the decommissioning engineering and associated programs</li> <li>• Ensure compliance with company policies, standards and statutory requirements</li> </ul>
BHP Regional HSE Lead	<ul style="list-style-type: none"> <li>• Ensure compliance with BHP's Charter and Management Standards, this EP and regulatory responsibilities</li> <li>• Ensure incident prepared and response arrangement meet BHP and regulatory requirements</li> <li>• Ensure environmental incidents or breaches of EPOs, EPSs or MCs are reported in line with BHP's incident reporting requirements</li> </ul>
BHP HSE Specialist	<ul style="list-style-type: none"> <li>• Liaise with the Operations Manager, Projects Team and Vessel Master to ensure compliance to legislation, procedures, standards and commitments</li> <li>• Perform environmental education and ensure HSE inductions completed</li> <li>• Ensure compliance with this EP, regulatory and HSE responsibilities</li> <li>• Participate in the hydrocarbon spill response drills</li> <li>• Complete environmental audits to ensure compliance with this EP</li> <li>• Report environmental recordable incidents to NOPSEMA</li> </ul>
Contractor Manager	<ul style="list-style-type: none"> <li>• Prepare, maintain, and implement Contractor HSE Management Plans and Procedures</li> <li>• Ensure compliance with this EP, regulatory and HSE responsibilities relevant to their scope of work</li> <li>• Maintain clear lines of communication with the BHP Operations Manager</li> </ul>
<b>Field-based Roles</b>	
Vessel Contractor Representative	<ul style="list-style-type: none"> <li>• Be responsible for managing and supervising decommissioning engineering activities in the field site</li> <li>• Ensure field activities are conducted according to the approved programme requirements</li> <li>• Monitor and audit the field activities to ensure compliance with this EP and the regulatory and HSE responsibilities</li> <li>• Manage change during field activities</li> <li>• Disseminate project-specific environmental compliance requirements as required</li> </ul>

Title	Environmental Responsibilities
	<ul style="list-style-type: none"> <li>• Ensure environmental incidents or breaches of EPOs, EPSs or MCs are reported and recorded in line with BHP’s incident reporting requirements</li> <li>• Comply with this EP, and all regulatory and project obligations applicable to their assigned role</li> </ul>
Vessel Master	<ul style="list-style-type: none"> <li>• Manage activities and safety on-board vessel for the duration at sea, and operate under BHP Marine Controls, relevant Commonwealth Acts and Regulations</li> <li>• Ensure vessel operations are undertaken as per this EP and any approval conditions</li> <li>• Conduct SOPEP drills as per vessel’s schedule</li> <li>• Report environmental incidents or breaches of EPOs, EPSs or MCs on vessel, in line with BHP’s incident reporting requirements</li> <li>• Report recordable incidents</li> <li>• Comply with this EP, and all regulatory and project obligations applicable to their assigned role</li> </ul>
All crew	<ul style="list-style-type: none"> <li>• Work in accordance with accepted HSE obligations and practices</li> <li>• Comply with this EP, and all regulatory and project obligations applicable to their assigned role</li> <li>• Report any hazardous condition, near miss, unsafe act, accident or environmental incident immediately to their supervisor</li> <li>• Report sightings of marine fauna and marine pollution</li> <li>• Attend HSE meetings and training and drills when required</li> <li>• Understand their obligation to ‘stop-the-job’ due to HSE concerns</li> <li>• Comply with this EP, and all regulatory and project obligations applicable to their assigned role</li> </ul>

### 11.3 Training and Competency

#### 11.3.1 Competence, Environmental Awareness and Training

BHP’s HSE Management System establishes the foundation for continual improvement through applying consistent requirements across all aspects of petroleum activity, including establishing and maintaining the competencies for personnel, and providing training to promote expected behaviours.

For BHP contractors, environmental risks in contracts are managed in accordance with the requirements outlined in the BHP Petroleum HSE Management Standard. As part of the contractor management process, the project vessel contractor’s Environmental Management System is assessed to ensure it is aligned with the BHP Charter and BHP Petroleum HSE Management Standard, and meets all commitments made in this EP. If, and wherever, the Contractor’s Management System is found to be deficient, it will need to be modified before mobilisation to site.

All personnel on the project vessels are required to be competent and suitably trained to perform their assigned positions. This may be in the form of ‘On the Job’ or external training. Contractors are responsible for identifying training needs and keeping records of training. Environmental awareness inductions (Section 11.3.3) are required to be performed by all offshore personnel as part of their induction to performing petroleum activity. Information on the roles and responsibilities of all personnel will be provided during the environmental awareness inductions and toolbox meetings where relevant.

#### 11.3.2 Operational Control

The petroleum activity are identified, planned and carried out in accordance with relevant legislation, EP commitments and internal environment standards and procedures. Verification processes are in place to ensure

these controls and requirements are being implemented to reduce significant risks to acceptable levels. Some of the key operational controls include:

- task specific toolbox talks, Job Safety Analysis (or equivalent), and associated procedures / checklists
- contractors' vessel-specific procedures
- scheduled Preventative Maintenance Systems, tracked through dedicated software packages
- environmental inspections by the HSE Specialist.

### 11.3.3 Specific Environmental Awareness

Inductions are provided to all relevant personnel, including contractor personnel such as vessel crew, before mobilising to or on arriving at the activity location. This induction covers the HSE requirements and environmental information specific to the location of the petroleum activity. The induction will include environmental information about:

- general description of the activity location, including any environmentally sensitive areas
- BHP HSE Management System – BHP Charter (Appendix A)
- adherence to standards and procedures, and the use of Job Safety Analysis and Permit to Work hazard identification and management process
- incident reporting process
- the roles and responsibilities within the EP relevant to the induction audience
- spill management including prevention, response and clean-up, location of spill kits and reporting requirements
- waste management requirements and process (segregation of landfill, recycle and hazardous wastes) and location of bins
- reporting of vessel-to-vessel interactions
- reporting procedure for sightings of cetaceans and whale sharks, including the location of marine fauna sighting datasheets.

All personnel who undertake the induction are required to sign an attendance sheet, which is retained by the project vessel contractors.

The project vessels will hold regular HSE meetings which cover all crews. During these meetings, environmental incidents will be reviewed and awareness material presented. All personnel are required to attend the HSE meetings and attendance sheets are retained by the project vessel contractor. Daily meetings held onboard the project vessels also serve to reinforce environmental awareness during the petroleum activity.

A copy of this EP is provided to the project vessel contractor before performing the petroleum activity.

### 11.3.4 Incident Management Team

The BHP APU IMT is made up of personnel designated on a roster basis, with each individual available for one week on a 24-hour basis throughout the year, based in Perth. There is a weekly handover and briefing of the operations each week. The BHP APU IMT consists of defined roles which enables BHP to respond to a variety of incidents. The BHP APU IMT is in the BHP Perth offices and is fully equipped to manage incidents.

IMT members undergo prerequisite Incident Management System training (ICS 100 and ICS 200) before fulfilling their position on the IMT. The training follows industry best practice and incorporates BHP Crisis and Emergency Management (CEM) procedures and processes.

To supplement the initial training, each IMT member participates in desktop exercises and additional minor and major exercises. The training 'desktop' exercises are also arranged during the weekly handover sessions, to test a range of IMT responses including oil spill response.

Full details of training requirements for IMT members are detailed in Section 11.6.5.

### 11.3.5 Contractor Management

For BHP contractors, HSE risks in contracts are managed in accordance with the requirements outlined in the BHP Petroleum HSE Management Standard. As part of the contractor management process, BHP implements pre- and post-contract award processes and activities aimed at ensuring contracts consistently and effectively cover the management of HSE in line with BHP’s Petroleum HSE-related Our Requirements, the BHP Charter, and the BHP Petroleum HSE Standard.

While BHP HSE Management System applies to the way BHP executes its responsibilities under this EP, operational control of the project vessels remains the responsibility of the vessel contractor and shall be managed in accordance with BHP Contractor Management Systems.

### 11.3.6 Marine Operations and Assurance

Systems and procedures are in place to ensure all marine operations for the activities are conducted in accordance with environmental regulatory requirements and BHP marine controls, which cover management of marine operations and contracting of vessels.

The Marine Management Process comprising a Vessel Assurance Questionnaire require audits be completed before hiring a vessel and marine operations suppliers to be audited and verified before engagement. This includes a search of the Offshore Vessel Inspection Database for all relevant records and certification, and additional audits as identified in the risk assessment process for:

- marine management process
- dynamically positioned vessel review
- containment audit to ensure contained transport, storage and discharge of petroleum based and chemical products
- lifting and rigging audit
- emergency response audit.

## 11.4 Monitoring, Auditing and Management of Non-conformance and Review

### 11.4.1 Monitoring Environmental Performance

Environmental performance must be consistent with the BHP Petroleum HSE Standard and commitments made in this EP. The ongoing environmental performance of contractors is the responsibility of key personnel described in Table 11-1. Key data that will be monitored and recorded during the petroleum activity are summarised in Table 11-2.

Post-removal ROV surveys will be undertaken and will be provided to NOPSEMA to meet the requirements of NOPSEMA General Direction (833), which requires:

*‘Provide, to the satisfaction of NOPSEMA, for the conservation and protection of the natural resources in the title areas within 12 months after property referred to in direction 1 is removed’*

and

*‘Make good, to the satisfaction of NOPSEMA, any damage to the seabed or subsoil in the title areas caused by any person engaged or concerned in the operations authorised by the titles within 12 months after property referred to in direction 1 is removed’.*

**Table 11-2: Monitoring and record-keeping summary**

Parameter	Monitoring	Record Keeping	Frequency
Marine fauna interactions	Cetacean sightings and interactions (secondary)	Fauna Sighting Datasheet	As required
		Incident Report Form	As required

Parameter	Monitoring	Record Keeping	Frequency
	to primary work activities and responsibilities)	Monthly Incident Report, Environmental Performance Report	Monthly
Introduced marine species	Management of biofouling	Marine management process to be completed before hire of project vessels	Prior to on-hire
		Record and review of IMS risk assessment by the Environmental Specialist for newly contracted project vessels and immersible equipment entering the operational area	Prior to on-hire
		Project vessels' Biofouling Management Plan and recordkeeping	Prior to on-hire
		In-water or dry-dock inspection records for biofouling risk of project vessels sourced from international waters	Within seven days of mobilisation from a foreign port
		Locally sourced vessels that can demonstrate they have only operated within the North West Bioregion for a period of less than three years since they were last assessed as low risk as the result of an in-water or out-of-water IMS inspection (by an approved biofouling inspector) Includes vessels that have exited the Northwest Bioregion for periods of less than seven consecutive days, yet remained within the state (Western Australia) or offshore (>12 NM)	Prior to on-hire
		Records of latest in-water or out-of-water inspection demonstrate that the inspection is performed by an approved biofouling inspector	Prior to on-hire
	Management of ballast	Approved BWM Plan, approved BWM Certificate and ballast water records	Prior to entering Australian waters
Atmospheric emissions	Details of diesel consumption, cold venting and monitoring and reporting of greenhouse gas, ozone-depleting substances, fluoride, nitrogen dioxide, sulphur dioxide and energy use	Daily reports	Daily during the activity
		Envirosys records	Daily during the activity
		ODS record book	Daily during the activity
Waste	Sewage and grey water volumes	Vessel log	End of activity
		Sewage and grey water volumes	End of activity
	Hazardous and non-hazardous solid waste volumes	Garbage Record Book	End of activity
		Maintenance records demonstrating functioning macerator onboard Vessel	End of activity

Parameter	Monitoring	Record Keeping	Frequency
	Oily water – bilges and machinery spaces volumes	Oil record book	End of activity
	Fuels and oils volumes	Containment and inspections, maintenance records, PMS records, checklists	End of activity
	Hazardous chemicals volumes	Hazardous chemical locker inspection	End of activity
	Loss or discharge to sea of harmful materials	Record log of report to AMSA RCC	As required
	Recovered Equipment <sup>1</sup>	Waste Records Refer Section 11.4.2 for waste manifest data	As required during activity
Marine user interactions	Interactions with shipping and commercial fishing vessels movements	Vessel log Incidents also recorded in the BHP 1SAP system	As required
Seabed disturbance	Post-removal ROV survey	ROV post-removal images and records	End of activity
Training	Details of crew inductions and drills	Induction record sheets and drill reports	As completed
<sup>1</sup> The total amount of waste disposed and waste streams will be included in the environmental performance report submitted by BHP to NOPSEMA (Section 11.5.1)			

## 11.4.2 Subsea Infrastructure Waste Monitoring

All subsea infrastructure waste transported from offshore will be properly manifested. Waste manifests will typically include the following information:

- Manifest identification number
- Quantity (m<sup>3</sup>/kg)
- Waste description
- Waste container(s) number and description
- Date of shipment
- Destination description (e.g., recycling, landfill, etc.)
- Transporter data and waste acceptance declaration
- Receiver data and waste acceptance declaration
- Dangerous goods class and United Nations number for environmentally hazardous waste / NORM
- Special handling instructions
- Any other information required by the waste contractor.

## 11.4.3 Record Keeping

Compliance records will be maintained. Record keeping will be in accordance with Regulation 14(7) of the Environment Regulations that addresses maintaining records of emissions and discharges (Table 11-2).

#### 11.4.4 Auditing, Assurance, Management of Non-conformance and Continuous Improvement

The environmental performance of BHP activities will be reviewed in a number of ways to:

- ensure all significant environmental aspects of the activity are covered in the EP
- ensure management measures to achieve environmental performance outcomes are being implemented, reviewed and amended where necessary
- ensure all environmental commitments have been met
- ensure impacts and risks will be continuously identified and reduced to ALARP
- identify potential non-conformances and opportunities for continuous improvement.

BHP reviews and audits its contractors at various stages, including before contract award, before the activities and during activities, in accordance with BHP HSE Management System performance. The environmental performance of contractors to BHP involved in activities will be reviewed through activities including:

- inspections of Contractor Management systems and procedures
- pre-activity audits
- review of reporting documentation
- monitoring of progress
- auditing and assurance program
- regular review of incident, audit, inspection, observation, safety meeting and daily operations reports
- action item tracking and closeout
- end of campaign reviews.

The environmental performance of BHP activities will be reviewed through the following:

- The EP will be distributed to the project vessel contractor before performing the petroleum activity and compliance against EPOs, EPSs and MCs monitored regularly by BHP.
- All environmental management commitments from the EP will be documented and a description of compliance with each commitment will be maintained.

Environment compliance monitoring allows continuous improvement initiatives to be developed and inform the development of future EPs.

#### 11.4.5 Management of Change

Permanent or temporary changes to organisation, equipment, plant, standards or procedures have a potential health, safety, integrity or environmental impact are assessed and subject to formal review and approval as outlined in the BHP HSE Management Standards. This standard requires the change to be justified and authorised, risk assessed to understand the potential impacts of the change, a plan to be in place that clearly specifies the timescale for the change and any control measures to be implemented, and the situation to be reassessed if there is an unexpected change in circumstances. The level of management approval for each change is commensurate with the risk.

Management of changes relevant to this EP, such as timing of the activity or changes to the scope of the activity described in Section 3 of this EP, will be made in accordance with Management of Change procedures outlined in the BHP HSE Management Standards (refer to Section 11.1.1).

The Management of Change process also allows for assessing new information that may become available after acceptance of the EP, such as new management plans for AMPs, new recovery plans or conservation advice for species, and changes to the EPBC Protected Matters Search results.

The Management of Change will be assessed and subject to formal review to determine if a revision of the accepted EP in force for the cessation activities must be submitted to NOPSEMA pursuant to Regulation 17 of the Environment Regulations.

## **11.5 Reporting**

To meet the environmental performance outcomes and standards outlined in the EP, BHP reports at a number of levels as described in the next subsections.

### **11.5.1 Routine Reporting (External)**

Routine regulatory reporting requirements for the petroleum activity are summarised in Table 11-3. The requirements include that BHP develop and submit an annual Environmental Performance Report to NOPSEMA, with the first report submitted within 12 months of the commencement of activities covered by this EP (as per the requirements of Regulation 14(2) (b) of the Environment Regulations).



Table 11-3: Routine external reporting requirements

Report / Notification	Recipient	Frequency	Communication	Comment
<b>Before the Activity</b>				
AHO pre-start notification	AHO	No less than four weeks notification before the commencement of activities, where practicable.	Written	As requested by AMSA and AHO during consultation.
NOPSEMA pre-start notification.	NOPSEMA	At least ten days before the activity commences	Written	Complete NOPSEMA's Regulation 29 Start or End of Activity Notification form prior to petroleum activity
WAFIC pre-start notification – Relevant Commercial Fishers (via WAFIC)	WAFIC	Prior to activity commencement	Written	-
AMSA JRCC Notification	AMSA	24 to 48 hrs prior to activity commencement	Written	As requested by AMSA during consultation.
DMIRS notification	DMIRS	Prior to equipment recovery	Written	Notify DMIRS of the start date recovery executions, (petroleum.environment@dmirs.wa.gov.au). As requested by DMIRS during consultation
DoD notification	DoD	Minimum of five weeks notification prior to the commencement of activities.	Written	As requested by DoD during consultation.
<b>During the Activity</b>				
Recordable incident as required by Regulation 26B NOPSEMA must be notified of a breach of an EPO or EPS, in the environment plan that applies to the activity that is not a reportable incident.	NOPSEMA	Complete NOPSEMA's Recordable Environmental Incident Monthly Report form.	Written	Written report - The report must be submitted as soon as practicable after the end of the calendar month, and in any case, not later than 15 days after the end of the calendar month.

Report / Notification	Recipient	Frequency	Communication	Comment
Reportable Incident, as required by) Regulation 16(c), 26 & 26A NOPSEMA must be notified of any reportable incidents. For the purposes of Regulation 16(c), a reportable incident is defined as: <i>An incident relating to the activity that has caused, or has the potential to cause, moderate to significant environmental damage.</i>	NOPSEMA	As soon as practicable, and in any case not later than two hours after the first occurrence of a reportable incident, or if the incident was not detected at the time of the first occurrence, at the time of becoming aware of the reportable incident.	Oral	The oral notification must contain: <ul style="list-style-type: none"> <li>all material facts and circumstances concerning the reportable incident known or by reasonable search or enquiry could be found out</li> <li>any action taken to avoid or mitigate any adverse environmental impacts of the reportable incident</li> <li>the corrective action that has been taken, or is proposed to be taken, to stop, control or remedy the reportable incident.</li> </ul>
	NOPSEMA NOPTA	As soon as practicable after the oral notification.	Written	A written record of the oral notification must be submitted. The written record is not required to include anything that was not included in the oral notification.
	NOPSEMA NOPTA	Must be submitted as soon as practicable, and in any case not later than three days after the first occurrence of the reportable incident unless NOPSEMA specifies otherwise.  Same report to be submitted to within seven days after giving the written report to NOPSEMA.	Written	A written report must contain: <ul style="list-style-type: none"> <li>all material facts and circumstances concerning the reportable incident known or by reasonable search or enquiry could be found out</li> <li>any action taken to avoid or mitigate any adverse environmental impacts of the reportable incident</li> <li>the corrective action that has been taken, or is proposed to be taken, to stop, control or remedy the reportable incident</li> <li>the action that has been taken, or is proposed to be taken, to prevent a similar incident occurring in the future.</li> </ul> <p>Consider reporting using NOPSEMA’s Report of an Accident, Dangerous Occurrence or Environmental Incident form.</p>
Environmental Performance as required by Regulation 26C NOPSEMA must be notified of the	NOPSEMA	A detailed environmental performance report will be submitted within three months of submission of Regulation 29(2).	Written	Written report must contain sufficient information to determine whether or not environmental performance outcomes and standards in the EP have been met.

Report / Notification	Recipient	Frequency	Communication	Comment
environmental performance at the intervals provided for in the EP.				
AMSA notification of activity change	AMSA	As soon as practicable.	Written	Any changes to the intended operations.
AMSA notification of any oil pollution incidents in Commonwealth waters	AMSA	Within two hours.	Oral and Written	In accordance with the Navigation Act 2012, any oil pollution incidents in Commonwealth waters will be reported by the Vessel Master to AMSA within 2 hours via the national emergency notification contacts and a written report within 24 hours of the request by AMSA. The national 24-hour emergency notification contact details are: <ul style="list-style-type: none"> <li>• Freecall: 1800 641 792</li> <li>• Fax: (02) 6230 6868</li> <li>• Email: mdo@amsa.gov.au</li> </ul>
DoT Reporting	Oil Spill Response Coordination	Within two hours.	Oral	Notification of actual or impending spillage, release or escape of oil or an oily mixture that is capable of causing loss of life, injury to a person or damage to the health of a person, property or the environment
All actual or impending MOP incidents that are in, or may impact, State waters resulting from an offshore petroleum activity.	(OSRC) Unit within the DoT	POLREP following verbal notification. SITREP within 24 hours of request	Written	All oil pollution incidents in WA State waters will be reported by the Vessel Master to the Oil Spill Response Coordination (OSRC) Unit within the DoT as soon as practicable (within 2 hours of spill occurring) via the 24-hour reporting number (08) 9480 9924. The Duty Officer will then advise whether the following forms are required to be submitted: <ul style="list-style-type: none"> <li>• Marine Pollution Form (POLREP)</li> </ul> <a href="http://www.transport.wa.gov.au/mediaFiles/marine/MAC-F-PollutionReport.pdf">http://www.transport.wa.gov.au/mediaFiles/marine/MAC-F-PollutionReport.pdf</a> and/ or

Report / Notification	Recipient	Frequency	Communication	Comment
				<ul style="list-style-type: none"> <li>Marine Pollution Situation Report (SITREP)  <a href="http://www.transport.wa.gov.au/mediaFiles/marine/MAC-F-SituationReport.pdf">http://www.transport.wa.gov.au/mediaFiles/marine/MAC-F-SituationReport.pdf</a> </li> </ul>
DNP Reporting Notification of the event of oil pollution within a marine park or where an oil spill response action must be taken within a marine park; or if any changes to intended operations (requested through consultation)	DNP	So far as reasonably practicable prior to response action being written.	Oral and written	<p>The DNP should be made aware of oil/gas pollution incidences which occur within a marine park or are likely to impact on a marine park as soon as possible. Notification should be provided to the 24 hour Marine Compliance Duty Officer on 0419 293 465. The notification should include:</p> <ul style="list-style-type: none"> <li>titleholder details</li> <li>time and location of the incident (including name of marine park likely to be affected)</li> <li>proposed response arrangements as per the OPEP (such as dispersant, containment)</li> <li>confirmation of providing access to relevant monitoring and evaluation reports when available</li> <li>contact details for the response coordinator.</li> <li>Note that the DNP may request daily or weekly Situation Reports, depending on the scale and severity of the pollution incident.</li> </ul>
DPIRD Reporting If marine pests or disease are suspected this must be reported to DPIRD.	DNP	As soon as practicable.	Written	Notify if details regarding the activity change and result in an overlap with or new impact to a marine park
	DPIRD	Within 24 hours.	Oral	Notification of any suspected marine pests or diseases including any organism listed in the Western Australian Prevention List for Introduced Marine Pests and any other non-endemic organism that demonstrates invasive characteristics.
DAWE Reporting Any harm or mortality to EPBC	DAWE	Within seven days to <a href="mailto:EPBC.permits@environment.gov.au">EPBC.permits@environment.gov.au</a>	Written	Notification of any harm or mortality to an EPBC listed species of marine fauna whether attributable to the activity or not.

Report / Notification	Recipient	Frequency	Communication	Comment
Act-listed threatened marine fauna				
DAWE Reporting Marine Fauna Sighting Data	DAWE	As soon as practicable, in any case no later than three months of the end of the activity.	Written	Marine fauna sighting data recorded in the marine fauna sighting database.
Reporting Any ship strike incident with cetaceans will also be reported to the National Ship Strike database.	Australian Marine Mammal Centre	As soon as practicable.	Written	Ship strike report provided to the Australian Marine Mammal Centre: <a href="https://data.marinemammals.gov.au/report/shipstrike">https://data.marinemammals.gov.au/report/shipstrike</a>
<b>After the Activity</b>				
NOPSEMA Annual Environment Plan Performance Report	NOPSEMA	Should an activity be continuous for 12 months, then a summary environmental performance report will be submitted before the end of this period.	Written	As required by Regulation 14 (2) and 26C the report will assess compliance with the EPOs and EPSs outlined in this EP. The reporting period is 1 January to 31 December each year.
NOPSEMA Decommissioning progress report in accordance with NOPSEMA General Direction (833)	NOPSEMA	Annual, no later than 31 December each year	Written	Submit to NOPSEMA on an annual basis, until all directions have been met, a progress report detailing planning towards and progress with undertaking the actions required by Direction 1, 2, 3 and 4.  The report submitted under Direction 5(a) must be to the satisfaction of NOPSEMA and submitted to NOPSEMA no later than 31 December each year.  Publish the report on the registered holders' website within 14 days of obtaining NOPSEMA satisfaction under Direction 5(b)
DMIRS Notification	DMIRS	End date of subsea recovery activities	Written	Notify DMIRS of the end date of the subsea equipment recovery, ( <a href="mailto:petroleum.environment@dmirs.wa.gov.au">petroleum.environment@dmirs.wa.gov.au</a> ).
Provide, to the satisfaction of NOPSEMA, for the conservation and	NOPSEMA	Within 12 months after property referred to in Direction 1 is removed	Written	Post-removal ROV footage will be provided to NOPSEMA

Report / Notification	Recipient	Frequency	Communication	Comment
protection of the natural resources in the title areas within 12 months after property referred to in Direction 1 is removed in accordance with NOPSEMA General Direction (833)				
Make good, to the satisfaction of NOPSEMA, any damage to the seabed or subsoil in the title areas caused by any person engaged or concerned in the operations authorised by the titles within 12 months after property referred to in Direction 1 is removed in accordance with NOPSEMA General Direction (833)	NOPSEMA	Within 12 months after property referred to in Direction 1 is removed	Written	Post-removal ROV footage will be provided to NOPSEMA
National Pollutant Inventory (NPI) Report	DAWE	Annual, by 30 September each year.	Written	Summary of the emissions to land, air and water including those from the facility. Reporting period 1 July to 30 June each year.
National Greenhouse and Energy Reporting (NGER)	Clean Energy Regulator	Annual, by 31 October each year.	Written	Summary of energy use and greenhouse gas emissions including those from the facility. Reporting period is 1 July to 30 June each year.
NOPSEMA Environmental Performance Report	NOPSEMA	Annual, with the first report submitted within 12 months of the commencement of the petroleum activity covered by this EP	Written	In accordance with the Regulation 26C, confirmation of compliance with the Performance Outcomes, Performance Standards and Measurement Criteria of this EP. Reporting period 1 July to 30 June. Report must include sufficient information to enable NOPSEMA to

Report / Notification	Recipient	Frequency	Communication	Comment
				determine whether or not the environmental performance outcomes and performance standards in the EP have been met.
NOPSEMA End-of-activity EP Performance Report	NOPSEMA	Within three months of EP Completion	Written	The EP will end when BHP notify NOPSEMA that petroleum activity has ended, and all of the obligations under the EP have been completed, and NOPSEMA has accepted the notification, in accordance with Regulation 25A of the Environment Regulations.

## 11.5.2 Incident Reporting (Internal)

BHP employees and contractors are required to report all environmental incidents and non-conformance with commitments made in the EP. It is the responsibility of the BHP Regional HSE Lead to ensure reporting of environmental incidents meets both regulatory reporting requirements and BHP Petroleum HSE Standard.

1SAP is used for recording and reporting these incidents. Detailed investigations are completed for all actual and high-potential environmental incidents. The classification, reporting, investigation and actioning of all incidents, including environmental, are performed in accordance with the BHP Petroleum Event and Investigation Management Protocol. Incident (potential or actual) corrective actions are monitored using 1SAP.

## 11.5.3 Incident Reporting (External) – Reportable and Recordable

### 11.5.3.1 Reportable Incidents

A reportable environmental incident is defined in Regulation 4 of the Environment Regulations as:

*“...reportable incident, for an activity, means an incident relating to the activity that has caused, or has the potential to cause, moderate to significant environmental damage”.*

Reportable incidents for the petroleum activity include those that have been identified through the risk assessment process as having a severity (consequence) level of  $\geq 3$  (refer to Table 6-2):

- Surface release of MDO from a project vessel as a result of an external impact (vessel collision) which ruptures an MDO tank.
- Movement of project vessels and immersible equipment from known high invasive marine species risk areas.

In accordance with Regulations 26, 26A and 26AA, BHP will report all reportable incidents orally to NOPSEMA, as soon as practicable, and in any case not later than two hours after the first occurrence of the reportable incident; or if the reportable incident was not detected at the time of the first occurrence, the time of becoming aware of the reportable incident.

Oral notifications of a reportable incident to NOPSEMA will be via telephone: 1300 674 472.

The oral notification must contain:

- all material facts and circumstances concerning the reportable incident known or could be obtained by reasonable search or enquiry
- any action taken to avoid or mitigate any adverse environment impacts of the reportable incident
- the corrective action that has been taken, or is proposed to be taken, to stop, control or remedy the reportable incident.

A written record of the reportable incident will be provided to NOPSEMA, as soon as practicable after making the oral notification, but within three days after the first occurrence of the reportable incident unless NOPSEMA specifies otherwise. The written report should use a format consistent with NOPSEMA's Report of an Accident, Dangerous Occurrence or Environmental Incident (Form FM0929).

Within seven days of giving a written report of a reportable incident to NOPSEMA, a copy of the same written report must be provided to the National Petroleum Titles Administrator (NOPTA), and DMIRS.

Written notification must be provided of any environmental incident that could potentially impact on any land or water in State jurisdiction via: [petroleum.environment@dmirs.wa.gov.au](mailto:petroleum.environment@dmirs.wa.gov.au).

### 11.5.3.2 Recordable Incident

A recordable environmental incident is defined in Regulation 4 of the Environment Regulations as:

*“...recordable incident, for an activity, means a breach of an environmental performance outcome or environmental performance standard, in the environment plan that applies to the activity, that is not a reportable incident”.*



In terms of the activities within the scope of this EP, a recordable incident is a breach of the environmental performance outcome or environmental performance standards listed in this EP.

In the event of a recordable in recordable incident, BHP will report the occurrence to NOPSEMA as soon as is practicable after the end of the calendar month in which it occurs; and in any case, not later than 15 days after the end of the calendar month. If no recordable incidents have occurred, a 'nil incident' report will be submitted to NOPSEMA. Written reporting to NOPSEMA of recordable incidents and 'nil incidents' can be via completion of NOPSEMA's Form FM0928– Recordable Environmental Incident Monthly Report. The report will contain:

- a record of all the recordable incidents that occurred during the calendar month
- all material facts and circumstances concerning the recordable incidents that are known or can, by reasonable search or enquiry, be found out
- any action taken to avoid or mitigate any adverse environmental impacts of the recordable incidents
- the corrective action that has been taken, or is proposed to be taken, to stop, control or remedy the recordable incident
- the action that has been taken, or is proposed to be taken, to prevent a similar incident occurring in the future

## 11.6 Emergency Preparedness and Response

### 11.6.1 Overview

Under Regulation 14(8), the implementation strategy must contain an oil pollution emergency plan (OPEP) and provide for the updating of the OPEP. In accordance with Regulation 14, the sections below detail the implementation strategy for hydrocarbon spill emergency conditions during decommissioning activities. The section outlines the response framework in the event of a hydrocarbon spill and the emergency response arrangements for a Level 1 and 2 oil spill event based on the strategic NEBA assessment. Specific BHP practices and procedures are presented to ensure that the environmental impacts and risks of spill response activities will be continuously identified and reduced to ALARP, along with environmental performance outcomes, performance standards and management criteria for spill response activities.

As part of the implementation strategy, BHP has developed an activity-specific OPEP (Appendix D). The implementation strategy includes BHP processes and procedures for how training, competencies and on-going environmental awareness will be maintained for the duration of the activity, for all personnel and contractors involved in spill response activities (resourced by BHP).

### 11.6.2 Oil Spill Response Arrangements

#### 11.6.2.1 Incident Jurisdictions

In the event of an oil spill, Control Agencies are assigned to respond to the various levels of spills is outlined in Table 11-4. The 'Statutory Agency' and 'Control Agency' are defined as follows:

**Jurisdictional Authority:** the State or Commonwealth Agency assigned by legislation, administrative arrangements or within the relevant contingency plan, to control response activities to a maritime environmental emergency in their area of jurisdiction.

**Control Agency:** is the agency with operational responsibility in accordance with the relevant contingency plan to take action to respond to an oil and/or chemical spill in the marine environment.

**Table 11-4: Statutory and lead control agencies for oil spill pollution incidents**

Area	Spill Source	Jurisdictional Authority	Lead Control Agency	
			Level 1	Level 2
Commonwealth waters	Offshore Petroleum Activity	NOPSEMA	BHP	BHP

Area	Spill Source	Jurisdictional Authority	Lead Control Agency	
			Level 1	Level 2
	Vessels	AMSA	AMSA	AMSA
State waters	Offshore Petroleum Activity	DoT	BHP	DoT
	Vessels	DoT	DoT	DoT
Port waters	Vessels	Port authority	Port authority / DoT	Port authority / DoT

### 11.6.2.2 Commonwealth Waters

BHP holds the Control Agency role for its facility-related spills within Commonwealth waters. As defined by Schedule 3, Part 1, Clause 4 of the OPGGS Act, ‘facility’ spills include those from fixed platforms, Floating Production Storage and Offloading (FPSO)/Floating Storage and Offloading (FSO) systems, Mobile Offshore Drilling Units (MODU) and subsea infrastructure. It also includes vessels undertaking decommissioning activities in BHP’s operational area.

For instances where BHP, as the Control Agency, requests assistance of AMSA, BHP will request an AMSA liaison officer be mobilised to the IMT as soon as possible. In the interim period until AMSA have assembled their IMT, BHP (Incident Commander) will liaise closely with the AMSA liaison officer and or the AMSA Incident Controller to inform them of first strike/initial actions being taken.

### 11.6.2.3 Western Australia

For WA State waters, the DoT Chief Executive Officer is prescribed as the Hazard Management Agency (HMA) for marine oil pollution as per the WA Emergency Management Act 2005 and Emergency Management Regulations 2006. The DoT as the HMA has developed the State Hazard Plan: Maritime Environmental Emergencies (DoT, 2021).

If a Level 2 spill has potential to enter WA waters, BHP would contact the DoT Maritime Environmental Emergency Response (MEER) unit, as per the reporting requirements in Appendix A - First Strike Plan of the OPEP (Appendix D). Upon notification, the DoT would assume the role of Control Agency and would activate its Maritime Environmental Emergency Coordination Centre (MEECC), DoT Incident Management Team (IMT) and appoint the State Maritime Environmental Coordinator (SMEEC).

BHP will be required to work in coordination with DoT during such instances, as outlined within the DoT’s Offshore Petroleum Industry Guidance Note – Marine Oil Pollution: Response and Consultation Arrangements (July 2020) (available online: <https://www.transport.wa.gov.au/imapine/oil-spill-contingency-plans.asp>).

For Level 2 spills that cross from Commonwealth waters to WA waters, both DoT and BHP will be Control Agencies and would work in partnership to coordinate the response effort. For a cross-jurisdictional response, there will be a Lead IMT (DoT or BHP) for each spill response activity, with DoT’s control resting primarily on State waters activities.

Appendix 2 of the Offshore Petroleum Industry Guidance Note – Marine Oil Pollution: Response and Consultation Arrangements (DoT, 2020) provides guidance on the allocation of a Lead IMT to response activities for a cross jurisdictional spill.

To facilitate effective coordination between the two Controlling Agencies and their respective IMT’s during a cross-jurisdictional response, a Joint Strategic Coordination Committee (JSCC) will be established (Figure 11-2). The JSCC will be jointly chaired by the State Marine Pollution Coordinator (SMEEC) and BHP’s nominated senior representative and will comprise of individuals deemed necessary by the chairs to ensure an effective coordinated response across both jurisdictions. Additional detail on the JSCC’s key functions are outlined in the Offshore Petroleum Industry Guidance Note – Marine Oil Pollution: Response and Consultation Arrangements (DoT, 2020).

At the request of the SMEEC, BHP will be required to provide all necessary resources, including personnel and equipment, to assist the DoT’s IMT in performing duties as the Control Agency for State waters response. This includes providing an initial 11 personnel to work within the DoT Incident Control Centre in Fremantle, no later than 8 am following the day of the request. It also includes providing personnel to serve in DoT’s Forward Operating Base (FOB) no later than 24 hours following formal request by the SMEEC. DoT will in turn, provide BHP with Liaison Officer/s from DoT’s command structure to sit within BHP’s IMT. Figure 11-3 shows the organisational structure of DoT personnel embedded in the BHP IMT and the structure of BHP personnel in the DoT (State) IMT. Provision of personnel to support the WA DoT IMT and FOB may be through a combination of BHP, AMOSC and/or AMOSC Core Group personnel. As a minimum, the Deputy Planning Officer and Deputy Logistics Officer supporting the WA DoT IMT will be filled by BHP IMT personnel with familiarity with relevant BHP systems and processes. BHP will locate its IMT in the existing IMT Control Room in Perth.

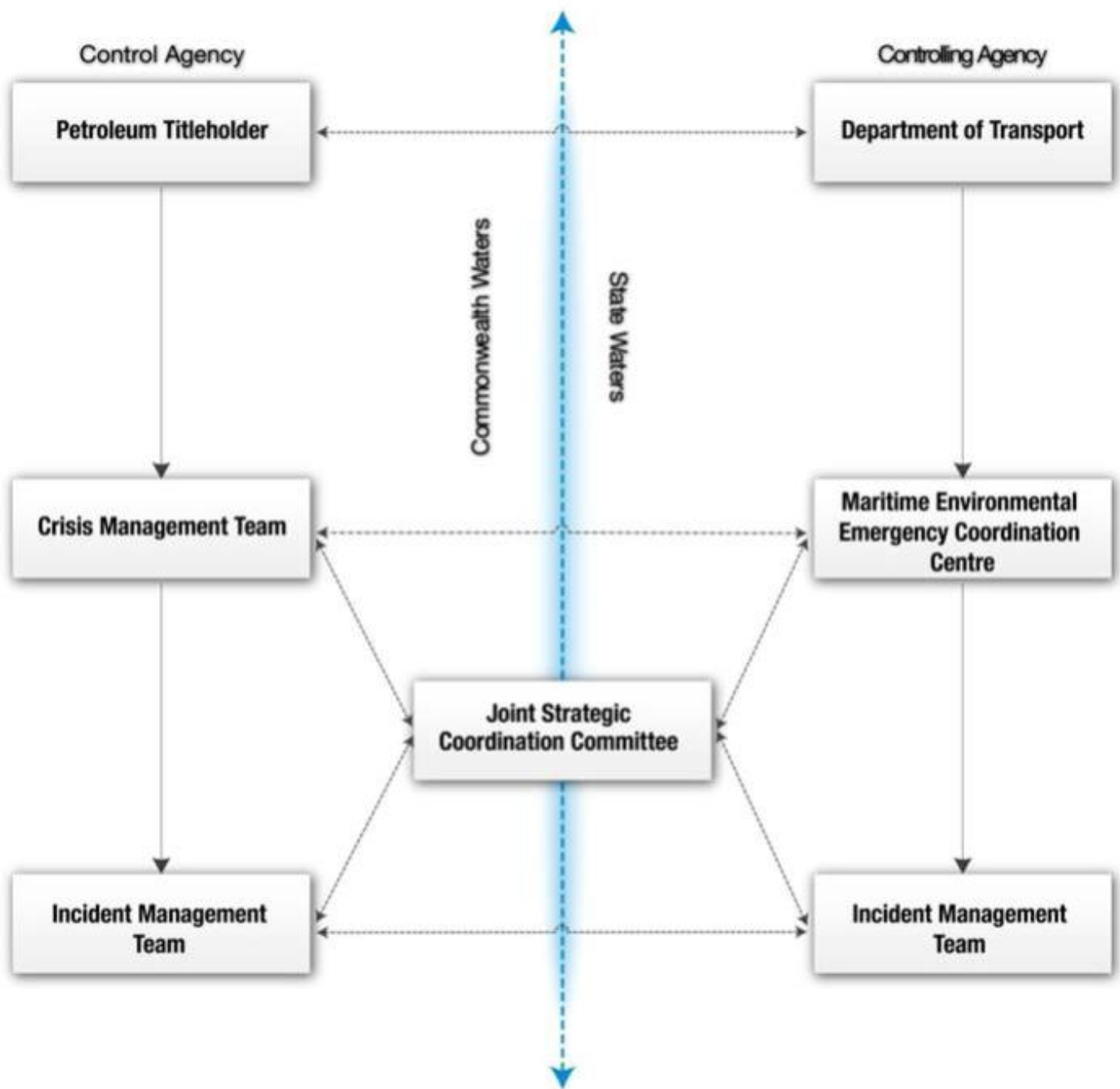


Figure 11-2: Controlling Agency coordination arrangements – Cross jurisdictional (WA DoT, 2020)

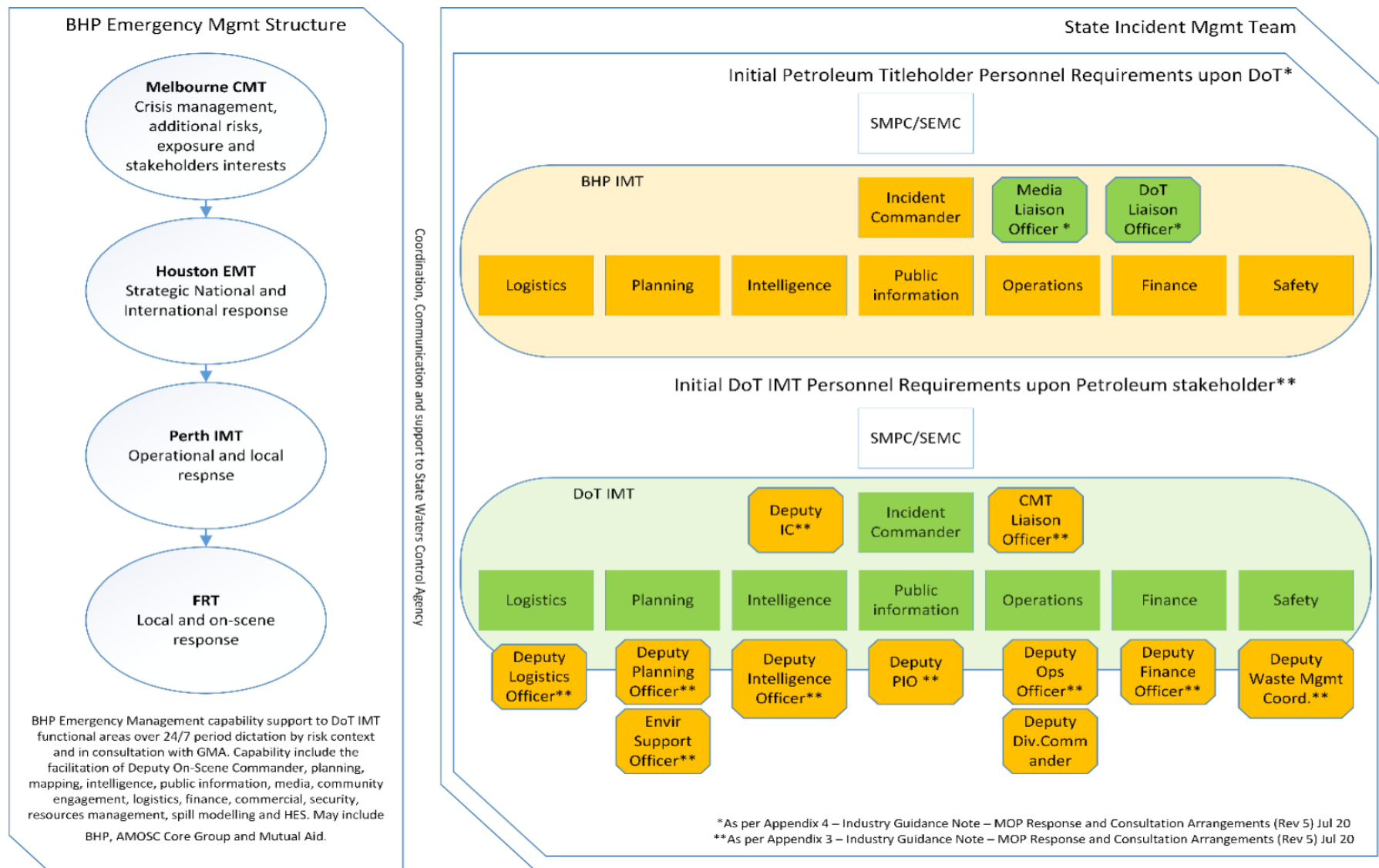


Figure 11-3: Emergency management support to State waters Control Agency – as per WA DoT IGN requirements

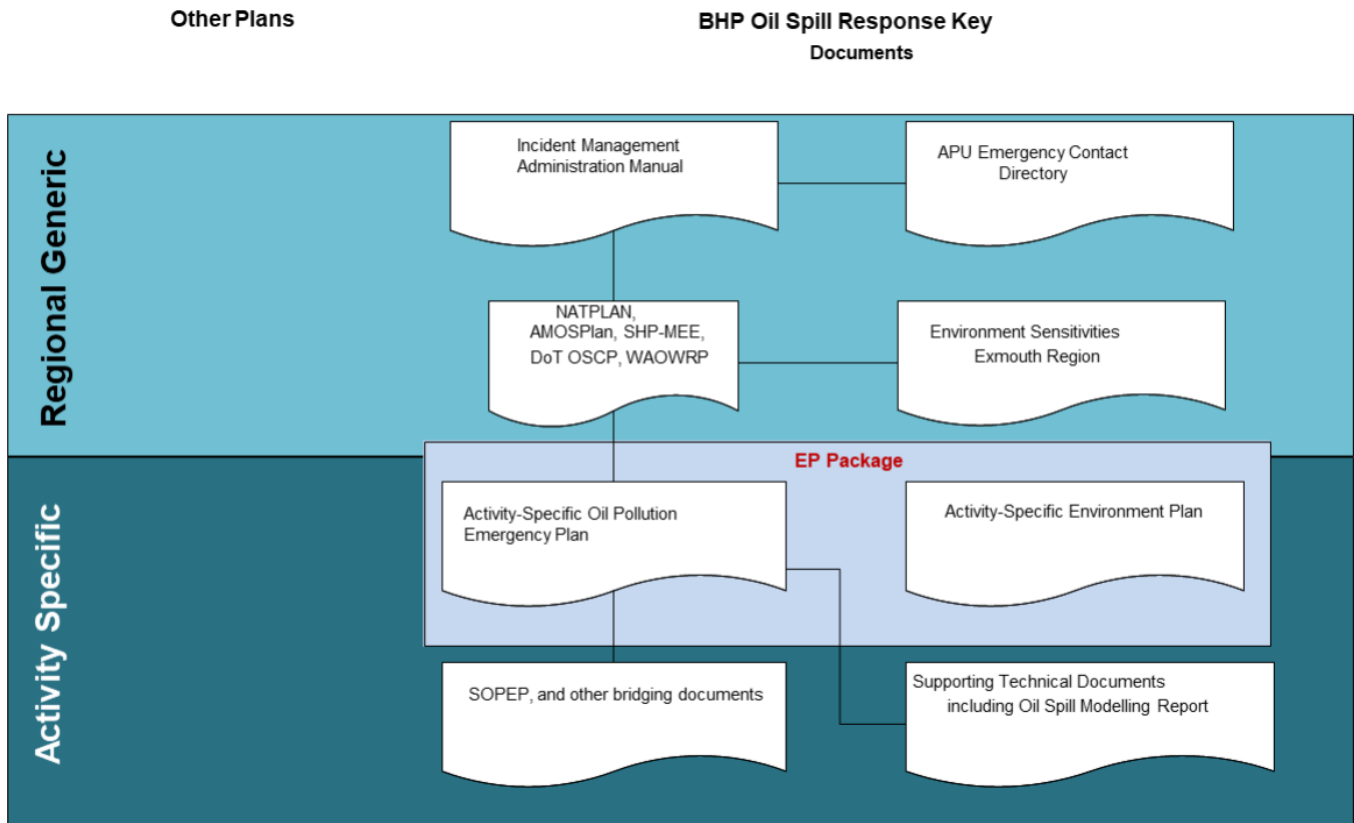


### 11.6.3 External Plans

The Stybarrow Decommissioning OPEP (Appendix D) has been developed to meet all relevant requirements of the Environment Regulations and the following external documents have been used or referred to in the development of the OPEP and the implementation strategy for hydrocarbon spill emergency conditions that may occur during decommissioning activities:

- NatPlan – National Plan for Maritime Environmental Emergencies (NatPlan)
  - Sets out the national arrangements, policies and principles for the management of marine oil pollution. It defines obligations the States and various industry sectors in respect of marine oil pollution prevention, preparation, response and recovery.
- AMOSPlan – Australian Industry Cooperative Spill Response Arrangements
  - Managed by AMOSC, it details the cooperative arrangements for response to oil spills by Australian oil and associated industries.
- HazPlan – Western Australia State Hazard Plan for Maritime Environmental Emergencies (SHP-MEE) (DoT, 2021)
  - Formally endorsed by the State Emergency Management Committee on 4 October 2019, the SHP-MEE details the management arrangements for preparation and response to marine oil pollution incidents in State waters.
- DoT Oil Spill Contingency Plan
  - Details the procedures and arrangements for the management of marine oil pollution emergencies that are the responsibility of the DoT.
  - DoT Offshore Petroleum Industry Guidance Note (IGN) – Marine Oil Pollution (MOP) Response and Consultation Arrangements (available online: <https://www.transport.wa.gov.au/imagine/oil-spill-contingency-plans.asp>);
- Industry Joint Venture Plans: Various Plans developing general and assisted Oil Spill Response Capabilities
- Western Australian Oiled Wildlife Response Plan (WAOWRP)
  - Provides guidance and sets out the management arrangements for implementing oiled wildlife response in State waters. Each region has an Oiled Wildlife Response Plan that gives further details on sensitivities and available resources. The Pilbara Region Oiled Wildlife Response Plan is the relevant regional plan for oiled wildlife associated with Stybarrow decommissioning activities.
- AMSA Australian Government Coordination Arrangements for Maritime Environmental Emergencies
  - Provides a framework for the coordination of Australian Governmental departments and agencies in response to a maritime environmental emergency

The OPEP interfaces with National, State and BHP plans as shown in Figure 11-4.



**Figure 11-4: National and State plans and integrations with BHP documents**

### 11.6.3.1 BHP and Contractor Plans

Internal BHP requirements include the need to Develop Emergency Response plans that are scaled according to the Petroleum activity, associated hazards, material risks and applicable regulatory requirements.

To support this requirement, the following documents have been developed and implemented:

- APU Incident Management Plan (AOHSE-ER-0001);
- APU Incident Management Administration Manual (AOHSE-ER-0001-001);
  - Incident Management Handbook – (ICS Model);
- APU Emergency Contact Directory (AOHSE-0002-005);
  - APU IMT Contact Directory (EMQnet);
- Environmental Sensitivities Exmouth Region (AOHSE-ER-0021-008);
- North West Cape Sensitivity Mapping (AOHSE-ER-0036);
- The Stybarrow Decommissioning OPEP (BHPB-00SC-N000-0004) (Appendix D);
- SOPEPs and bridging documents; and
- Tactical Response Plans (TRPs) for identified receptors.

## 11.6.4 BHP Incident Response

### 11.6.4.1 BHP Response Organisation Structure

The BHP Crisis and Emergency Management (CEM) philosophy is based on three levels of response teams (refer to Table 11-5) which allow for a flexible response with the appropriate level of leadership and support, according to the nature of the specific incident.

**Table 11-5: BHP Response Structure – teams are progressively activated depending on the severity of an incident**

<b>Team</b>	<b>Role</b>
Field Response Team (FRT)	The FRT is responsible for physically controlling incidents in the field, where possible, and communicating known facts to the IMT. The FRT will depend on the vessel involved in the incident.
Incident Management Team (IMT)	The IMT's role is to provide technical and logistical support to the FRT. It is based in Perth, Australia.
Emergency Management Team (EMT)	The role of the EMT is to provide strategic leadership and support. It is based in Houston, USA.

The following sections describe the teams listed in Table 11-5 based on the worst-case spill scenarios for the Stybarrow equipment removal petroleum activity.

**Field Response Team**

The FRT will depend on the vessel involved in the incident. The Vessel Master will be in command and will relay immediate emergency response information in the field to BHP IMT.

The role of the FRT is to provide local and on-scene response by implementing priority objectives and attempts to control or contain the source and make appropriate emergency notifications. The FRT reports to the IMT.

Roles and responsibilities of the BHP mobilised FRT are illustrated in Table 11-6.

**Table 11-6: FRT roles and responsibilities**

<b>Team</b>	<b>Role</b>
Emergency Commander / On-Scene Commander	The Emergency Commander / On-Scene Commander has overall responsibility for management of an incident and is responsible for determining the status of the emergency. This will be the Vessel Master.
Emergency Communications Coordinator	The role of the Emergency Communications Coordinator is to provide a link between all operating responders and to assist them in controlling the incident.
Emergency Coordinator	The Emergency Coordinator provides technical support during the emergency response and communicates with the Emergency Commander / On-Scene Commander.

**Field Response Team**

Organisational Chart [Level 1 Spill Response]

The IMT is responsible for the initial spill response for all spills. The on-duty IMT will handle a Level 1 response. The BHP APU Incident Management Plan (AO-HSE-ER-0001) outlines the roles and responsibilities of personnel in all response scenarios. Those responsible for an oil spill response are shown in Figure 11-5 with allocated responsibilities detailed in Table 11-7.



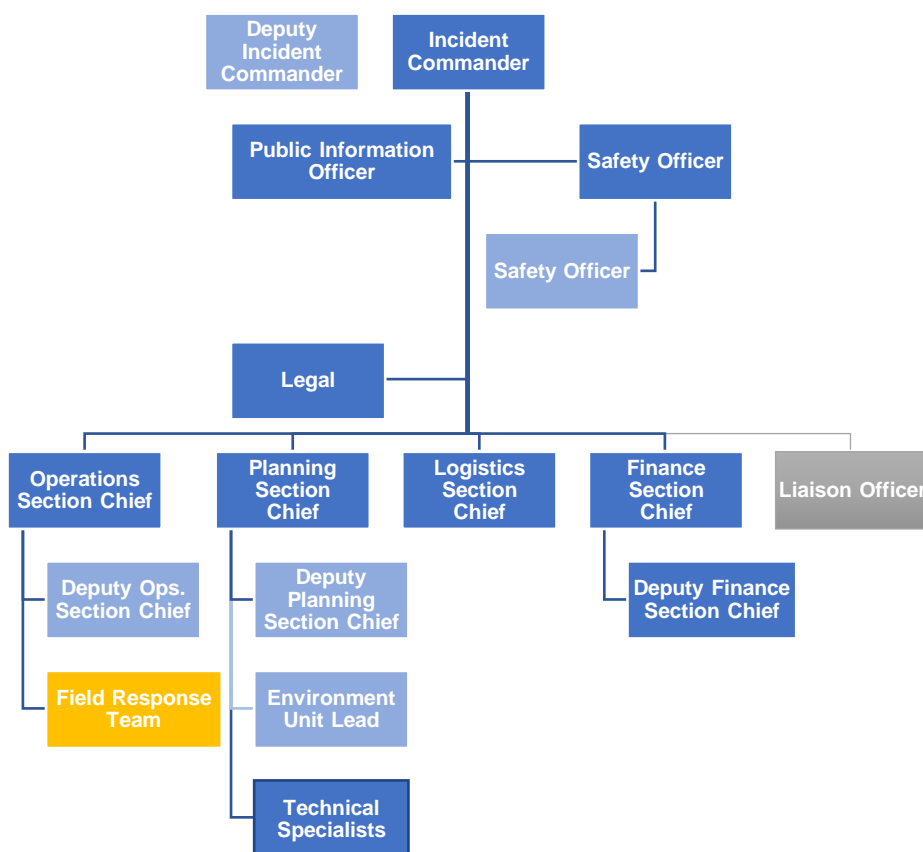


Figure 11-5: APU IMT organisational chart

Table 11-7: IMT roles and responsibilities

Role	Responsibilities
Incident Commander	The Incident Commander directs incident activities, including development and implementation of strategic objectives and liaises with the EMT Leader.
Safety Officer	Safety is responsible for monitoring and assessing hazardous and unsafe actions, in addition to developing measures for assurance of personnel safety, and assessment of any further hazards to the environment.
Public Information Officer	External Affairs is responsible for developing and releasing information about APU incidents to the news media, incident personnel, as well as other appropriate agencies and organisations.
Legal	Provision of legal advice to the Incident Commander relating to response activities, applicable regulatory requirements and any potential liabilities or investigative issues.
Operations	Operations are responsible for all operations directly applicable to the response operations, as guided by the IAP. The Operations Section Chief will act as the Point of Contact between the FRT and the Incident Commander.
Planning	Under the direction of the Planning Section Chief, the Planning Section is responsible for collecting, evaluating, and disseminating the tactical information related to the incident, and for preparing and documenting IAPs.
Environment Unit	The Environment Unit Leader within the Planning Section of the IMT is responsible for the activation and execution of Response Strategy 10 (RS10 Environmental Monitoring). The conduct of the scientific monitoring within this response strategy will

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Role	Responsibilities
	be undertaken by contracted providers under the guidance and coordination of the Environment Unit Leader. The Environment Unit Leader position is filled by BHP personnel with a minimum competency of 'BHP Environment Specialist' or equivalent. Technical expertise/ qualifications for BHP Environment Specialist is a tertiary degree in environmental science subject and a BHP Environment Unit Leader induction. BHP Environmental Specialists regularly undertake the design and interpretation of environment data as part of their routine responsibilities.
Logistics	Logistics are responsible for directing all of the services and support needs of an incident, including obtaining and maintaining essential personnel, facilities, equipment and supplies.
Finance	The Finance Section is responsible for managing all financial aspects of an incident. Not all incidents will require a Finance Section. Only when the involved agencies have a specific need for finance services will the Section be activated.
Liaison Officer	Reports to the Incident Commander and acts as a point of contact for external agencies including state and federal government agencies.

The APU IMT is made up of personnel designated on a roster basis, with each individual available for one week on a 24-hour basis throughout the year, based in Perth. There is a weekly handover and briefing of the operations each week. The APU IMT consists of a number of defined roles, which enables BHP to respond to a variety of incidents. The APU IMT is located in the BHP Perth offices and is fully equipped to manage incidents.

IMT members undergo pre-requisite Incident Management System training (ICS 100 and ICS 200) before fulfilling their position on the IMT. The training follows industry best practice and incorporates BHP CEM procedures and processes.

To supplement the initial training, each IMT member participates in desktop exercises and additional minor and major exercises. The training “desktop” exercises are also arranged during the weekly handover sessions, to test a range of IMT responses including oil spill response.

The Regional HSE Lead is responsible for the overall management of the IMT including:

- Training and competency; and
- Ensuring the IMT is adequately resourced.

The IMT consists of key personnel with a broad range of disciplines (e.g., drilling, operations, engineering, maintenance, HSE, supply, external affairs, human resources, finance), together with other support service personnel as necessary.

The IMT has key corporate and external communications responsibilities for:

- Providing tactical and strategic direction, technical expertise and support during an emergency
- Informing and liaising with relevant emergency services and regulatory authorities as appropriate
- Managing external communications with media, relatives, contractors, customers, etc.
- Managing Human Resources and Personnel Response (formerly Relative Response) activities
- Documenting all aspects of the emergency response activities and communications.

In the event that response to an oil spill incident requires a prolonged spill response, the IMT Commander may activate AMOSC (including its core group members) and Oil Spill Response Limited (OSRL) to augment the IMT's capacity, and request that a Deputy be assigned to the following positions:

- IMT Commander
- Safety Officer

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- Operations Section Chief
- Planning Section Chief
- Logistics Section Chief
- Finance Section Chief

AMOSOC or OSRL deputies assigned to the APU IMT will be responsible for providing BHP guidance on the Incident Command Structure (ICS) process and oil spill response strategies. Guidance and support will be available via phone/video conference.

OSRL are an Oil Spill Response Agency (OSRA) based in Singapore and Southampton. BHP has contracted OSRL to provide support during an oil spill response.

**Potential Resource Needs**

Potential resource requirements for all Levels of response (per 12-hour operational period) are detailed in Table 11-8. BHP’s response arrangements can be scaled up or down dependent on the nature and ‘level’ of the incident.

**Table 11-8: Potential resource needs**

Function / Position	Level 1	Level 2
Incident Commander	1 per incident; Incident Commander may have Deputies as needed.	
Command Staff: <ul style="list-style-type: none"> <li>• Safety Officer</li> <li>• Public information Officer</li> <li>• Liaison Officer</li> </ul>	1 per incident: Command Staff may have assistants as needed.	
<b>Operations</b>		
Operations Section Chief	1 per operational period	
Deputy Operations Section Chief	N/A	2
Recovery & Protection Branch Director [dependent on EMBA and suitable response strategies]	N/A	3-4
Air Operations Branch Director	N/A	2
Wildlife Branch Director [dependent on EMBA]	N/A	1
Staging Area Director	N/A	1 per staging area
<b>Planning</b>		
Planning Section Chief	N/A	1 per operational period
Deputy Planning Section Chief	N/A	2
Resource Unit Leader	N/A	1
Situation Unit Leader	N/A	1
Technical Specialist	N/A	As needed
Environmental Unit Leader	N/A	1
Documentation Unit Leader	N/A	1
<b>Logistics</b>		

Function / Position	Level 1	Level 2
Logistics Section Chief	N/A	1 per operational period
Deputy Logistics Section Chief	N/A	1
Service Branch Director	N/A	As needed
Support Branch Director	N/A	As needed
<b>Finance / Admin</b>		
Finance/Admin Section Chief	1 per operational period	
Deputy Finance/Admin Section Chief	N/A	1
Time Unit Leader	N/A	1
Procurement Unit Leader	N/A	1
Note – in a large-scale response, each function listed above may require a number of people or teams		

#### 11.6.4.2 Immediate Response Support

BHP has the capability to implement a response with appropriately trained and competent staff, as follows:

- Incident Commander
- Operations Section Chief
- Planning Section Chief
- Logistics Section Chief
- Deputy Operations Section Chief (Aviation and Marine)
- Safety Officer
- IT Support
- Public Information Officer

Each rostered position is to be within 1 hour of the office and fit for work at all times.

#### 11.6.4.3 Additional Personnel

Additional personnel, not on the APU IMT would be resourced due to their specific discipline to provide support to the IMT.

- As all events would be managed by the online EMQnet system, additional resources could be sourced remotely i.e., BHP Operations in Trinidad and Tobago, Gulf of Mexico and Houston.
- AMOSC Core group can provide Technical support as well as personnel. Around 95 personnel are available under the joint agreement.

#### 11.6.4.4 Western Australian DoT

As described in Section 11.6.2, BHP are required to provide support personnel to the DoT IMT in the event that DoT is required to establish an IMT. The roles and key duties of these positions are outlined in Table 11-9.

**Table 11-9: BHP roles in the DoT Incident Management Team**

<b>BHP Roles within DoT IMT (State MEECC)</b>	<b>Key Duties</b>
CMT Liaison Officer	<ul style="list-style-type: none"> <li>• Provide a direct liaison between the BHP CMT and the State MEECC.</li> <li>• Facilitate effective communications and coordination between the BHP EMT Leader and the State Marine Pollution Coordinator (SMPC).</li> <li>• Offer advice to SMPC on matters pertaining to BHP crisis management policies and procedures</li> </ul>
Deputy Incident Controller	<ul style="list-style-type: none"> <li>• Provide a direct liaison between the DoT IMT and the BHP IMT.</li> <li>• Facilitate effective communications and coordination between the BHP Incident Commander and the DoT Incident Controller.</li> <li>• Offer advice to the DoT Incident Controller on matters pertaining to the BHP incident response policies and procedures.</li> <li>• Offer advice to the Safety Coordinator on matters pertaining to BHP safety policies and procedures particularly as they relate to BHP employees or contractors operating under the control of the DoT IMT.</li> </ul>
Deputy Intelligence Officer	<ul style="list-style-type: none"> <li>• As part of the DoT Intelligence Team, assist the Intelligence Officer in the performance of their duties in relation to situation and awareness.</li> <li>• Facilitate the provision of relevant modelling and predications from the BHP IMT.</li> <li>• Assist in the interpretation of modelling and predictions originating from the BHP IMT.</li> <li>• Facilitate the provision of relevant situation and awareness information originating from the DoT IMT to the BHP IMT.</li> <li>• Facilitate the provision of relevant mapping from the BHP IMT.</li> <li>• Assist in the interpretation of mapping originating from the BHP IMT.</li> <li>• Facilitate the provision of relevant mapping originating from the BHP IMT.</li> </ul>
Deputy Planning Officer	<ul style="list-style-type: none"> <li>• As part of the DoT Planning Team, assist the Planning Officer in the performance of their duties in relation to the interpretation of existing response plans and the development of incident action plans and related sub-plans.</li> <li>• Facilitate the provision of relevant IAP and sub-plans from the BHP IMT.</li> <li>• Assist in the interpretation of the BHP OPEP.</li> <li>• Assist in the interpretation of the BHP IAP and sub-plans from the BHP IMT.</li> <li>• Facilitate the provision of relevant IAP and sub-plans originating from the DoT IMT to the BHP IMT.</li> <li>• Assist in the interpretation of BHP' existing resource plans.</li> <li>• Facilitate the provision of relevant components of the resource sub-plan originating from the DoT IMT to the BHP IMT.</li> <li>• (Note this individual must have intimate knowledge of the relevant BHP OPEP and planning processes).</li> </ul>
Environment Support Officer	<ul style="list-style-type: none"> <li>• As part of the Intelligence Team, assist the Environment Coordinator in the performance of their duties in relation to the provision of environmental support into the planning process</li> <li>• Assist in the interpretation of the BHP OPEP and relevant Tactical Response Plan (TRPs).</li> <li>• Facilitate in requesting, obtaining and interpreting environmental monitoring data originating from the BHP IMT.</li> </ul>

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BHP Roles within DoT IMT (State MEECC)	Key Duties
	<ul style="list-style-type: none"> <li>Facilitate the provision of relevant environmental information and advice originating from the DoT IMT to the BHP IMT.</li> </ul>
Deputy Public Information Officer	<ul style="list-style-type: none"> <li>As part of the Public Information Team, provide a direct liaison between the BHP Media team and DoT IMT Media team.</li> <li>Facilitate effective communications and coordination between BHP and DoT media teams.</li> <li>Assist in the release of joint media statements and conduct of joint media briefings.</li> <li>Assist in the release of joint information and warnings through the DoT Information &amp; Warnings team.</li> <li>Offer advice to the DoT Media Coordinator on matters pertaining to BHP media policies and procedures.</li> <li>Facilitate effective communications and coordination between BHP and DoT Community Liaison teams.</li> <li>Assist in the conduct of joint community briefings and events.</li> <li>Offer advice to the DoT Community Liaison Coordinator on matters pertaining to BHP community liaison policies and procedures.</li> <li>Facilitate the effective transfer of relevant information obtained from the Contact Centre to the BHP IMT.</li> </ul>
Deputy Logistics Officer	<ul style="list-style-type: none"> <li>As part of the Logistics Team, assist the Logistics Officer in the performance of their duties in relation to the provision of supplies to sustain the response effort.</li> <li>Facilitate the acquisition of appropriate supplies through BHP' existing OSRL, AMOSC and private contract arrangements.</li> <li>Collects Request Forms from DoT to action via the BHP IMT.</li> <li>(Note this individual must have intimate knowledge of the relevant BHP logistics processes and contracts).</li> </ul>
Deputy Waste Management Coordinator	<ul style="list-style-type: none"> <li>As part of the Operations Team, assist the Waste Management Coordinator in the performance of their duties in relation to the provision of the management and disposal of waste collected in State waters.</li> <li>Facilitate the acquisition of appropriate services and supplies through BHP' existing private contract arrangements related to waste management.</li> <li>Collects Waste Collection Request Forms from DoT to action via the BHP IMT.</li> </ul>
Deputy Finance Officer	<ul style="list-style-type: none"> <li>As part of the Finance Team, assist the Finance Officer in the performance of their duties in relation to the setting up and payment of accounts for those services acquired through BHP' existing OSRL, AMOSC and private contract arrangements.</li> <li>Facilitate the communication of financial monitoring information to BHP to allow them to track the overall cost of the response.</li> <li>Assist the Finance Officer in the tracking of financial commitments through the response, including the supply contracts commissioned directly by DoT and to be charged back to BHP.</li> </ul>
Deputy Operations Officer	<ul style="list-style-type: none"> <li>As part of the Operations Team, assist the Operations Officer in the performance of their duties in relation to the implementation and management of operational activities undertaken to resolve an incident.</li> <li>Facilitate effective communications and coordination between the BHP Operations Section and the DoT Operations Section.</li> </ul>

BHP Roles within DoT IMT (State MEECC)	Key Duties
	<ul style="list-style-type: none"> <li>• Offer advice to the DoT Operations Officer on matters pertaining to BHP incident response procedures and requirements.</li> <li>• Identify efficiencies and assist to resolve potential conflicts around resource allocation and simultaneous operations of BHP and DoT response efforts.</li> </ul>
Deputy Division Commander (FOB)	<ul style="list-style-type: none"> <li>• As part of the Field Operations Team, assist the Division Commander in the performance of their duties in relation to the oversight and coordination of field operational activities undertaken in line with the IMT Operations Section's direction.</li> <li>• Provide a direct liaison between BHP Forward Operations Base/s (FOB/s) and the DoT FOB.</li> <li>• Facilitate effective communications and coordination between BHP FOB Operations Commander and the DoT FOB Operations Commander.</li> <li>• Offer advice to the DoT FOB Operations Commander on matters pertaining to BHP incident response policies and procedures.</li> <li>• Assist the Safety Coordinator deployed in the FOB in the performance of their duties, particularly as they relate to BHP employees or contractors.</li> <li>• Offer advice to the Senior Safety Officer deployed in the FOB on matters pertaining to BHP safety policies and procedures.</li> </ul>

### 11.6.5 Emergency Management Team

The role of the EMT is to provide strategic leadership and support. The EMT Leader is notified within 15 minutes of IMT Activation by the Incident Commander or the BHP Emergency and Crisis Centre (ECC). The BHP EMT is based in Houston, USA. The EMT structure is show in Figure 11-6 and the roles and responsibilities are described in Table 11-10.

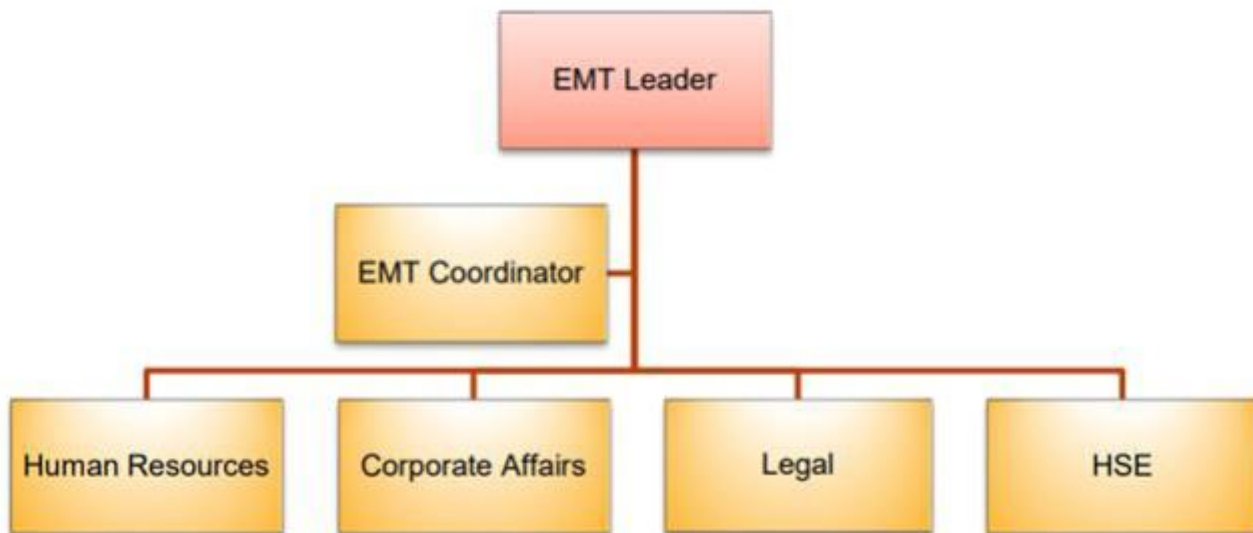


Figure 11-6: EMT structure

**Table 11-10: EMT roles and responsibilities**

<b>Role</b>	<b>Responsibilities</b>
EMT Leader	Overall responsibility for managing the strategic response to an incident by setting strategic objectives, assigning tasks and providing updates to the Asset General Manager, Petroleum President and Group Chief Executive Officer (CEO).
EMT Coordinator	The EMT Coordinator is responsible for coordinating all information management needs for the EMT. This includes documentation of incident information and providing administrative support to the EMT.
Legal	The Legal representative provides legal advice relating to (1) response activities, (2) potential liabilities or investigative issues, (3) regulatory requirements, and (4) in collaboration with Corporate Affairs, communications and disclosures to third parties, the public, employees, and other stakeholders.
Corporate Affairs	The Corporate Affairs function is responsible for managing internal and external stakeholders as well as the media and any communications relating to the incident.
Human Resources	The Human Resources (HR) function is responsible to determine and coordinate strategic response to the emergency from a human resources perspective. HR identifies and tracks all employees involved in the incident, coordinates and provides feedback to employees, ensures that consistent messages are conveyed internally (in consultation with Corporate Affairs), advises on HR issues.
HSE	Responsible for the safety and effective risk management of incident response and providing functional oversight and planning expertise for health, safety and environment.

## 11.6.6 Oil Spill Response Organisations

In line with BHP Crisis and Emergency Management arrangements, BHP has established formalised third-party contracts and agreements with defined performance standards/criteria for the provision of resources, services or equipment in support of emergency response activities. These resources will be activated, dispatched and deactivated prior to and during an emergency.

BHP maintains contracts with a number of Oil Spill Response Agencies (OSRAs). The main relationships are detailed in the sub-sections.

### 11.6.6.1 AMOSC

AMOSC is an industry funded oil spill response facility based in Geelong, Victoria. AMOSC resources include:

- AMOSC spill response equipment stored at AMOSC and at other locations
- Oil company equipment based at various locations
- Trained industry response (“Core Group”) personnel

AMOSC form part of BHP’s First Strike and primary response strategy to a spill and will be deployed within 12 hours of notification. Only nominated BHP personnel can request the assistance of AMOSC (see APU Emergency Contact Directory, AOHSE ER-0002-005) and this is usually conducted via the Perth IMT. AMOSC can be placed on the levels of advice listed in Table 11-11. Information regarding activation and mobilisation is outlined in the OPEP (Appendix D).



**Table 11-11: AMOSC advice levels**

AMOSC Advice Level	Status	AMOSC Requirements
Level 1	Forward notice	<ul style="list-style-type: none"> <li>• Advise a potential problem.</li> <li>• Provide or update data on oil spill.</li> <li>• Update information on spill and advise 4 hourly.</li> </ul>
Level 2	Standby	<ul style="list-style-type: none"> <li>• AMOSC resources may be required.</li> <li>• Assessment of resources and destination to be made.</li> <li>• Update information on spill and advise 2 hourly.</li> </ul>
Level 3	Callout	<ul style="list-style-type: none"> <li>• AMOSC resources are required.</li> <li>• Detail required resources and destination.</li> </ul>

AMOSC maintains a core group of approximately 84 key personnel from oil industry member companies around the country who are trained and regularly exercised in oil spill response operations. Access to the Core Group is via AMOSC.

The cooperative arrangements for response to oil spills by Australian oil and associated industries are brought together under the AMOSPlan. The AMOSPlan will be activated by BHP when the response to an oil spill incident is regarded by BHP as requiring resources beyond those of the company itself.

In the event that the oil spill response requires the call out of AMOSC’s own resources, the call out request is made directly to AMOSC by the Perth IMT. Should the response require mutual aid from equipment owned and personnel employed by another company, the request for assistance is made directly company to company via each company’s nominated Mutual Aid Contact.

In addition, BHP will also be required to contact AMOSC to activate the Standing Agreement (92032701.WP5) and the Service Contract (for the borrowing company), in the event that BHP require equipment from another company.

**11.6.6.2 Oil Spill Response Limited**

BHP is a member of the OSRL group. OSRL is an industry-funded oil spill response organisation with offices in Singapore, Bahrain, Southampton, Aberdeen, and London. OSRL have capacity to mobilise additional equipment and personnel to APU from their Singapore location.

Updates on the availability of OSRL’s equipment availability is provided via a weekly Equipment Stockpile Status Report from OSRL’s website at <http://www.oilspillresponse.com/activate-us/equipment-stockpile-status-report>.

The Equipment Stockpile Status Report provides a quick and timely overview of the availability of OSRL’s equipment stockpile globally and is especially useful in assuring OSRL’s readiness. It also provides a vital overview of the resources that BHP would be able to access in the event of a spill. Under OSRL’s Service Level Agreement, the first member who initiates mobilisation of OSRL will be entitled to a maximum 50% of the stockpile, while the second member is entitled to a maximum 50% of the remaining stockpile (and so on).

In addition to the Equipment Stockpile Status Report, OSRL provides a response equipment list that provides an overview of the size, type and ancillaries required for the equipment that is available at their bases. To ensure efficient and timely response capability, OSRL also have also pre-packaged some of the equipment into loads ready for dispatch, that are suitable for general spill situations and operating environments.

The equipment list (Appendix B of the OPEP) can also be found at [http://www.oilspillresponse.com/files/OSRL\\_Equipment\\_List.pdf](http://www.oilspillresponse.com/files/OSRL_Equipment_List.pdf)

In addition to providing response equipment, OSRL also supply a selection of ground staff who have the practical skill and experience to assist and support BHP in a spill response and are trained in using the Incident Command System (ICS) structure. Response teams will comprise:

- Team Manager;

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- Operations Manager; and
- Senior technicians/ technicians.

OSRL can be called upon to provide immediate technical advice and begin to mobilise personnel if required. OSRL would be called on to lead small specialist teams and/or provide supplementary labour and equipment if ongoing response is required. Any OSRL resources being mobilised from Singapore would be expected to be on the scene in Perth following notification by the IMT in a similar timeframe to resources being mobilised from eastern Australia. Only nominated BHP personnel may request the assistance of OSRL via the IMT Leader.

OSRL also has a Memorandum of Understanding (MoU) with AMOSC, and OSRL may also be activated by AMOSC to provide resources to AMOSC to respond to a situation. Following initial spill notification, OSRL may be mobilised if required within 8 hours.

### **11.6.6.3 The Response Group**

BHP has a contract in place with The Response Group, located in USA, for the provision of oil spill response personnel and resources for combating an oil spill. They can provide support remotely or deploy personnel to the APU (IMT or FRT).

The Response Group maintain a 24-hour Support contact: +1 (281) 880-5000.

### **11.6.6.4 Technical Support (Environmental Monitoring)**

BHP maintains a list of pre-approved vendors who can be called upon at short notice to provide environmental monitoring services in the event of an oil spill.

### **11.6.6.5 General Support**

BHP has arrangements in place and access to providers to supply personnel as required, for example 40-50 per provider to populate the response teams. BHP has tested these arrangements and considers that personnel for shoreline clean-up operations can be sourced to match and maintain the consequence of a worst-case spill. BHP will aim to mobilise shoreline crews prior to the predicted arrival of hydrocarbons. These crews will focus on pre-cleaning beach areas (e.g., removing debris such as seaweed to areas above the high tide mark) and establishing staging areas to enable a more efficient response when hydrocarbons are arriving ashore.

Additional labour resource requirements above the arrangements described for a temporary contract workforce can be drawn from the significant staff resources of BHP's global petroleum operations, Iron Ore and other divisions that operate in Western Australia and more broadly across Australia. For example, BHP Iron Ore can use direct employees, contractor workforce or utilise current arrangements with Contractors to source additional personnel for shoreline clean-up, if required.

During the first strike response phase, BHP will rely on the skilled personnel (i.e., AMOSC Core Group, OSRL) to supervise and lead any unskilled workforce. In addition, personnel from the National Response Team (NRT), Aerial Operation staff from Aerotech 1st response will be mobilised. OSRL may also supply a selection of ground staff who have the practical skills and experience to assist and support BHP during a spill response and are trained in using the Incident Command System (ICS) structure.

Gaps in the trained personnel numbers during the sustained response phase would be filled by providing pre-mob training (1–2 days) to responders to skill up the workforce and reduce the dependency on the current trained personnel.

## **11.6.7 Spill Response Logistics**

Coordination of logistical arrangements for the response will be the responsibility of the Logistics Section in the IMT (refer to Section 11.6.4). BHP has a number of existing arrangements for the storage and transport of equipment in the Exmouth area, which will be initially used in a response. These arrangements include agreements with logistics providers for air, marine and land.

The current facilities in Exmouth can be supplemented by regional resources within appropriate timeframes for the response. Regional locations such as Onslow, Karratha and Port Headland are equipped to manage the logistical

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arrangements for construction, mining and petroleum projects, which are similar in scale to a Level 3 response. BHP maintains a supply base in Dampier, which is immediately available to support response operations. These resources involve the movement of personnel, freight and equipment over large distances.

BHP has internal resources (Supply Team) and utilises third-party logistics providers for movements of freight from overseas locations by air or sea. The Supply team, along with the specialist contractors, are highly experienced in procurement and supply chain management for large scale projects and ongoing offshore operational activities. These skills are directly transferable to a Level 2 response.

Road transportation of personnel will be by hire cars (for team leaders, SCAT teams, small teams) and by charter buses for large movements of teams such as shoreline responders. BHP has arrangements in place with providers (i.e. Budget, Avis, Exmouth Bus Charters) that are based in Exmouth that can call on additional resources regionally as well as other regional providers. Regional providers can supplement the Exmouth arrangements within 2-3 days. BHP Minerals has a large Non Process Infrastructure (NPI) team who will support BHP Petroleum with aviation, accommodation, and power logistics, making charter flights, mine camps and aerodromes in the Pilbara available for the response. BHP has experience in moving large numbers of personnel over large distances during cyclone de-manning and for the construction phases of the Macedon project and Minerals projects.

Freight logistics by road will utilise existing local contracts (i.e. Exmouth Freight and Logistics) and other local operators supplemented by larger regional providers (i.e. Centurion and Toll). BHP has existing arrangements in place for large scale freight movements by road in the North West and has recent experience in moving large volumes of equipment for the Macedon project as well as our multiple Iron Ore operations, particularly during recent major construction projects.

Exmouth is a permanent home to 2,400 people although during tourist months the figure swells to up to 6,000. It is therefore accustomed to accommodating large influxes of people. Accommodation is likely to be a restraint in the response as the lack of suitable accommodation may restrict the numbers of responder personnel that could be brought into the region. There is a variety of accommodation options in Exmouth ranging from hotel/motel, backpacker, holiday home rental and caravan and camping sites. This can be supplemented by FIFO arrangements with mine camps, accommodation, and aerodromes within the iron ore side of the business. Dampier and Karratha currently have additional accommodation with large accommodation villages (i.e., Gap village) previously used for large construction projects available. These facilities can be used to accommodate responders to address shorelines in the Onslow – Dampier region if required or as a base for long commute by road or air to locations further south.

The modelling indicates that islands may be affected by hydrocarbons in a Level 2 spill. BHP has undertaken an assessment of the requirements that would be needed to support clean-up operations on these islands. A Tactical Response Plan has been developed for the Muiron Islands. Other islands in the worst-case spill EMBA have similar coastal characteristics and can expect similar scale of response in terms of personnel and equipment. Small commercial vessels/utility vessels can be used to access these islands, however, the preferred method would be the use of landing craft for transport of equipment and waste. BHP has assessed that there are a number of suitable vessels that would be able to be contracted in a response that are operating regionally.

### **11.6.8 State and National Resources**

In accordance with the State Hazard Plan – Maritime Environmental Emergency (SHP-MEE), and following consultation with the DoT, additional personnel to assist with labour intensive aspects of a response (if required) will be sourced through the State Response Team. Depending on the level of response required, sources of labour may include the local shire and DBCA.

Under the National Plan, a National Response Team (NRT), comprising experienced personnel from operator to senior spill response manager level from Commonwealth/State/NT agencies, industry and other organisations, has been developed.

The services of the NRT will be obtained through AMSA, which has made arrangements with the respective government and industry agencies, for the release of designated personnel for oil spill response activities. These services will be activated when it is assessed that an oil spill incident exceeds the resource availability at the state level.

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During a National Plan incident, the BHP Perth IMT or the Marine Pollution Controller appointed by a Control Agency may submit a request to AMSA for personnel from other States/NT to become part of the Incident Management Team or the incident response team.

A request should be made initially through the Environment Protection Duty Officer via the JRCC on 1800 641 792 or 02 6230 6811. This request must be followed by written confirmation (email: [rccaus@amsa.gov.au](mailto:rccaus@amsa.gov.au)) within three (3) hours of the verbal request.

The following information will be provided when making such a request:

- Roles or skills required (e.g., Planning Officer, Aerial Observer)
- Number of personnel required to fill each role
- Contact name, address, and time of where personnel are to initially report
- Brief overview of the work to be undertaken.

Suitable personnel will then be selected by AMSA from the National Response Team or the National Response Support Team, unless special circumstances exist.

### **11.6.9 Industry Resources**

BHP is a Full Member of AMOSC and as such has access to Industry Mutual Aid Arrangement equipment and National Plan equipment held as part of the contingency plans of the Australian Oil Industry and the Australian Government. AMOSC require confirmation from mobilisation authorities to access equipment listed under the National Plan.

All National Plan, AMOSC and those industry equipment resources that are registered with AMOSC, which are potentially available for response to an incident, are listed in the Marine Oil Spill Equipment System (MOSES) database. The MOSES database is a computer database that lists the type, quantity, location, status and availability of pollution control equipment. It is also used to manage audits, maintenance and repair of AMSA-owned equipment (Appendix B of the OPEP).

Normal requests for assistance are directed to AMOSC in Geelong to coordinate, but equipment may also be accessed through the MOSES database, or AMSA – Marine Environmental Protection Services (MEPS).

### **11.6.10 Government Agency Notification**

BHP response teams are hierarchical in nature, and response teams and resources are progressively activated depending on the severity of an incident. Government Agencies and Industry Organisations may also be mobilised (refer to Appendix A: First Strike Plan of the OPEP (Appendix D)). The Stybarrow decommissioning activities Stakeholder Database will be used to maintain contact with identified stakeholders.

### **11.6.11 Exmouth Working Group**

BHP, in conjunction with Santos and Woodside, has established an Exmouth Working Group to mutually assist in oil spill preparedness and response in the Exmouth region. All three operators have similar assets in the region and, therefore, similar risk profiles.

### **11.6.12 Industry Joint Venture Programmes**

BHP undertake Joint Venture Programmes with other operators and organisations including, but not limited to, Santos, Woodside, Vermillion, DoT and AMOSC. These programmes aim to develop operational guidelines, operational tests, training processes and plans to inform and prepare oil spill response strategies. The programmes also provide guidance and training around First Strike incident plans, key operational considerations, understanding of shoreline sensitivities and lists of resources required to implement response.

## 11.6.13 Review and Testing of the OPEP

### 11.6.13.1 Control and Distribution of the OPEP

The Stybarrow Decommissioning OPEP (BHPB-00SC-N000-0004) (Appendix D) shall be controlled as described by the BHP Australian Production Unit (APU) Document Control Procedure (AOIM-0001). This procedure describes the process of approval, issue and withdrawal of APU controlled documents. The OPEP shall be issued as per the distribution list. The APU Document Controller is responsible for the distribution of the OPEP.

### 11.6.13.2 Review of the OPEP

The Regional HSE Lead is responsible for assessing any changes and deciding if the changes require a resubmission of the OPEP under Section 17 of the Environment Regulations.

### 11.6.13.3 Response Testing

Testing of response arrangements described in this EP and OPEP (Appendix D) will align with the BHP APU Incident Management Team Desktop Exercises Procedure (AOHSE-ER-0020). In a typical year across the APU, there are six desktop exercises, of which at least two are oil spill related.

BHP will conduct a desk-based emergency response exercise that will include an oil spill scenario related to the Stybarrow decommissioning activities at least 14 days before commencing the activity. The exercise objectives will include testing the interface of the source control arrangements between the contracted support vessel and the BHP IMT.

Observations during this exercise will be noted and findings from the exercise will be recorded and tracked to closure to ensure continual improvement.

### 11.6.13.4 Schedule of Response Testing

BHP maintains a schedule of testing of response arrangements of the various OPEPs. The schedule will be revised if any of the conditions identified in Regulation 14(8C) change. The objectives of the response exercises are to test BHP oil spill response arrangements for Australian offshore operations, which includes the activities covered under this EP.

BHP undertakes testing of response arrangements in accordance with the Petroleum Health Safety and Environment - Crisis and Emergency Management Standard (PET-HSE00-HX-STD-00001). This describes the performance requirements to conduct emergency response training and exercises, including the review of role requirements and applicable plans. The mechanism for examining the effectiveness of each test against the objectives is determined by: Exercise Facilitator(s), Crisis and Emergency Management Subject Matter Experts, and Regional HSE Lead during the planning and execution of each exercise. Actions from exercises are tracked and closed out via the BHP 1SAP system.

### 11.6.13.5 Response Personnel Training [Management]

The Regional HSE Lead is responsible for the overall management of the IMT including:

- Training and competency
- Ensuring the IMT is adequately resourced
- Maintaining the associated training documentation for Emergency Response

The IMT is mainly resourced by personnel from the BHP Australian Production Unit (APU), except for the Legal team where additional external specialists make up part of the team. An individual is assigned to join the APU IMT roster by their line manager and the Regional HSE Lead. Where possible the IMT role is aligned to the individuals' current role responsibilities (refer to Table 11-12). For example, the Operations Section Chief is drawn from the Engineering and Operations teams. This ensures that a person assigned to an IMT role brings a depth of technical knowledge to the APU IMT.

**Table 11-12: IMT competencies**

IMT Position	Selected From	CEM Induction	ICS100	ICS200
Incident Commander	Functional Managers	Y	Y	Y
Operations Section Chief	Engineers and Operations Specialists	Y	Y	Y
Planning Section Chief	Engineers / HSE	Y	Y	Y
Logistics Section Chief	M&L Specialists	Y	Y	Y
Human Resources Coordinator	HR Specialists	Y	Y	N
Environment Unit Leader	Technical Assistants	Y	Y	Y
Public Information Officer	External Affairs Specialists	Y	Y	N
Legal	Legal Specialists and Internal Counsel	Y	Y	N
Safety Officer	HSE Specialists	Y	Y	Y

Once nominated for an IMT role, the candidate must complete the following Training and Assessment before engagement in an IMT role:

- An online BHP Crisis and Emergency Management (CEM) induction program;
- ICS 100/200; and
- IMT Role Specific Training Session.

Once in the role IMT members are required to participate in regular desktop exercises and major exercises as described above. The ad hoc mobilisation (EMQnet) drills are also arranged to test a range of IMT responses, including oil spill response, as per the exercise schedule in BHP APU Incident Management Team Desktop Exercises Procedure AOHSE-ER-0020.

The APU IMT is mobilised to the IMT Room located in the BHP offices 125 St Georges Terrace, Perth, Western Australia and is capable of responding to an incident within 1 hour of activation. Test call-out notifications are conducted each Thursday. In addition, a weekly unscheduled test notification is made to check response times to the call out message. IMT members will be identified to undertake further training to further develop in-house capabilities and knowledge around oil spill response. Alternative providers for the identified courses may also be used if they meet the required outcomes.

In order to implement and maintain core group competencies, BHP will align with current AMOSC practice of a skills maintenance program, which requires that members complete skills maintenance activity before the end of the 36-month timeframe (as outlined in the AMOSC Core Group Program and Policies). As part of the weekly IMT handovers, set desktop exercise's and additional oil spill response training, BHP maintain a continual improvement cycle of core group competences and training in relation to oil spill response readiness.

#### 11.6.14 Field Response Personnel Competency

The personnel required for all phases of the field environmental monitoring response studies outlined in BHP Environmental Monitoring Procedures must have a sound knowledge of environmental science with appropriate levels of experience operating in the field within the oil and gas industry (as described in Table 11-13).

**Table 11-13: Minimum competencies and training requirements for field environmental monitoring response personnel**

Role	Tertiary Qualification	> 5 years Field Experience & Knowledge of Sampling Designs	> 2 Years Field Experience	MSIC & TBOSIET	Coxswains, Marine Radio Operators
Principal environmental scientist	✓	✓	✓	R	R
Environmental scientist	R	N/A	✓	R	R
R = recommended MSIC = Marine Security Identification Card TBOSIET = Tropical Basic Offshore Safety Induction and Emergency training					

## 11.6.15 Audits

### 11.6.15.1 Audits of External Organisations

A formal audit of AMOSC is done by representatives of member companies annually. At the conclusion of an audit, improvement opportunities and corrective actions are formally noted and corrective actions assigned. In some instances changes may be required to the OPEP, but changes will only be made in accordance with the Environment Regulations.

### 11.6.15.2 Audits of Internal Actions

Following an emergency spill incident there may be a requirement for legal and/ or other regulatory or formal HSE incident investigations to be conducted in accordance with the BHP HSE Management System.

In addition to this, it is essential that the IMT response actions are reviewed as soon as practicable after an incident. The aim of the incident review is to identify any particular lessons that should be shared across the Company, and that can be used to improve the plans or response actions in the future.

Post-spill debriefs address:

- Spill causes, if known
- Spill response
- Speed
- Operation
- Effectiveness
- Equipment suitability
- Health and safety issues, as appropriate
- Integration of plan and procedures with other response organisations, consultants, and or agencies

## 11.6.16 Incident Reporting Requirements

BHP employees and contractors are required to report all environmental incidents and non-conformance with commitments made in the EP. A computerised database called 1SAP is used for the recording and reporting of these incidents. Detailed investigations are completed for all actual and high potential environmental incidents. The classification, reporting, investigation and actioning of environmental incidents are undertaken in accordance with BHP HSE Management Standards. Incident corrective actions are monitored using 1SAP and closed out in a timely

manner. In addition to the internal notification and reporting requirements outlined above, the reporting requirements for environmental incidents are outlined in previous Section 11.5.

### 11.6.17 OPEP Consultation

The BHP Regional HSE Lead shall arrange for copies of the OPEP requirements to be forwarded to the following key Response Agencies:

- AMOSC
- WA DoT Maritime Environmental Emergency Response (MEER) Unit



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## **Appendix A. BHP Charter**

# BHP

## Our Charter

**We are BHP,  
a leading global resources company.**

### **Our Purpose**

To bring people and resources together to build a better world.

### **Our Strategy**

Our strategy is to have the best capabilities, best commodities and best assets, to create long-term value and high returns.

### **Our Values**

#### **Sustainability**

Putting health and safety first, being environmentally responsible and supporting our communities.

#### **Integrity**

Doing what is right and doing what we say we will do.

#### **Respect**

Embracing openness, trust, teamwork, diversity and relationships that are mutually beneficial.

#### **Performance**

Achieving superior business results by stretching our capabilities.

#### **Simplicity**

Focusing our efforts on the things that matter most.

#### **Accountability**

Defining and accepting responsibility and delivering on our commitments.

### **We are successful when:**

Our people start each day with a sense of purpose and end the day with a sense of accomplishment.

Our teams are inclusive and diverse.

Our communities, customers and suppliers value their relationships with us.

Our asset portfolio is world-class and sustainably developed.

Our operational discipline and financial strength enables our future growth.

Our shareholders receive a superior return on their investment.

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## Appendix B. Relevant Legislation, Regulations and Other Requirements

Legislation or Regulation	Description	Relevant
<i>Australian Maritime Safety Authority Act 1990</i>	AMSA is a Commonwealth agency responsible for regulation of maritime safety, search and rescue, and ship sourced pollution prevention functions under the <i>Navigation Act 1912</i> (Cth), protection of the sea legislation, including the <i>Protection of the Sea (Prevention of Pollution from Ships) Act 1983</i> (Cth) and subordinate legislation made pursuant to these Acts.	Applies to the use of any vessel associated with operations, and is relevant to the activity in regard to the unplanned pollution from ships.
Australian Ballast Water Management Requirements (Commonwealth of Australia, 2020), Version 8	The Australian Ballast Water Management Requirements (Version 8) set out the obligations on vessel operators with regards to the management of ballast water and ballast tank sediment when operating within Australian seas.	Applies to all internationally sources vessels operating in Australian Waters which could have the potential for the introduction of IMS and potential ballast water exchange.
<i>Biosecurity Act 2015</i>	This Act is about managing diseases and pests that may cause harm to human, animal or plant health or the environment. The proposed amendments also strengthen Australia's ability to manage ballast water in ships. They will provide additional protection for coastal environments from the risk of marine pest incursions by fostering new ballast water treatment technologies and phasing out ballast water exchange.	Applies to all internationally sources vessels operating in Australian Waters which could have the potential for the introduction of IMS and potential ballast water exchange.
<i>Corporations Act 2001</i>	This Act is the principal legislation regulating matters of Australian companies, such as the formation and operation of companies, duties of officers, takeovers and fundraising.	The titleholder has provided ACN details within the meaning of the Act.
<i>Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)</i> Environment Protection and Biodiversity Conservation Regulations 2000	Commonwealth Department of Sustainability, Environment, Water, Population & Communities administers Act that provides legal framework to protect and manage nationally and internationally important flora, fauna, ecological communities and heritage places—defined in the EPBC Act as matters of national environmental significance (NES). These include nationally threatened species and ecological communities, migratory species and Commonwealth marine areas. The Act regulates assessment and approval of proposed actions likely to have a significant impact on a matter of NES. The approval decision is made by a delegate of the Australian Government Environment Minister.  Regulations provide for a wide range of detail essential for the operation of the Act, including regulations relating to management of Commonwealth reserves, information requirements for assessment processes, enforcement, granting of various permits, publication requirements and criteria that need to be met in relation to a wide variety of decision-making processes provided for under the Act.	This Act applies to all aspects of the activity that have the potential to impact MNES. NOPSEMA manages compliance with the relevant regulations and plans under the Act for this EP. Where activities have existing approvals under the Act, these will continue to apply.
<i>Environment Protection (Sea Dumping) Act 1981</i>	The Act regulates the dumping at sea of controlled material (including certain wastes and other matter), the incineration at sea of controlled material, loading for the purpose of dumping or incineration, export for the purpose of	Prior to permanently leaving any structure in-situ, BHP will obtain a Sea Dumping Permit in

Legislation or Regulation	Description	Relevant
Environment Protection (Sea Dumping) Regulations 1983	dumping or incineration, and the placement of artificial reefs. Permits are required for any sea dumping activities. Operational discharges from vessels are not defined as 'dumping' under the 1996 Protocol to the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972 and therefore not regulated under the Act.	accordance with the requirements of the Sea Dumping Act.
<i>Hazardous Waste (Regulation of Exports and Imports) Act 1989</i>	Relates to controls over import and export of hazardous waste material. Permits are required to import waste into Australia.	Activity does not involve transboundary movement of hazardous wastes.
<i>Industrial Chemicals (Notification and Assessment) Act 1989</i>	The Act establishes the National Industrial Chemicals Notification and Assessment Scheme (NICNAS) to regulate the supply of chemicals into Australia, and importers or manufacturers of chemicals or chemical products must comply. The Act involves assessing and registering industrial chemicals in a national scheme and applies to solvents, adhesives, plastics, laboratory chemicals and paints, as well as chemicals used in cleaning products. Chemicals are defined by exclusion: a substance is an industrial chemical if it is not an agricultural or veterinary product, medicine or medicinal product, food additive, contaminant or natural toxicant.	Chemicals are assessed to ensure they are ALARP and acceptable.
National Environment Protection (National Pollutant Inventory) Measure 1998	The National Pollutant Inventory (NPI) is a database established to provide information on substances being emitted to the air, land and water, and transported in waste. The inventory tracks the magnitude of emissions and the amounts transported in waste of 93 substances. While the NPI National Environmental Protection Measures (NEPM is a federal initiative, each state has legislation giving effect to the program.	The act enables implementation of NEPMs, which are a set of national objectives designed to assist in protecting or managing aspects of the environment.
<i>National Greenhouse and Energy Reporting Act 2007</i>	This Act provides for the reporting and dissemination of information related to greenhouse gas emissions, greenhouse gas projects, energy production and energy consumption, and for other purposes.	This Act applies to the atmospheric emissions through combustion engine use to operate the project vessels and associated with the activity.
<i>Navigation Act 2012</i>	This Act establishes framework for controls on navigation, marine safety and shipping for ships in Australian waters or territories primarily proceeding on international or interstate voyages.	Vessel movements will be governed by marine safety regulations and Marine Orders under the Act
Navigation (Orders) Regulations 1980	Details the penalty where Marine Orders are prescribed as 'Penal Provisions'.	Vessel movements will be governed by marine safety regulations and Marine Orders under the Act
Marine Orders	Marine Orders are subordinate rules made pursuant to the Navigation Act 1912 and Protection of the Sea (Prevention of Pollution from Ships) Act 1983 affecting the maritime industry. They are a means of implementing Australia's	Vessel movements, safety, discharges and emissions will be governed by the Marine Orders

Legislation or Regulation	Description	Relevant
	international maritime obligations by giving effect to international conventions in Australian law.	
Marine Order 32 – Cargo Handling Equipment	Marine Order 32 relates to loading and unloading of cargo, and the safe transfer of persons, from ships, off-shore industry vessels and off-shore industry mobile units.	Unloading of cargo, and the safe transfer of persons, from ships, offshore industry vessels will be governed by Marine Order 32.
Marine Order 41 Carriage of Dangerous Goods	MO41 gives effect to Part A Chapter VII of SOLAS, in particular the International Maritime Dangerous Goods Code (IMGDC) which deals with the carriage of dangerous goods in packaged form, together with prescribing other matters related to carriage of dangerous goods in ships, notice of intention to ship dangerous goods, and provisions related to the loading, stowing, carriage or unloading in ships of cargo.	Carriage of dangerous goods on vessels will be governed by Marine Order 41.
Marine Order 58 – International Safety Management Code	MO58 specifies the requirements of the International Safety Management (ISM) Code and gives effect to Chapter IX of SOLAS. The purpose of the ISM Code is to provide an international standard for the safe management and operation of ships and for pollution prevention.	Applies to management and operation or vessels.
Marine Order 59 – Offshore Industry Supply Vessels	MO59 specifies a number of performance-based requirements for safe navigation and a safe system of operations for off-shore industry vessel operations, including arrangements for safe operations during emergencies. The Order specifies guidelines considered to satisfy these performance-based requirements. The Order also allows alternative practices to be considered and approved as equivalent to those practices in the specified guidelines (NWEA Guidelines). MO59 applies to vessels not registered in Australia, if vessel is engaged in operations associated with or incidental to petroleum exploration or production activity.	Applies to safe navigation and a safe system of operations of vessels.
Marine Order 91 – Marine Pollution Prevention – Oil	MO91 gives effect to Annex I of the International Convention for the Prevention of Pollution from Ships 1973, as amended by the Protocol of 1978 (MARPOL 73/78).	Applies to pollution prevention on vessels.
Marine Order 93 – Marine Pollution Prevention – Noxious Liquid Substances	MO93 gives effect to Annex II of the International Convention for the Prevention of Pollution from Ships 1973, as amended by the Protocol of 1978 (MARPOL 73/78). Details the discharge criteria and measures for the control of pollution by noxious liquid substances carried in bulk. It subdivides substances into and contains detailed operational standards and procedures. Some 250 substances are appended to the London Convention. The discharge of their residues is allowed only to reception facilities until certain concentrations and conditions (which vary with the category of substances)	Applies to operational discharges from vessels.



Legislation or Regulation	Description	Relevant
	are compiled with. In any case, no discharge of residues containing noxious substances is permitted within 12 miles of the nearest land.	
Marine Order 94 – Marine Pollution Prevention – Package Harmful Substances	MO94 gives effect to Annex III of the International Convention for the Prevention of Pollution from Ships 1973, as amended by the Protocol of 1978 (MARPOL 73/78) in relation to packaged harmful substances.	Applies to waste management and pollution prevention on vessels.
Marine Order 95 - Marine Pollution Prevention - Garbage	MO95 gives effect to Regulation 8 of Annex V (dealing with port State control on operational requirements) and prescribes matters in relation to Regulation 9 of Annex V (dealing with placards, garbage management plans and garbage record-keeping) to the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78).	Applies to operational discharges and waste management on vessels.
Marine Order 96 Marine Pollution Prevention – Sewage	MO96 sets out MARPOL requirements in relation to survey and certification requirements; how sewage should be treated or held aboard ship; and the circumstances in which discharge into the sea may be allowed.	Applies to operational discharges from vessels.
Marine Order 97 – Marine Pollution Prevention – Air Pollution	MO97 sets out MARPOL requirements in relation to air pollution.	Applies to air pollution from vessels.
<i>Offshore Petroleum and Greenhouse Gas Storage Act 2006</i>	Legislation concerning Australian offshore petroleum exploration & production in Commonwealth Waters. National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA) is an independent safety and environmental management Authority funded by levies on industry participants and regulates matters with powers conferred directly from OPGGS Act and via Regulations concerned with:  occupational health & safety law at facilities and offshore operations under Schedule 3  environmental management  structural integrity of Wells under Resource management regulations.	Applies to all aspects of petroleum activities.
Offshore Petroleum and Greenhouse Gas Storage (Environment) Regulations 2009	Regulations administered by NOPSEMA to ensure offshore petroleum activity is carried out in a manner consistent with the principles of ecologically sustainable development and in accordance with an accepted environment plan, in particular:  assessment of EPs, including associated OPEPs (previously oil spill contingency plans)  investigation of accidents, occurrences and circumstances with regard to deficiencies in environmental management.	Applies to environmental management of petroleum activities.

Legislation or Regulation	Description	Relevant
<i>Offshore Petroleum and Greenhouse Gas Storage (Regulatory Levies) Act 2003</i>	Act to impose levies relating to the regulation of offshore petroleum activities, including well levies and environment plan levy.	A levy will be applied to the petroleum activities under this EP.
<i>Ozone Protection and Synthetic Greenhouse Gas Management Act 1989</i>	This Act gives effect to Australia's obligations under the Vienna Convention and the Montreal Protocol by introducing, a system of controls on the manufacture, import and export of substances that deplete ozone in the atmosphere and synthetic greenhouse gases.	The activity does not include import, export or manufacture activities of ODS.
<i>Protection of the Sea (Powers of Intervention) Act 1981</i>	Act authorises AMSA to take measures for the purpose of protecting the sea from pollution by oil and other noxious substances discharged from ships and implements the International Convention Relating to Intervention on the High Seas in Cases of Oil Pollution Casualties and the Protocol relating to Intervention on the High Seas in Cases of Pollution by Substances other than Oil. Act enables AMSA to take measures on the high seas to prevent, mitigate or eliminate the danger apparent upon a maritime casualty where there is grave and imminent danger to the coastline of Australia, or to the related interests of Australia from pollution or threat of pollution of the sea by oil which may reasonably be expected to result in major harmful consequences. Similar powers apply in relation to a ship which is in internal waters, is in the Australian coastal sea, or any Australian ship on the high seas where oil or a noxious substance is escaping, and gives AMSA power to take such measures as it considers necessary to achieve a number of objectives detailed in the Act.	This Act applies to vessel discharges and movements associated with the activity.
<i>Protection of the Sea (Prevention of Pollution from Ships) Act 1983</i>	Act administered by AMSA, deals with the protection of the marine environment from ship-sourced pollution. The Act implements the International Convention for the Prevention of Pollution from Ships 1973 and the subsequent 1978 Protocol to the Convention (collectively MARPOL 73/78) and setting operational and construction standards for ships to prevent pollution and regulating normal operational discharges from ships. MARPOL 73/78 annexes regulate the discharge of oil (Annex I), noxious liquid substances (Annex II), the disposal from ships of sewage (Annex IV) and garbage (Annex V) and prohibit the disposal of harmful substances carried by sea in packaged forms (Annex III).	This Act applies to vessel discharges and movements associated with the activity.
Protection of the Sea (Prevention of Pollution from Ships) (Orders) Regulations 1994	Sets penalty levels for non-compliance.	Relates to vessel non-compliance to Marine Orders.

Legislation or Regulation	Description	Relevant
<i>Protection of the Sea (Civil Liability of Bunker Oil Pollution Damage) Act 2008</i>	This Act implements the requirements for the International Convention on Civil Liability for Bunker Oil Pollution Damage.	This Act applies to diesel refuelling which may be performed at sea as part of the activity.
<i>Underwater Cultural Heritage Act 2018</i>	The Act replaces the Historic Shipwrecks Act 1976 with a modernised framework for protecting and managing Australia underwater culture heritage. The Act protects shipwrecks, sunken aircraft that are at least 75 years old, whether their location is known or unknown, and associated relics. It also enables the Minister to protect shipwrecks that have been sunk for less than 75 years if they are of historic significance, such as ships wrecked during World War II. All relics associated with historic shipwrecks are protected both while associated with the shipwreck and after their removal, provided that they went down with the ship. The Act also enables the Minister to declare protected zones around historic shipwrecks. A permit is required to carry out prescribed activities, such as trawling, diving or mooring or using ships in a protected zone. The Act prohibits conduct that may interfere with protected shipwrecks and their associated relics.	Anyone who finds the remains of a vessel or aircraft, or an article associated with a vessel or aircraft, needs to notify the relevant authorities, as soon as possible but ideally no later than after one week, and to give them information about what has been found and its location.

Legislation or Regulation	Description
Aboriginal Heritage Act 1972	Enacted to ensure all Aboriginal cultural heritage within Western Australia could be properly protected and preserved. The Act provides recognition, protection and preservation of Aboriginal sites in Western Australia. It is an offence under s.17 of the Act to excavate, destroy, damage, conceal, or in any way alter an Aboriginal site.
Conservation and Land Management Act 1984	DBCA is responsible for the day-to-day management of marine parks vested with Marine Parks and Reserves Authority (MPRA) and provide administrative support to the MPRA. MPRA is responsible for the preparation of management plans for all lands and waters which are vested in it. Marine nature reserves, marine parks and marine management areas are the three reserve categories vested in the MPRA. Offshore operations must comply with specific marine park conditions when navigating or conducting activities in or near areas designated as marine sanctuaries for conservation, recreational, ecological, historical, research, educational, or aesthetic qualities, such as Ningaloo Marine Park (state waters) (Class A reserve) and Muiron Islands Marine Management Area.
Conservation and Land Management Regulations 2002	Details further requirements for protection of flora and fauna including restrictions on approaches to fauna, fishing restrictions and operation of vessels in marine protected areas. Also includes prohibition of pollution in marine protected areas.
Dangerous Goods Safety Act 2004	Act relating to the safe storage, handling and transport of dangerous goods and for related purposes.
Dangerous Goods Safety (Explosives) Regulations 2007	Relevant to storage and handling of explosives on marine support vessels.
Dangerous Goods Safety (Goods in Ports) Regulations 2007	'Goods in Ports' Regulations give legal status to the provisions of Australian Standard AS 3846 The handling and transport of dangerous cargoes in port areas. Requires classification of Dangerous Goods loads based on the International Maritime Dangerous Goods Code (IMDG) rather than ADG Code. Additional requirements are for safety management and emergency plans.
Dangerous Goods Safety (Storage and Handling of Non-Explosives) Regulations 2007	Regulations adopt NOHSC Standard for the Storage and Handling of Workplace Dangerous Goods. Western Australia has retained a licensing system for dangerous goods. In relation to dangerous goods, 'handling' includes manufacture, process, pack, use, sell, supply, carry and disposal of dangerous goods. References to the Australian Dangerous Goods Code (the ADG Code) in the regulations relate to the 7th edition of the ADG Code.
Emergency Management Act 2005	WestPlan-MTE details the emergency management arrangements relating to the prevention of, preparation for, response to and recovery from Marine Transport Emergencies that occur in WA waters.
Emergency Management Regulations 2006	DoT Marine Safety is the prescribed Hazard Management Agency for response under the Emergency Management Regulations 2006 for all emergencies in which there is an actual or impending event involving a ship that is capable of causing loss of life, injury

Legislation or Regulation	Description
	to a person or damage to the health of a person, property or the environment.
Environmental Protection Act 1986	Act contains measures for preventing or minimising pollution, which includes a general prohibition against pollution. Applicable areas include discharge of operational waste (sewage, galley waste) and oily water from vessels, gaseous emissions from diesel engines and ballast water exchange and discharge.
Environmental Protection Regulations 1987	Prescribes further matters to give effect to the Act including control of pollution and licence fees.
Environmental Protection (Unauthorised Discharges) Regulations 2004	Prescribes further details of materials that are prohibited from discharge into the environment.
Fish Resources Management Act 1994 Fish Resources Management Regulations 1995	Act establishes framework for management of fishery resources. Commercial fishing is licensed or under a Fisheries Management Plan. Fisheries in WA waters are subject to the Act and include a wide range of aquatic organisms, other than protected species. Threatened aquatic species may be protected under State and Commonwealth biodiversity conservation laws. Department of Fisheries manages commercial and recreational fishing in Western Australia within four regions: the West Coast, Gascoyne, South Coast and North Coast. The Act also has power to declare Fish Habitat Protection Areas.
Marine and Harbours Act 1981	Act to provide for the advancement of efficient and safe shipping and effective boating and port administration through the provision of certain facilities and services.
Marine and Harbours (Fuelling) Regulations 1985	Refuelling businesses in ports to be licensed.
Maritime Archaeology Act 1973	Maritime Archaeology Act of 1973 protects maritime archaeological sites in state waters, such as bays, harbours and rivers. Other than shipwrecks, it includes single relics, such as an anchor, and land sites associated with exploration, early settlements, whaling and pearling camps and shipwreck survivor camps.
Pollution of Waters by Oil and Noxious Substances Act 1987	Act relating to the protection of the sea and certain waters from pollution by oil and other noxious substances discharged from ships and places on land.
Port Authorities Act 1999	Local Pilotage Directions apply to vessels navigating within declared ports such as the Dampier Port Authority (DPA) port limits however DPA complies with the Port Authorities Act 1999 (WA) and Port Authorities Regulations 2001 (WA) Part 3. The Regulations take precedent over Port Directions in the event of any conflict.
Port Authorities Regulations 2001	Pilotage services within the Port are licensed by DPA in the form of a pilotage provider's licence issued under the terms of the Port Authorities Regulations 2001.
Port of Dampier Marine Notice (002/2005)	Addresses sewage and putrescible waste discharge requirements whilst vessel in Port of Dampier.

Legislation or Regulation	Description
Shipping and Pilotage Act 1967	Act relating to shipping and pilotage in and about the ports, fishing boat harbours and mooring control areas of the State.
Navigable Waters Regulations 1958	Prescribes further matters on navigational safety in WA waters, use of jetties, obstruction and wrecks, berthing and mooring of vessels.
Western Australian Marine (Sea Dumping) Act 1981	An Act to provide for the protection of the environment by regulating the dumping into the sea, and the incineration at sea, of wastes and other matter and the dumping into the sea of certain other objects.
Western Australian Marine (Sea Dumping) Regulations 1982	Primarily concerns fees and prescribed information for reports of dumping.
Western Australian Marine Act 1982	Before any commercial vessel can operate in the State of Western Australia, the vessel is required to have onboard a valid Certificate of Survey. Certificate of Survey is only issued when the vessel satisfactorily complies with the Western Australian Marine Act in respect to its hull, machinery and equipment and is crewed according to the Western Australian Marine Act 1982.
WA Marine (Surveys and Certificates of Survey) Regulations 1983	Marine Safety is responsible for approving plans, inspecting, approving construction and carrying out periodical surveys of all commercial vessels under WA jurisdiction, be they passenger carrying, trading, fishing, or offshore industry vessels.
W.A. Marine (Certificates of Competency and Safety Manning) Regulations 1983	Marine Safety is responsible for administering national and internationally agreed competency standards; and for the examination of candidates for commercial Certificates of Competency as master, mate or engineer in WA vessels.
Prevention of Collisions at Sea Regulations 1983	Regulations largely comprise the Rules set out in the International Regulations for Preventing Collisions at Sea 1972 (COLREGs) applicable in state and internal waters.
Wildlife Conservation Act 1950 Wildlife Conservation Regulations 1970	An Act to provide for the conservation and protection of wildlife.
Wildlife Conservation (Specially Protected Fauna) Notice 2006	Declaration of specially protected fauna in WA, including fauna that is rare or is likely to become extinct. List includes over 199 species, itemising scientific and common name.

Industry Standards, Codes of Practice, Guidelines and Commonwealth Guidance Material
AMSA Technical guidelines for preparing contingency plans for marine and coastal facilities (2015)
AMSA National Plan for Maritime Environmental Emergencies (the NatPlan)
APPEA Australian Offshore Titleholder's Source Control Guideline (June 2021)
Australia's Oceans Policy - Western Australia South-West, Western-Central and North-West Marine Plans
Australian Petroleum Production and Exploration Association (APPEA) Code of Practice 2008

<b>Industry Standards, Codes of Practice, Guidelines and Commonwealth Guidance Material</b>
Australian and New Zealand Guidelines for Fresh and Marine Water Quality 2000
Australian Ballast Water Management Requirements, Version 8, 2020
Australian National Guidelines for Whale and Dolphin Watching 2005
EPBC Act Policy Statement 2.1 - Interactions between Offshore Seismic Activities and Whales (May 2007)
DAWR Offshore Installations - Biosecurity Guide (2019)
DAWE Policy Statement: 'Indirect consequences' of an action: Section 527E of the EPBC Act (2013):
Guidelines on Minimising Acoustic Disturbance to Marine Fauna 1997 – WA Department of Mines and Petroleum
IOGP Risk Assessment Data Directory: Blowout Frequencies, September 2019
IOGP Report 592 - Subsea Capping Response Time Model Toolkit User Guide
IOGP Report 594 - Subsea Well Source Control Emergency Response Planning Guide for Subsea Wells (2019)
National Biofouling Management Guidance for the Petroleum Production and Exploration Industry 2009
National Light Pollution Guidelines for Wildlife, January 2020
National Marine Safety Committee principal technical standard, the National Standard for commercial vessels. National Standard for Commercial Vessels (NSCV)
National Strategy for Ecologically Sustainable Development 1992
National Maritime Emergency Response Arrangement (NMERA)
NOPSEMA (2012). Control Measures and Performance Standards Guidance Note. N040300-GN0271 Revision No. 4. December 2012
NOPSEMA (2020). Information Paper: Reducing Marine Pest Biosecurity Risks through Good Practice Biofouling Management, N04750-IP1899, Rev 1, March 2020
NOPSEMA Guidance note: Environment plan content requirements – (GN1344) 11.9.2020
NOPSEMA Guidance note: Petroleum activities and Australian marine parks – (GN1785) 3.6.2020
NOPSEMA Guidance note: Oil pollution risk management – Rev 2 (GN1488) (2018)
NOPSEMA Guidance note: Notification and reporting of environmental incidents – (GN0926) 8.6.2020
NOPSEMA Guidance note: ALARP – Rev 6 (GN0166) (2015)
NOPSEMA Policy: Environment plan assessment - (PL1347) 19.5.2020
NOPSEMA Guideline: Environment plan decision making – Rev 7 (GL1721) (2021)
NOPSEMA Guideline: Making submissions to NOPSEMA – (GL0255) 4.5.2020
NOPSEMA Guideline: Consultation with Commonwealth agencies with responsibilities in the marine area (GL1887) 3.7.2020
NOPSEMA Information paper: Operational and scientific monitoring programs – Rev2 (IP1349) (2016)

**Industry Standards, Codes of Practice, Guidelines and Commonwealth Guidance Material**

NOPSEMA Information Paper: Source Control Planning and Procedures (2021)

NOPSEMA Bulletin #1: Oil Spill Modelling – Rev 0 (A652993) (2019)

NOPSEMA Bulletin #2: Clarifying Statutory Requirements and Good Practice Consultation – Rev 0 (A696998) (2019)

NOPSEMA Explanatory Note: Australian dispersant acceptance process (N-04750-IP1597 A446655) (06/07/2020)

Offshore Petroleum Industry Guidance Note; Marine Oil pollution: Response and Consultation Arrangements (Western Australian Department of Transport, July 2020).

SPE Technical Report; Calculation of Worst-Case Discharge (WCD), Rev 1 2016 (Society of Petroleum Engineers, 2015)



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## 1 Introduction

This Appendix describes the environment that may be affected (EMBA), including relevant values and sensitivities, by both routine/planned activities and non-routine/unplanned events, associated with proposed equipment removal activities within the Stybarrow Field. The level of detail is appropriate to the nature and scale of the impacts and risks to the environmental values and sensitivities.

The Stybarrow Field occurs within BHP-operated Permit Area WA-32-L, located approximately 56 km north-west of Exmouth, Western Australia, in Commonwealth waters. The Stybarrow operational area is located in water depths of approximately 810-850 m. The surrounding area includes Northwest Cape, approximately

25 km south-east of the operational area. Figure 1-1 shows the location of the site and the boundaries of the EMBA.

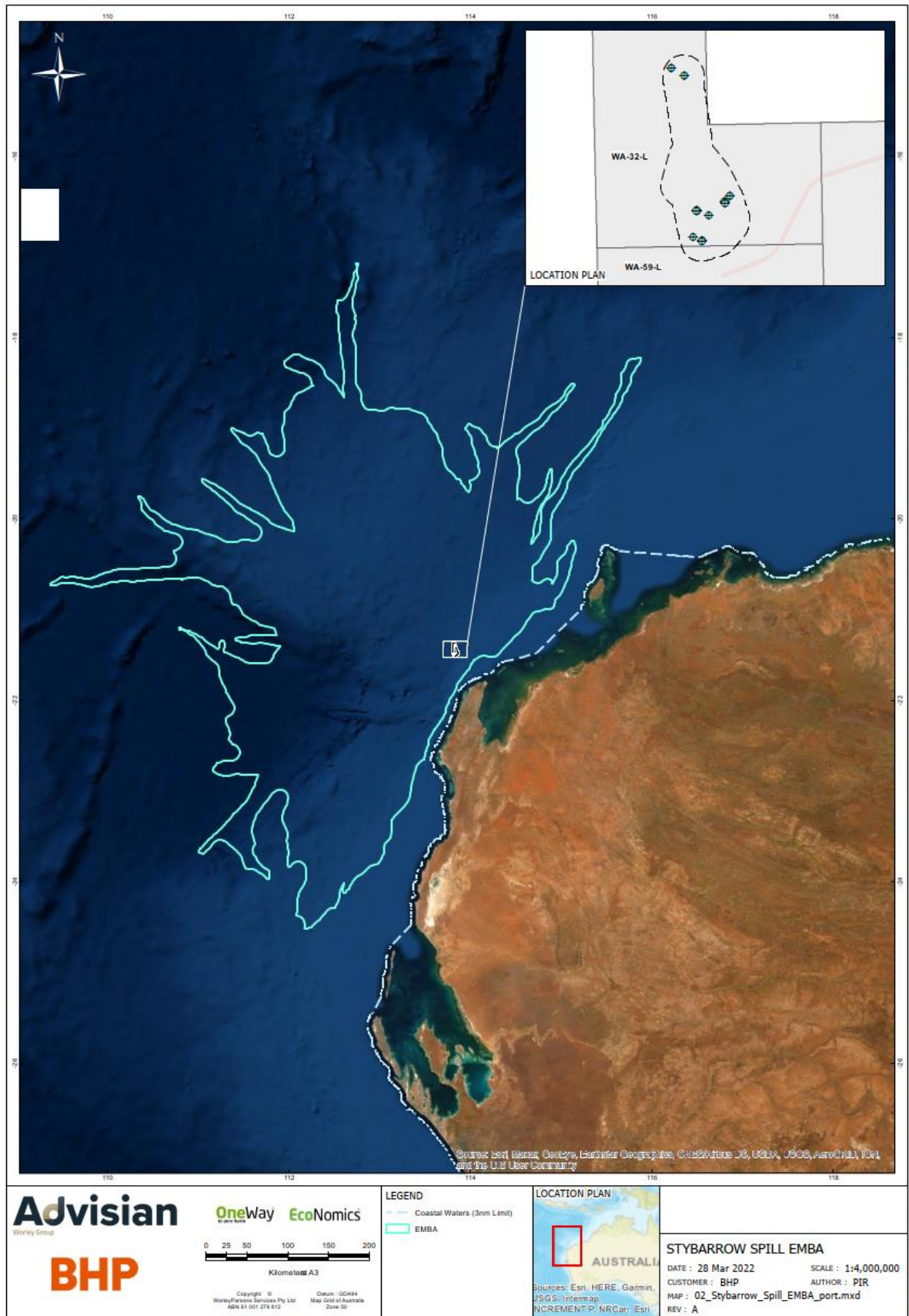


Figure 1-1: Stybarrow Spill Environment That May be Affected (EMBA)

## 2 Description of Environment

### 2.1 Regional Setting

Australia's offshore waters have been divided into six marine regions to facilitate their management by the Australian Government under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). The EMBA sits entirely within the North-West Marine Region (NWMR). Within this marine region, the EMBA intersects six smaller bioregions based upon the Integrated Marine and Coastal Regionalisation of Australia (IMCRA v4.0; Commonwealth of Australia, 2006) (see Table 2-1).

The operational area and EMBA for this activity is located in Commonwealth waters within the North West Shelf Province, in water depths of approximately 810-850 m (Figure 2-1). These bioregions fall within the NWMR, as defined under IMCRA, and are based on fish, benthic habitats and oceanographic data.

**Table 2-1: Australian Bioregions Within the Environment that May Be Affected**

Name	Hydrocarbon Presence	
	Operational Area	EMBA
Northwest Province	✓	✓
North West Shelf Province	×	✓
Northwest Transition	×	✓
Central Western Transition	×	✓
Central Western Shelf Transition	×	✓
Central Western Shelf Province	×	✓

The NWMR encompasses Commonwealth waters from the Western Australia (WA)/Northern Territory (NT) border in the north, to Kalbarri in the south (Department of Sustainability, Environment, Water, Population and Communities, 2012). The region's north-western boundary is defined in accordance with the Perth Treaty, negotiated with the Republic of Indonesia, and includes area over which Australia exercises jurisdiction over both the water column and the seabed and its associated resources (Department of the Environment, Water, Heritage and the Arts (DEWHA) 2008).

The NWMR consists entirely of continental slope and is characterised by muddy sediments and water depths that predominantly range between 1000 to 3000 m (DEWHA 2008). The Exmouth Plateau is the dominant topographical feature within the North West Province and is an important feature, as it modifies the flow of deep waters and contributes to uplifting of deeper, more nutrient-rich waters.

The inner shelf component of the North West Province, with water depth ranges from 30 to 60 m, is virtually flat and overlain by sparse sandy substrata. Relict sediments are also present and rhodolith beds of coralline red algae growing on rocks occur between 30 to 90 m (DEWHA 2007). In the deeper waters of the mid shelf (60 to 100 m), sediments comprise sands and gravels on cemented hard grounds. It is reasonably barren substratum with 50% comprising relict reworked material, such as ooid old shoal; hence, there is little recent organic material and the substrata support a generally low biota (DEWHA 2007). The sediments of the outer shelf (100 to 200 m) comprise sands and gravels, transitioning to muds with increasing distance offshore. Detrital rain transports some organic material to the seafloor; however, there is believed to be very few benthic living organisms on this outer shelf (DEWHA 2007).



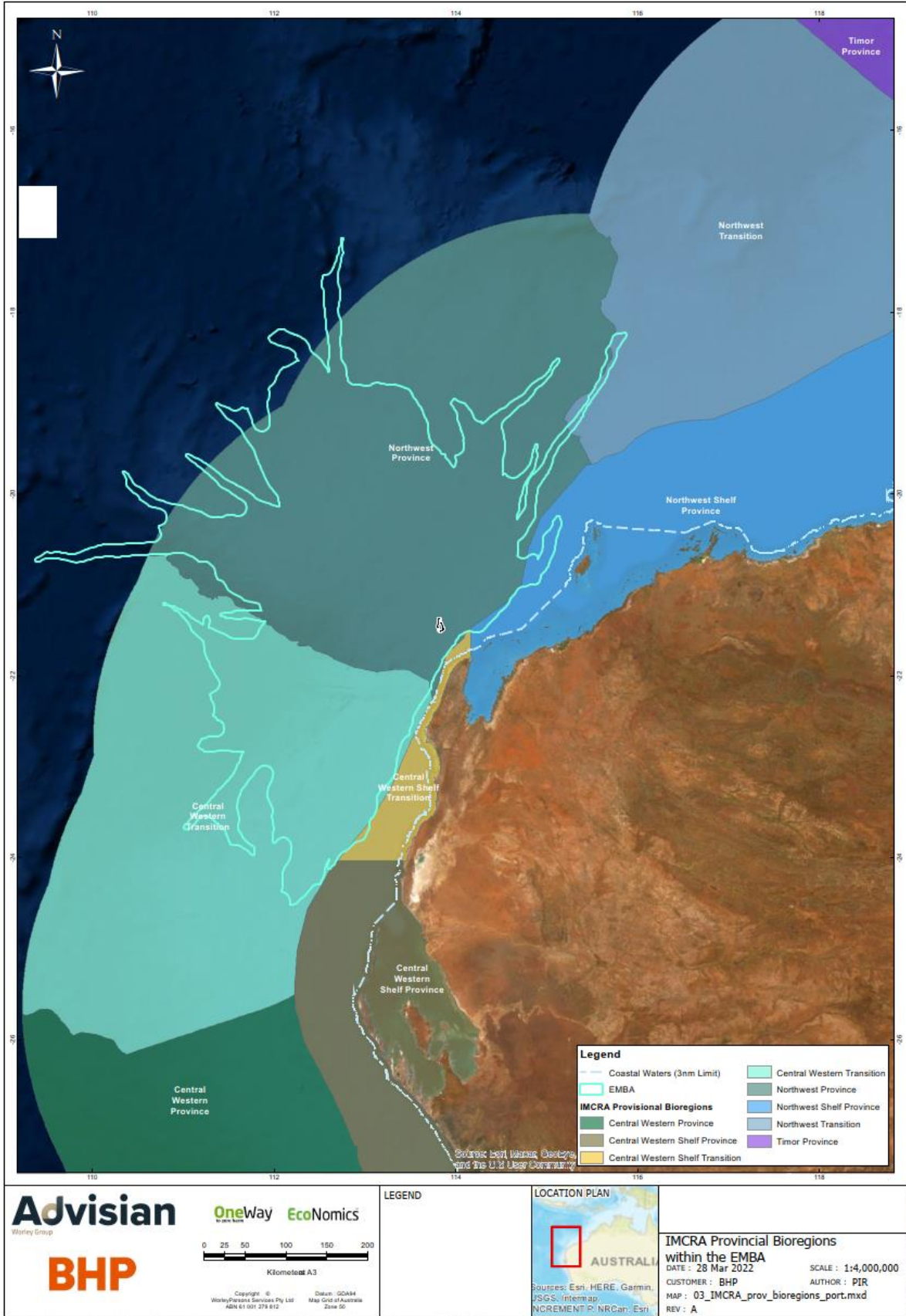


Figure 2-1: IMCRA Provincial Australian Bioregions Within the EMBA

## 2.2 Physical Environment

### 2.2.1 Climate and Meteorology

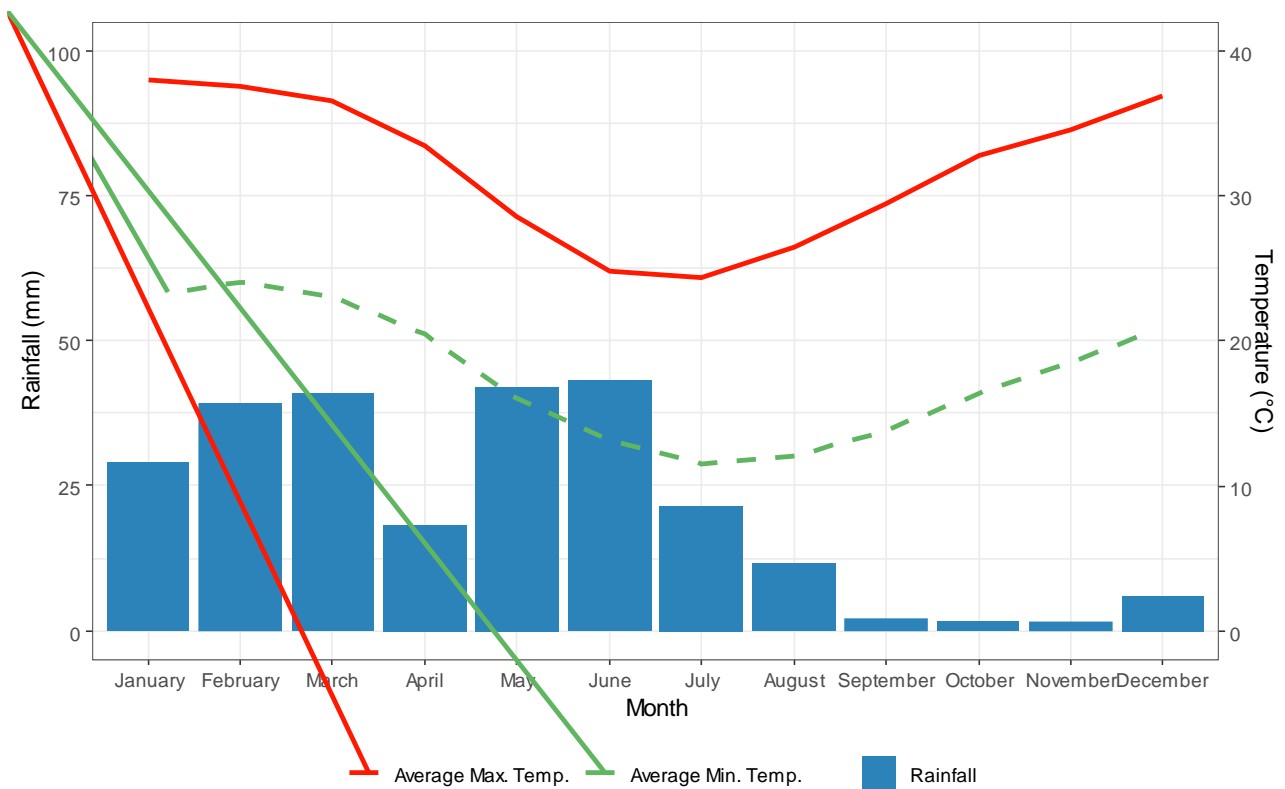
The EMBA experiences an arid sub-tropical climate and a distinct summer monsoonal 'wet' season from November to February, followed by a typically cooler winter 'dry' season (DEWHA 2008). Historical rainfall data shows the highest mean monthly rainfall occurs from January to June (BoM, 2021). The climate is controlled by two major atmospheric pressure systems: Indian Tropical Maritime air moving in from the west or north-west, and tropical continental air from the inland (ANRA, 2013).

The northwest coast between Broome and Exmouth experiences on average about five tropical cyclones between November to April each year (Bureau of Meteorology, n.d.). Cyclones can bring vast amounts of rain to the area, with strong swell and rough seas common during these meteorological events. Most cyclones approach the region from the east-northeast, veering to a southerly track the further south they go (Bureau of Meteorology, n.d.). Observations from the Learmonth weather station are summarised in Table 2-2 and shown in Figure 2-2.

Historical rainfall data indicates the highest rainfall occurs in late autumn/early winter (May to June), while the lowest rainfall occurs in late spring/early summer (October to December).

**Table 2-2: Meteorological conditions (for Learmonth) representative of the Operational Area within the EMBA (Bureau of Meteorology, n.d.)**

Month	Mean Maximum Monthly Temperature (°C)	Mean Minimum Monthly Temperature (°C)	Mean Rainfall (mm)
January	38.0	23.1	29.1
February	37.5	24.0	39.2
March	36.5	23.0	40.9
April	33.4	20.5	18.1
May	28.6	16.0	41.9
June	24.8	13.1	43.1
July	24.4	11.5	21.5
August	26.5	12.1	11.6
September	29.5	13.8	2.0
October	32.8	16.4	1.5
November	34.6	18.5	1.7
December	36.9	20.9	6.0
<b>Annual Average</b>	<b>32.0</b>	<b>17.7</b>	<b>251.5</b>



**Figure 2-2: Monthly average maximum temperature, minimum temperature, and rainfall from for Learmonth meteorological station (Bureau of Meteorology, n.d.)**

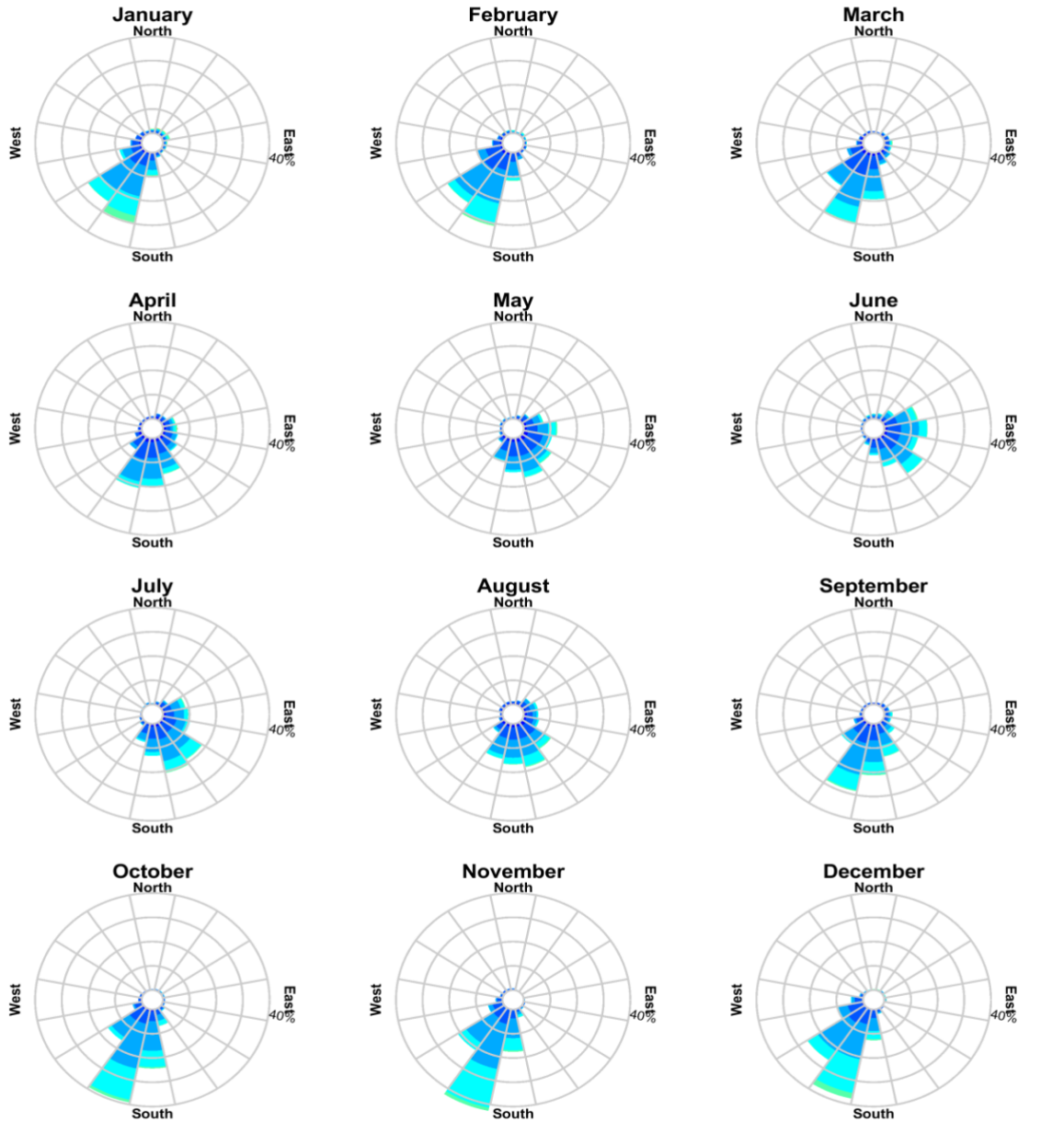
Sea surface wind data was sourced from the National Centre for Environmental Predictions’ (NCEP) Climate Forecast System Reanalysis. Table 2-3 and Figure 2-3 presents wind data from the nearest NCEP wind station to the Stybarrow operational area. The data indicates winds across the region are relatively strong (average 13.1 knots, maximum 53.4 knots) and varied throughout the year. The average wind speeds are weakest during April (11.4 knots) and predominantly from the southwest; strongest average winds occur during November (14.9 knots) when they are predominantly from the southwest.

**Table 2-3: Predicted average and maximum winds from the closest station to the operational area.  
Data derived from CFSR hindcast model from 2010-2019 (inclusive) (RPS, 2022)**

Month	Average wind (knots)	Maximum wind (knots)	General Direction
January	14.2	53.4	southwest
February	13.2	43.5	southwest
March	12.0	37.5	southwest
April	11.4	49.9	south
May	11.5	40.5	southeast
June	13.0	38.7	southeast
July	13.0	28.3	southeast
August	12.0	30.2	south
September	13.1	29.2	southwest
October	14.5	28.6	southwest
November	14.9	29.1	southwest
December	14.6	31.0	southwest
<b>Minimum</b>	<b>11.4</b>	<b>28.3</b>	-
<b>Maximum</b>	<b>14.9</b>	<b>53.4</b>	-
<b>Annual Average</b>	<b>13.1</b>	<b>36.7</b>	-

### RPS Data Set Analysis Wind Speed (knots) and Direction Rose (All Records)

Longitude = 113.82°E, Latitude = 21.45°S  
Analysis Period: 01-Jan-2010 to 31-Dec-2019



Color Key [Wind Speed (knots)] :



Figure 2-3: Monthly wind roses from the closest station to the operational area (from RPS, 2022)

### 2.2.2 Oceanography

#### Currents and Tides

The oceanography within the EMBA is strongly influenced by the warm, low-salinity waters of the Indonesian Throughflow (ITF), which influences the upper 1,250 m of the water column (DEWHA 2007). While the origin and movement of shelf waters such as those in the permit area are not well understood, it is believed ITF waters flood the shelf via the Eastern Gyral Current and the Leeuwin Current (Figure 2-4). Surface currents are subject to strong seasonal variations; the Eastern Gyral Current intensifies during July to September and the Leeuwin Current is strongest in autumn and weakens from December to March.

Below the main thermocline, the water column is influenced by Banda Intermediate Water from the north, and Sub-Antarctic Mode Water and Antarctic Intermediate Water from the south (DEWHA 2007). In addition to the major surface and subsurface currents, smaller, localised currents also occur nearshore, such as the Capes, Ningaloo and Shark Bay currents (Figure 2-4). In addition to seasonal variability, the oceanography of the region exhibits inter-annual variability, with winds driving the thermocline to shallower depths, reducing sea level and sea surface temperature, resulting in a weakening of the ITF and Leeuwin Current during El Niño/Southern Oscillation and reversing in La Niña years (DEWHA 2007). There is evidence of a strong northward current between 200 m and 500 m in this area, which may be an offshoot of the eastern gyre (DEWHA, 2007).

Tides in the region are semi-diurnal (there are two high tides and two low tides each day). Spring tides (the highest tidal range each month) are about 1.6 m, while neap tides (the lowest tidal range) are about 0.6 m. The tides run on a northeast and southwest axis and the maximum speed of the tidal streams is about 0.5 m/sec. Wind-driven surface currents reflect the prevailing seasonal wind directions, which are predominantly from the southwest during summer and from the east, southeast and south during winter (Figure 2-3). These prevailing winds generate surface currents of about 0.2 to 0.3 m/sec in the direction of the prevailing wind (Woodside, 2002).

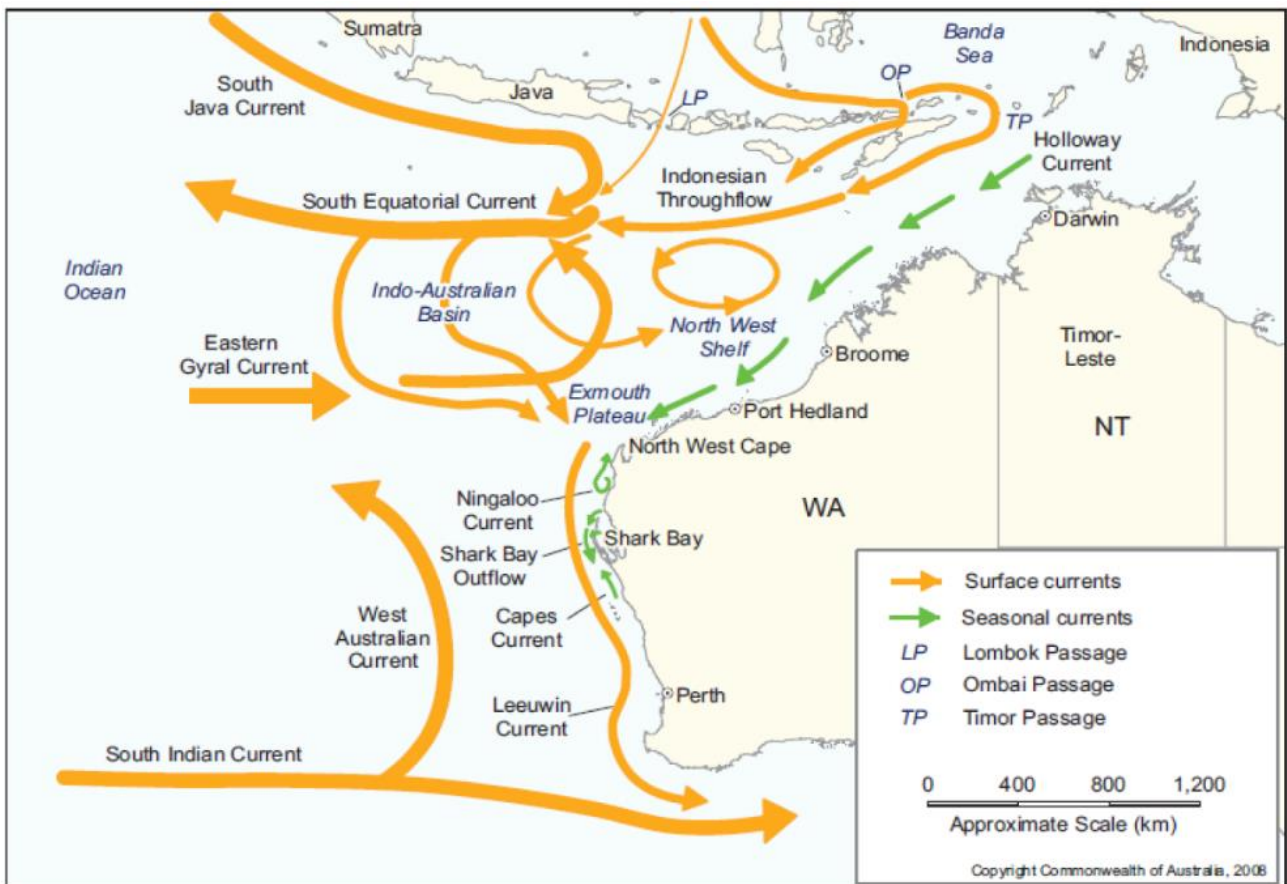


Figure 2-4: Major Ocean Currents Influencing Western Australia (DEWHA 2008)

## Waves

The wave regimes in the EMBA are caused by the combination of sea waves and swells. Sea waves occur predominantly from the southwest throughout the year, with more easterly waves experienced in winter, while the largest swells generally occur from June to October (Pearce et al., 2003; Woodside, 2002). Therefore, the largest total waves (sea waves combined with swell) occur from June to September, with April and May the calmest months, noting only 10% of significant wave heights off Dampier exceed 1.2 m, with average wave height being 0.7 m (Pearce et al., 2003). However tropical cyclones can generate extreme swells, generally from the northeast.

## Water Temperature and Salinity

The average sea surface temperature within the operational area ranges from 22.9 °C (September) to 28.9 °C (March) (RPS, 2022). There is likely to be a distinct thermocline in deep offshore waters, associated with the warming influence of the Leeuwin Current, which overlays colder, more saline, deeper ocean waters that vary seasonally (DEWHA 2008). Salinity is relatively uniform at 35 parts per thousand.

Although the Leeuwin Current is a core movement of the EMBA region, it is overall dominated by the ITF. The ITF is one of the primary links in the global exchange of water and heat between ocean basins and is an essential element in the global climate system. It delivers warm, oligotrophic (low in nutrients) and low-salinity water from the western Pacific Ocean to the Indian Ocean, and is a fundamental driver of oceanographic and ecological processes in the EMBA region (DEWHA 2008).

## Bathymetry and Geomorphology

The seafloor of the EMBA consists of four general feature types: continental shelf, continental slope, continental rise and abyssal plain (or deep ocean floor). Most of the region consists of either continental slope or continental shelf. Seabed sediments are expected to comprise of bio-clastic, calcareous and organogenic sediments that were deposited by relatively slow and uniform sedimentation rates. The region is made up of a tropical carbonate shelf dominated by sand and gravel to 15° latitude, while the outer shelf/slope zone is dominated by mud (Baker et al., 2008). It has a relatively homogenous rise and abyssal plain/deep ocean floor that is dominated by non-carbonate mud because it occurs below the carbonate compensation depth (Baker et al., 2008).

Major contributors to sediment mobilisation on the continental shelf in the EMBA include storm events such as tropical cyclones, internal tides, and ocean currents including the Leeuwin current (Baker et al., 2008). Sediments of the middle shelf region are predominantly influenced by tidal processes, including internal tides (Baker et al., 2008).

The Stybarrow Field is located on the physiographic outer shelf/slope within the Northwest Province; the bioregion occurs entirely on the continental slope and covers 16.7% of the total area of the North-West Marine Region. The water depths of the slope can vary from 10 m locally near the shelf break to over 5,170 m on the lower slope, although almost 80% of the bioregion lies in depths between 1,000-3,000 m (Baker et al., 2008). Significantly, this bioregion contains the steepest shelf break of the North-west Marine Region, along the Cape Range Peninsula near Ningaloo Reef.

Seabed geomorphology is distinguished by notable topographic features, such as the Exmouth Plateau, terraces, and canyons (including the Swan and Cape Range canyons), as well as deep holes and valleys on the inner slope. The Montebello Trough occurs on the eastern side of the Exmouth Plateau and represents more than 90% of the area of troughs in the North-west Marine Region (Baker et al., 2008).

The Dirk Hartog Shelf varies in width from 40 km wide to the south of North West Cape, to approximately 7 km wide at Ningaloo Reef (Baker et al., 2008). It is relatively gently sloping and underlain by Pleistocene limestone or mudstone, occasionally exposed but mostly covered by a veneer of sediments of varying thickness. Where the sediment forms a thin layer over the base, the sediment veneer typically consists of coarser sands. Medium and fine sands interspersed with patches of coarser sands usually characterise the deeper sediments.

Approaching the coastline, the Dirk Hartog Shelf rises abruptly to the outer barrier reef, which consists of limestone and coral. The Ningaloo Reef comprises a partially dissected basement of Pleistocene marine or Aeolian sediments, or tertiary limestone covered by dead or living coral. The reef flat is on average several hundred metres wide (Marine Parks and Reserves Authority (MPRA) and Department of Conservation and Land Management (CALM), 2005) and separated from the coastline by a lagoonal area. Sediments in the lagoon are generally coarse calcareous sand with finer calcareous sand or silt in deeper basins and gutters (MPRA and CALM, 2005). These longshore drainage channels skirt the shoreward edge of the reef and may

be up to 12 m deep (MPRA and CALM, 2005). The underlying limestone may occasionally be exposed as bare pavement where the sand veneer has been swept away.

Continuing on from North West Cape, the Muiron Islands are low dome-shaped, limestone islands separated by a deep navigable channel. The continental shelf is much broader to the northeast of the Cape, sloping away from the Muiron Islands to the shelf break some 30 km seaward. The western shores of the islands are characterised by limestone cliffs fronted by sandy beaches, reef flats and intertidal limestone pavements and rubble deposits. The eastern shores of the islands comprise sandy beaches backed by low dunes. They have gently sloping subtidal sand with patch reefs and coral bommies, eventually levelling out to muddy, soft substrata.

## 2.3 Biological Environment

### 2.3.1 Deep-water Benthic Habitats

The operational area and the EMBA both fall within the outer shelf, continental slope, and deep ocean. The continental slope and shelf are, for the most part, ecosystems built on a soft sediment habitat with gradational variation in species composition due to depth, water temperature, light penetration, and sediment composition/structure. It consists of generally sparse populations of sessile filter feeders (e.g., sponges, soft corals etc.), infauna, and a mobile epibiota (e.g., crustaceans, echinoderms, and molluscs).

Sea floor communities in deeper shelf waters receive insufficient light to sustain ecologically sensitive primary producers such as seagrasses, macroalgae or reef-building corals. Given the depth of water at the operational area (approximately 810-850 m), these benthic primary producer groups will not occur in the operational area but are present in shallower waters within the wider region. Pelagic fish species occur in the deeper offshore waters of the region, including billfish, sailfish, marlin, and swordfish. Pelagic fish species are seasonally abundant and may pass through the area during annual migrations.

Demersal fish assemblages in relatively deep continental slope and deep ocean habitat also occur, although typically in much lower

### 2.3.2 Shallow Water Benthic Habitats

Water depths in the operational area are approximately 810-850 m, which is too deep to support benthic primary producers, such as macroalgae, seagrasses and zooxanthellate corals. These habitats are typically restricted to relatively shallow water (< 50 m) and occur widely in the inner continental shelf in the region.

The distribution of shallow water and coastal benthic habitats of the Ningaloo Reef is well understood. Perhaps the most comprehensive study of habitats of Ningaloo Reef is the work conducted by the Ningaloo Collaboration Cluster (Kobryn et al., 2013), funded in part by BHP, to provide a highly-resolved classification of benthic habitats associated with the reef and coastal shallow waters. Habitat characterisation showed most (54%) of the benthic cover is composed of macroalgal and turfing algae communities, while hard and soft coral cover represents only 7% of the mapped area (762 km<sup>2</sup>). There were 5,854 ha of coral mosaics mapped along the Ningaloo Reef. The single largest coral mosaic type was continuous tabulate coral (2,155 ha or 37% of all corals). Most of the coral classes (66%) were a mix of dense to continuous tabulate coral, sparse digitate coral, soft coral and sparse sub-massive and massive corals. Continuous to patchy digitate and tabulate coral made up around 10% of the coral cover, while branching *Acropora* was around 8.5%. Most of the hard coral occurred as either very dense (continuous >90%) cover or as patchy distribution (20 to 45%). Around 15,200 ha (21%) of the mapped habitats were close to the shore (0 to 500 m).

#### **Coral Reefs**

The EMBA overlaps several areas which would contain extensive coral communities including the Ningaloo Marine Park. The Ningaloo Coast is approximately 34 km southeast of the operational area.

Corals are both primary producers and filter feeders and thus play a role in providing food to marine fauna and in recycling nutrients to support ecosystem functioning (MPRA and CALM, 2005). Corals create settlement substrate and shelter for marine flora and fauna. Studies have shown declines in the abundance, or even marked changes in species composition of corals, have a marked impact on the biodiversity and productivity of coral reef habitats (Pratchett et al., 2008).



Coral within the region can be categorised into three general groups, being:

- scleractinian corals (hard corals) – reef-building corals
- non-scleractinian corals (often referred to as calcified soft corals) – generally not considered to be reef-building
- soft corals belonging to the Order Alcyonacea (soft corals) – non-reef-building corals.

The distribution of corals is governed by the availability of hard substrate for attachment and light-availability. Hard habitats, such as limestone pavements of the NWS and reefs on the edge of the shelf and offshore islands, support coral reef systems. Particularly, the coral reef system of Ningaloo is globally significant as it is the only extensive coral reef in the world that fringes the west coast of a continent (Department of Sustainability, Environment, Water, Population and Communities, 2012). As part of the reef-building process, scleractinian corals are also important for protecting coastlines through accumulating and cementing sediments and dissipating wave energy (MPRA and CALM, 2005).

Coral reefs are dynamic environments that regularly undergo cycles of disturbance and recovery. Depending on how frequent and severe the disturbances are, recovery can take a few years or more than a decade. Disturbances can include sedimentation, cyclones and disease outbreaks (Haapkylä et al., 2013). Coral susceptibility to bleaching and their ability to recover is an important consideration in the context of potential anthropogenic impacts.

In Western Australia, 318 species of scleractinian corals from 70 genera have been recorded. Of these, 53 genera and more than 250 different species of coral have been recorded so far on Ningaloo Reef, including representatives from all 15 families of corals dominated by *Acroporidae* and *Faviidae* (Veron and Marsh, 1988).

Reef-building corals are the most visible and identifiable component of coral reef ecosystems. Smaller coral communities tend to form in the region wherever a hard substratum is available. Reef-building corals are generally restricted to the upper photic zone due to the dependence of their unicellular endosymbionts (commonly known as zooxanthellae) on light. This in turn drives photosynthesis, providing reef-building corals with most of their energy requirements (Muscatine, 1990). Consequently, most coral habitat is present in shallow water, particularly on subtidal platforms that border most of the mainland and islands.

Each year, most of the corals on the reef undergo one or two mass synchronous spawning events. These spawning events usually happen over three or four nights in March and April, during the evening neap tide seven to ten days after the full moon (Simpson et al., 1993). There may also be smaller synchronous spawning events during other times of the year. Coincident with these events, large swarms of krill have been detected in the shallow coastal waters offshore from Ningaloo Reef from March to June.

The hyperspectral data collected via Kobryn et al. (2013) (125 spectral bands between 450 to 2,500 nm and an average spectral resolution of 15 nm) was acquired in 2006 at 3.5 m ground resolution. The total area of the survey covered 3400 km<sup>2</sup>, encompassing Ningaloo Reef to a depth of around 20 m, as well as the coastal strip adjacent to the Ningaloo Marine Park. There were 5,854 ha of coral mosaics mapped along the Ningaloo Reef. The single largest coral mosaic type was continuous tabulate coral (2,155 ha or 37% of all corals). Most coral classes (66%) were a mix of dense to continuous tabulate coral, sparse digitate coral, soft coral and sparse sub-massive and massive corals. Continuous to patchy digitate and tabulate coral made up around 10% of the coral cover, while the branching coral species *Acropora* was around 8.5%. Most of the hard coral occurred as either very dense (continuous >90%) cover or as patchy distribution (20 to 45%). Around 15,200 ha (21%) of the mapped habitats were close to the shore (0 to 500 m).

This dataset represents an unprecedented baseline dataset, with a spatial extent that spans about 300 km from Bundegi in the north to Red Bluff in the south and includes the Muiron Islands.

Ningaloo Reef and the reefs around the coasts support many habitats, including:

- The outer reef slope is relatively short and steep, extending from sea level to about 10 m depth. It may be undercut or extend seaward into a series of spurs and grooves, often supporting a rich coral growth. The fore reef community is highly diverse with live coral cover over the sloping spur and groove reef.
- The reef crest or outer reef rim is the highest part of the reef and thus most frequently exposed on low tides. It occurs as a narrow band only a few metres wide and distinguishable because of its height. There are occasional reef passes (deep channels), which allow the exchange of seawater and provide access to the lagoon for larger fauna on low tides. Reef crests, which have variable coral cover, are dominated by digitate *Acropora* and massive forms of *Goniastrea* and *Platygyra*.

- The reef flat is the extensive shallow area located on the shoreward side of the crest. At Ningaloo, it may be several hundred metres wide. Live corals occur throughout this area but do not frequently form a total cover, due to frequent storm damage and other natural perturbations. The living coral overlies recently dead corals superimposed on Pleistocene aeolian and marine limestone/sandstone deposits. Reef flats have varying cover of rubble deposits and live coral, and sand can be a dominant feature of this area (such as evidenced by the extensive sand areas in the northern section of the Yardie Creek region and adjacent to Point Cloates).
- There is an extensive lagoon system inside the Ningaloo Reef front along the western side of North West Cape. Different habitats in the lagoons include coral bommies, exposed rocky and sandy seabeds, and deep holes and channels. The more stable sandy bottoms provide habitat for seagrasses and macroalgae (such as the area to the north of Coral Bay).

### Macroalgae Beds

The EMBA overlaps several areas which would contain extensive limestone macroalgae habitats including the Ningaloo Marine Park. The Ningaloo Coast is approximately 34 km southeast of the operational area. The operational area is unlikely to contain extensive macroalgae environments.

Macroalgae are large, visible plants such as kelp, typically attached to hard substrata such as intertidal and subtidal rock platforms, limestone reefs, rock/rubble areas and dead or partially dead corals, typically in water depths less than 10 m, but can occur in up to about 50 m (LeProvost Dames & Moore, 2000). Macroalgae are divided into three groups: Phaeophyceae (brown algae), Rhodophyta (red algae) and Chlorophyta (green algae). Macroalgal communities occur predominantly in the intertidal and subtidal waters of the region (up to depths of about 50 m), including limestone pavements, reefs and platforms, coral rubble and dead or partially dead corals (LeProvost Dames & Moore, 2000). *Ecklonia radiata* and *Sargassum sp.* are typically common in deeper areas.

The principal physical factors affecting the presence and growth of macroalgae include temperature, nutrients, water motion, light, salinity, substratum, sedimentation, and pollution (Sanderson, 1997). They occur in moderate to high cover on exposed hard substrates, but typically have lower cover on hard substrates that have a veneer of sediment (SKM, 2009). Macroalgae exhibit very high seasonal and inter-annual variation in biomass (Heyward et al., 2006), distribution, abundance and biodiversity (BHPIO, 2011). The distribution of hard substrates therefore indicates areas that may support macroalgal communities, although abundance and diversity may fluctuate annually.

Macroalgae are susceptible to disturbance from factors such as sedimentation, scouring and turbidity but the marked seasonality in biomass, abundance, diversity and distribution suggests macroalgae are likely to be resilient to acute, short-term disturbance acting at local scales. Macroalgae may be more susceptible to impacts acting over longer time scales (years) and at certain times of the year, where recruitment at a regional scale could be affected. Indirect impacts affecting the numbers, distribution and community structure of herbivorous fish can also be expected to have impacts (either positive or negative) on macroalgal habitats (Vergès et al., 2011).

Brown algae (*Phaeophyte*) and red algae species such as *Sargassum* and *Dictyotales* tend to dominate the macroalgal communities in terms of biomass and abundance. Macroalgal communities are ecologically important, being highly productive and providing complex habitat for invertebrates, cryptic fish and juvenile fish of various species, and a direct food source for many species such as green turtles.

Beds of macroalgae, along with seagrass (see below), provide a major source of benthic production in coastal waters, and support a benthic invertebrate faunal community of high diversity and abundance. Macroalgal beds also provide a complex habitat for cryptic fish and juvenile fish of various species, and a direct food source for many species such as green turtles. Large beds of macroalgae are known to occur around the Muiron Islands and on the eastern side of Exmouth Gulf (McCook et al., 1995). Well-developed macroalgal communities also occur extensively along the Ningaloo Reef tract.

### Seagrass

The EMBA overlaps several areas which would contain extensive seagrass habitats including the Ningaloo Marine Park. The Ningaloo Coast is approximately 34 km southeast of the operational area. The operational area does not support seagrasses due to the water depth.

Seagrasses are highly productive habitats that occur on intertidal flats and in shallow coastal waters worldwide, from Arctic to tropical climates. Seagrass generally grows in soft sediments within intertidal and shallow subtidal waters, where there is sufficient light, and are common in sheltered coastal areas such as bays, lees

of islands and fringing coastal reefs (McClatchie et al., 2006; McLeay et al., 2003). Water temperature, light penetration, sediment type, salinity, and wave or current energy control seagrass distribution.

Twenty-five species of seagrass have been recorded in WA, the highest diversity in the world (Masini et al., 2009). Waters extending from Busselton to the NT border support predominantly tropical species, although temperate species are also found, particularly between Busselton and Exmouth (Walker et al., 1987). One species, *Cymodocea angustata*, is endemic to WA.

Areas occupied by seagrass exhibit marked seasonal and interannual variability and it is not clear why some areas of suitable substrate will support seagrass in one year but not the next. It appears recruitment to what may otherwise be suitable substrate is haphazard, lending weight to the description of these seagrass communities as ephemeral (MPRA and CALM, 2005).

Seven different species have been recorded in the region, of which *Halophila ovalis* is the most common of the seagrasses found on the western side of Exmouth Gulf. It is a tropical species and, although widespread throughout the Ningaloo Reef and Rowley Shelf region, it is usually restricted to sparse and patchy occurrences. Seagrasses, including *Halophila*, are eaten by dugongs and also provide a complex habitat for juvenile fish and invertebrates of various species, and are therefore ecologically important.

### Other Benthic Invertebrates

The EMBA overlaps several areas which would contain benthic invertebrate habitats including the Ningaloo Marine Park. The Ningaloo Coast is approximately 34 km southeast of the operational area. The operational area could potentially contain suitable environment for benthic invertebrates.

The offshore marine environment from Busselton to the NT border is dominated by soft sediment seabeds; sandy and muddy substrates, occasionally interspersed with hard substrates covered with sand veneers; and rarely-exposed hard substrate. In shallow waters, non-coral benthic invertebrates may form part of the mosaic of benthic organisms found on hard substrates, alongside macrophytes and coral colonies. As light reduces with water depth, non-coral benthic invertebrates are the dominant community, albeit at low densities.

Benthic invertebrates comprise several types of feeding groups, including deposit feeders, filter feeders, grazers and predators. The abundance, diversity, biomass and species composition of benthic invertebrates can be used as indicators of changing environmental conditions. The distribution and abundance of benthic invertebrate species may be influenced by a wide variety of physical parameters, such as substrate composition, water temperature, depth, dissolved oxygen concentrations, pH, salinity, sediment C/N ratios and hydrography. Spatial and temporal differences in benthic species composition may also be influenced by a range of biological factors, such as primary productivity, competition and acclimatisation. Natural seasonal and interannual changes in these variables can also modify recruitment success and mortalities of individual species, and consequently the community structure of the benthos (OzCoasts, 2020).

### 2.3.3 Shoreline Habitats

The operational area and the EMBA do not overlap any shoreline habitats such as mangroves, sandy beaches, rocky shores or wetlands. At its closest, the EMBA is approximately 14 km from the nearest shoreline.

### 2.3.4 Pelagic Environments

#### Plankton

Plankton consists of microscopic organisms typically divided into phytoplankton (algae) and zooplankton (fauna including larvae). Planktons play a major role in the trophic system, with phytoplankton being a primary producer and zooplankton a primary consumer. They are both in turn consumed by other fauna species.

Phytoplankton are autotrophic planktonic organisms living within the photic zone and spend either part or all of their lifecycle drifting with the ocean currents. Phytoplankton depend on oceanographic processes, such as currents and vertical mixing, that supply nutrients needed for photosynthesis. Thus, phytoplankton biomass is typically variable (spatially and temporally) (Evans et al., 2016) but greatest in areas of upwelling, or in shallow waters where nutrient levels are high. Peak primary productivity, however, varies on a local and regional scale.

The trophic system in the pelagic zone of the NWMR is based on phytoplankton (DEWHA, 2008). The distribution of plankton is often associated with localised and seasonal productivity that results in sporadic bursts of phytoplankton and zooplankton communities (DEWHA, 2008). However, in general, the mixing of

warm surface water with deeper, more nutrient-rich water generates phytoplankton production and zooplankton blooms.

According to the Australia State of the Environment 2016 Report (Jackson et al., 2017), warming ocean temperatures have extended the distribution of tropical phytoplankton species (which have a lower productivity), further south resulting in a decline in primary productivity in oceanic waters north of 35°, especially the NWS (Evans et al., 2016). However, trends in primary productivity across Australia vary, with the southwest of Australia experiencing an increase in productivity and northern Australia experiencing no change between 2002 to 2016 (Evans et al., 2016).

Cyclones can influence the distribution and abundance of plankton. Observations of Cyclone Tiffany, which affected the NWS in January 1988, noted that communities of phytoplankton rapidly recovered as a result of changed nutrient conditions, while zooplankton species were transported into areas beyond their normal range due to changes in current, wind and wave patterns (DEHWA, 2008).

## Fish

Some 1,400 species of finfish are known to occur in the region, mostly of a tropical Indo-West Pacific affinity, with a greater proportion occurring in shallow coastal waters (DEHWA, 2008). In general, most fish in the region are associated with coral reefs. For example, the abundance, species richness and assemblage structure of juvenile fishes was quantified in 2009 to 2011 at 20 locations extending from Bundegi to 3-Mile Camp and covering around 280 km of the Ningaloo coastline. Sampling included back reef and lagoonal reef zones as well as sanctuary and recreational management zones. In total, 36,791 juvenile fishes from 120 species were observed over the three recruitment years, providing an average of 53 individuals ( $\pm 2.6$  standard error) per 30 m<sup>2</sup> transect.

Interestingly, recruitment rates varied significantly among sampling times (in other words, temporal variation). Transect abundance means ranged from  $82 \pm 6.3$  individuals (2009),  $19 \pm 1.2$  individuals (2010) to  $77 \pm 4.6$  individuals (Depczynski et al., 2011). The authors of this study noted the 75% drop in abundance in 2010 coincided with a small increase in mean species richness. Different pelagic fish occur in the deeper offshore waters of the region. Pelagic fish species are seasonally abundant and may pass through the area during annual migrations. The most notable species of deep-water pelagic fishes in the area are the billfish, which include sailfish, marlin (both family Istiophoridae) and swordfish (*Xiphias gladius*).

The region also supports diverse and abundant shark and ray populations. Whaler sharks (Family Carcharhinidae) are the most numerous and diverse, occurring in a wide range of habitats such as intertidal (black-tip reef shark – *Carcharhinus melanopterus*), offshore reefs (grey reef shark – *C. amblyrhynchos*) and deep ocean areas (oceanic white-tip shark – *C. longimanus*).

The Ningaloo Marine Park (State Waters) Management Plan 2005–2015 (MPRA and CALM, 2005) outlines a suite of management strategies to protect marine plants and animals found in the region. The offshore waters of the Ningaloo Reef and Muiron islands have diverse and abundant shark and ray populations. Section 7.1.14 of the Ningaloo Marine Park (State Waters) Management Plan 2005–2015 references several locations in the Ningaloo Marine Park, including Pelican Point, Bundegi Sanctuary Zone, Mangrove Bay and Bills Bay, which are suggested aggregation points (nursery areas) for juvenile sharks and ray populations. The best known of these is Bills Bay, where up to 100 sharks have been witnessed in water depths as shallow as 0.5 m. Aggregations recorded in other locations of the reserves have so far represented fewer individuals. Due to stable diversity and abundance of shark and ray numbers, there is presently a low level of threat to these populations. The current major pressure is from commercial and recreational fishing; however, population information is limited.

Information about commercial fisheries and recreational fishing activities in the EMBA are provided in Section 2.10.2.

## 2.4 Matters of National Significance

Conservation values and sensitivities listed and protected under the EPBC Act include matters of environmental significance (MNES) and other protected matters. Other internationally significant conservation values have been identified via the World Database on Protected Areas and UNESCO data sources.

Terrestrial or (solely) freshwater species that occur in the EPBC Protected Matters searches of the EMBA have been excluded, as they are not relevant for considering potential effects from marine hydrocarbons exposure.

Species that may occur on shorelines include shorebirds, but terrestrial mammals, reptiles (such as pythons) and bird species that do not have habitats along shorelines have also been excluded.

### 2.4.1 Commonwealth and International Marine Areas

The operational area and EMBA are within Australia's exclusive economic zone (EEZ) and Territorial Sea; the EMBA also stretches into Australia's extended continental shelf. All of these areas are Commonwealth marine areas which are defined any part of the sea, including the waters, seabed and airspace, within Australia's EEZ or over the continental shelf of Australia, that is not State or NT waters. The Australian Commonwealth marine area stretches from 3 to 200 nm from the coast.

### 2.4.2 World Heritage Properties

World Heritage Properties represent the best examples of the world's cultural and natural heritage. There are no World Heritage Properties within the operational area. The EMBA intercepts the boundary of one World Heritage Property: the Ningaloo Coast (Table 2-4).

Note: heritage properties that are terrestrial and not linked to the shoreline EMBA have been excluded, as they are not relevant for considering potential effects from marine hydrocarbon spills.

**Table 2-4: Summary of Listed World Heritage Sites**

Name	Operational Areas	EMBA
The Ningaloo Coast, Australia	x	✓

#### Ningaloo Coast

The Ningaloo Coast was included on the World Heritage List in June 2011 for its natural beauty, aesthetic importance and significant habitats of biological diversity containing threatened species. Located on WA's remote coast along the East Indian Ocean, it covers an area of 6045 km<sup>2</sup> and includes one of the longest nearshore reefs in the world (UNESCO, 2020). The Ningaloo Coast World Heritage Area comprises the Ningaloo Marine Park (State waters and the adjoining Commonwealth waters section), the Muiron Islands Marine Management Area and Nature Reserve, the Bundegi and Jurabi coastal parks and the Cape Range National Park, in addition to Crown leasehold and freehold land. The values recognised by the World Heritage listing are:

- Landscapes and seascapes of the property comprise mostly intact and large-scale marine and terrestrial environments (see Section 2.3.2).
- Whale shark aggregations follow the mass coral spawning and seasonal upwelling each autumn at Ningaloo Reef, one of the few places in the world where this species congregates (see Section 2.7.1).
- It forms part of the annual migration route for the whales and turtles (see Section 2.5.1 and Section 2.6.1).
- Marine turtle density is exceptionally high, with green turtles being most abundant (see Section 2.6.1).
- The Ningaloo Coast is on the migratory route of many trans-equatorial wader bird species and provides feeding grounds for many migratory seabirds (see Section 2.8.1).
- More than 300 coral species and 155 species of sponges have been documented (see Section 2.3.2).
- More than 700 species of reef fish and more than 650 species of mollusc (shellfish, sea snails, octopus and cuttlefish) are present (Section 2.3.4).
- There are 600 species of crustacean (see Section 2.3.2).
- A high diversity of echinoderms (sea stars, sea urchins, sea cucumbers) are present, including 25 new species (see Section 2.3.2).

### 2.4.3 National Heritage Properties

There are 13 National Heritage Places located in WA, of which none are in the operational area. One National Heritage Property lies within the boundaries of the EMBA (**Table 2-5**).

**Table 2-5: Summary of Listed National Heritage Sites**

Name	Approx. Distance from Operational Area	Operational Areas	EMBA
The Ningaloo Coast	24 km	x	✓

#### Ningaloo Coast

The Ningaloo Coast was included on the National Heritage List in May 2007. Refer to Section 2.4.2 for a description of the heritage values.

### 2.4.4 Commonwealth Heritage Places

The Commonwealth Heritage list is a list of the historic, cultural and natural heritage places on Commonwealth land, in Commonwealth waters, or owned or managed by the Commonwealth Government. These include places connected to defence, maritime safety, communications, customs and other government activities that also reflect Australia's development as a nation. No Commonwealth heritage places exist within the operational area. One relevant Commonwealth heritage place with potential ocean connectivity exist within the wider EMBA (**Table 2-6**).

Heritage places that are terrestrial and not linked to the shoreline, but occur in the EPBC Protected Matters search of the EMBA, have been excluded as they are not relevant to consideration of potential affects from marine hydrocarbon spills.

**Table 2-6: Summary of Listed Commonwealth Heritage Places**

Name	Approx. Distance from Operational Area	Operational Areas	EMBA
Ningaloo Marine Area – Commonwealth Waters	24 km	x	✓

#### Ningaloo Marine Area – Commonwealth Waters

The Ningaloo Marine Area was included in the Commonwealth Heritage List in June 2004 (DAWE, 2021b). Refer to Section 2.4.2 for a description of conservation values.

### 2.4.5 Wetlands of International Importance

There are 12 wetlands of international importance under the Convention on Wetlands of International Importance (the Ramsar Convention) in WA. There are no Ramsar wetlands within the operational area or EMBA.

The nearest Ramsar wetland is Eighty Mile Beach, located near Port Hedland (over 500km to the east of the Stybarrow Field).

### 2.4.6 Wetlands of National Importance

Wetlands of national importance are those that are a good example in a particular area, an important habitat for native species, or have outstanding heritage or cultural significance. There are no nationally important wetlands within the operational area or the EMBA,

The nearest nationally important wetland is the Cape Range Subterranean Waterways which is an onshore subterranean karst wetland system located approximately 50 km to the south east of the Stybarrow Field on the Cape Range Peninsula.

### 2.4.7 Threatened Ecological Communities

Listing threatened ecological communities is a form of landscape or systems level protection. These communities provide vital wildlife corridors and habitat refuges for many plant and animal species, including threatened species and other Australian plants and animals in decline.

There were no threatened ecological communities within the operational area or the EMBA.

### 2.4.8 Protected Species

The EPBC Act Protected Matters Search Tool (PMST) was used to identify listed threatened and migratory species that may occur within the operational area and the EMBA (Table 2-7). Thirty-four protected species may potentially occur or have habitat within the operational area; with 57 protected species identified as likely to occur within the EMBA.

Descriptions of the threatened and migratory species are provided in this section. Note that terrestrial species (such as terrestrial mammals, reptiles and bird species) that appear in the protected matters search of the EMBA and do not have habitats along shorelines are irrelevant to the identified impacts and risks of a marine hydrocarbon spill and therefore have been excluded from Table 2-7.

**Table 2-7: Environmental Protection and Biodiversity Conservation Act Listed Species Potentially Occurring Within the Environment that May Be Affected**

Common Name	Species Name	EPBC Act Status		Operational Area	EMBA
<b>Marine Mammals</b>					
Antartic minke whale	<i>Balaenoptera bonaerensis</i>	-	Migratory	✓	✓
Sei whale	<i>Balaenoptera borealis</i>	Vulnerable	Migratory	✓	✓
Bryde's whale	<i>Balaenoptera edeni</i>	-	Migratory	✓	✓
Blue whale	<i>Balaenoptera musculus</i>	Endangered	Migratory	✓	✓
Fin whale	<i>Balaenoptera physalus</i>	Vulnerable	Migratory	✓	✓
Dugong	<i>Dugong dugon</i>	-	Migratory	×	✓
Southern right whale	<i>Balaena glacialis australis</i> ( <i>Eubalaena australis</i> )	Endangered	Migratory	✓	✓
Humpback whale	<i>Megaptera novaeangliae</i>	-	Migratory	✓	✓
Killer whale (orca)	<i>Orcinus orca</i>	-	Migratory	✓	✓
Sperm whale	<i>Physeter macrocephalus</i>	-	Migratory	✓	✓
Australian Humpback Dolphin	<i>Sousa sahulensis</i>	-	Migratory	×	✓
Spotted bottlenose dolphin	<i>Tursiops aduncus</i>	-	Migratory	✓	✓
<b>Marine Reptiles</b>					
Short-nosed seasnake	<i>Aipysurus apraefrontalis</i>	Critically endangered	-	×	✓
Leaf-scaled seasnake	<i>Aipysurus foliosquama</i>	Critically endangered	-	×	✓
Loggerhead turtle	<i>Caretta caretta</i>	Endangered	Migratory	✓	✓
Green turtle	<i>Chelonia mydas</i>	Vulnerable	Migratory	✓	✓
Leatherback turtle	<i>Dermochelys coriacea</i>	Endangered	Migratory	✓	✓
Hawksbill turtle	<i>Eretmochelys imbricata</i>	Vulnerable	Migratory	✓	✓

Common Name	Species Name	EPBC Act Status		Operational Area	EMBA
Flatback turtle	<i>Natator depressus</i>	Vulnerable	Migratory	✓	✓
<b>Fish, Sharks and Rays</b>					
Narrow sawfish	<i>Anoxypristis cuspidata</i>	-	Migratory	x	✓
Oceanic whitetip shark	<i>Carcharhinus longimanus</i>	-	Migratory	✓	✓
Grey nurse shark (west coast population)	<i>Carcharias taurus</i>	Vulnerable	-	x	✓
White shark	<i>Carcharodon carcharias</i>	Vulnerable	Migratory	✓	✓
Southern Dogfish, Endeavour Dogfish, Little Gulper Shark	<i>Centrophorus zeehaani</i>	Conservation Dependent	-	x	✓
Shortfin mako	<i>Isurus oxyrinchus</i>	-	Migratory	✓	✓
Longfin mako	<i>Isurus paucus</i>	-	Migratory	✓	✓
Porbeagle	<i>Lamna nasus</i>	-	Migratory	x	✓
Reef manta ray	<i>Mobula alfredi</i>	-	Migratory	x	✓
Giant manta ray	<i>Mobula birostris</i>	-	Migratory	✓	✓
Dwarf sawfish	<i>Pristis clavata</i>	Vulnerable	Migratory	x	✓
Large-tooth sawfish	<i>Pristis pristis</i>	Vulnerable	Migratory	x	✓
Green sawfish	<i>Pristis zijsron</i>	Vulnerable	Migratory	x	✓
Whale shark	<i>Rhincodon typus</i>	Vulnerable	Migratory	x	✓
Scalloped Hammerhead	<i>Sphyrna lewini</i>	Conservation Dependent	-	✓	✓
Southern Bluefin Tuna	<i>Thunnus maccoyii</i>	Conservation Dependent	-	✓	✓
<b>Birds</b>					
Common sandpiper	<i>Actitis hypoleucos</i>	-	Migratory	✓	✓
Common noddy	<i>Anous stolidus</i>	-	Migratory	✓	✓
Fork-tailed swift	<i>Apus pacificus</i>	-	Migratory	x	✓
Flesh-footed shearwater	<i>Ardenna carneipes</i>	-	Migratory	x	✓
Sharp-tailed sandpiper	<i>Calidris acuminata</i>	-	Migratory	✓	✓
Red knot, knot	<i>Calidris canutus</i>	Endangered	Migratory	✓	✓
Curlew sandpiper	<i>Calidris ferruginea</i>	Critically endangered	Migratory	✓	✓
Pectoral sandpiper	<i>Calidris melanotos</i>	-	Migratory	✓	✓
Streaked shearwater	<i>Calonectris leucomelas</i>	-	Migratory	x	✓
Lesser frigatebird	<i>Fregata ariel</i>	-	Migratory	✓	✓
Greater frigatebird	<i>Fregata minor</i>	-	Migratory	x	✓
Southern giant petrel	<i>Macronectes giganteus</i>	Endangered	Migratory	✓	✓
Eastern curlew	<i>Numenius madagascariensis</i>	Critically endangered	Migratory	✓	✓
Osprey	<i>Pandion haliaetus</i>	-	Migratory	x	✓
Abbot's booby	<i>Papasula abbotti</i>	Endangered		x	✓



Common Name	Species Name	EPBC Act Status		Operational Area	EMBA
Christmas Island white-tailed tropicbird	<i>Phaethon lepturus fulvus</i>	Endangered	-	✓	✓
White-tailed tropicbird	<i>Phaethon lepturus</i>	-	Migratory	✓	✓
Soft-plumaged petrel	<i>Pterodroma mollis</i>	Vulnerable	-	✓	✓
Roseate tern	<i>Sterna dougallii</i>	-	Migratory	x	✓
Australian fairy tern	<i>Sternula nereis nereis</i>	Vulnerable	-	✓	✓
Indian yellow-nosed albatross	<i>Thalassarche carteri</i>	Vulnerable	Migratory	✓	✓
Shy albatross	<i>Thalassarche cauta</i>	Endangered	Migratory	x	✓
Campbell albatross	<i>Thalassarche impavida</i>	Vulnerable	Migratory	x	✓
Black-browed albatross	<i>Thalassarche melanophris</i>	Vulnerable	Migratory	x	✓
White-capped albatross	<i>Thalassarche steadi</i>	Vulnerable	Migratory	x	✓

### Listed Species Recovery Plans, Conservation Advice and Threat Abatement Plans

BHP considered recent updates to recovery plans, conservation management plans, threat abatement plans or approved conservation advice in place for EPBC Act-listed threatened species that may potentially occur or use habitat within the EMBA (Table 2-8).

Recovery plans set out the research and management actions necessary to stop the decline of and support the recovery of listed threatened species. In addition, threat abatement plans provide for the research, management and any other actions necessary to reduce the impact of a listed key threatening process on native species and ecological communities. The Minister decides whether a threat abatement plan is required for key threatening processes listed under Section 183 of the EPBC Act. Table 2-8 provides information about the specific requirements of the relevant conservation advice, species recovery plans and threat abatement plans that applies to the petroleum activities, and demonstrates how current management requirements have been taken into account while preparing the EP. Through implementing relevant control measures, performance outcomes and performance standards, potential risks and impacts of the petroleum activities are managed to ALARP and acceptable levels.

Table 2-8: Summary of Relevant Species Recovery Plans, Approved Conservation Plans and Threat Abatement Plans

Common Name	Recovery Plan / Conservation Advice / Management Plan	Threats identified that may Arise from the Petroleum Activity	Relevant EP Section
<b>All Vertebrate Fauna</b>			
All vertebrate fauna	Threat abatement plan for the impacts of marine debris on the vertebrate wildlife of Australia's coasts and oceans (Commonwealth of Australia, 2018b)	Marine debris	Section 8.6
<b>Fishes, Sharks and Rays</b>			
Dwarf Sawfish, Queensland Sawfish	Sawfish and River Sharks Multispecies Recovery Plan (Commonwealth of Australia, 2015a) Approved conservation advice for <i>Pristis clavata</i> (dwarf sawfish) (Threatened Species Scientific Committee, 2009)	Habitat degradation and modification	Section 8.2
White Shark, Great White Shark	Recovery Plan for the White Shark ( <i>Carcharodon carcharias</i> ) (Department of Sustainability, Environment, Water, Population and Communities, 2013)	Ecosystem effects from habitat modification	Section 8.2
Whale Shark	Conservation Advice <i>Rhincodon typus</i> whale shark (Threatened Species Scientific Committee, 2015a)	Marine debris	Section 8.6
Grey Nurse Shark (west coast population)	Recovery plan for the grey nurse shark ( <i>Carcharias taurus</i> ) (Department of the Environment, 2014)	Ecosystem effects from habitat modification	Section 8.2
Freshwater Sawfish, Largetooth Sawfish, River Sawfish, Leichhardt's Sawfish, Northern Sawfish	Sawfish and River Sharks Multispecies Recovery Plan (Commonwealth of Australia, 2015a) Approved conservation advice for <i>Pristis pristis</i> (largetooth sawfish) (Threatened Species Scientific Committee, 2014)	Habitat degradation and modification	Section 8.2
Green Sawfish, Dindagubba, Narrowsnout Sawfish	Sawfish and River Sharks Multispecies Recovery Plan (Commonwealth of Australia, 2015a) Approved conservation advice for green sawfish (Threatened Species Scientific Committee, 2008)	Habitat degradation and modification	Section 8.2
<b>Marine Mammals</b>			
Blue Whale	Conservation management plan for the blue whale: A recovery plan under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> 2015-2025 (Commonwealth of Australia, 2015b)	Noise interference	Section 7.3
		Vessel disturbance	Section 8.3
Sei Whale	Conservation Advice <i>Balaenoptera borealis</i> sei whale (Threatened Species Scientific Committee, 2015b)	Noise interference	Section 7.3
		Vessel disturbance	Section 8.3

Common Name	Recovery Plan / Conservation Advice / Management Plan	Threats identified that may Arise from the Petroleum Activity	Relevant EP Section
Fin Whale	Conservation Advice <i>Balaenoptera physalus</i> fin whale (Threatened Species Scientific Committee, 2015c)	Noise interference	Section 7.3
		Vessel disturbance	Section 8.3
Southern Right Whale	Conservation management plan for the southern right whale: a recovery plan under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> 2011-2021 (Department of Sustainability, Environment, Water, Population and Communities, 2012)	Noise interference	Section 7.3
		Vessel disturbance	Section 8.3
<b>Marine Reptiles</b>			
Leaf-scaled Seasnake	Approved Conservation Advice for <i>Aipysurus foliosquama</i> (Leaf-scaled Sea Snake) (Threatened Species Scientific Committee, 2010a)	Marine debris	Section 8.6
		Habitat degradations	Section 8.2
Short-nosed Seasnake	Approved Conservation Advice for <i>Aipysurus apraefrontalis</i> (Short-nosed Sea Snake) (Threatened Species Scientific Committee, 2010b)	Marine debris	Section 8.6
		Habitat degradations	Section 8.2
Loggerhead Turtle	Recovery plan for marine turtles in Australia 2017-2027 (Commonwealth of Australia, 2017)	Light pollution	Section 7.2
		Noise interference	Section 7.3
		Oil pollution	Section 8.2
		Vessel disturbance	Section 8.3
		Marine debris	Section 8.6
Leatherback Turtle, Leathery Turtle, Luth	Recovery plan for marine turtles in Australia 2017-2027 (Commonwealth of Australia, 2017)	Light pollution	Section 7.2
		Noise interference	Section 7.3
		Oil pollution	Section 8.2
		Vessel disturbance	Section 8.3
		Marine debris	Section 8.6
	Approved conservation advice for <i>Dermochelys coriacea</i> (Leatherback Turtle)	Vessel disturbance	Section 8.3
		Marine debris	Section 8.6
Hawksbill Turtle	Recovery plan for marine turtles in Australia 2017-2027 (Commonwealth of Australia, 2017)	Light pollution	Section 7.2
		Noise interference	Section 7.3

Common Name	Recovery Plan / Conservation Advice / Management Plan	Threats identified that may Arise from the Petroleum Activity	Relevant EP Section
		Oil pollution	Section 8.2
		Vessel disturbance	Section 8.3
		Marine debris	Section 8.6
Green Turtle	Recovery plan for marine turtles in Australia 2017-2027 (Commonwealth of Australia, 2017)	Light pollution	Section 7.2
		Noise interference	Section 7.3
		Oil pollution	Section 8.2
		Vessel disturbance	Section 8.3
		Marine debris	Section 8.6
Flatback Turtle	Recovery plan for marine turtles in Australia 2017-2027 (Commonwealth of Australia, 2017)	Light pollution	Section 7.2
		Noise interference	Section 7.3
		Oil pollution	Section 8.2
		Vessel disturbance	Section 8.3
		Marine debris	Section 8.6
<b>Seabirds and Migratory Shorebirds</b>			
Eastern Curlew, Far Eastern Curlew	Conservation Advice <i>Numenius madagascariensis</i> eastern curlew (Threatened Species Scientific Committee, 2015d)	Habitat degradation / modification	Section 8.2
Curlew Sandpiper	Conservation Advice <i>Calidris ferruginea</i> curlew sandpiper (Threatened Species Scientific Committee, 2015e)	Habitat degradation / modification	Section 8.2
Abbott's Booby	Conservation advice for Abbott's Booby - <i>Papasula abbotti</i> (Threatened Species Scientific Committee, 2020)	Marine pollution	Section 8.2 Section 8.6
Shy Albatross	National recovery plan for threatened albatrosses and giant petrels 2011-2016 (Department of Sustainability, Environment, Water, Population and Communities, 2011)	Marine pollution	Section 8.2 Section 8.6
	Conservation advice <i>Thalassarche cauta</i> shy albatross	Marine pollution	Section 8.6
Southern Giant-Petrel, Southern Giant Petrel	National recovery plan for threatened albatrosses and giant petrels 2011-2016 (Department of Sustainability, Environment, Water, Population and Communities, 2011)	Marine pollution	Section 8.2 Section 8.6

Common Name	Recovery Plan / Conservation Advice / Management Plan	Threats identified that may Arise from the Petroleum Activity	Relevant EP Section
Red Knot, Knot	Conservation advice <i>Calidris canutus</i> red knot (Threatened Species Scientific Committee, 2016)	Marine pollution	Section 8.2
Indian Yellow-nosed Albatross	National recovery plan for threatened albatrosses and giant petrels 2011-2016 (Department of Sustainability, Environment, Water, Population and Communities, 2011)	Marine pollution	Section 8.2 Section 8.6
White-capped Albatross	National recovery plan for threatened albatrosses and giant petrels 2011-2016 (Department of Sustainability, Environment, Water, Population and Communities, 2011)	Marine pollution	Section 8.2 Section 8.6
Campbell Albatross, Campbell Black-browed Albatross	National recovery plan for threatened albatrosses and giant petrels 2011-2016 (Department of Sustainability, Environment, Water, Population and Communities, 2011)	Marine pollution	Section 8.2 Section 8.6
Australian Fairy Tern	Conservation advice for <i>Sternula nereis nereis</i> (Fairy tern)	Marine pollution	Section 8.2 Section 8.6
Black-browed Albatross	National recovery plan for threatened albatrosses and giant petrels 2011-2016 (Department of Sustainability, Environment, Water, Population and Communities, 2011)	Marine pollution	Section 8.2 Section 8.6
Soft-plumaged Petrel	Conservation advice <i>Pterodroma mollis</i> soft-plumage petrel	No credible threats arising from petroleum activity	Not applicable

**Biologically Important Areas and Habitat Critical to the Survival of a Species**

The Conservation Values Atlas<sup>1</sup> identifies biologically important areas (BIAs) for some of the region's protected species. These are areas considered particularly important for conserving protected species and where aggregations of individuals display biologically important behaviour such as breeding, foraging, resting or migration. BIAs are not protected matters and should not be confused with 'critical habitat' as defined in the EPBC Act.

A review of the Conservation Values Atlas identified BIAs for two protected species that intersect with the operational area. The identified protected species and the relevant BIAs are:

- pygmy blue whale – distribution and migration (Figure 2-5)
- wedge-tailed shearwater – breeding (Figure 2-11).

Other BIAs also occur within the wider EMBA (Table 2-9). Refer to the specific species descriptions for more information.

**Table 2-9: Biologically Important Areas Within the Wider Environment that May Be Affected**

Value / Sensitivity	BIA Type	Operational Area	EMBA	Closest Distance to Operational Area (km)
<b>Fish, Sharks and Rays</b>				
Whale Shark	Foraging	-	✓	25
<b>Marine Mammals</b>				
Humpback Whale	Migration (north and south)	-	✓	4
Pygmy Blue Whale	Migration	✓	✓	0
	Distribution	✓	✓	0
	Foraging	-	✓	20
<b>Marine Reptiles</b>				
Flatback Turtle	Inter-nesting buffer	-	✓	18
Loggerhead Turtle	Inter-nesting buffer	-	✓	19
Hawksbill Turtle	Inter-nesting buffer	-	✓	19
Green Turtle	Inter-nesting buffer	-	✓	34
<b>Birds</b>				
Wedge-tailed Shearwater	Breeding	✓	✓	0
Fairy Tern	Breeding	-	✓	35
Roseate Tern	Breeding	-	✓	82

<sup>1</sup> Department of the Environment and Energy. Commonwealth of Australia. Atlas. <<http://www.environment.gov.au/arcgis-framework/apps/ncva/ncva.jsf>>

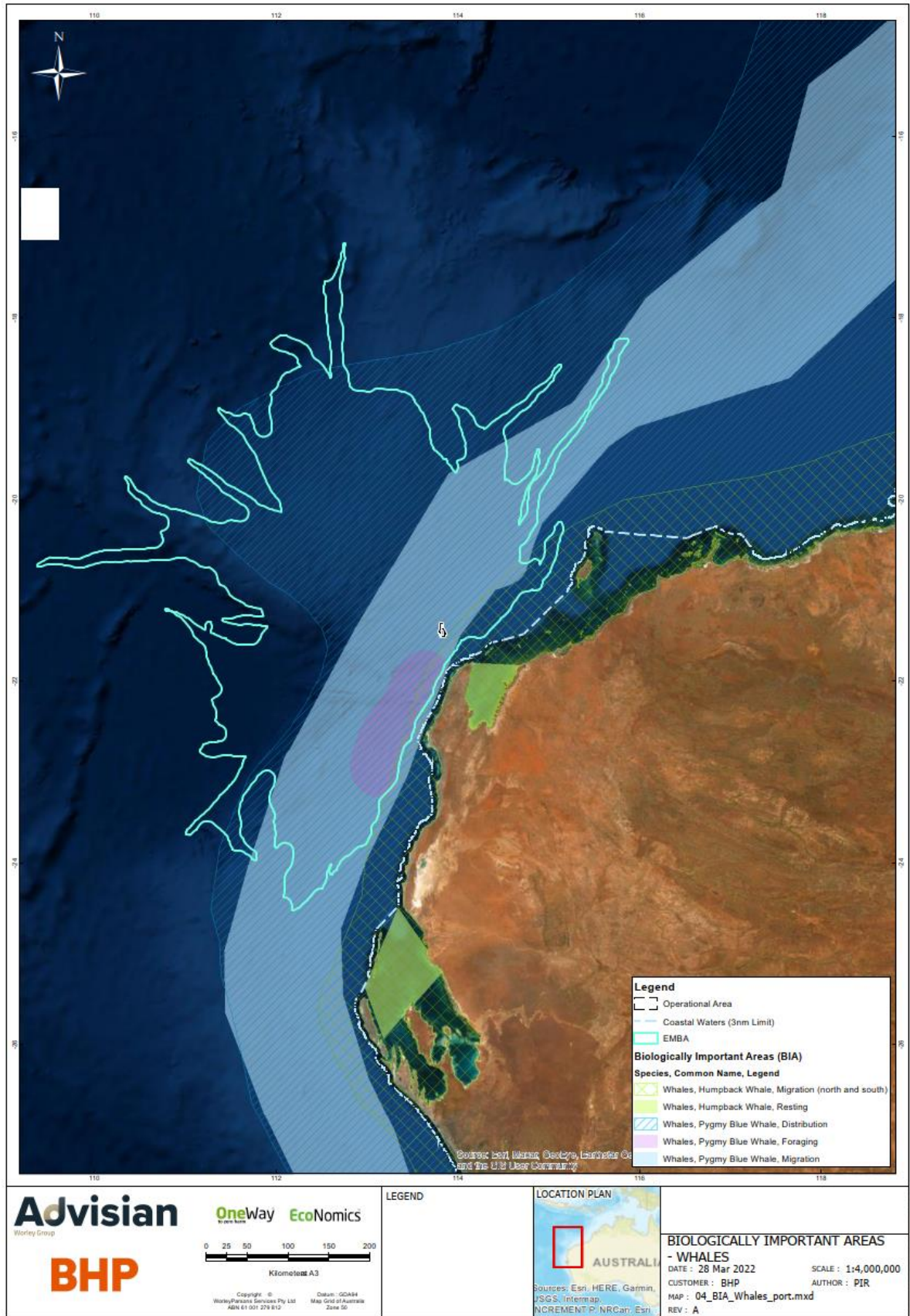


Figure 2-5: Biologically Important Areas for Whales

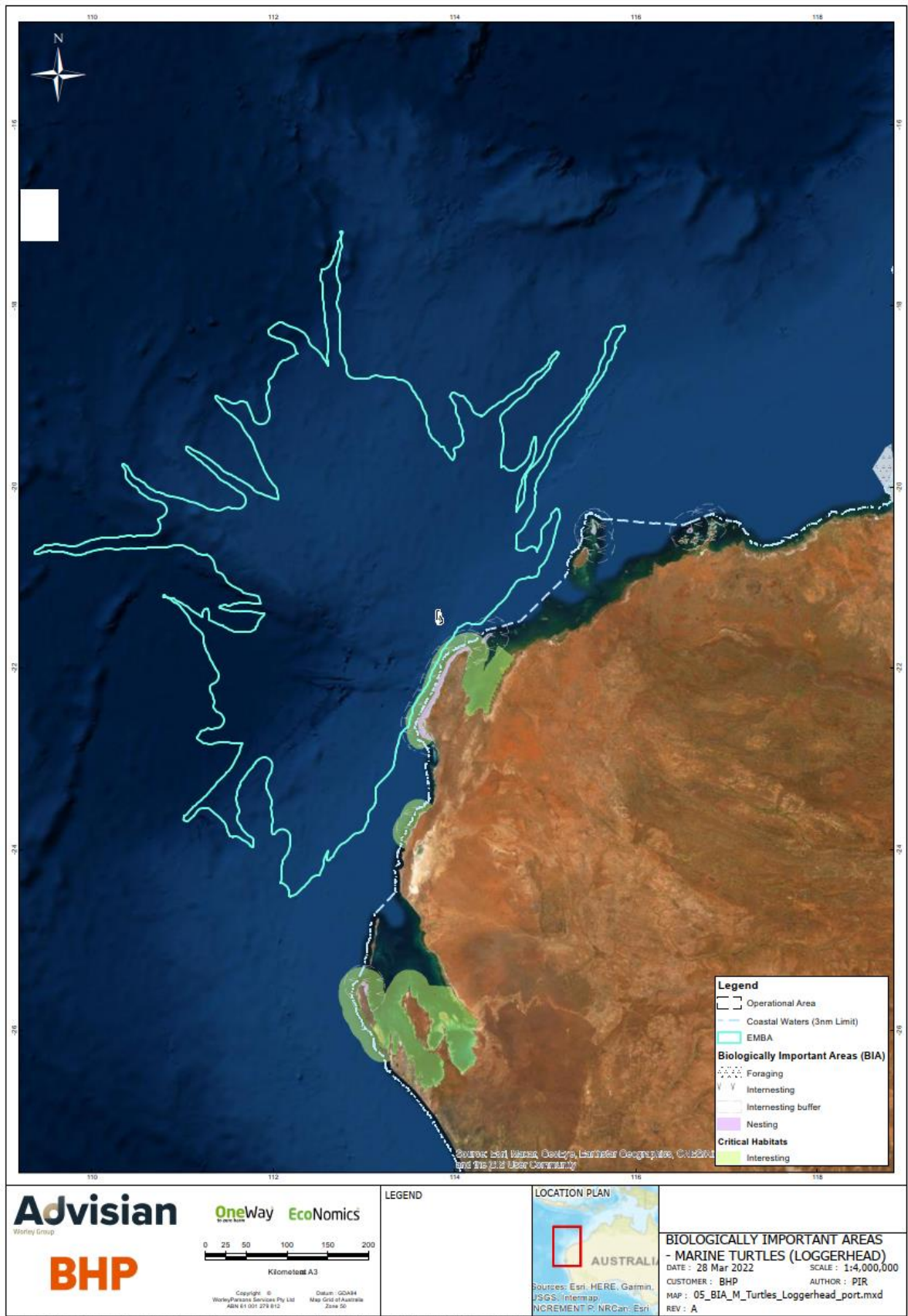


Figure 2-6: Biologically Important Areas for Loggerhead Turtles



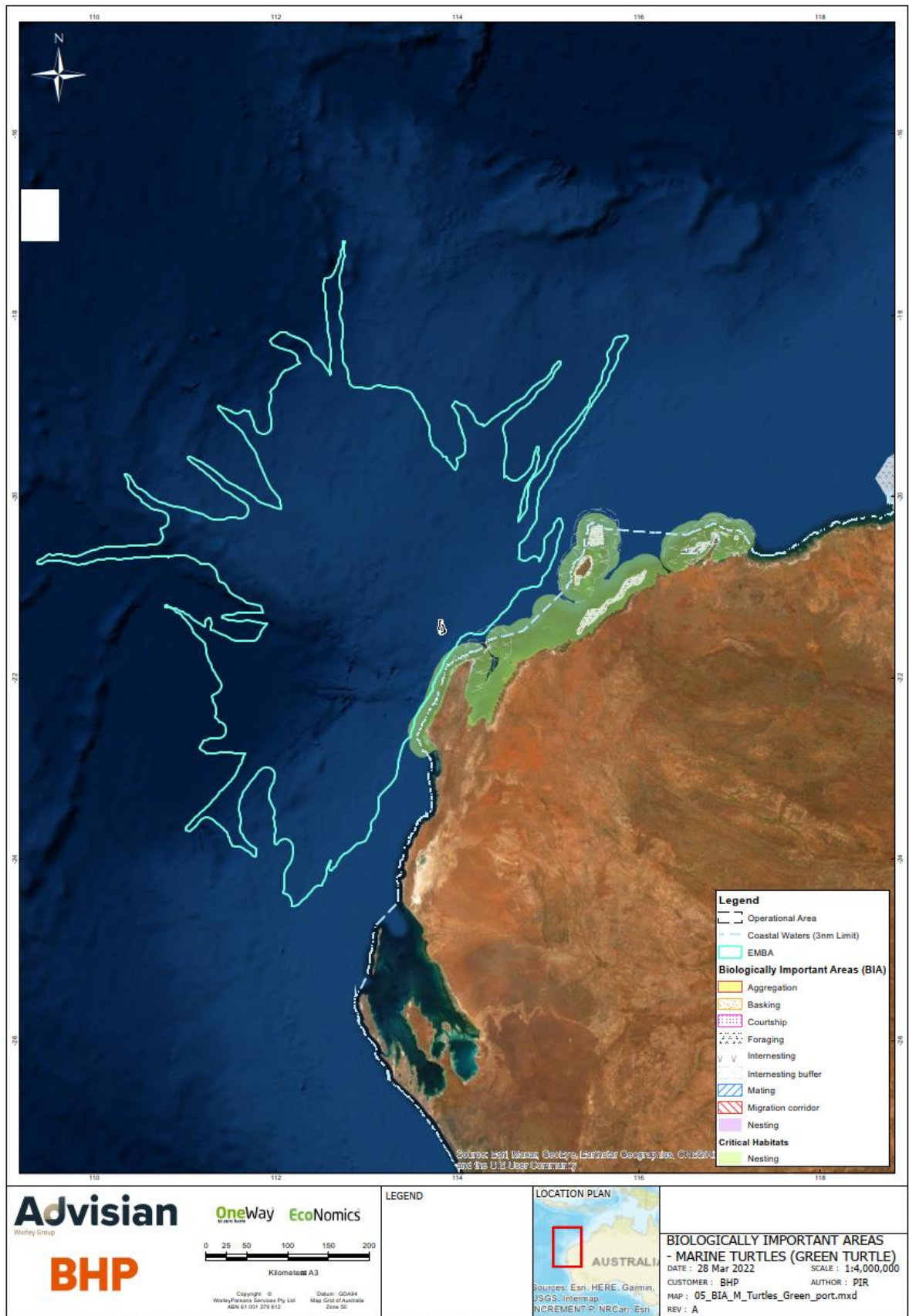


Figure 2-7: Biologically Important Areas for Green Turtles

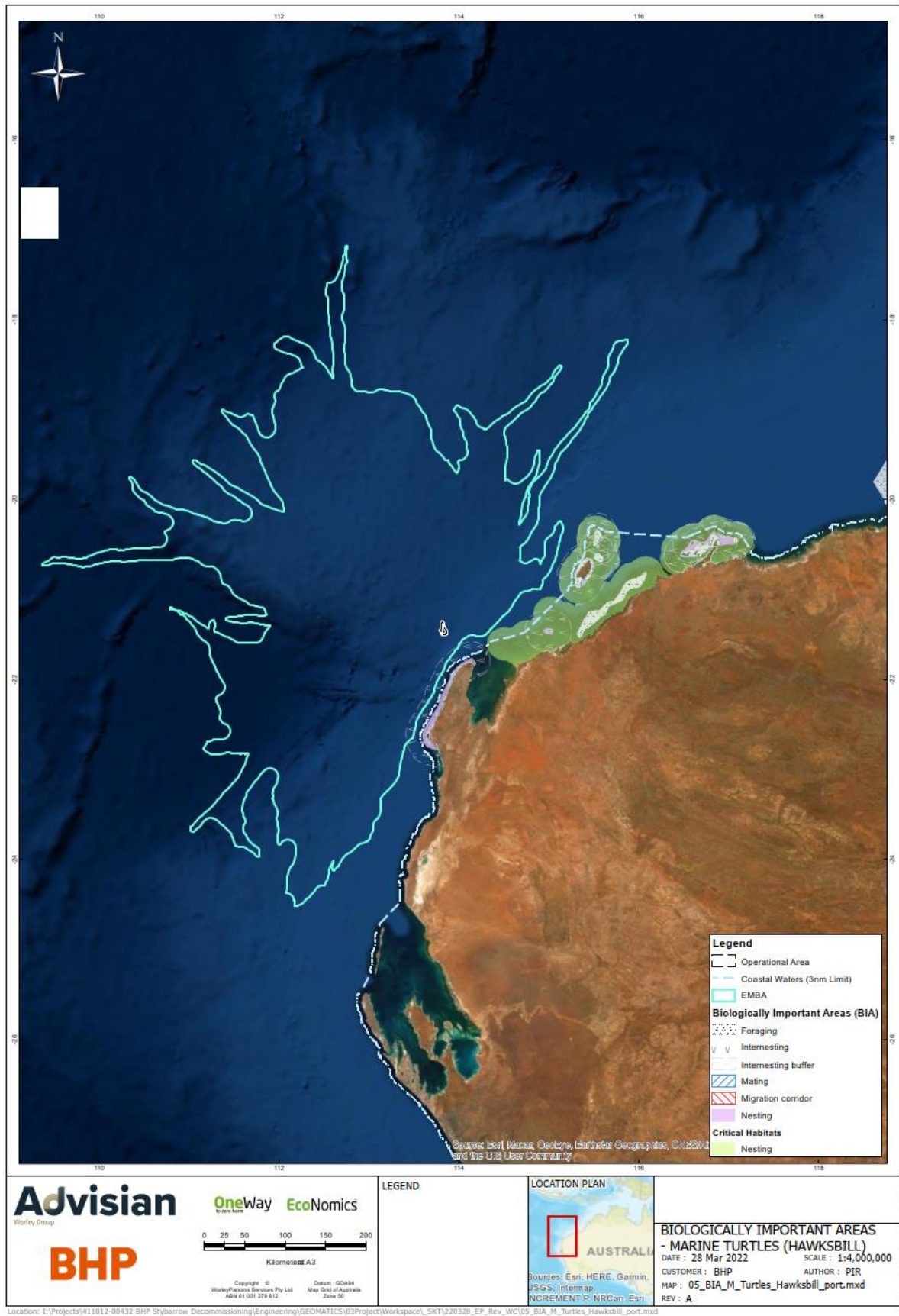


Figure 2-8: Biologically Important Areas for Hawksbill Turtles

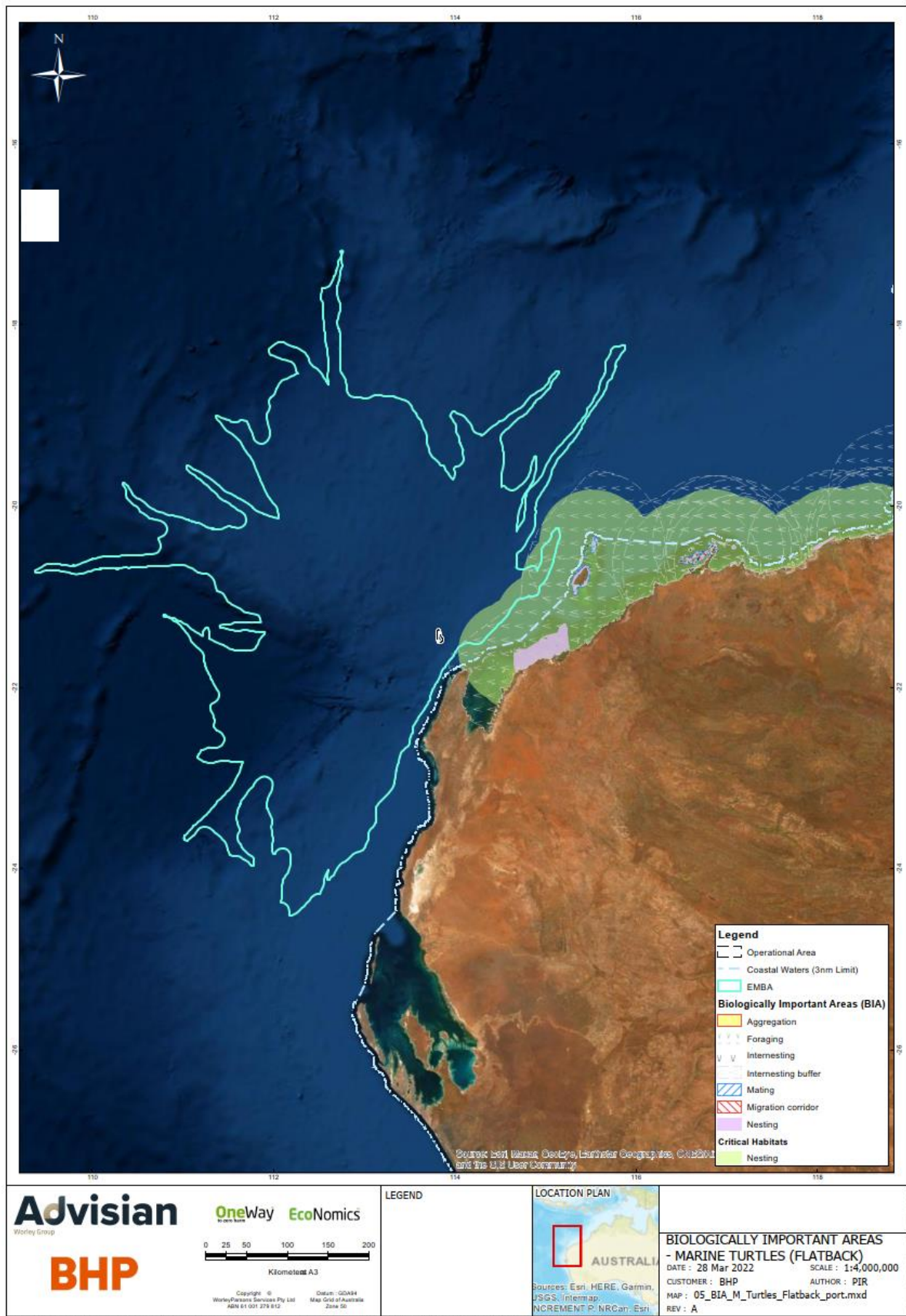


Figure 2-9: Biologically Important Areas for Flatback Turtles

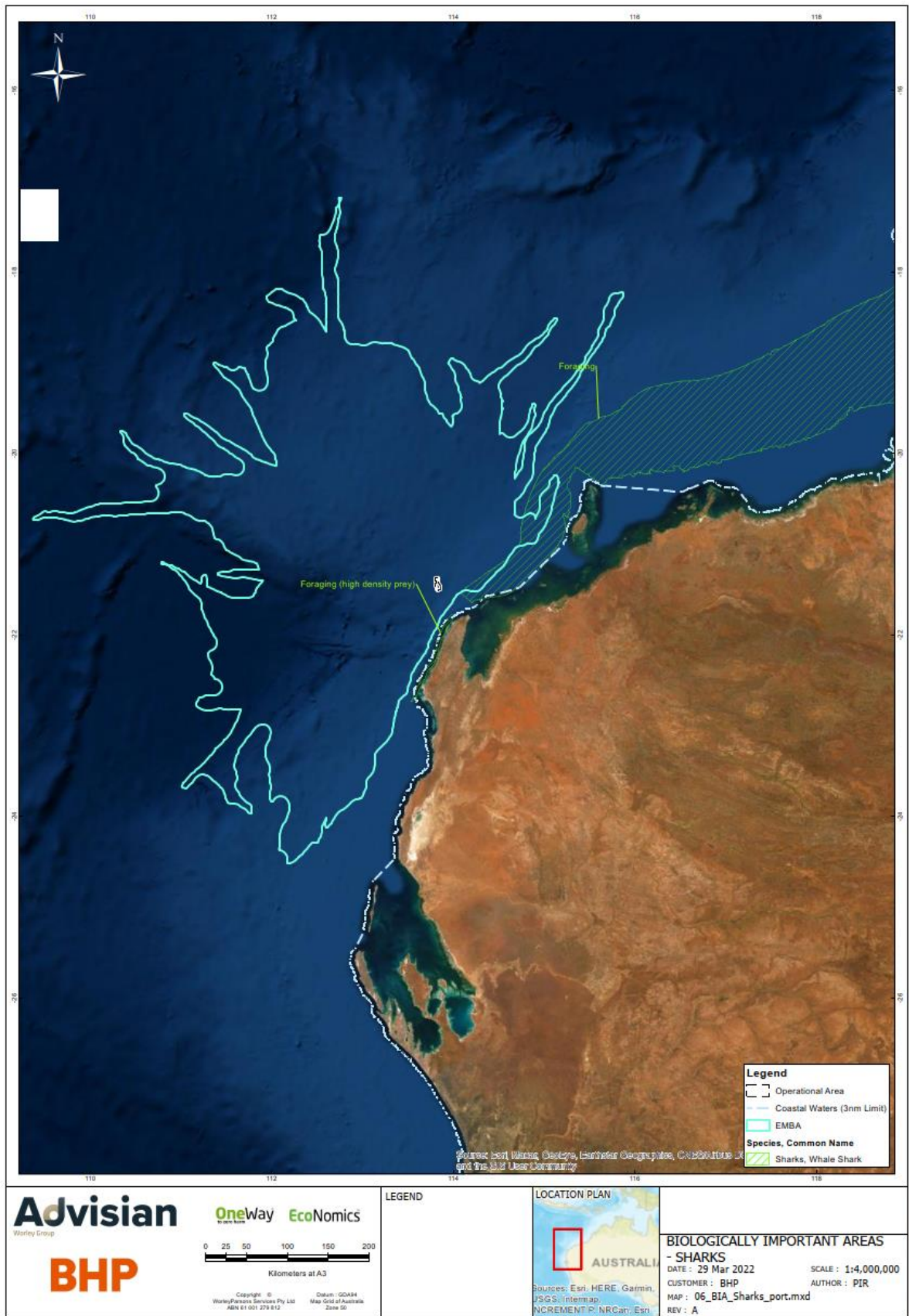


Figure 2-10: Biologically Important Areas for Sharks

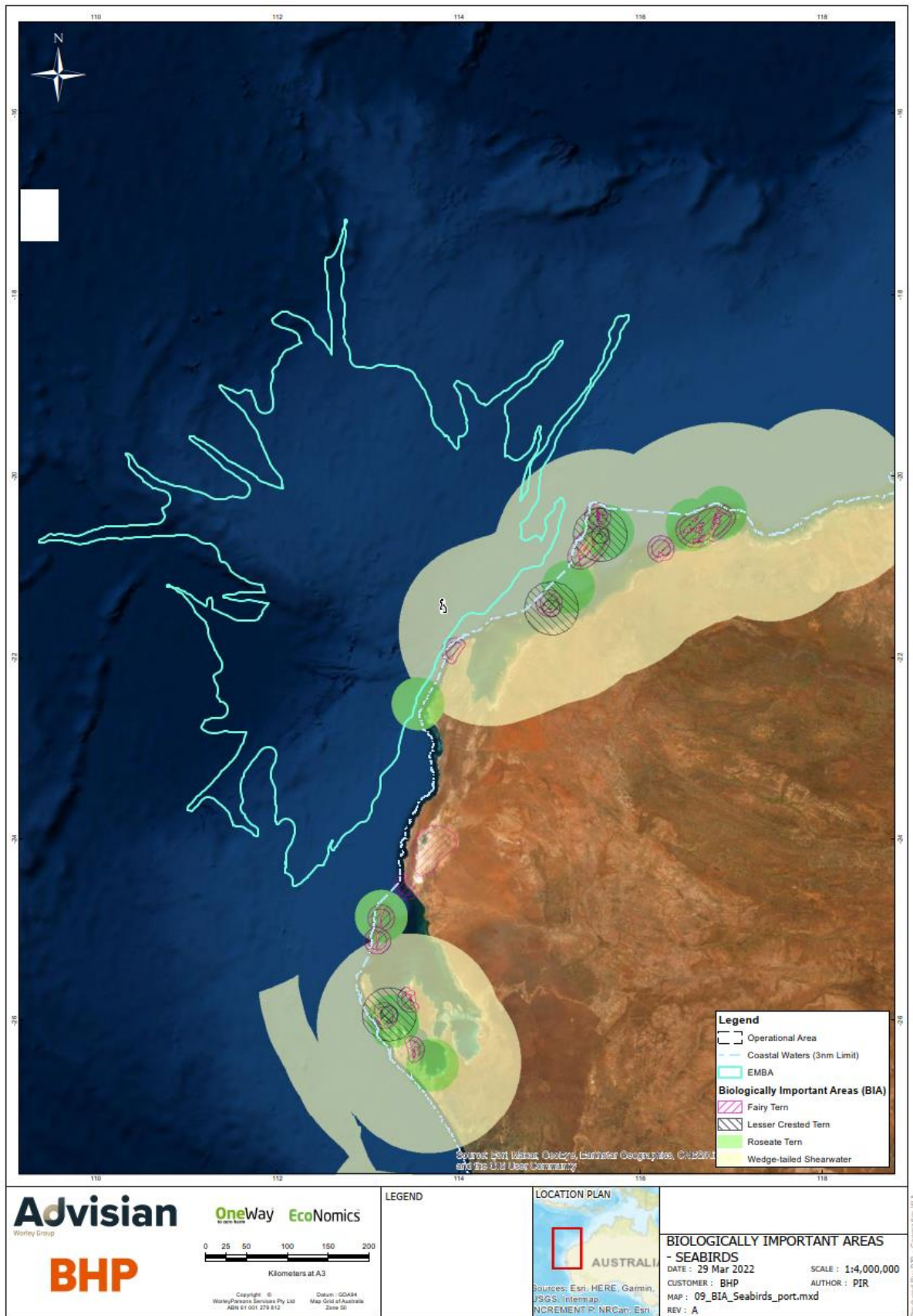


Figure 2-11: Biologically Important Areas for Seabirds

### Habitat Critical to the Survival of a Species

'Habitat critical to the survival of a species' is defined within the EPBC Act Significant Impact Guidelines 1.1 – Matters of National Environmental Significance (DoE, 2013) as areas that are necessary:

- for activities such as foraging, breeding, roosting or dispersal
- for the long-term maintenance of the species (including the maintenance of species essential to the survival of the species)
- to maintain genetic diversity and long-term evolutionary development, or
- for the reintroduction of populations or recovery of the species.

The Recovery Plan for Marine Turtles in Australia (DoEE, 2017) provides details of habitat critical to the survival of several species of marine turtle genetic stock (summarised in Table 2-10). No critical habitats intercept the operational area however the EMBA intercepts nesting habitat critical to the survival of loggerhead, green and flatback turtles.

Table 2-10 shows the habitat critical to the survival of relevant marine turtles that intercept the EMBA.

**Table 2-10: Areas Identified as 'Habitat Critical to the Survival of Marine Turtles' Within the Environment that May Be Affected**

Turtle Species	Nesting Location	Nesting Period	Operational Area	EMBA
Flatback turtle (Pilbara stock)	Barrow Island, Montebello Islands, coastal islands from Cape Preston to Locker Island	Oct-Mar	x	✓
Green turtle (NWS genetic stock)	Barrow Island, Montebello Islands, Serrurier Island, Exmouth Gulf, Ningaloo coast and Thevenard Island	Nov-Mar	x	✓
Loggerhead turtle (WA stock)	Exmouth Gulf and Ningaloo coast	Nov-May	x	✓

### Summary of Windows of Ecological Sensitivity

Table 2-11 summarises the windows of ecological sensitivity for values identified within the operational area and the EMBA. These receptors are considered throughout the Environment Plan in terms of the identified potential risk.

**Table 2-11: Key Environmental Sensitivities and Timing of Biologically Important Activity**

Category	Environmental Sensitivity	Location	Season
Marine mammals	Humpback – migration	The migration corridor extends from the coast to out to around 100 km offshore in the Kimberley region extending south to North-west Cape	Northern migration, late July to September
	Pygmy blue whale – migration	WA coastline	Northern migration (enter Perth canyon January to May; pass Exmouth April to August) Southern migration (October to late December)
	Pygmy blue whale – foraging	Ningaloo	November to May
Marine reptiles	Loggerhead turtle–internesting	Muiron Island, Ningaloo coast and Jurabi coast, Montebello Islands	Summer
	Green turtle – internesting	Barrow Island, Montebello Islands	Summer
	Hawksbill turtle–internesting	Cape Preston to mouth of Exmouth Gulf including Montebello Islands and Lowendal Islands	Summer
	Flatback turtle – internesting	Thevenard Island (South), Montebello Islands (Hermite Island)	Summer
Sharks/fish	Whale shark – foraging	Northwards of Ningaloo	Spring
	Whale shark – foraging	Ningaloo Marine park and adjacent Commonwealth waters	April to June, Autumn
Birds	Fairy tern – breeding	Pilbara and Gascoyne coasts and islands	July to late September
	Roseate tern – breeding and foraging	Kimberley, Pilbara and Gascoyne coasts and islands	Mid-March to July
	Wedge-tailed shearwater – breeding	Kimberley, Pilbara and Gascoyne coasts and islands including Ashmore Reef	Breeding visitor arriving in mid-August and leaving in April in Pilbara and mid-May in Shark Bay

## 2.5 Marine Mammals

A search of the EPBC Protected Matters database identified 12 protected marine mammal species with potential to occur within the EMBA. Of these, ten have potential to occur within the operational area.

### 2.5.1 Threatened and Migratory Species

#### Antarctic Minke Whale

The Antarctic minke whale (*Balaenoptera bonaerensis*) is listed as migratory under the EPBC Act. This large baleen whale swims alone or in pairs; numbers are not well documented. The distribution of this species in WA is unknown; however, they are known to occur offshore within cold temperate to Antarctic waters (DAWE, 2021). The species migrates between Antarctic feeding grounds to warmer tropical and subtropical waters and calving occurs in warmer waters during late May and early June after winter migration from Antarctic waters.

According to the PMST report, Antarctic minke whales were identified as likely to occur or have habitat within the operational area and the EMBA.

#### Sei Whale

Sei whales (*Balaenoptera borealis*) are listed as vulnerable and migratory under the EPBC Act. Sei whales are not commonly recorded in Australian waters and their similarity to Bryde's whales has resulted in confusion about their distributional limits and the accuracy of recorded observations (DoE, 2020a). There are no known mating or calving areas in Australian waters. The species migrates between Australian waters and Antarctic feeding areas but their movements are unpredictable and not well documented. They have been sighted inshore (in the proximity of the Bonney upwelling in Victoria) as well as in deeper offshore waters, and have only been sighted in summer and autumn (DAWE, 2021).

According to the PMST report, sei whales are likely to occur or have habitat within the operational area and are likely to occur within the EMBA for foraging or feeding; however, due to infrequent sighting in Australia, the likelihood of these whales being present is very low.

#### Bryde's Whale

Bryde's whale (*Balaenoptera edeni*) is listed as migratory under the EPBC Act. It is considered the least migratory of the whale species in Australian waters and is typically found in tropical waters between 40°S and 40°N year-round (Bannister et al., 1996; DAWE, 2020). The species frequents oceanic waters as well as nearshore areas following zones of upwelling around the continental shelf (Mustoe and Edmunds, 2008).

According to the PMST report, Bryde's whales were identified as likely to occur or have habitat within the operational area and EMBA.

#### Blue Whale

Blue whales (*Balaenoptera musculus*) are listed as endangered and migratory under the EPBC Act. There are two recognised subspecies of blue whale in the southern hemisphere that are both recorded in Australian waters, the southern (or 'true') blue whale (*Balaenoptera musculus intermedia*) and the 'pygmy' blue whale (*Balaenoptera musculus brevicauda*). In general, southern blue whales occur in waters south of 60°S and pygmy blue whales occur in waters north of 55°S (not in the Antarctic). By this definition, all blue whales in waters from Kalbarri to the NT border are assumed to be pygmy blue whales and are discussed below.

Pygmy blue whales have a southern hemisphere distribution, migrating from tropical water breeding grounds in winter to temperate and polar water feeding grounds in summer (Bannister et al., 1996; Double et al., 2014). Passive acoustic data documented pygmy blue whales migrating along the WA shelf break at depths of 500 to 1000 m (McCauley & Jenner, 2010).

During the southern migration, pygmy blue whales pass south of the Montebello Islands and Exmouth from October to the end of January, peaking in late November to early December (Double et al., 2012). On the return journey, tagging surveys have shown pygmy blue whales migrating northward relatively near to the Australian coastline (100 km) until reaching North West Cape, after which they travelled



offshore (240 km) to Indonesia. Blue whales have been detected off Exmouth and the Montebello Islands between April and August (Double et al., 2012; McCauley & Jenner, 2010) (Figure 2-12).

According to the PMST report, pygmy blue whales were identified as using the operational area and EMBA for migration purposes. Foraging and migration BIAs for the pygmy blue whale intercept the wider EMBA (Figure 2-5). Considering the known usage of the area for migration, it is likely the pygmy blue whale will be regionally present, particularly over the summer season between April and August (north-bound migration) and October to January (south-bound migration).

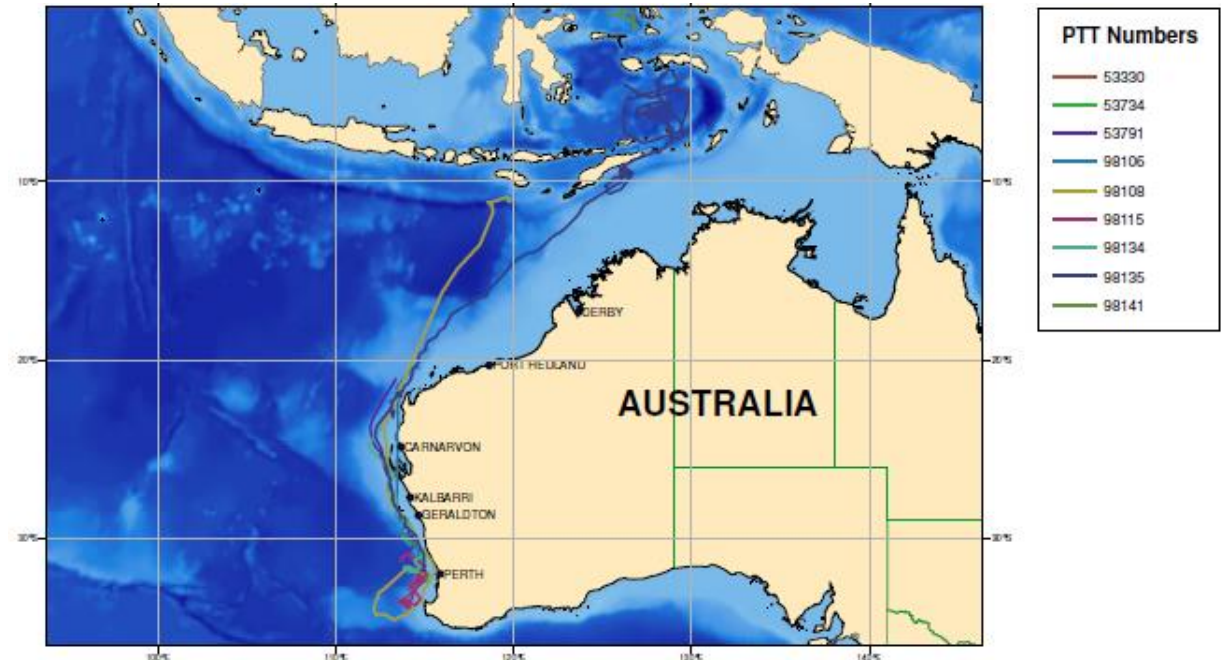


Figure 2-12: Satellite Tracking of Blue Whales in 2010/2011, Modified from Double et al. (2012)

### Fin Whale

The fin whale (*Balaenoptera physalus*) is listed as vulnerable and migratory under the EPBC Act. It is the second-largest whale species after the blue whale. Fin whale distribution in Australian waters is known primarily from stranding events and whaling records. Due to scarcity of sighting records, the distribution cannot be accurately determined, although it is thought to be along the western coast of Australia, southern Australia around to Tasmania. The Australian Antarctic waters are important feeding grounds but there are no known mating or calving areas in Australian waters (Morrice et al., 2004). The migration routes and location of winter breeding grounds are uncertain, but presence in Australian waters has been detected in summer and autumn months (DoEE, 2017).

According to the PMST report, Fin whales were identified as likely to occur or have habitat in the operational area and to use the wider EMBA for foraging or feeding activities; however, due to infrequent sightings in Australia, the likelihood of these whales being present is low.

### Dugong

Dugongs (*Dugong dugon*) are protected under the EPBC Act, which lists them as marine and migratory species. They are large, herbivorous marine mammals that feed on seagrass and mostly inhabit shallow (up to 5 m) waters fringing coasts and offshore islands, occurring in close conjunction with the seagrass and algae beds on which they feed. There is little data about the presence of dugongs in deeper offshore waters, although the absence of food would suggest this is unlikely.

The distribution of dugongs in Australia ranges from Shark Bay in WA, extending around the NT coastline to Moreton Bay in Queensland. Dugongs are long-lived and slow-breeding. Breeding occurs from September through to April.

According to the PMST report, dugongs were identified as known breeding within the wider EMBA.

### Southern Right Whale

The southern right whale (*Eubalaena australis*) is listed as endangered and migratory under the EPBC Act. The species is seasonally present on the Australian coast between May and November and recorded in the coastal waters of all Australian states (Bannister et al., 1996). Major calving areas are

located in WA at Doubtful Island Bay, east of Israelite Bay in the southwest; and in South Australia at Head of Bight (Bannister et al., 1996). The distribution of southern right whales in Australian waters other than near the coast is unknown and very little information is known about the migratory patterns, habitats, calving areas or feeding habits, but peak periods for mating are known to be from mid-July through to August (DAWE, 2020).

Isolated individuals have been seen outside the normal season but a summer sighting would be very unusual. Australian southern right whales migrate seasonally between higher and middle latitudes. The general timing of migratory arrivals and departures varies slightly each year. Migratory pathways are not well known (Bannister et al., 1996). A circular, anticlockwise migration pattern south of the Australian continent was proposed by Hart et al. (1842), based on the seasonal location of whaling activity. This generalised migratory pattern is further supported by most inter-year coastal movements, being in a westerly direction, and between-year coastal movements, being in an easterly direction (Burnell, 2001).

According to the PMST report, the southern right whale and its habitat may occur within the operational area and likely to occur in the EMBA.

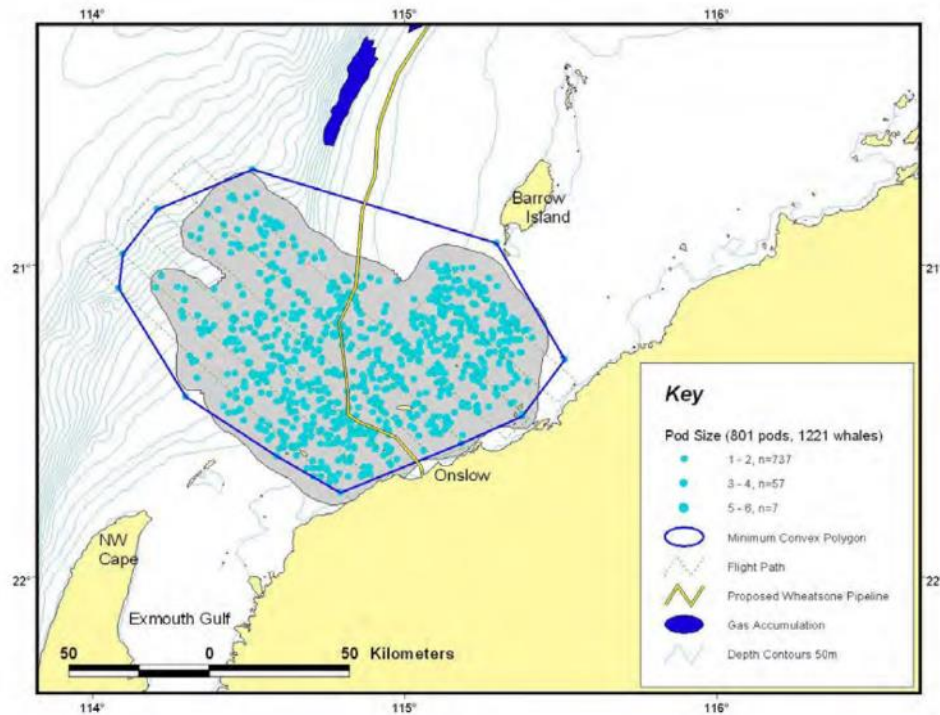
### **Humpback Whale**

The humpback whale (*Megaptera novaengliae*) is listed as migratory under the EPBC Act. Humpback whales occur throughout Australian waters, their distribution being influenced by their migratory pathways and aggregation areas for resting, breeding and calving. In the southern hemisphere, humpback whale populations spend the summer months feeding in the Antarctic polar region before migrating north to tropical breeding/calving grounds in the coastal waters of the Kimberley.

Aerial surveys and noise logger recordings for Chevron's Wheatstone Project show most distributions of humpback whales were sighted at an average distance of 50 km from the mainland during the northern migration and 35 km during the southbound migration (RPS, 2010). The southbound migration moves down the coast between late August and November, although females with calves have been documented leaving the calving areas last, with a later peak in abundance observed from mid-August to mid-September (Jenner et al., 2001). Figure 2-13 illustrates the results of aerial surveys conducted during a single year between the North West Cape and Barrow Island.

Humpback whales were identified as likely to occur or have habitat in the operational area and breeding is known within the EMBA. The EMBA intersects with the humpback whale migration BIA and waters out to around 50 km offshore as part of the migratory corridor for these whales (Figure 2-5).

According to the PMST report, the humpback whale and its habitat is likely to occur within the operational area and breeding is known to occur within the EMBA. Considering the likely utilisation of the waters as feeding ground, this assessment is believed to be accurate.



**Figure 2-13: Aerial Survey Sightings of Humpback Whales from June to December 2009 (taken from Jenner et al., 2010)**

### Killer Whale (Orca)

The orca (*Orcinus orca*) is listed as migratory under the EPBC Act and is the largest member of the dolphin family. Orcas are found in both tropical and temperate waters in oceanic, pelagic and neritic waters (DAWE, 2020). Orcas usually travel in groups of ten to 30 individuals and make seasonal migrations, and may follow regular migratory pathways; however, this has not been proven. No specific information about migratory pathways along the WA coast is documented. Orcas have been recorded relocating to Antarctic waters during summer months and back to warmer waters during winter. This suggests that during the winter months would be the highest likelihood of occurrence of orcas on the NWS.

According to the PMST report, the orca has been identified as may occur or have habitat within the operational area and EMBA.

### Sperm Whale

The sperm whale (*Physeter macrocephalus*) is listed as migratory under the EPBC Act. It has a wide distribution extending from the polar regions to the equator, although it is usually found in deeper oceanic waters near continental breaks and canyons (DAWE, 2020). Females and young males tend to remain in warmer waters, whereas adult males venture further away from the equator to colder waters. Limited information exists about sperm whale distribution in Australian waters.

According to the PMST report, Sperm whales have been identified as may occur or have habitat within the operational area and EMBA.

### Indo-Pacific Humpback Dolphin

The Indo-Pacific humpback dolphin (*Sousa chinensis*) is listed as migratory under the EPBC Act. The species is known to occur along the Exmouth Gulf around the North West Cape round to the Queensland/New South Wales (NSW) border. The total population size of the Indo-Pacific humpback dolphin in Australian waters is not known. The dolphin inhabits shallow coastal, estuarine and occasionally riverine habitats, usually in waters less than 20 m, but have occasionally been seen as far offshore as 55 km in relatively shallow water (Corkeron et al., 1997). The Indo-Pacific humpback dolphin's migratory patterns in the NWS region are not well documented.

According to the PMST report, the Indo-Pacific humpback dolphin was identified as may occur or have habitat within the EMBA.

### Spotted Bottlenose Dolphin

The spotted bottlenose dolphin (Arafura/Timor Sea population) (*Tursiops aduncus*) is listed as migratory under the EPBC Act. Occurring Australia-wide, this species resembles the common bottlenose dolphin. This species prefers shallower inshore bays and estuaries and travels in groups consisting on average of between five and 16 individuals (DAWE, 2020). Migratory movements in Australia vary and are likely to be triggered by baitfish movements. This species can spend all year in one location but can also make long-range movements.

According to the PMST report, the spotted bottlenose dolphin was identified as may occur or have habitat within the operational area and known to occur or have habitat within the EMBA. As the species prefers shallower, inshore waters they are most likely to occur within the coastal waters of the EMBA and not in the operational area or deeper waters.

## 2.6 Marine Reptiles

A search of the EPBC Protected Matters database identified seven protected reptile species within the EMBA. Of these, five protected species occurred within the operational area.

### 2.6.1 Threatened and Migratory Species

#### Short-Nosed Seasnake

The short-nosed seasnake (*Aipysurus apraefrontalis*) is listed as critically endangered under the EPBC Act. It is a fully aquatic, small snake and is endemic to WA. It has been recorded from Exmouth Gulf, WA, to the reefs of the Sahul Shelf, in the eastern Indian Ocean. This species is believed to show strong site fidelity to shallow coral reef habitats in less than 10 m of water, with most specimens having been collected from Ashmore and Hibernia reefs (Minton & Heatwole, 1975; Guinea & Whiting, 2005).

The species prefers the reef flats or shallow waters along the outer reef edge in water depths to 10 m (McCosker, 1975; Cogger, 2000). The species has been observed during daylight hours, resting beneath small coral overhangs or coral heads in 1 to 2 m of water (McCosker, 1975). Guinea and Whiting (2005) reported that very few short-nosed seasnakes moved even as far as 50 m away from the reef flat and are therefore unlikely to be expected in high numbers in offshore, deeper waters.

According to the PMST report, the short-nosed seasnake was identified as likely to occur within the EMBA.

#### Leaf-Scaled Seasnake

The leaf-scaled seasnake (*Aipysurus foliosquama*) is listed as critically endangered under the EPBC Act. The species is usually solitary but is sometimes found in groups at particular coral outcrops, together with other species of seasnake, including the short-nosed seasnake (*A. apraefrontalis*) described above (McCosker, 1975). These congregations contain gravid (pregnant) females (Guinea & Whiting, 2005).

The leaf-scaled seasnake is found only on the reefs of the Sahul Shelf in WA, especially on Ashmore and Hibernia reefs (Cogger, 2000; Minton & Heatwole, 1975; Storr et al., 2002) in the NWMR (DEWHA, 2008).

The current extent of occurrence is estimated to be 750 km<sup>2</sup> and the area of occupancy is around 228 km<sup>2</sup> (Guinea and Whiting, 2005).

The leaf-scaled seasnake was the most common seasnake encountered on the reef flat at Ashmore Reef (Guinea & Whiting, 2005; Minton & Heatwole, 1975). However, sightings of this species have become rare on both Ashmore Reef and Hibernia Reef (Guinea, 2006; 2007) and it has not been reported in surveys since 2001 (Guinea, 2007; Lukoschek et al., 2013). In 2010, a dead specimen was collected from Barrow Island and deposited in the WA Museum, although it is unknown whether the individual was a resident or a waif (displaced from original habitat) (Lukoschek et al., 2013).

According to the PMST report, the leaf-scaled seasnake was identified as known to occur or have habitat within the EMBA, however, considering the species is most common at Ashmore Reef (outside of EMBA) and only one specimen was observed on Barrow Island from unknown origin it is reasonable to assume the species may be present in very low numbers.

### Loggerhead Turtle

The loggerhead turtle (*Caretta caretta*) is listed as endangered and migratory under the EPBC Act. It has a worldwide distribution, living and breeding in subtropical to tropical locations (Limpus, 2008a). The annual nesting population in WA is thought to be 3000 females annually (Baldwin et al., 2003), and this is considered to support the third largest population in the world (Limpus, 2008a).

Nesting and breeding occurs from October to March, with a peak in late December/early January (DoEE, 2017). Major nesting beaches include the Muiron Islands, Ningaloo Coast south to Carnarvon.

Foraging areas are widespread for loggerhead turtle populations and migrations from nesting to feeding grounds can stretch thousands of kilometres, including feeding grounds as far north as the Java Sea of Indonesia for the WA population (Limpus, 2008a). Loggerhead turtles are carnivorous and feed primarily on benthic invertebrates from depths ranging from around 50 m to nearshore tidal areas (DAWE, 2020), including areas of rocky and coral reef, muddy bays, sand flats, estuaries and seagrass meadows (Limpus, 2008a).

According to the PMST report, the loggerhead turtle or its habitat is known to occur within the operational area and congregation or aggregation was known within the EMBA. No BIAs for the species lie within the operational area; however, the EMBA intersects known internesting buffer BIA and habitat critical to the survival of the species for nesting (Figure 2-6). Considering the known habitat utilisation and presence, this assessment is believed to be accurate.

### Green Turtle

The green turtle (*Chelonia mydas*) is listed as vulnerable and migratory under the EPBC Act. It has a worldwide tropical and subtropical distribution and is widespread and abundant in WA waters, with an estimated 20,000 individuals occurring in WA, arguably the largest population in the Indian Ocean (Limpus, 2008b). The principal rookeries in WA include the Lacepede Islands, Barrow Island, Montebello Islands (all sandy beaches), Muiron Islands, Browse Island, Northwest Cape, and Ningaloo Coast North. Nesting occurs between November and March, with the peak period between January and March.

Green turtles are omnivores, mainly feeding in shallow benthic habitats on seagrass or algae, but are also known to feed on sponges, jellyfish and mangroves (Limpus, 2008b). Green turtles are unlikely to forage or dwell within deeper offshore waters due to the water depths; however, they may occasionally migrate through it.

According to the PMST report, the green turtle or its habitat is known to occur within the operational area and congregation or aggregation was known within the EMBA. No BIAs for the species lie within the operational area. However, the wider EMBA intersects a known inter-nesting buffer BIA (Figure 2-7) and habitat critical to the survival of the species for nesting (refer to Table 2-10). Considering the known habitat utilisation and presence, this assessment is believed to be accurate.

### Leatherback Turtle

The leatherback turtle (*Dermochelys coriacea*) is listed as endangered and migratory under the EPBC Act. It has the widest distribution of any marine turtle and can be found from tropical to temperate waters throughout the world (Márquez, 1990). There are no major centres of nesting activity that have been recorded in Australia, although scattered isolated nesting (one to three nests per annum) occurs in southern Queensland and the NT (Limpus & McLachlin, 1994). There have been several records of leatherback turtles off the coast of WA but no confirmed nesting sites (Limpus, 2009).

According to the PMST report, the leatherback turtle was identified as known to occur or have habitat within the operational area and the EMBA; however, no BIAs or habitat critical to the survival of the species lie within the operational area or EMBA.

### Hawksbill Turtle

The hawksbill turtle (*Eretmochelys imbricata*) is listed as vulnerable and migratory under the EPBC Act. Hawksbill turtles have a global distribution throughout tropical and subtropical marine waters. The WA stock is concentrated on the NWS, one of the largest hawksbill populations in the world. The most significant breeding areas are around the sandy beaches of the Dampier Archipelago and the Montebello Islands. Hawksbill turtles also nest at North West Cape/Ningaloo Coast, Muiron Islands, Varanus Island, the Lowendal Islands and Rosemary Island. Nesting occurs throughout the year in WA, peaking between October and January.

Adults tend to forage in tropical tidal and subtidal coral and rocky reef habitat where they feed on an omnivorous diet of sponges, algae, jellyfish and cephalopods (DAWE, 2020).

According to the PMST report, the hawksbill turtle was identified as known to occur or have habitat within the operational area and congregation or aggregation was known within the EMBA. No BIAs for the species lie within the operational area; however, the EMBA intersects with a known interesting buffer BIA near the North West Cape, Muiron Islands, Thevenard Island and Montebello Islands and Lowendal Islands (Figure 2-8). No habitat critical to the survival of the species lie within the operational area or EMBA. Considering the water depth of the operational area, it is unlikely hawksbill turtles forage in the area but may migrate through it.

### **Flatback Turtle**

The flatback turtle (*Natator depressus*) is listed as vulnerable and migratory under the EPBC Act. It has an Australasian distribution, with all recorded nesting beaches occurring within tropical to subtropical Australian waters (Limpus, 2007). They are known to feed on mid-water plankton and benthic organisms and can forage in mid-shelf water depths (up to about 50 m). Breeding and nesting is restricted to northern WA (Limpus, 2007). The Pilbara genetic stock of flatback turtles is concentrated on islands of the Pilbara coastal change, Barrow Island and Dampier Archipelago (DAWE, 2017). Significant rookeries are centred on Barrow Island, especially the east coast beaches (DoEE, 2017). While inter-nesting flatback turtles can travel up to 62 km away from their rookery between nesting events, these movements were in a longshore direction and individuals were restricted to shallow water depths (Whitlock et al., 2014).

Unlike other sea turtles, the flatback turtle lacks a wide oceanic dispersal phase and adults tend to be found in soft sediment habitats within the continental shelf of northern Australia (DAWE, 2020).

According to the PMST report, the flatback turtle was identified as known to congregate within the operational area and the EMBA. No BIAs for the species lie within the operational area. However, the wider EMBA intersects known inter-nesting buffer BIA (Figure 2-9) and habitat critical to the survival of the species for nesting (refer to Table 2-10).

## **2.7 Fish, Sharks and Rays**

A search of the EPBC Protected Matters database identified 13 protected species that occur within the operational area and 6 protected species that occur within the EMBA boundaries. Six species were listed as vulnerable (one within the operational area). Twelve species were listed as migratory species (five within the operational area).

In addition, there are three conservation-dependent species that may occur within the operational area and/or wider EMBA (Section 2.7.2).

### **2.7.1 Threatened and Migratory Species**

#### **Narrow Sawfish**

The narrow sawfish (*Anoxypristis cuspidata*), also known as the knifetooth sawfish, is listed as a migratory species under the EPBC Act. It inhabits estuarine, inshore and offshore waters to at least 40 m depth (Last & Stevens, 2009). Inshore and estuarine waters are important for juveniles and pupping females, while adults predominantly occur offshore (Peverell, 2005).

According to the PMST report, the narrow sawfish was identified as likely to occur or have habitat within the EMBA. As the species prefers shallower, inshore waters they are most likely to occur within the coastal waters of the EMBA and not in the operational area or deeper waters.

#### **Oceanic Whitetip Shark**

The oceanic whitetip shark is listed as a migratory species under the EPBC Act. The oceanic whitetip shark is a widespread pelagic species that has been subject to overfishing throughout much of its distribution. The oceanic whitetip shark is widespread throughout tropical and subtropical pelagic waters of the world (30°N to 35°S). Within Australian waters, it is found from Cape Leeuwin (WA) through parts of the NT, down the east coast of Queensland and NSW to Sydney (DAWE, 2021b).

According to the PMST report, the oceanic whitetip shark was identified as may occur or have habitat within the operational area and likely to occur or have habitat within the EMBA.

#### **Grey Nurse Shark**

The grey nurse shark (*Carcharias taurus*, west coast population) is listed as vulnerable under the EPBC Act. Globally, the species is listed as vulnerable in the International Union for Conservation of

Nature (IUCN) Red List of Threatened Species. Grey nurse sharks are now restricted to two populations, one on the east coast from southern Queensland to southern NSW and the other around the southwest coast of WA. The grey nurse shark is now considered extinct in Victorian waters. It is believed the east and west coast populations do not interact. The west coast population has a broad inshore distribution, primarily in subtropical to cool temperate waters (Last and Stevens, 2009). The population of grey nurse sharks (west coast population) is predominantly found in the southwest coastal waters of WA (DoE, 2014) and has been recorded as far north as the NWS (Stevens, 1999; Pogonoski et al., 2002).

Adult grey nurse sharks feed on a wide range of fish, other sharks, squid, crabs and lobsters, and the greatest threat to grey nurse sharks is considered to be incidental bycatch in commercial fisheries.

Individuals are thought to have a high degree of site fidelity, although some studies have suggested the species exhibits some migratory characteristics, moving between different habitats and localities (McCauley, 2004). The high endemism of the species ensures the grey nurse shark is vulnerable to localised pressures in certain areas. The status of the west coast population is poorly understood, although it is reported to remain widely distributed along the WA coast and individuals are regularly encountered, albeit with low and indeterminate frequency (Chidlow et al., 2006).

Grey nurse sharks are frequently observed hovering motionless just above the seabed in or near deep sandy-bottomed gutters or rocky caves, and in the vicinity of inshore rocky reefs and islands (Pollard et al., 1996). The species has been recorded at varying depths but is generally found between 15 to 40 m (Otway and Parker, 2000). Grey nurse sharks have also been recorded in the surf zone, around coral reefs, and to depths of around 200 m on the continental shelf (Pollard et al., 1996).

According to the PMST report, the grey nurse shark may occur or have habitat within the EMBA. Considering that the operational area is located in water depth of 800-850 m and grey nurse sharks have been recorded at depths of ~200 m on the continental shelf, this assessment is believed to be accurate.

### **White Shark**

The white shark (*Carcharodon carcharias*) is listed as vulnerable and migratory under the EPBC Act. It occurs in almost all coastal and offshore waters of the major oceans that have water temperature between 12 and 24°C with greater concentrations in the United States of America (Atlantic Northeast and California), South Africa, Japan, Australia/Oceania, Chile and the Mediterranean. In Australian waters, they are widely but not evenly distributed and sightings are considered uncommon to rare compared to most other large sharks. Great white sharks can be found in areas close inshore around rocky reefs, surf beaches and shallow coastal bays, and as far out as the outer continental shelf and slope areas (Pogonoski et al., 2002).

This shark reaches its maturity around 15 years of age and can have a life span of more than 30 years. White sharks are known to prey on marine mammals and various other marine animals, including fish and seabirds, and have been frequently recorded in WA, particularly during humpback whale migrations.

According to the PMST report, the white shark may occur or have habitat within the operational area and known to occur or have habitat within the EMBA.

### **Shortfin Mako**

The shortfin mako shark (*Isurus paucus*) is listed as a migratory species under the EPBC Act. It is a coastal, oceanic species occurring from the surface to at least 500 m depth and is widespread in temperate and tropical waters of all oceans, from about 50°N (up to 60°N in the northeast Atlantic) to 50°S. It is occasionally found close inshore where the continental shelf is narrow.

According to the PMST report, the shortfin mako shark is likely to occur or have habitat within the operational area and the EMBA.

### **Longfin Mako**

The longfin mako (*Isurus paucus*) is listed as a migratory species under the EPBC Act. It is a widely distributed but rarely encountered oceanic shark. This species is known to be caught as bycatch in tropical pelagic longline fisheries for tuna, swordfish and sharks and in other oceanic fisheries. This species appears to be cosmopolitan in tropical and warm temperate waters. However, present records are sporadic and the complete distribution remains unclear.

According to the PMST report, the longfin mako shark is likely to occur or have habitat within the operational area and the EMBA.

### Porbeagle

The porbeagle, also named mackerel shark (*Lamna nasus*) is listed as a migratory species under the EPBC Act. It is a wide-ranging, coastal and oceanic shark found in temperate and cold temperate waters worldwide (DAWE, 2020). The migratory movements of the porbeagle on Australia's NWS are not well documented.

According to the PMST report, the porbeagle may occur or have habitat within the EMBA, however, considering the species prefer temperate and cold temperature waters it is reasonable to assume the species wouldn't be present in large numbers in the warmer, tropical waters in the operational area and most of the EMBA.

### Reef Manta Ray

The reef manta ray (*Manta alfredi*) is listed as a migratory species under the EPBC Act. It has a widespread distribution in tropical and subtropical waters worldwide, including WA. Reef manta rays are thought to have relatively sedentary behaviour, with precise areas for cleaning and feeding still close to coasts, reefs or islands. The migratory pattern in WA is not well documented.

According to the PMST report, the reef manta ray is known to occur or have habitat within the within the EMBA.

### Giant Manta Ray

The giant manta ray (*Manta birostris*) is listed as a migratory species under the EPBC Act and is the largest of the rays. The species has a tropical and semi-temperate distribution worldwide that includes WA. The giant manta ray appears to be a seasonal visitor to coastal sites and satellite tracking studies have revealed it to be capable of migrations of more than 1000 km in distance. The migratory pattern in WA is not well documented however giant manta rays have been recorded in abundance off Ningaloo Reef (Sleeman et al, 2007)

According to the PMST report, the giant manta ray is likely to occur or have habitat within the operational area and known to occur or have habitat within the EMBA.

### Dwarf Sawfish

The dwarf sawfish (*Pristis clavata*) is listed as vulnerable and migratory under the EPBC Act. Dwarf sawfish are rays, somewhat resembling sharks, with elongated and serrated rostrums. The distribution of dwarf sawfish is considered to be restricted to northern Australia, ranging from northern Queensland to the Pilbara coastline. Sawfish generally inhabit shallow coastal waters along with estuaries, which are used as nurseries for juveniles. Surveys have found most captures of dwarf sawfish over soft sediment environments. The diets of sawfish are primarily made up of small fish, which they stun using their serrated rostrums (DAWE, 2020).

According to the PMST report, the dwarf sawfish was identified as known to occur or have habitat within the EMBA, particularly shallower coastal mainland locations.

### Largetooth Sawfish

The largetooth sawfish (*Pristis pristis*) is listed as vulnerable and migratory under the EPBC Act. Formerly known as the Freshwater sawfish the name is a misnomer as it is a marine/estuary species. While growing the species spends 3-4 years (juvenile to sub-adult) in fresh water, while large, mature animals tend to occur more in coastal and offshore waters up to 25m (Giles et al. 2006; Stevens et al. 2005).

Largetooth sawfish inhabit the sandy or muddy bottoms of shallow coastal waters, estuaries, river mouths and freshwater rivers, and isolated water holes. Adults have been recorded up to 400 km inland (DoE, 2015b). There are few reports of adult individuals at sea, with only a few records of fish greater than 3 m in total length from the Pilbara coast, and one individual from Cape Naturaliste (south-western Australia) (DAWE, 2022).

According to the PMST report, the largetooth was identified as likely to occur or have habitat within the EMBA in some shallower coastal locations. Considering that largetooth sawfish are predominately in shallow coastal waters and river mouths it is reasonable to assume the species may be present in the EMBA in very low numbers and would be restricted to the eastern side of the EMBA due to its coastal distribution.



### Green Sawfish

The green sawfish (*Pristis zijsron*) is listed as vulnerable and migratory under the EPBC Act. This species has been recorded across northern Australia, generally in coastal waters off Broome for WA populations. As with other species of sawfish, the green sawfish mainly inhabits shallower soft sediment coastal and estuarine environments but has also been recorded in up to 70 m of water (DoEE, 2017).

According to the PMST report, the green sawfish was identified as known to occur or have habitat within the EMBA in some shallower coastal mainland locations.

### Whale Shark

The whale shark (*Rhincodon typus*) is listed as vulnerable and migratory under the EPBC Act and it is also classified as endangered on the IUCN Red List of Threatened Species

The whale shark is an oceanic and coastal, tropical to warm-temperature pelagic fish, generally found in areas where the surface water temperature is 21 to 25°C. The whale shark is widely distributed in Australian waters and is known to frequent the region, aggregating at Ningaloo reef each year between March and June, with the largest numbers generally recorded in April (Meekan et al., 2006). The Ningaloo population of whale sharks has been shown to be part of a wider Indian Ocean whale shark stock that is likely to encompass much of the south eastern Indian Ocean and the waters of South East Asia (Meekan et al., 2006). Figure 2-14 illustrates satellite tracking of whale sharks along the northwest coast.

According to the PMST report, whale sharks were identified as known to forage and feed within the EMBA. No BIAs for the species lie within the operational area. However, the wider EMBA intersects known foraging (high density prey) BIA (Figure 2-10).

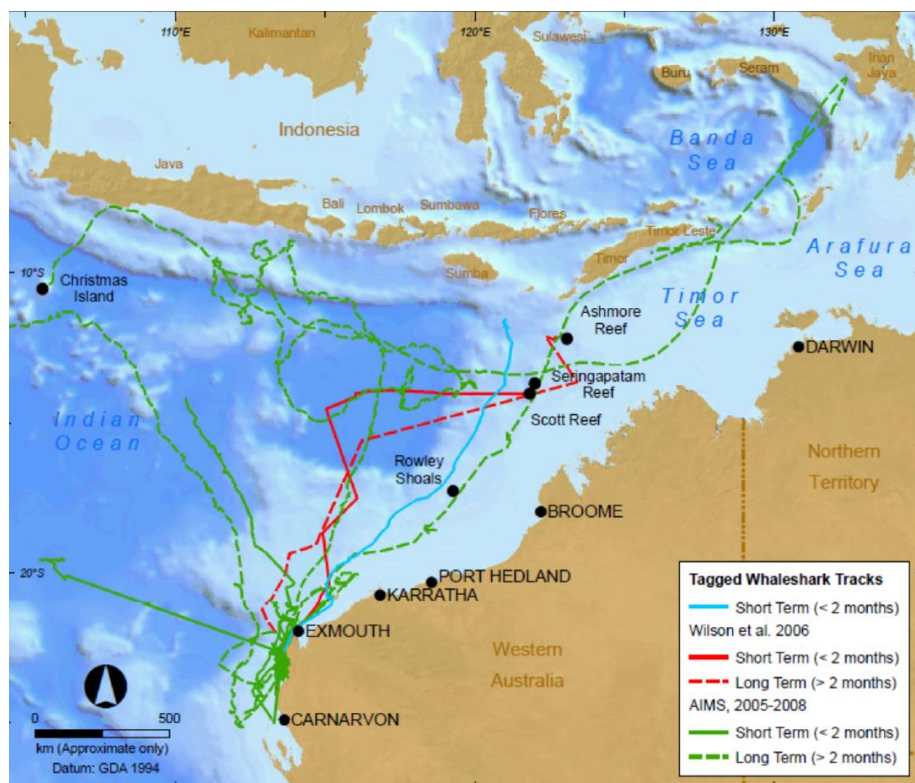


Figure 2-14: Satellite Tracking of Whale Sharks 2002 to 2008

## 2.7.2 Conservation-Dependent Species

### Scalloped Hammerhead Shark

The scalloped hammerhead shark (*Sphyrna lewini*) is classified as critically endangered on the IUCN Red List of Threatened Species (last assessed November 2018) and was listed as a conservation-dependent species on 15 March 2018 in the EPBC Act. There is no adopted or made recovery plan for this species. The following information is sourced from the Commonwealth Listing Advice (TSSC, 2018).

## EXISTING ENVIRONMENT

## STYBARROW FIELD EQUIPMENT REMOVAL

The scalloped hammerhead is a coastal and semi-oceanic shark. Pups are born in shallow intertidal habitats where they remain in shallow inshore habitats for the first few years. Information collected from deeper water fisheries (but still on the continental shelf) suggests juveniles and some adults, particularly males, remain in coastal waters, while some mature adults may move into deeper pelagic waters.

The principal threat to the species is fishing activity. The species has a circum-global distribution in tropical and subtropical waters and the Australian stock is likely to be shared with Indonesia and possibly a broader Indo-Pacific population. Within Australian waters, scalloped hammerheads are found across northern and temperate Australian waters, extending from NSW, around the north of the continent and then south into WA, to around Geographe Bay (see Figure 2-15). The distribution of the species in WA is sparse. They have been recorded in WA in the catch of the Pilbara Fish Trawl Fishery.

It is possible scalloped hammerheads are in the operational area and the EMBA.

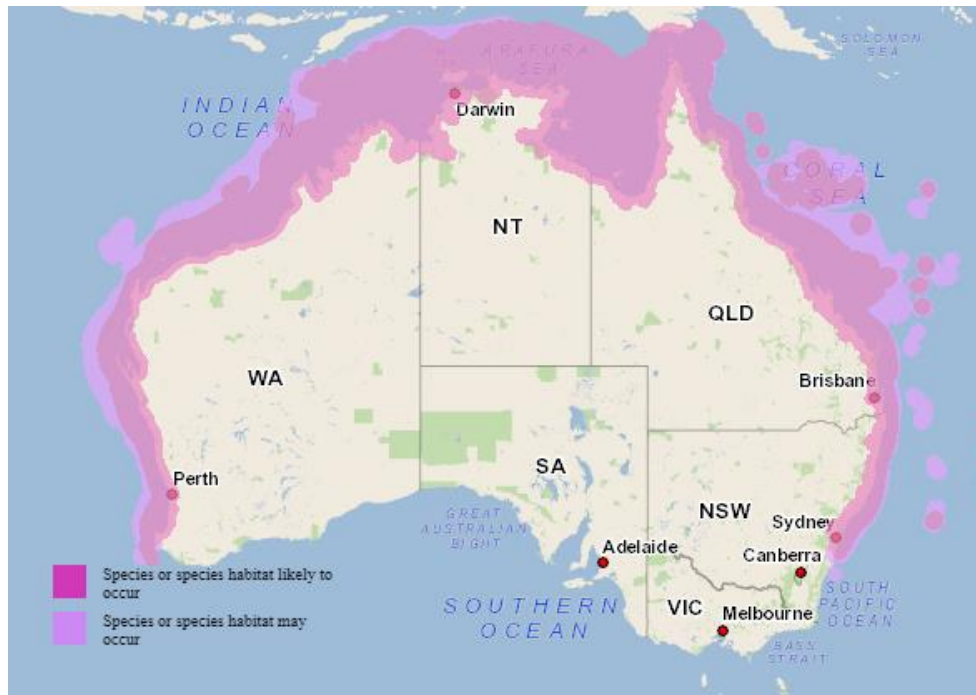


Figure 2-15: Distribution Map of Scalloped Hammerhead Sharks (Geosciences Australia, 2014)

### Southern Bluefin Tuna

The southern bluefin tuna (*Thunnus maccoyii*) is classified as critically endangered on the IUCN Red List of Threatened Species (last assessed January 2021) and was listed as a conservation-dependent species on 15 December 2010 in the EPBC Act. There is no adopted or made recovery plan for this species. The following information is sourced from the Commonwealth Listing Advice (TSSC, 2010).

The southern bluefin tuna is a highly migratory species that occurs globally in waters between 30°S and 50°S, though is mainly found in the eastern Indian Ocean and in the south Western Pacific Ocean. In Australian waters, the southern bluefin tuna ranges from northern WA, around the southern region of the continent, to northern NSW (see Figure 2-16). The southernmost portion of the spawning ground lies within Australia's EEZ.

It is possible southern bluefin tuna are in the operational area and the EMBA.



Figure 2-16: Distribution Map of Southern Bluefin Tuna (Geosciences Australia, 2014)

### Southern Dogfish

The southern dogfish (*Centrophorus zeehaani*) was listed as a conservation-dependent species on 14 June 2013 in the EPBC Act. There is no adopted or made recovery plan for this species.

The southern dogfish is a species of gulper shark and are endemic to Australia in habitats on the upper-slope between 180 m to 900 m of the southern continental shelf (with a core range of 200-800m) (TSSC, 2013). Three distinct stocks of southern dogfish have been identified with the western stock (from the western side of the Great Australian Bight up the west coast to approximately Mandurah south of Perth) possibly intersecting with the EMBA (see Figure 2-17). The other 2 distinct stocks are located along the southern and eastern sides of Australia.

Southern dogfish are mainly demersal (bottom-dwelling) and undertake day-night (diel) migrations across their depth range from relatively deep daytime residence depths (1000m) to shallower night time feeding depths (to 200 m) (TSSC, 2013)..

It is possible southern dogfish are in the EMBA.



Figure 2-17: Distribution Map of Southern Dogfish (Geosciences Australia, 2014)

## 2.8 Seabirds and Migratory Shorebirds

A search of the EPBC Protected Matters database identified 25 EPBC-protected bird species listed within the EMBA, 14 within the operational area. Thirteen species were listed as threatened and 21 as migratory.

### 2.8.1 Threatened and Migratory Species

#### Seabirds

##### **Abbott's booby**

The Abbott's booby bird (*Papasula abbotti*) is listed as endangered under the EPBC Act. Currently, Abbott's booby is only known to breed on Christmas Island and to forage in the waters surrounding the island (TSSC, 2015k). Within Christmas Island, most nests are found in the tall plateau forest on the central and western areas of the island, and in the upper terrace forest of the northern coast.

According to the PMST report, the Abbott's booby may occur or have habitat within the EMBA; however would be restricted to the very northern tip of the EMBA due to its limited distribution.

##### **Common Noddy**

The common noddy (*Anous stolidus*) is listed as migratory under the EPBC Act. Four sub-species of the common noddy are recognised, but only the sub-species *Anous stolidus pileatus* occurs in the Australian region. It occurs mainly off the Queensland coast, but also off the northwest and central WA coast.

The migratory movements of the species are poorly known. The common noddy is a gregarious bird, normally occurring in flocks, sometimes of hundreds of individuals, when feeding or roosting. They feed mainly on fish, but are also known to take squid, pelagic molluscs and aquatic insects by dipping or skimming the sea surface. The species usually feeds during the day but will also feed at night when there is a full moon. Timing of breeding varies between sites and may be annual or twice a year. On

some islands, the species is known to breed throughout the year. It is known to disperse to the open ocean after breeding (DoEE, 2017).

According to the PMST report, the common noddy may occur or have habitat within the operational area and the EMBA.

### **Australian Fairy Tern**

The Australian fairy tern (*Sternula nereis nereis*) is listed as vulnerable under the EPBC Act and has been identified as a conservation value in the NWMR. Breeding occurs between October to February on continental islands, coral cays, on sandy islands and beaches inside estuaries, and on open sandy beaches (DAWE, 2020). The species feeds predominantly on small fish in shallow waters (DSEWPC, 2011d).

The main threat to the subspecies is the disturbance of breeding sites by human activities and predation by introduced species and birds.

According to the PMST report, the Australian fairy tern was identified as likely to forage within the operational area and known to breed within the wider EMBA. The wider EMBA intersects a known BIA (Figure 2-11), with important breeding locations along coastline and offshore islands in the Pilbara region.

### **Black-Browed Albatross**

The black-browed albatross (*Thalassarche melanophris*) is listed as vulnerable and migratory under the EPBC Act. It breeds within Australian waters on Heard Island, McDonald Islands, Macquarie Island and Bishop and Clerk Islets. Individuals are mostly confined to sub-Antarctic and Antarctic waters surrounding these islands in the breeding season. The population migrates northward towards the end of the breeding season and the species is common in the non-breeding period at the continental shelf and shelf-break of South Australia, Victoria, Tasmania, western and eastern Bass Strait and NSW. Individuals are also observed at these times in lesser numbers at the continental shelf break of southern and south-western WA (DAWE, 2020).

According to the PMST report, the black-browed albatross may occur or have habitat within the EMBA.

### **Campbell Albatross**

The Campbell albatross (*Thalassarche melanophris impavida*) is listed as vulnerable and migratory under the EPBC Act. It is a non-breeding visitor to Australian waters. The Campbell albatross only breeds on Campbell Island, south of New Zealand. The population migrates northward towards the end of the breeding season and the species is common during the non-breeding period in continental shelf waters around Australia, New Zealand and the Pacific Islands (DAWE, 2020).

According to the PMST report, the Campbell albatross may occur or have habitat within the EMBA.

### **Christmas Island White-Tailed Tropicbird**

The Christmas Island white-tailed tropicbird (*Phaethon lepturus fulvus*) is listed as endangered under the EPBC Act. It is endemic to Christmas Island, which is its only known breeding location. It is widely distributed across the island (Director of National Parks, 2014) and roosts and forages over the Indian Ocean. Both adults and juveniles appear to disperse widely and have been recorded south and southeast of Christmas Island (Marchant and Higgins, 1990). The subspecies mostly occurs north of 18°S but may occur up to about 1500 km from Christmas Island, at the edge of the continental shelf off Western Australia at 21°S (Dunlop et al., 2001).

According to the PMST report, the Christmas Island white-tailed tropicbird may occur or have habitat within the operational area and the EMBA. The edge of the operational area is approximately 1500km from Christmas Island so the species may forage on the fringes of the operational area.

### **White-Tailed Tropicbird**

The white-tailed tropicbird (*Phaethon lepturus*) is listed as migratory under the EPBC Act. It is found in the tropical Atlantic, western Pacific and Indian Oceans. The white-tailed tropicbird breeds on tropical islands (such as some Caribbean Islands and Bermuda), laying a single egg directly onto the ground or a cliff ledge. It disperses widely across the oceans when not breeding, and sometimes wanders far. The white-tailed tropicbird does not have a yearly breeding cycle; instead, breeding frequency depends on the climate and availability of suitable breeding sites.

According to the PMST report, the white-tailed tropicbird may occur or have habitat within the operational area and is known to occur or have habitat within the EMBA. The operational area and the

EMBA are not near white-tailed tropicbird breeding areas so the species may transit the area for migrating and foraging.

#### **Flesh-footed Shearwater**

The flesh-footed shearwater (*Ardenna carneipes*) is a listed migratory species under the EPBC Act. It is a large broad-winged shearwater that typically forages over continental shelves/slopes and occasionally inshore waters. The distribution of the shearwater is mainly off southern Australia, migrating between breeding colonies in the southern Indian and south-western to north-western Pacific Ocean (Marchant & Higgins, 1993). Although possible it is unlikely to be expected in high numbers on the western side of Australia, as far north as Exmouth.

According to the PMST report, the flesh-footed shearwater is likely to occur or have habitat within the EMBA. The species are unlikely to use the operational area or EMBA for breeding but may transit the area for migrating and foraging.

#### **Greater Frigatebird**

The great frigatebird (*Fregata minor*) is a listed migratory species under the EPBC Act. It is widespread and breeds on numerous tropical islands. Within the NWMR, it breeds in small numbers on Ashmore Reef (CoA, 2012). This species is pelagic although breeding birds probably forage within 100 to 200 km of the colony during the early stages of the breeding season (CoA, 2012). The diet consists mainly of flying fish with some cephalopods.

The great frigatebird may occur or have habitat within the EMBA.

#### **Indian Yellow-Nosed Albatross**

The Indian Yellow-nosed Albatross (*Thalassarche carteri*) is listed as vulnerable and migratory under the EPBC Act. The Indian Yellow-nosed Albatross forages mostly in the southern Indian Ocean and is abundant off Western Australia (Marchant & Higgins 1990). In waters off southern Western Australia and South Australia the species is most abundant between March and May.

According to the PMST report, the Indian Yellow-nosed Albatross may occur or have habitat within the operational area and the EMBA.

#### **Lesser Frigatebird**

The lesser frigatebird (*Fregata ariel*) is listed as a migratory species under the EPBC Act and is found widespread throughout the northern reaches of Australia, from around Geraldton on the west coast throughout the north to the east coast. The species is found throughout most shorelines. The species is the smallest frigatebird and is well adapted for an aerial existence and may range significant distances from land. This seabird is found in tropical waters of the Indian Ocean and breeds on small, remote tropical and subtropical islands in mangroves or bushes, and even on bare ground. It feeds on fish, cephalopods, seabird eggs and chicks, carrion and fish scraps. Little information is available about the migratory movements of this species. Breeding appears to occur between May and December in Australia. Outside the breeding season, the species is sedentary.

According to the PMST report, the lesser frigatebird may occur or have habitat within the operational area and is likely to occur or have habitat within the EMBA.

#### **Osprey**

The osprey (*Pandion haliaetus*) is a listed migratory species under the EPBC Act. It is a medium-sized raptor that primarily inhabits coastal and estuarine habitats (Marchant & Higgins, 1993). The species prefers littoral and coastal habitats and terrestrial wetlands of tropical and temperate Australia and offshore islands (DAWE, 2020). Breeding range extends around the northern coast of Australia from Albany in WA to Lake Macquarie in NSW, with a second breeding population on the coast of South Australia. The total range of the species is much more widespread (DAWE, 2020).

According to the PMST report, the osprey is known to occur or have habitat within the EMBA.

#### **Roseate Tern**

The roseate tern (*Sterna dougallii*) is a listed migratory species under the EPBC Act. It is a coastal seabird that occurs in a variety of habitats, including beaches, reefs and sandy/coral islands. It is a specialist forager for small pelagic fish and prefers nesting sites adjacent to clear shallow hunting areas. Nests are generally a bare scrape in sand, shingle or coral rubble. In large mixed-species colonies from April to June, breeding populations are located around the North West Cape area and

the Montebello Islands (DEWHA, 2008), as such, the EMBA includes a BIA for breeding at various locations along coastline and offshore islands (in the Pilbara region) (Figure 2-11).

According to the PMST report, the roseate tern was likely to breed within the wider EMBA. A breeding BIA for the species intersects the EMBA (Figure 2-11). As a coastal seabird it is reasonable to assume it would be more present in the eastern portion of the EMBA due to its coastal distribution.

### **Shy Albatross**

The shy albatross (*Thalassarche cauta cauta*) is listed as endangered and migratory under the EPBC Act. It appears to occur in all Australian coastal waters below 25°S. It is most commonly observed over the shelf waters around Tasmania and south-eastern Australia (DAWE, 2020). Breeding occurs on Albatross Island, Bass Strait, and Mewstone and Pedra Branca, off southern Tasmania. The shy albatross feeds in waters over the continental shelf and within harbours and bays (DAWE, 2020). This species may occur within the EMBA; although it is not an area this species uses for breeding or resting, it may be used as foraging ground.

According to the PMST report, the shy albatross was may occur or have habitat within the EMBA.

### **Soft-Plumaged Petrel**

The soft-plumaged petrel (*Pterodroma mollis*) is listed as vulnerable under the EPBC Act. This marine bird is found in temperate and sub-Antarctic regions. The petrel is a regular and quite common visitor to southern Australian seas but is more common on the west than in the south and southeast (Marchant & Higgins, 1990). The population in Australia is currently unknown. Breeding is believed to occur on south Australian islands with fledglings dispersing mainly northwards during May and June.

According to the PMST report, the soft-plumaged petrel may occur or have habitat within the operational area and is likely to forage and feed within the EMBA. It is likely the species would occur in non-breeding periods when they were away from the breeding areas on the south Australian islands.

### **Southern Giant Petrel**

The southern giant petrel (*Macronectes giganteus*) is listed as endangered and migratory under the EPBC Act. It is the largest of the petrels and occurs from Antarctic to subtropical waters. The petrel spends most of the warmer months of the year in the southern extents of its distribution range while breeding, before leaving for warmer waters during winter, including the southern portion of the NWS for foraging. The southern giant petrel is both an opportunistic scavenger of carrion and a predator, with prey items ranging from surface marine life (including krill) to smaller seabirds (DoEE, 2017). The southern giant petrel breeds once a year between August and September, returning from foraging locations to breeding grounds in Antarctic waters.

According to the PMST report, the southern giant petrel may occur or have habitat within the operational area and EMBA however they it is likely these would be in small numbers.

### **Streaked Shearwater**

The streaked shearwater (*Calonectris leucomelas*) is a listed migratory seabird under the EPBC Act and spends non-breeding periods in the tropical west Pacific (October to March). It has been regularly recorded offshore from Broome to Timor Sea, and from Barrow Island to the Houtman Abrolhos Islands, occurring over pelagic and inshore waters but usually found offshore more than 18 km from the mainland coast (Marchant & Higgins, 1993).

According to the PMST report, the streaked shearwater was identified as likely to occur or have habitat within the EMBA.

### **White-Capped Albatross**

The white-capped albatross (*Thalassarche cauta steadi*) is listed as vulnerable and migratory under the EPBC Act. This is a marine species that occurs in sub-Antarctic and subtropical waters. It occurs in both inshore and offshore waters and has been observed in shelf-waters around breeding islands during breeding and non-breeding seasons. It is thought the species breeds annually and colonially, laying eggs in mid-November (DAWE, 2020).

According to the PMST report, the white-capped albatross may occur or have habitat within the EMBA.

### **Shorebirds**

### Common Sandpiper

The common sandpiper (*Actitis hypoleucos*) is listed as a migratory species under the EPBC Act, breeding in eastern Europe before migrating to spend its non-breeding season in Australia. In Australia, it can be found singularly or in small groups along all coastlines and many inland areas. The species inhabits a wide range of coastal wetlands and is most often found around the muddy margins, mangroves and rocky shores. Their diet consists of bivalves, crustaceans and a variety of insects and are mostly found in coastal and inland locations. The species is very widespread, and habitats can occur all over Australia, both coastal and inland.

According to the PMST report, the common sandpiper may occur or have habitat within the operational area and the EMBA.

### Curlew Sandpiper

The curlew sandpiper (*Calidris ferruginea*) is listed as a critically endangered and migratory shorebird under the EPBC Act. A small, slender, gregarious sandpiper that is found along the coastlines and inland waters of Australia. In WA, the species occurs extensively between Cape Arid to the Kimberley region (DoEE, 2017). It is most common on sheltered intertidal mudflats, roosts on dry beaches, spits and islets, and breeds only in Siberia. It leaves breeding grounds in July and August, arriving in Australia in late August and early September (Higgins and Davies, 1996). Flocks stop in northern Australia before moving on to south-eastern Australia. Most birds arrive in September. Return migration commences in March (DoEE, 2017).

According to the PMST report, this species may occur or have habitat within the operational area and the EMBA. However, considering the distance to its preferred habitat, it is very unlikely the curlew sandpiper will forage in this area but may migrate through it.

### Eastern Curlew

The eastern curlew (*Numenius madagascariensis*) is listed as critically endangered and migratory under the EPBC Act. The eastern curlew has a primarily coastal distribution, known from all states in Australia (DoEE, 2017). It has a continuous distribution from Barrow Island and Dampier Archipelago, through the Kimberley and along the NT, Queensland and NSW coasts and the islands of Torres Strait. It is patchily distributed elsewhere. The eastern curlew is most commonly associated with sheltered coasts, especially estuaries, bays, harbours, inlets and coastal lagoons, with large intertidal mudflats or sandflats, often with beds of seagrass. Occasionally, the species occurs on ocean beaches (often near estuaries), and coral reefs, rock platforms or rocky islets. They are often recorded among saltmarsh and on mudflats fringed by mangroves, and sometimes use the mangroves.

The species breeds in the northern hemisphere, migrating into Australia in boreal winter. It arrives in eastern Australia, such as NSW, from mid-August to December (DoEE, 2017; Marchant and Higgins, 1993). The species roosts in large flocks, separate to other waders, and generally roost on sandy spits and islets (Marchant and Higgins, 1993). This shorebird is carnivorous, mainly eating crustaceans (including crabs, shrimps and prawns), small molluscs and some insects.

According to the PMST report, the eastern curlew may occur or have habitat within the operational area and the EMBA; however would be restricted to the eastern side of the EMBA due to its coastal distribution.

### Fork-tailed swift

The fork-tailed swift (*Apus pacificus*) is listed migratory species under the EPBC Act. The species is polytypic (more than one subspecies exists) and is a non-breeding visitor to Australia that migrates from southern Siberia, north Mongolia, north China and Japan. It is widely distributed across Australia in all states and territories, especially within coastal and subcoastal areas. They have also been recorded in the Timor Sea, both at sea and around islands such as the Ashmore Reef.

According to the PMST report, the fork-tailed swift is likely to occur or have habitat within the EMBA, however it would be restricted to the eastern side of the EMBA due to its coastal distribution.

### Pectoral Sandpiper

The pectoral sandpiper (*Calidris melanotos*) is a listed migratory species under the EPBC Act. This small to medium wader spends non-breeding seasons across Australia but is rare in WA and has been recorded in the coastal Gascoyne, the Pilbara and Kimberley regions, feeding on algae, seeds, crustacean and insects. This species is most commonly found around coastal areas.

According to the PMST report, the pectoral sandpiper may occur or have habitat within the operational area and EMBA.



### Red Knot

The red knot (*Calidris canutus*) is listed as endangered and migratory under the EPBC Act. The red knot is a robust wader which breeds in Siberia and spends the non-breeding season in Australia and New Zealand, specifically in north-western WA (Higgins and Davies, 1996). The non-breeding season is spent on tidal mudflats or sandflats where the omnivorous species feeds on intertidal invertebrates, especially shellfish (Garnet et al., 2011). Although the species is found throughout many suitable habitats in Australia, the highest number of the species is found throughout the northwest of Australia, between Eighty Mile Beach and Roebuck Bay.

According to the PMST report, this species may occur or have habitat within the operational area and the EMBA; however, considering the distance to its preferred habitat, it is very unlikely the red knot will forage in this area but may migrate through it.

### Sharp-Tailed Sandpiper

The sharp-tailed sandpiper (*Calidris acuminata*) is listed as a migratory species under the EPBC Act. It is a stout sandpiper that inhabits the muddy margins of freshwater wetlands. The bird forages on bare substrate or in shallow water and inhabits coastal and inland waters throughout Australia. It is widespread in the southwest of WA (Bamford et al., 2008). The bird breeds in northern Siberia (Higgins and Davies, 1996) and departs the breeding grounds in late June, moving down through Asia and New Guinea where it arrives in Australia mid-August. It returns to breeding grounds in April (DoEE, 2017).

According to the PMST report, these species may occur or have habitat within the operational area and the EMBA. This is considered an accurate assessment when they are migrating.

## 2.9 Other Values and Sensitivities

### 2.9.1 Australian Marine Parks

The Commonwealth Marine Reserves Network was established in 2012 to protect the biological diversity and sustainable use of the marine environment. There are six management plans – one for each of the five marine park networks (the North, the North-West, the South-East, the South-West and the Temperate East) and one for the Coral Sea. The operational area does not intersect any marine parks. A number of marine parks of the north-west network fall within the wider EMBA (Table 2-12 and Figure 2-18). Information on the Australian Marine Parks has been extracted from the Parks Australia website (<https://parksaustralia.gov.au/>) and is summarised in Table 2-12.

**Table 2-12: Australian Marine Parks Within the Environment that May Be Affected**

Value/Sensitivity		Rough Closest Distance to Operational Area (km)	EMBA		
			Operational Area	Area Potentially Exposed to Moderate Hydrocarbon Threshold	Area Potentially Exposed to Low Hydrocarbon Threshold
Gascoyne	Habitat Protection Zone (IUCN Category IV)	103	×	✓	✓
	Multiple Use Zone (IUCN Category VI)	5	×	✓	✓
	National Park Zone (IUCN Category II)	196	×	✓	✓
Ningaloo	Recreational Use Zone (IUCN Category IV)	24	×	✓	✓
Carnarvon Canyon	Habitat Protection Zone (IUCN Category IV)	320	×	✓	✓

#### Gascoyne Marine Park

The Gascoyne Marine Park is located around 20 km off the west coast of the Cape Range Peninsula, adjacent to the Ningaloo Reef Marine Park and the WA Ningaloo Marine Park, and extends to the limit

of Australia's EEZ. The marine park covers an area of 81,766 km<sup>2</sup> and lies in waters ranging from 15 m to 6000 m. The marine park was proclaimed under the EPBC Act on 14 December 2013 and renamed Gascoyne Marine Park on 9 October 2017. The marine park includes areas zoned as National Park Zone (IUCN Category II), Habitat Protection Zone (IUCN Category IV) and Marine Use Zone (IUCN Category VI). The conservation values (Director of National Parks, 2018a) of the marine park are that it:

- contains habitats, species and ecological communities associated with the Central Western Shelf Transition, the Central Western Transition and the North West Province
- includes some of the most diverse continental slope habitats in Australia, such as the continental slope area between the North West Cape and the Montebello Trough
- provides a continuous connectivity corridor from shallow depths of around 15 m out to deep offshore waters on the abyssal plain at more than 5000 m in depth
- supports a range of species, including those listed as threatened, migratory, marine or cetacean under the EPBC Act
- includes BIAs (see in Section 2.4.8), being:
  - interesting sites for marine turtles
  - part of the migratory pathway of the protected humpback whale
  - foraging habitat and migratory path for pygmy blue whales
  - breeding habitat for seabirds.
- includes four key ecological features (KEFs), being:
  - canyons linking the Cuvier Abyssal Plain and the Cape Range Peninsula
  - Commonwealth waters adjacent to Ningaloo Reef
  - continental slope demersal fish communities
  - Exmouth Plateau (valued as a unique seafloor feature with ecological properties of regional significance).
- contains more than five known shipwrecks listed under the *Underwater Cultural Heritage Act 2018*
- has diverse social values, including commercial fishing, mining and recreation.

### **Ningaloo Marine Park**

The Ningaloo Marine Park includes two zones, National Park Zone (IUCN Category II) and Recreational Use Zone (IUCN Category IV). The marine park covers an area of 2435 km<sup>2</sup> and a water depth range of 30 m to more than 500 m. Together with the Ningaloo Marine Park and the Muiron Islands Marine Management Area, both in State waters, it makes up the Ningaloo Coastal World Heritage Area (Section 2.4.2). The marine park stretches around 300 km along the west coast of the Cape Range Peninsula near Exmouth, around 1200 km north of Perth. The marine park was originally proclaimed under the *National Parks and Wildlife Conservation Act 1975* on 20 May 1987 as the Ningaloo Marine Park (Commonwealth waters), then proclaimed under the EPBC Act on 14 December 2013 and renamed Ningaloo Marine Park on 9 October 2017. The conservation values (Director of National Parks, 2018a) of the marine park are that it:

- supports a range of species including species listed as threatened, migratory, marine or cetacean under the EPBC Act
- includes BIAs (see in Section 2.4.8), being:
  - foraging habitat for the vulnerable and migratory whale shark
  - foraging habitat adjacent to important nesting and interesting sites for marine turtles
  - part of the migratory pathway of the protected humpback whale
  - foraging habitat and migratory path for pygmy blue whales
  - breeding, calving, foraging and nursing habitat for dugong
  - breeding and foraging habitat for seabirds.

- includes three KEFs, being:
  - canyons linking the Cuvier Abyssal Plain and the Cape Range Peninsula (valued for unique seafloor features with ecological properties of regional significance)
  - Commonwealth waters adjacent to Ningaloo Reef (valued for high productivity and aggregations of marine life)
  - continental slope demersal fish communities (valued for high levels of endemism and diversity).
- includes shallow shelf environments and provides protection for shelf and slope habitats, as well as pinnacle and terrace seafloor features
- contains more than 15 known shipwrecks listed under the *Underwater Cultural Heritage Act 2018* (replaced the *Historic Shipwrecks Act 1976*)
- includes examples of the seafloor habitats and communities associated with the Central Western Shelf Transition, the Central Western Transition, the North West Province and the North West Shelf Province
- has diverse social values, including tourism and recreation and fishing.

### **Carnarvon Canyon Marine Park**

The Carnarvon Canyon Marine Park is located approximately 300 km northwest of Carnarvon within deep offshore waters. A significant feature within this marine park is the Carnarvon Canyon, a single-channel canyon spanning the entire depth range of the marine park. Covering an area of 6177 km<sup>2</sup> and water depths ranging from less than 1500 m to 6000 m, the marine park includes one area zoned as Habitat Protection Zone (IUCN Category IV). The marine park was proclaimed under the EPBC Act on 14 December 2013 and renamed the Carnarvon Canyon Marine Park on 9 October 2017. The conservation values (Director of National Parks, 2018a) of the marine park are that it:

- includes habitats, species and ecological communities associated with the Central Western Transition - a bioregion characterised by large areas of continental slope, a range of topographic features such as terraces, rises and canyons, seasonal and sporadic upwelling, and benthic slope communities comprising tropical and temperate species.
- influenced by tropical and temperate currents, deep-water environments and proximity to the continental slope and shelf. The soft-bottom environment at the base of the Carnarvon Canyon is likely to support species that are typical of the deep seafloor (e.g. holothurians, polychaetes and sea-pens).
- supports a range of species, including those listed as threatened, migratory, marine or cetacean under the EPBC Act.
- includes BIA (see in Section 2.4.8), being:
  - breeding, foraging, nesting or migration for pygmy blue whale.
- no KEFs are located within the marine park.
- is valued for Indigenous cultural identity, health and wellbeing.
- commercial fishing is an important activity within the marine park.

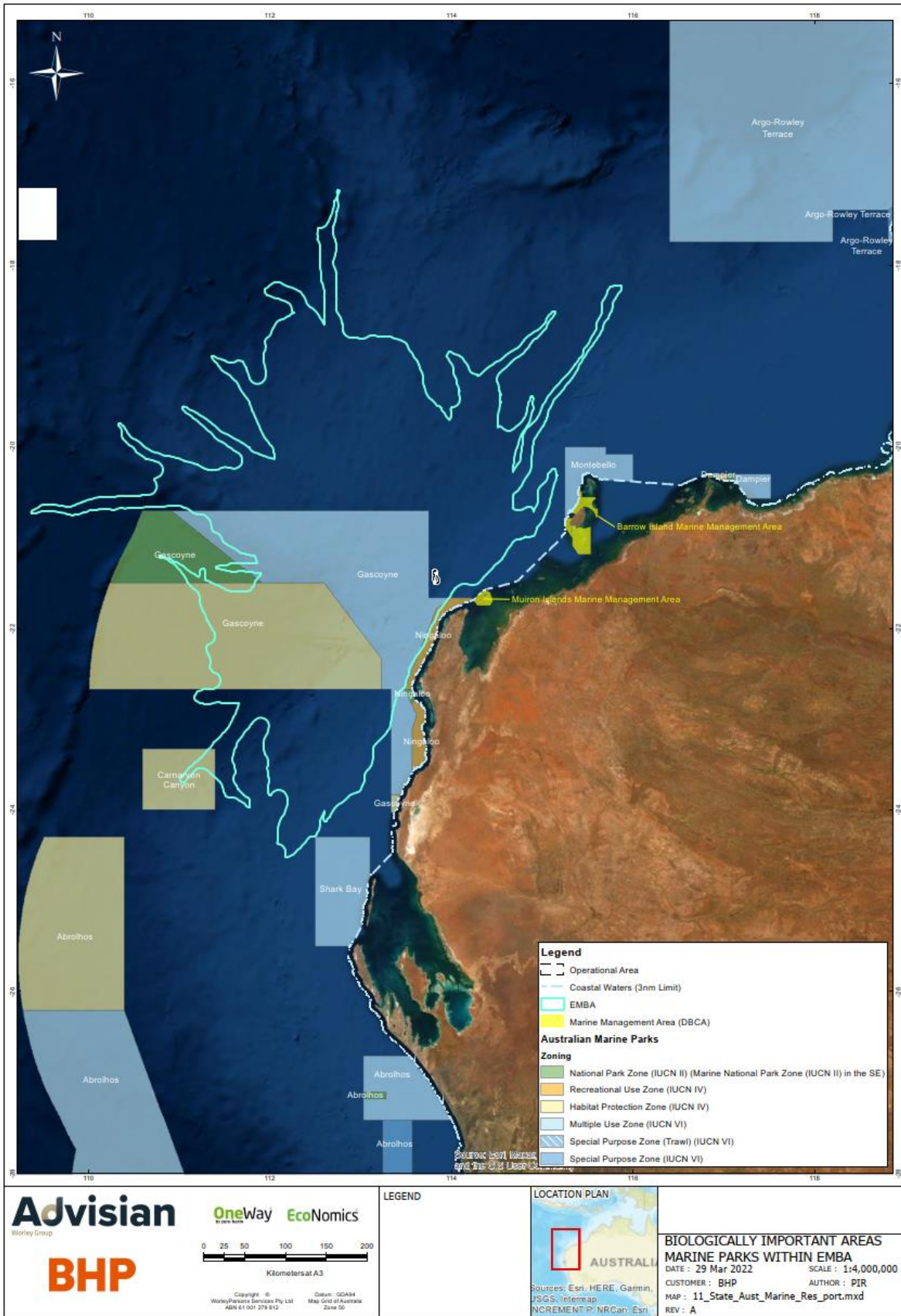


Figure 2-18: Australian Marine Parks Within the Environment that May Be Affected

## 2.9.2 State Marine Parks and Marine Management Areas

There are no State Marine Parks or Marine Management Areas within the operational area or within the EMBA.

## 2.9.3 Key Ecological Features

KEFs are areas of regional importance for either biodiversity or ecosystem function and integrity within the Commonwealth marine environment and have been identified through the marine bioregional planning process (DSEWPaC, 2012b). KEFs meet one or more criteria of:

- a species, group of species or a community with a regionally important ecological role (such as a predator, prey that affects a large biomass or number of other marine species)
- a species, group of species or a community that is nationally or regionally important for biodiversity
- an area or habitat that is nationally or regionally important for:
  - enhanced or high productivity (such as predictable upwellings – an upwelling occurs when cold nutrient-rich waters from the bottom of the ocean rise to the surface)
  - aggregations of marine life (such as feeding, resting, breeding or nursery areas)
  - biodiversity and endemism (species which only occur in a specific area).
- a unique seafloor feature, with known or presumed ecological properties of regional **significance**.

Two KEF overlaps the operational area and three KEFs have boundaries that lie within the EMBA (Table 2-13 and Figure 2-19). Information about the relevant KEFs has been extracted from DSEWPaC (2012b) and is summarised in Table 2-13.

**Table 2-13: Key Ecological Features Within the Environment that May Be Affected**

Value / Sensitivity	Rough Closest Distance to Operational Area	Operational Area	EMBA
Continental Slope Demersal Fish Communities	Overlaps with operational area	✓	✓
Canyons linking the Cuvier Abyssal Plain and the Cape Range Peninsula		✓	✓
Commonwealth waters adjacent to Ningaloo Reef	24 km	×	✓
Exmouth Plateau	53 km	×	✓
Ancient coastline at 125-m depth contour	105 km	×	✓

### Continental Slope Demersal Fish Communities

This species assemblage is recognised as a KEF because of its biodiversity values, including high levels of endemism. The diversity of demersal fish assemblages on the continental slope in the Timor Province, the Northwest Transition and the Northwest Province is high compared to elsewhere along the continental slope. The continental slope between North West Cape and the Montebello Trough has more than 500 fish species, 76 of which are endemic, making it the most diverse slope bioregion in Australia. The demersal fish species occupy two distinct demersal community types associated with the upper slope (water depth of 225 to 500 m) and the mid slope (750 to 1000 m).

### Canyons Linking the Cuvier Abyssal Plain and the Cape Range Peninsula

This KEF is recognised for its biodiversity values (unique sea-floor feature with ecological properties of regional significance), which apply to both the benthic and pelagic habitats within the KEF. The canyons are associated with upwelling as they channel deep water from the Cuvier Abyssal Plain onto the slope. This nutrient-rich and cooler water interacts with the Leeuwin Current at the canyon heads. Thus, the canyons probably play a part in the enhanced productivity of the Ningaloo Reef system.

The canyons are also repositories for organic and inorganic particulate matter from the shelf and serve as conduits for its transfer from the surface and shelf to greater depths. Aggregations of whale sharks, manta rays, large predatory fish and seabirds are known to occur in the area.

#### **Commonwealth Waters Adjacent to Ningaloo Reef**

This KEF is recognised for its biodiversity (aggregations of marine life) values, which apply to both the benthic and pelagic habitats within the KEF. The Commonwealth waters adjacent to Ningaloo Reef include Ningaloo Marine Park (Commonwealth waters) covering an area of 2435 km<sup>2</sup>. This feature lies adjacent to the Ningaloo Reef State waters margin at the 3 nm limit. Ningaloo Reef is globally significant as the only extensive coral reef in the world that fringes the west coast of a continent. Upwellings associated with canyons on the adjacent slope and interactions between the Ningaloo and Leeuwin currents result in areas of enhanced productivity in the Commonwealth waters adjacent to Ningaloo Reef.

#### **Exmouth Plateau**

This KEF is recognised for its biodiversity values (unique sea-floor feature with ecological properties of regional significance), which apply to both the benthic and pelagic habitats within the KEF.

The Exmouth Plateau is located in the North West Province and covers an area of 49,310 km<sup>2</sup> in water depths ranging from 800 m to 4000 m. The Exmouth Plateau is a regionally and nationally unique deep-sea plateau in tropical waters. The plateau is a large topographic obstacle that may modify the flow of deep waters, generating internal tides, and may contribute to upwelling of nutrients, thus serving an important ecological role.

#### **Ancient Coastline at the 125 m Depth Contour**

This KEF is recognised for its biodiversity values (unique seafloor feature with ecological properties of regional significance), which apply to both the benthic and pelagic habitats within the KEF. The shelf of the NWMR contains several terraces and steps that reflect increases in sea level across the shelf that occurred during the Holocene period. The most prominent of these occurs episodically as an escarpment through the North West Shelf Province and the North West Shelf Transition, at a depth of around 125 m.

Parts of the ancient coastline, particularly where it exists as a rocky escarpment, are thought to provide biologically important habitats in areas otherwise dominated by soft sediments. Little is known about fauna associated with the hard substrate of the escarpment, but it is likely to include sponges, corals, crinoids, molluscs, echinoderms and other benthic invertebrates representative of hard substrate fauna in the NWS bioregion.

The topographic complexity of the escarpment may also facilitate vertical mixing of the water column, providing relatively nutrient-rich local environments. Enhanced productivity may also attract opportunistic feeding by larger marine life including humpback whales, whale sharks and large pelagic fish.

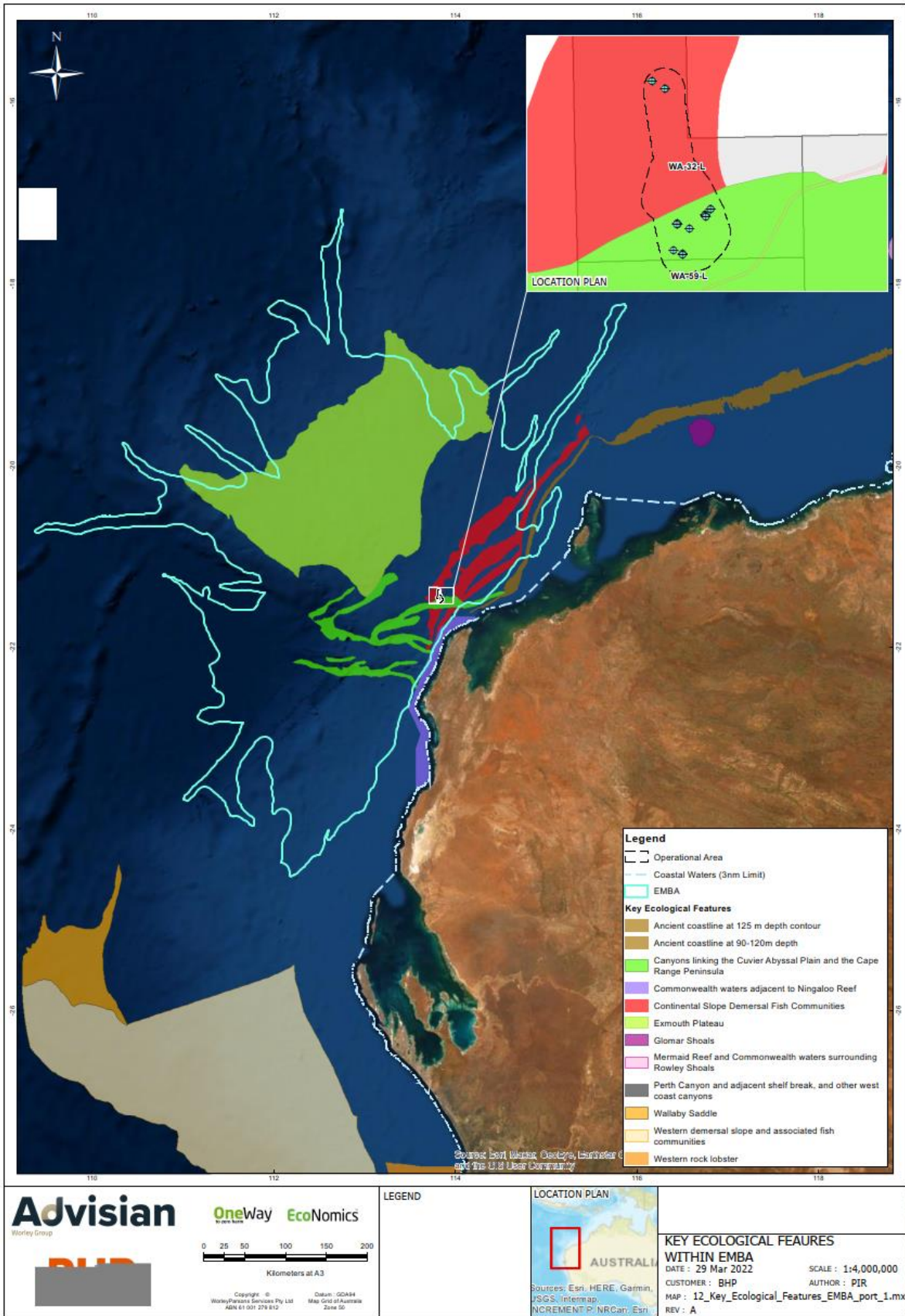


Figure 2-19: Key Ecological Features Within the Environment that May Be Affected

## 2.10 Socio-Economic Values and Sensitivities

### 2.10.1 Cultural Heritage

#### Indigenous Heritage

Aboriginal sites are of immense cultural, scientific, educational and historic interest and provide an important connection between Aboriginal people and their present and future culture. The Indigenous peoples have ongoing relationship with coastal and marine environments and resources as part of cultural identity, health, wellbeing, and domestic and commercial economies (DEWHA, 2008). Ongoing connections are demonstrated through fishing, hunting and the maintenance of maritime cultures and heritage through ritual, stories and application of traditional knowledge. Although direct use of deeper offshore waters is limited, direct cultural interest in decisions affecting the management of these waters exists.

A search through the Aboriginal Heritage Inquiry System determined the coastal areas that have a long history of occupancy by Indigenous communities (i.e. Barrow Island, Montebello Islands, Exmouth, Ningaloo Reef, the Kimberley Coast) were outside of the EMBA. The search also determined there are no registered Aboriginal Heritage sites within the operational area.

Aboriginal heritage sites in WA are protected under the *Aboriginal Heritage Act 1972*, whether or not they are registered with Department of Planning, Lands and Heritage. While sea country is a recognised value, the registered site list contains only land-based sites. Areas covered by registered native title claims are likely to practice indigenous fishing techniques at various sections of the WA coastline.

Indigenous Protected Areas (IPA) are a component of the National Reserve System, which is the network of formally recognised parks, reserves and protected areas across Australia. IPAs are areas of land and sea country owned or managed by Indigenous groups, which are voluntarily managed as a protected area for biodiversity conservation through an agreement with the Australian Government. No IPAs intersect the operational area or the EMBA.

#### Underwater Cultural Heritage

The *Underwater Cultural Heritage Act 2018* protects Australia's underwater cultural heritage, including shipwrecks, sunken aircraft and other types of underwater heritage. Under this Act, shipwrecks, sunken aircraft and their associated artefacts older than 75 years are protected. Shipwrecks dating pre-1900 are protected under the *Maritime Archaeology Act 1973*. There are numerous (more than 1500) known shipwreck and historic (more than 75 years old) shipwreck (1189) and sunken aircraft sites listed to occur within Commonwealth waters offshore WA, as listed in the Australasian Underwater Cultural Heritage Database.

The Underwater Cultural Heritage Database was searched to identify any known shipwrecks protected under the *Underwater Cultural Heritage Act 2018*. There are no known historic shipwrecks within the operational area or the EMBA.

In addition to the general protection provided to underwater heritage sites, the *Underwater Cultural Heritage Act 2018* also provides that an area containing protected underwater heritage may be declared a protected zone. These zones may be established for many reasons, including conservation, management or public safety considerations. For example, sites may contain unexploded military ordnance or unstable structures, or require active management because the underwater heritage and its environment are particularly fragile or sensitive. Figure 2-20 shows Australian locations of Underwater Cultural Heritage Shipwreck Protected Zones. No Underwater Cultural Heritage Shipwreck Protected Zones overlap the operational area, nor do any Underwater Cultural Heritage Shipwreck Protected Zones overlap with the EMBA.



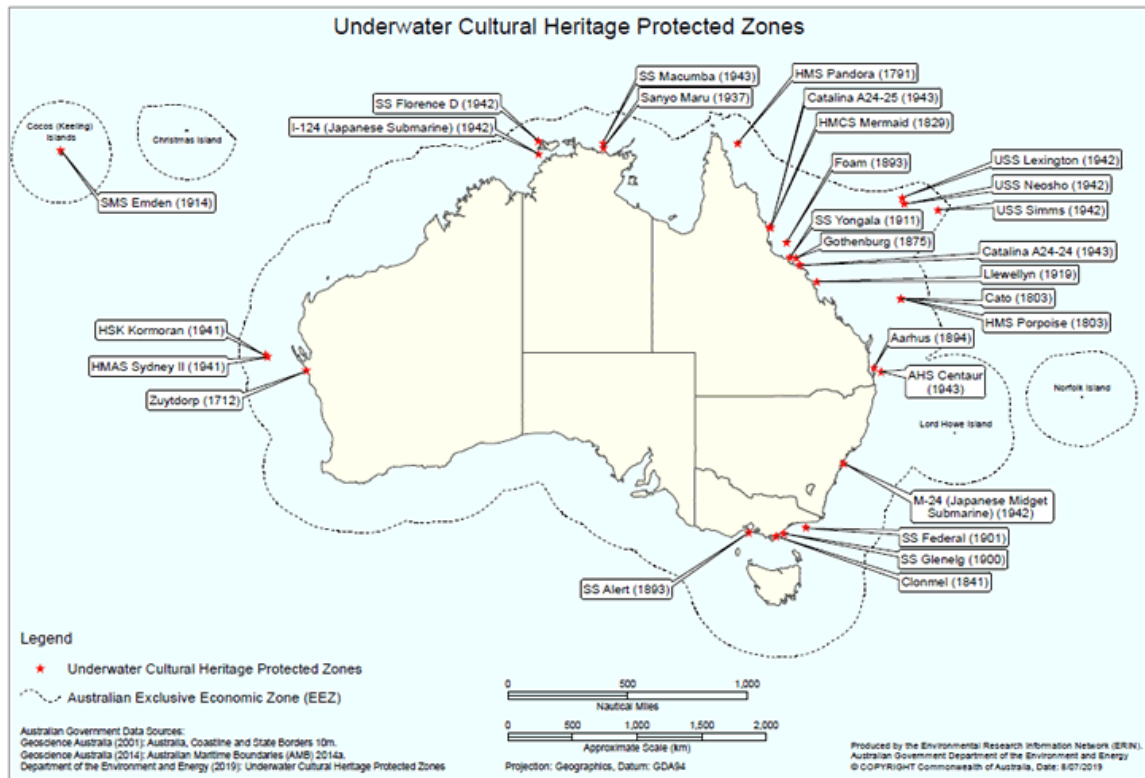


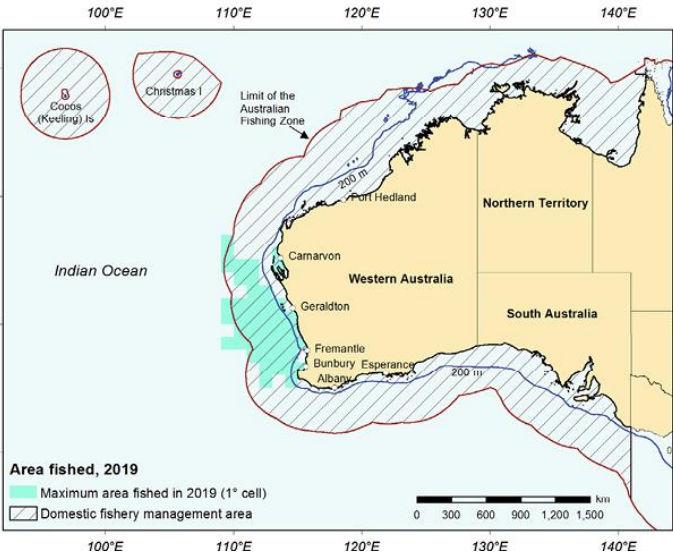
Figure 2-20: Underwater Cultural Heritage Shipwreck Protected Zones

2.10.2 Australian Commercial Fisheries

Commonwealth and State managed fisheries have boundaries that overlap with the operational area and the EMBA (Figure 2-21 to Figure 2-27). Table 2-14 provides a summary description of the commercial fisheries and the potential for their operations to be affected by the petroleum activities based on their historic level of activity.

Table 2-14: Commonwealth and State Managed Fisheries Within the Environment that May Be Affected

Fishery	Description	Operational Area	EMBA
<b>Commonwealth Managed Fishery</b>			
North West Slope Trawl	Fishery operates off North West Australia from 114°E to 125°E, roughly between the 200 m isobath and the outer boundary of the Australian Fishing Zone. Predominantly a scampi fishery using demersal trawl gear with key target species being the Australian scampi. Primary landing ports are Darwin (NT) and Point Samson (WA). There were six active vessels which caught 72 tonnes in the 2018-19 fishing season (DPRID, 2021; Patterson <i>et al.</i> , 2021).	×	✓
Western Deepwater Trawl	Fishery operates off the coast of WA between 115°08'E (in the south) and 114°E (in the north) and closely aligns with the 200 m isobath. Effort in recent years has been localised in the area offshore and slightly south of Shark Bay. This demersal trawl fishery catches more than 50 species; deep-water bugs and ruby snapper made up around 50% of the whole catch in the 2020-21 fishing season.  Primary landing ports are Carnarvon and Fremantle (WA). There was one active vessel in the 2020-21 fishing season (DPRID, 2021; Patterson <i>et al.</i> , 2021).	✓	✓

Fishery	Description	Operational Area	EMBA
<p>Western Tuna and Billfish</p>	<p>The Western Tuna and Billfish Fishery (WTBF) operates in Australia’s Exclusive Economic Zone and high seas of the Indian Ocean. In recent years, fishing effort has concentrated off south-west Western Australia, with occasional activity off South Australia. Main fishing gear is pelagic longline with key target species being bigeye and yellowfin tuna, with striped marlin and swordfish.</p> <p>There was a total of three active vessels (two Pelagic longline, and one Minor line) in the 2020-21 fishing season (DPRID, 2021; Patterson <i>et al.</i>, 2021).</p> <p>In the unlikely event that fishing vessels are operating within the Operational Area during activities, any displacement from a particular well location will be temporary (~5 days) and negligible considering the area of exclusion (500 m radius around the well location) compared to the total area of the fishery.</p> 	<p>✓</p>	<p>✓</p>
<p><b>State Managed Fishery</b></p>			
<p>Abalone</p>	<p>The Western Australian abalone fishery includes all coastal waters from the Western Australian and South Australian border to the Western Australian and Northern Territory border. The fishery is concentrated on the south coast (greenlip and brownlip abalone) and the west coast (Roe’s abalone). Abalone are harvested by divers, limiting the fishery to shallow waters (typically &lt; 30 m). The fishery is not active in the operational area. Whilst the EMBA overlaps with a small portion of the fishery management area, there is no potential for interaction given the current distribution and known depth of fishing effort.</p>	<p>×</p>	<p>✓</p>
<p>Gascoyne Demersal Scaefish</p>	<p>The Gascoyne Demersal Scaefish Resource includes 60+ demersal species inhabiting marine waters deeper than 20 m in the Gascoyne Coast Bioregion. Commercial vessels in the fishery fish with mechanised handlines and target pink snapper (<i>Chrysophrys auratus</i>) and goldband snapper (<i>Pristipomoides multidentis</i>). In 2019 only 9 vessels operated within the fishery at some point during the season. The fishery is not active in the operational area. Whilst the EMBA overlaps with the fishery management area, there is low potential for interaction given the current distribution of fishing effort.</p>	<p>×</p>	<p>✓</p>

Fishery	Description	Operational Area	EMBA
Mackerel	Fishery extends from the West Coast Bioregion to the WA/NT border. The key target species making up most of the catch are Spanish mackerel and broad-banded Spanish mackerel. Uses near-surface trolling gear from vessels in coastal areas around reefs, shoals and headlines. Most of the catch is taken in the Kimberley area. There were no active vessels in the 2020-21 fishing season (DPRID, 2021). Therefore, no activity is expected within the operational area.	✓	✓
Marine Aquarium	The Marine Aquarium Managed Fishery operates within Western Australian waters. The fishery is primarily a divebased fishery that uses hand-held nets to capture the desired target species and is restricted to safe diving depths (typically < 30 m). The fishery is typically active from Esperance to Broome, with popular areas including the coastal waters of the Cape Leeuwin/Cape Naturaliste region, Dampier and Exmouth. Water depths in the operational area are not conducive for this fishery and no activity is expected within the operational area.	✓	✓
Onslow Prawn	The Onslow Prawn Managed Fishery encompasses a portion of the continental shelf off the Pilbara. The fishery targets a range of penaeids (primarily king prawns) which typically inhabit soft sediments < 45 m water depth. Fishing is carried out using trawl gear over unconsolidated sediments (sand and mud). The fishery is not active in the operational area. Whilst the EMBA overlaps with the fishery management area, there is no potential for interaction given the current distribution and known depth of fishing effort.	×	✓
Pearl Oyster	The Western Australian Pearl Oyster Fishery is the only remaining significant wild-stock fishery for pearl oysters in the world. Pearl oysters ( <i>Pinctada maxima</i> ) are collected by divers in shallow coastal waters (~35 m) along the North West Shelf and Kimberley, which are mainly for use in the culture of pearls (Hart et al., 2018). The fishery is not active in the operational area. Whilst the EMBA overlaps with the fishery management area, there is no potential for interaction given the current distribution and known depth of fishing effort.	×	✓
Pilbara Crab	Blue swimmer crabs are targeted by the Pilbara Crab Managed Fishery using hourglass traps, primarily within inshore waters around Nickol Bay and Dampier. The fishery has not been active in the operational area within the last four years (DPIRD, 2021). Interaction is unlikely in the operational area due to the water depths which are not conducive for this fishery.	✓	✓
Pilbara Fish Trawl	The Pilbara Trawl Managed Fishery is divided into two zones and waters inside of the 50 m isobath are permanently closed to fish trawling. Trawling generally occurs in waters between 50-100m deep. The fishery is not active in the operational area. The EMBA overlaps with a small portion of the fishery management area and there is low potential for interaction given the current distribution and known depth of fishing effort.	×	✓
Pilbara Trap	The Pilbara Trap Managed Fishery covers the area from Exmouth northwards and eastwards to the 120° line of longitude, and offshore as far as the 200 m isobath. The fishery targets high value species such as <i>Lutjanus sebae</i> (red emperor) and <i>Pristipomoides multidens</i> (goldband snapper). The fishery is not active in the operational area. Whilst the EMBA overlaps with the fishery management area, there is no potential for interaction given the current distribution and known depth of fishing effort.	×	✓

## EXISTING ENVIRONMENT

## STYBARROW FIELD EQUIPMENT REMOVAL

Fishery	Description	Operational Area	EMBA
Shark Bay Prawn	The Shark Bay Prawn Managed Fishery uses low opening, otter prawn trawl systems within inner Shark Bay to target western king prawns ( <i>Penaeus latisulcatus</i> ), brown tiger prawns ( <i>Penaeus esculentus</i> ) and lesser quantities of endeavour ( <i>Metapenaeus endeavouri</i> ) and coral prawns ( <i>Metapenaeopsis sp.</i> ). The fishery is not active in the Operational Area. Whilst the EMBA overlaps with the fishery management area, there is low potential for interaction given the current distribution and known depth of fishing effort.	x	✓
Shark Bay Scallop	The Shark Bay Scallop Managed Fishery is currently in a recovery phase resulting from the marine heat wave in 2010/11. The stock has fully recovered in Denham Sound but is recovering more slowly in northern Shark Bay. The fishery is not active in the operational area. Whilst the EMBA overlaps with the fishery management area, there is low potential for interaction given the current distribution and known depth of fishing effort.	x	✓
South West Coast Salmon	The South West Coast Salmon Fishery (SWCSMF) is one of two commercial salmon fisheries operating in Western Australia: the South Coast Salmon Managed Fishery extends from Cape Beaufort to the South Australian border and the SWCSMF extends from Cape Beaufort to the Northern Territory border.  The commercial salmon fishery use beach seine nets to catch fish. There are currently six SWCSMF licenses. The fishery has not been active in the operational area within the last four years (DPIRD, 2021). Water depths in the operational area are not conducive for this fishery.	✓	✓
Specimen Shell	The Specimen Shell Managed Fishery can be conducted anywhere within Western Australia waters and targets the collection of specimen shells for display, collection, cataloguing and sale. The Specimen Shell Managed Fishery encompasses the entire WA coastline but effort is concentrated in areas adjacent to the largest population centres such as: Broome, Karratha, Shark Bay, Mandurah, Exmouth, Capes area, Albany and Perth. The fishery is not active in the Operational Area. Whilst the EMBA overlaps with a small portion of the fishery management area, there is no potential for interaction given the current distribution and known depth of fishing effort.	x	✓
West Coast Deep Sea Crustacean	The West Coast Deep Sea Crustacean Fishery is a 'pot' fishery using baited pots operated in a long-line formation in the shelf edge waters (>150 m) of the West Coast and Gascoyne Bioregions, typically in depths of 500-800m. The fishery primarily targets crystal crabs. Weather strongly influences fishing practices with two-thirds of the catch caught between January and June, when conditions are favourable (How, 2015). In 2019 there were four vessels operating within the fishery which extends from south of Bunbury to Kununurra. The fishery has not been active in the operational area within the last four years (DPIRD, 2021).	✓	✓
West Coast Rock Lobster	The West Coast Rock Lobster Managed Fishery targets the western rock lobster ( <i>Panulirus cygnus</i> ), on the west coast of Western Australia between Shark Bay and Cape Leeuwin. The majority of the West Coast Rock Lobster populations use algal covered limestone reefs as their habitat to a depth of 150m. In 2019 235 commercial vessels operated within the fishery. The fishery is not active in the Operational Area. Whilst the EMBA overlaps with the fishery management area, there is no potential for interaction given the current distribution and known depth of fishing effort.	x	✓

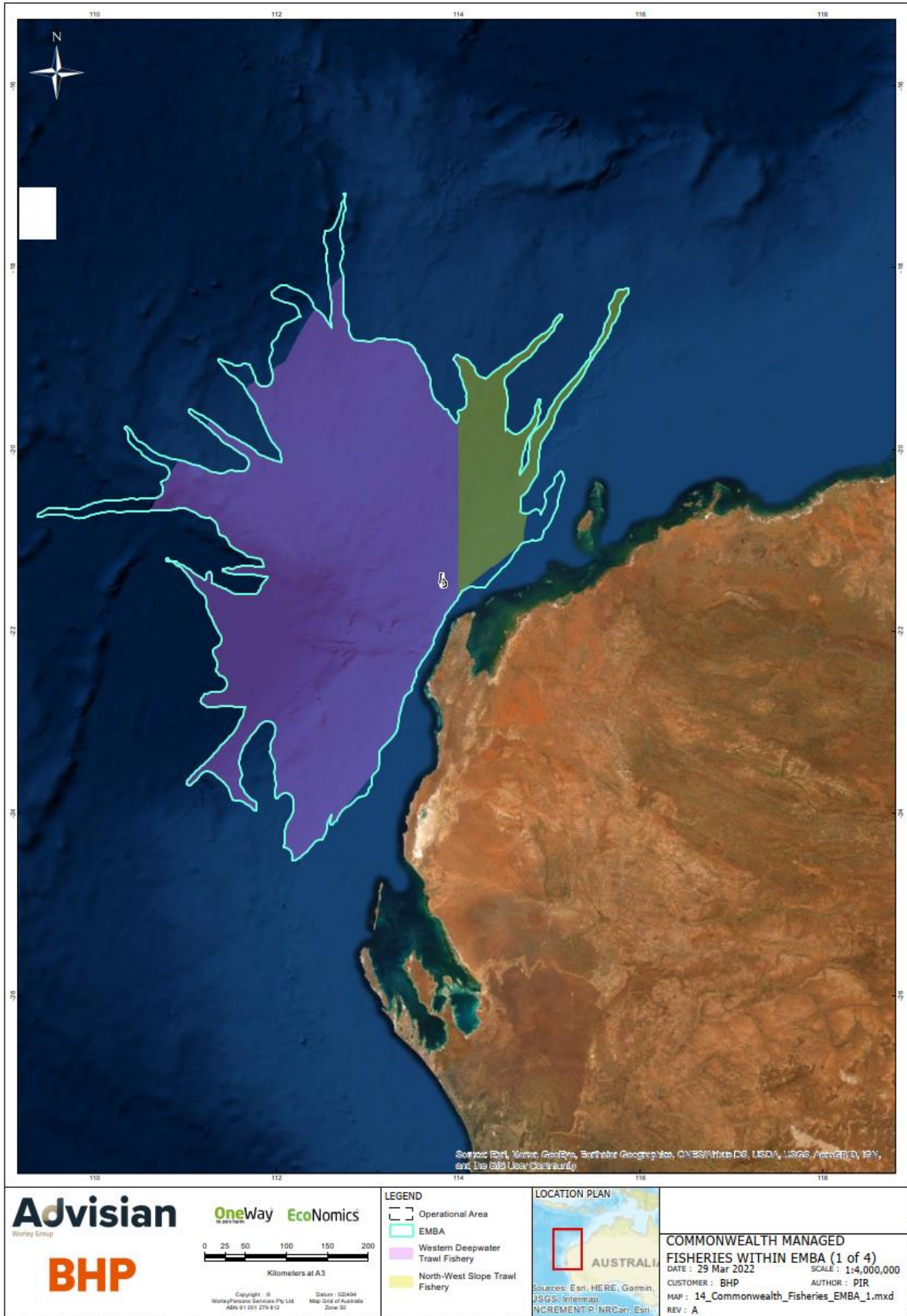


Figure 2-21: Commonwealth Managed Fisheries (1/4) Within the Environment that May Be Affected

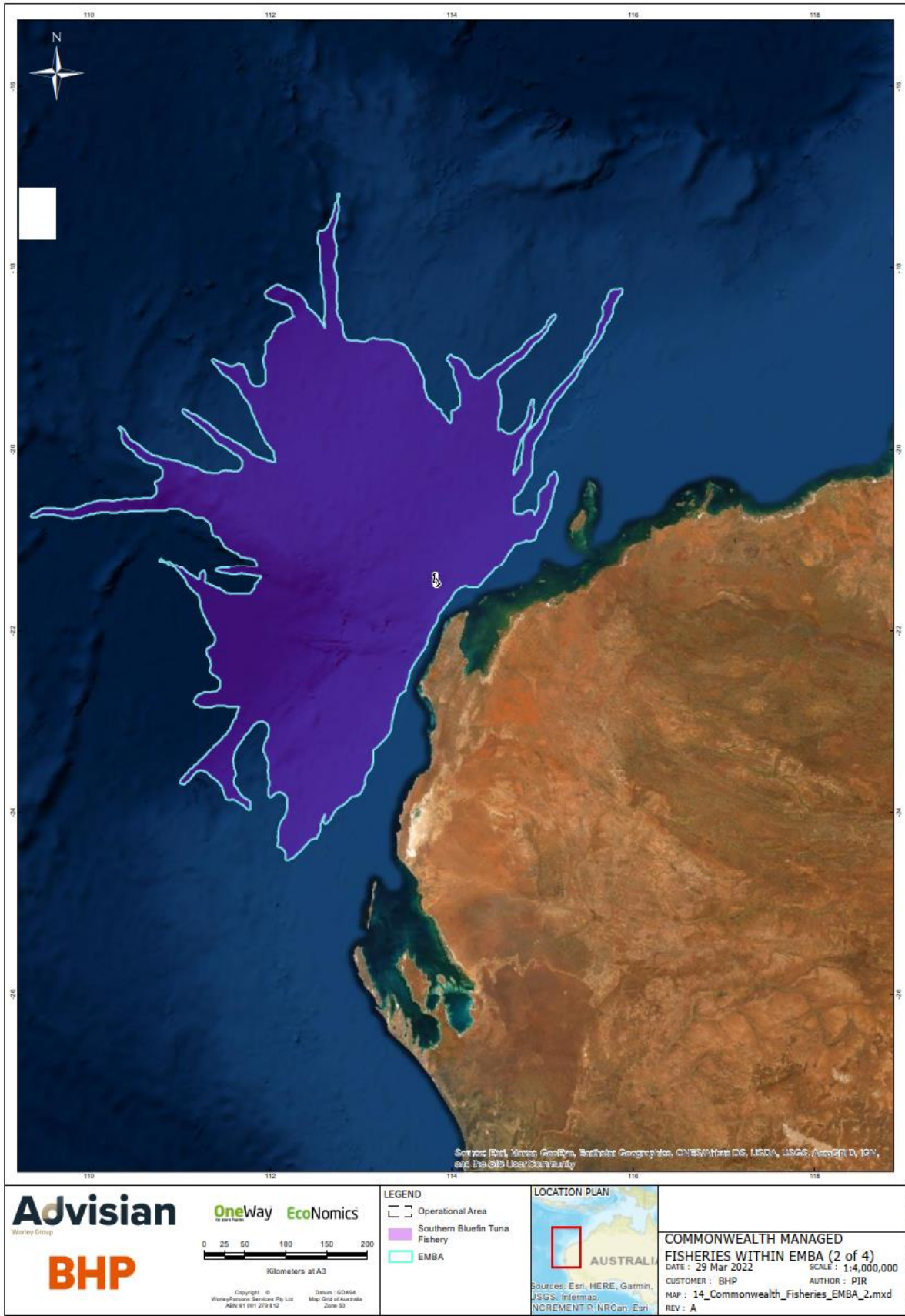


Figure 2-22: Commonwealth Managed Fisheries (2/4) Within the Environment that May Be Affected

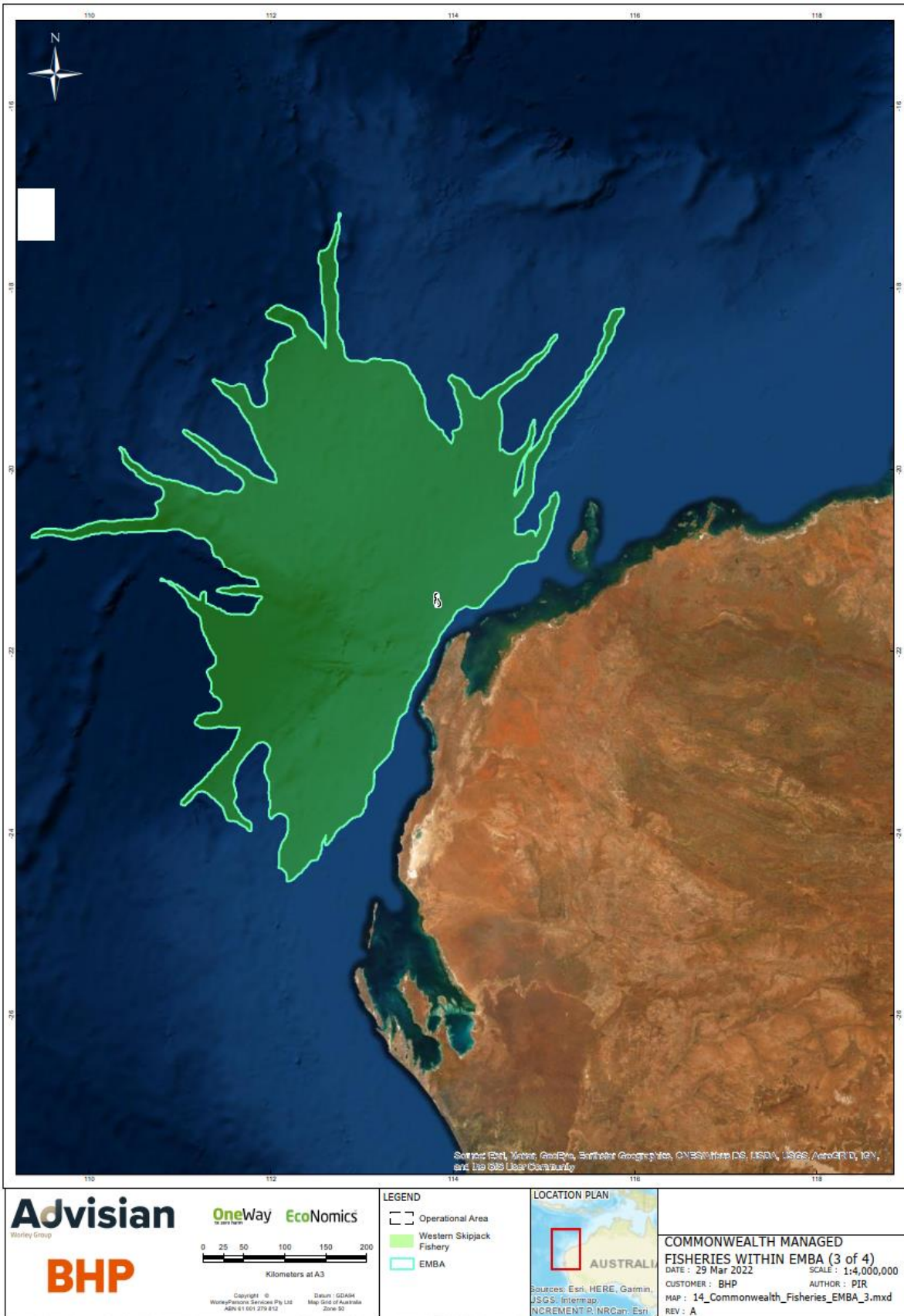


Figure 2-23: Commonwealth Managed Fisheries (3/4) Within the Environment that May Be Affected

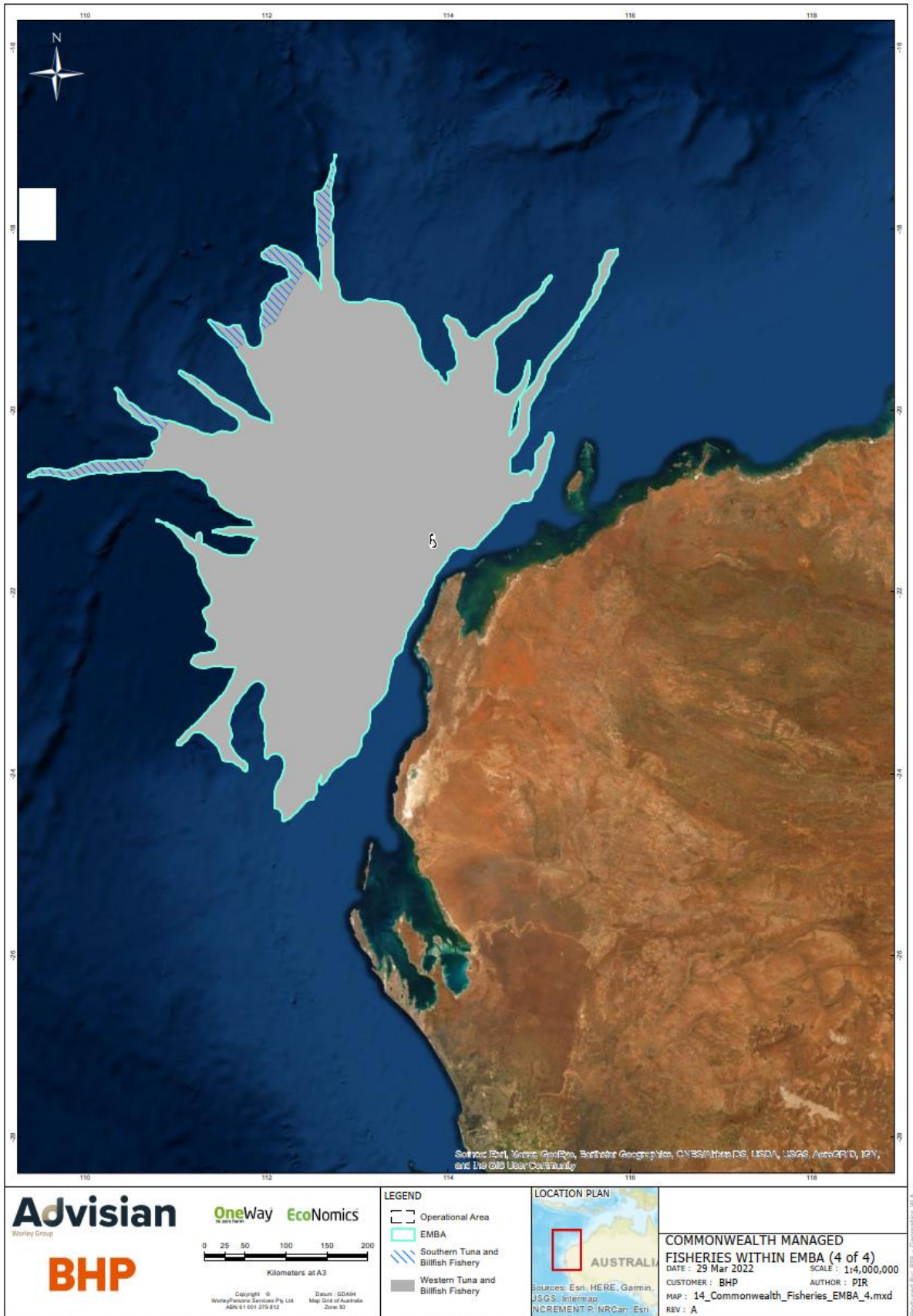


Figure 2-24: Commonwealth Managed Fisheries (3/4) Within the Environment that May Be Affected



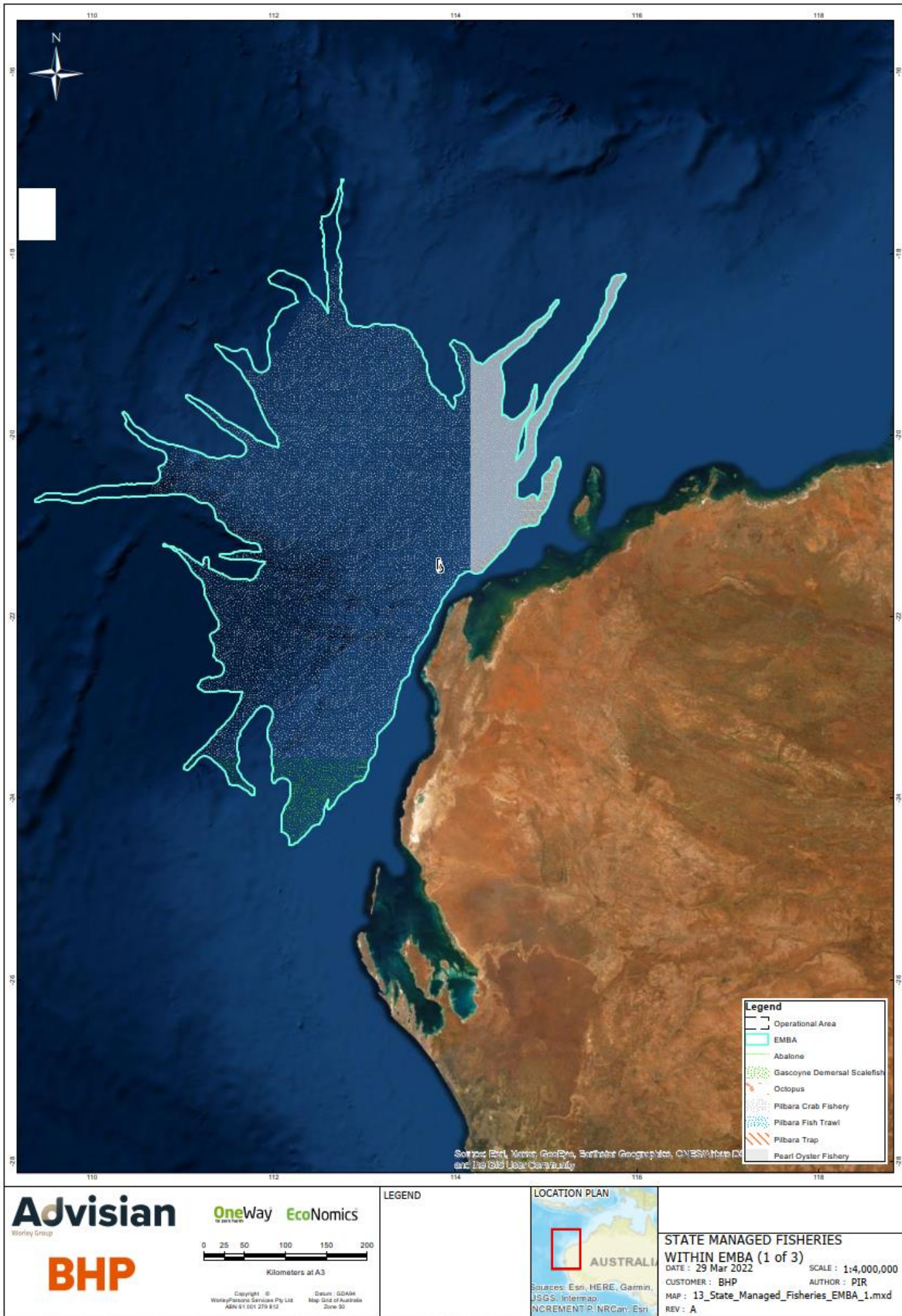
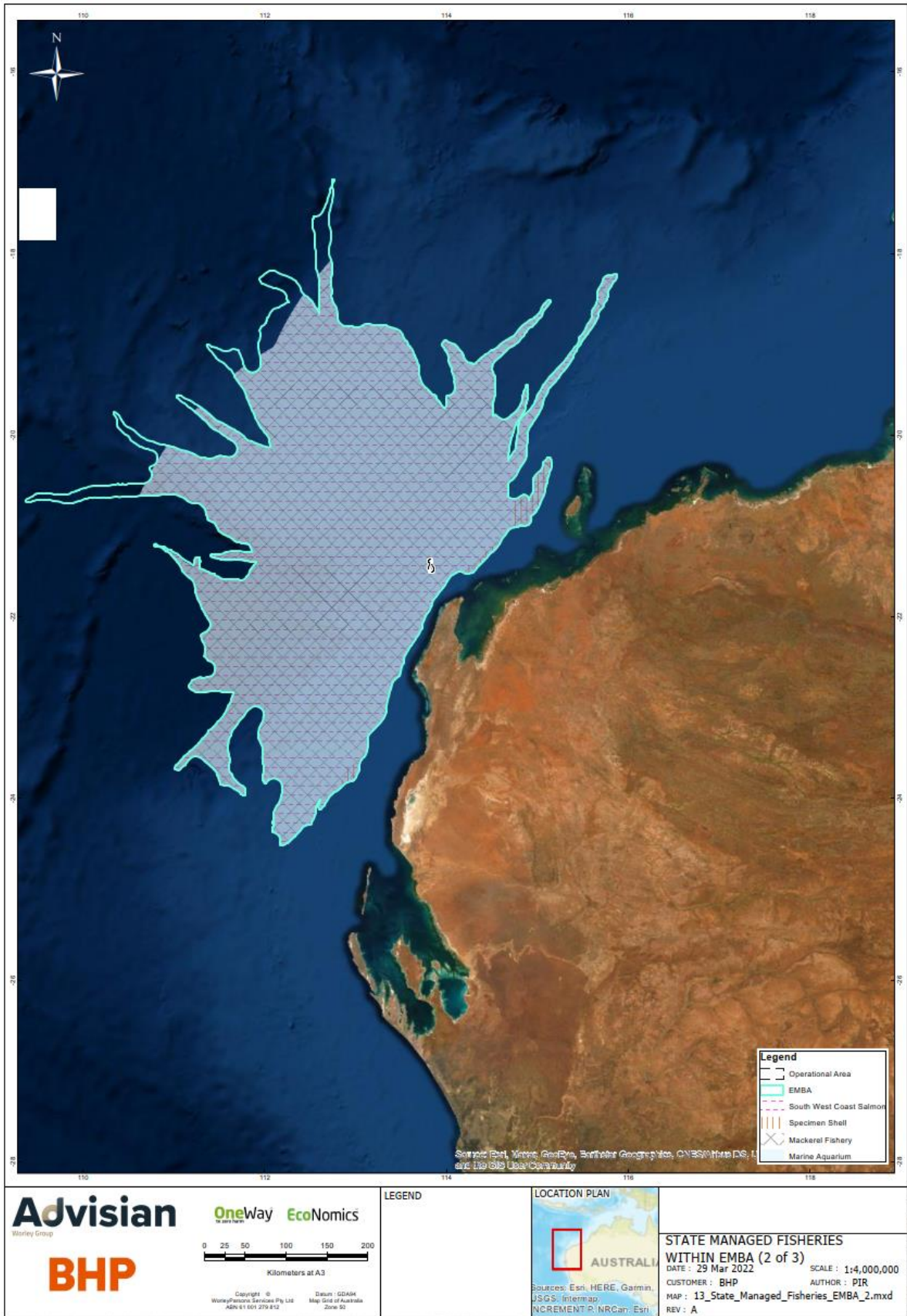


Figure 2-25: State Managed Fisheries (1/3) Within the Environment that May Be Affected



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Figure 2-26: State Managed Fisheries (2/3) Within the Environment that May Be Affected

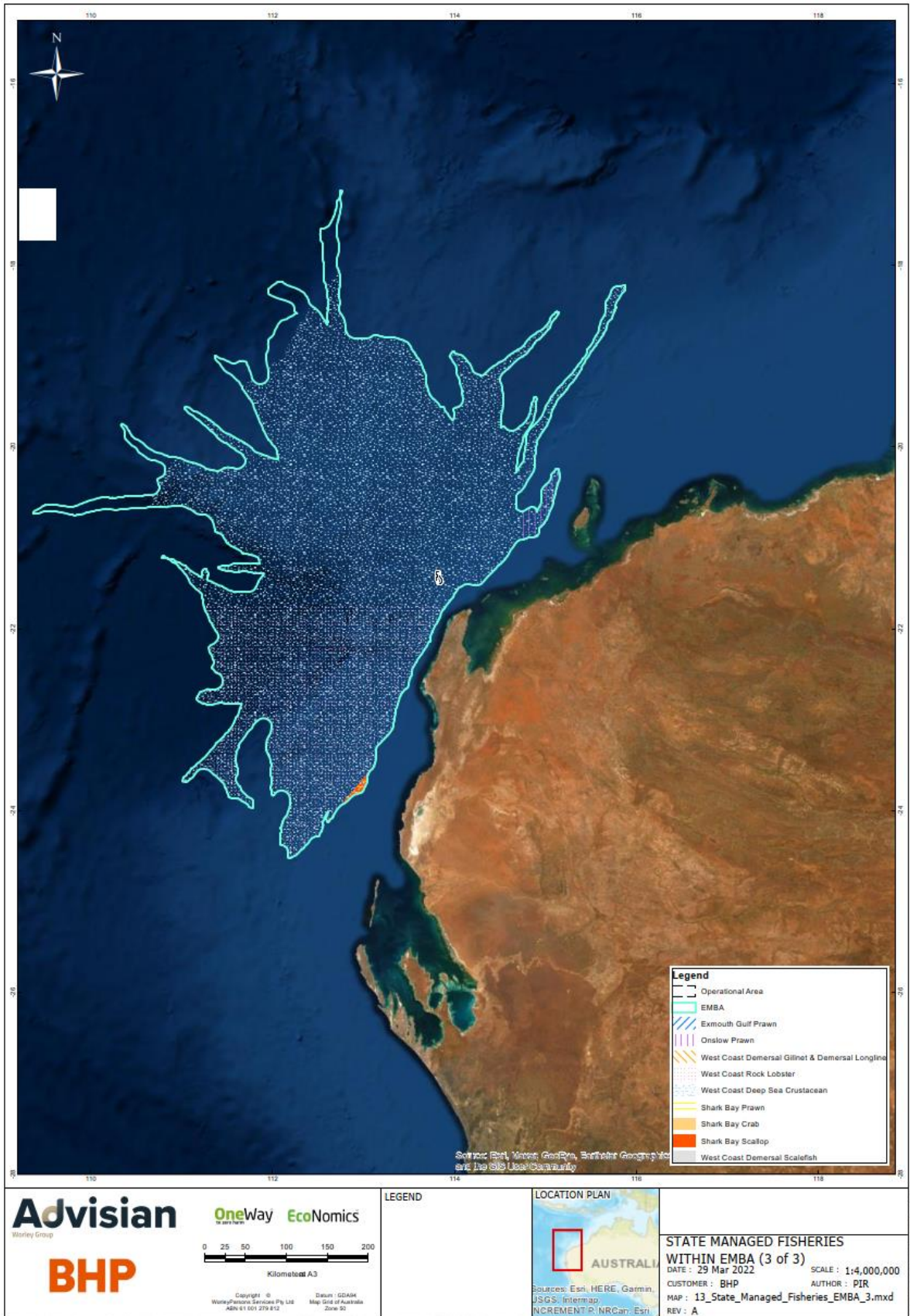


Figure 2-27: State Managed Fisheries (3/3) Within the Environment that May Be Affected

### 2.10.3 Traditional Fisheries

Traditional Indonesian fishers focus their activities in and around the shallow water lagoons of Scott Reef around 1,100 km north east of the operational area. These fisheries primarily target trepang (bêche-de-mer or sea cucumber), abalone, green snail, sponges and molluscs and opportunistically gather trochus shells. They also catch fish largely for subsistence purposes. There are no traditional Indonesian fisheries within the EMBA or operational area.

Traditional Aboriginal fisheries are north of Port Hedland within approximately 950 km northeast of the operational area. Fisheries legislation in Western Australia recognises customary fishing by Aboriginal people as different to commercial and recreational fishing. Western Australia's Draft Aboriginal Fishing Strategy (2003) recognises Aboriginal Customary Fishing as a legitimate fisheries sector in terms of fisheries allocation and management and promotes Aboriginal involvement in commercial fishing industries and their management (DEWHA, 2008). There are no Aboriginal fisheries within the operational area or EMBA.

### 2.10.4 Tourism and Recreation

Marine tourism and recreational activities tend to be concentrated in the vicinity of population centres along the WA coastline. The EMBA does not reach a shoreline however the closest population centres to the boundary of the EMBA are Exmouth (approximately 31 km southeast from the edge of EMBA) and Coral Bay (approximately 45 km). Tourism contributes to State and local economies in terms of both income and employment. Popular water-based activities include fishing, swimming, snorkelling/diving, wildlife-watching and boating.

The population centres nearest to the operational area are Exmouth (approximately 52 km) and Onslow (approximately 128 km). Exmouth has become a significant tourist centre based in large part on the natural resources contained in the Cape Range National Park, Ningaloo Marine Park and adjacent inshore waters. Onslow is a coastal town offering easy access to tourists, vacationers and recreational fishers to the Mackerel Islands, a group of ten islands 22 km offshore.

Visitors partaking in tourism and recreational activities stay at the many coastal parks, camping grounds and caravan parks the Ningaloo Marine Park has to offer, such as at Jurabi Point, Mangrove Bay, Turquoise Bay and Yardie Creek. Popular tourist locations of interest include the many sanctuary zones along the Ningaloo coastline, such as Mangrove Bay, Jurabi Point, Turquoise Bay and Oyster Stacks, where visitors can enjoy bird-watching opportunities at Mangrove Bay. The Turtle Centre at Jurabi is a popular tourist attraction and snorkelling is a popular activity for visitors in the numerous embayments such as at Turquoise Bay, and further south at the popular coastal town of Coral Bay. The most popular offshore tourism activities are fishing, diving and whale shark spotting.

Peak tourism occurs from April to October, with marine-based activities concentrated around infrastructure such as boat ramps and camping areas (Smallwood, 2009). Marine facilities, including boat launching ramps, jetties and marinas, within the area are limited, with most located along the Exmouth Gulf side of the peninsula, including:

- Point Murat naval supply jetty (restricted access)
- Bundegi – facilities include a concrete launching ramp, car park and public toilets
- Exmouth Marina – provides launching, mooring, fuelling and supply facilities for commercial fishing, charter fishing, and tourist and commercial/private vessels.

Boat ramps on the Ningaloo side are located at:

- Tantabiddi Creek – facilities include a concrete launching ramp, car park and public toilets
- Coral Bay – concrete launching ramp.

Recreational fisheries and charter boat operators are managed by the WA Department of Primary Industries and Regional Development (DPIRD). With an estimated 740,000 people fishing recreationally in WA, it makes a significant contribution to the economy and attracts vast numbers of visitors to the region each year. The Ningaloo Marine Park also provides high-quality fishing for species such as spangled emperor, Spanish mackerel and coral trout.

Within the Gascoyne Bioregion, recreational fishing activities make up a significant component of the tourist visits, with Ningaloo Marine Park attracting thousands of tourists and fishers each year. The

mix of tropical and temperate conditions in the bioregion reflects the range of fish species found, with around 100 species of fish caught by recreational fishers. To the north of the bioregion, near Exmouth, tropical species such as emperors and mackerel dominate. Mangrove jack and mud crabs are popular target species in the extensive mangrove system in the Exmouth Gulf. The Ningaloo Marine Park also provides high-quality fishing for species such as spangled emperor, Spanish mackerel and coral trout. Farther south, there are temperate species such as western rock lobster, tailor, snapper (pink snapper) and mullet.

The Montebello Island Marine Park provide a wide variety of wildlife, the natural land and seascapes, complex system of reefs, and lagoons, and an abundance of good recreational fishing for tourism and recreation.

### 2.10.5 Defence Activities

The Naval Communication Station Harold E. Holt is located on the northwest coast of Australia, 6 km north of the town of Exmouth, WA. Exmouth was built at the same time as the communications station to support the base and to house dependent families of United States of America Navy personnel (GDC, 2021).

The station provides very low frequency radio transmission to United States of America Navy and Royal Australian Navy ships and submarines in the western Pacific Ocean and eastern Indian Ocean. With a transmission power of 1 megawatt, it is the most powerful transmission station in the southern hemisphere (GDC, 2021).

The Royal Australian Air Force Base Learmonth is located on the North West Cape, around 30 km south of Exmouth. It is one of the Air Force's three bases that can be used for exercises or operational requirements (GDC, 2021).

The operational area is within the North Western Training Area and military restricted airspace (R8541A) a designated defence exercise area which encompasses waters and airspace off the North West Cape (Figure 2-28). When activated by a 'Notice to Airmen', the restricted airspace can operate down to sea level.

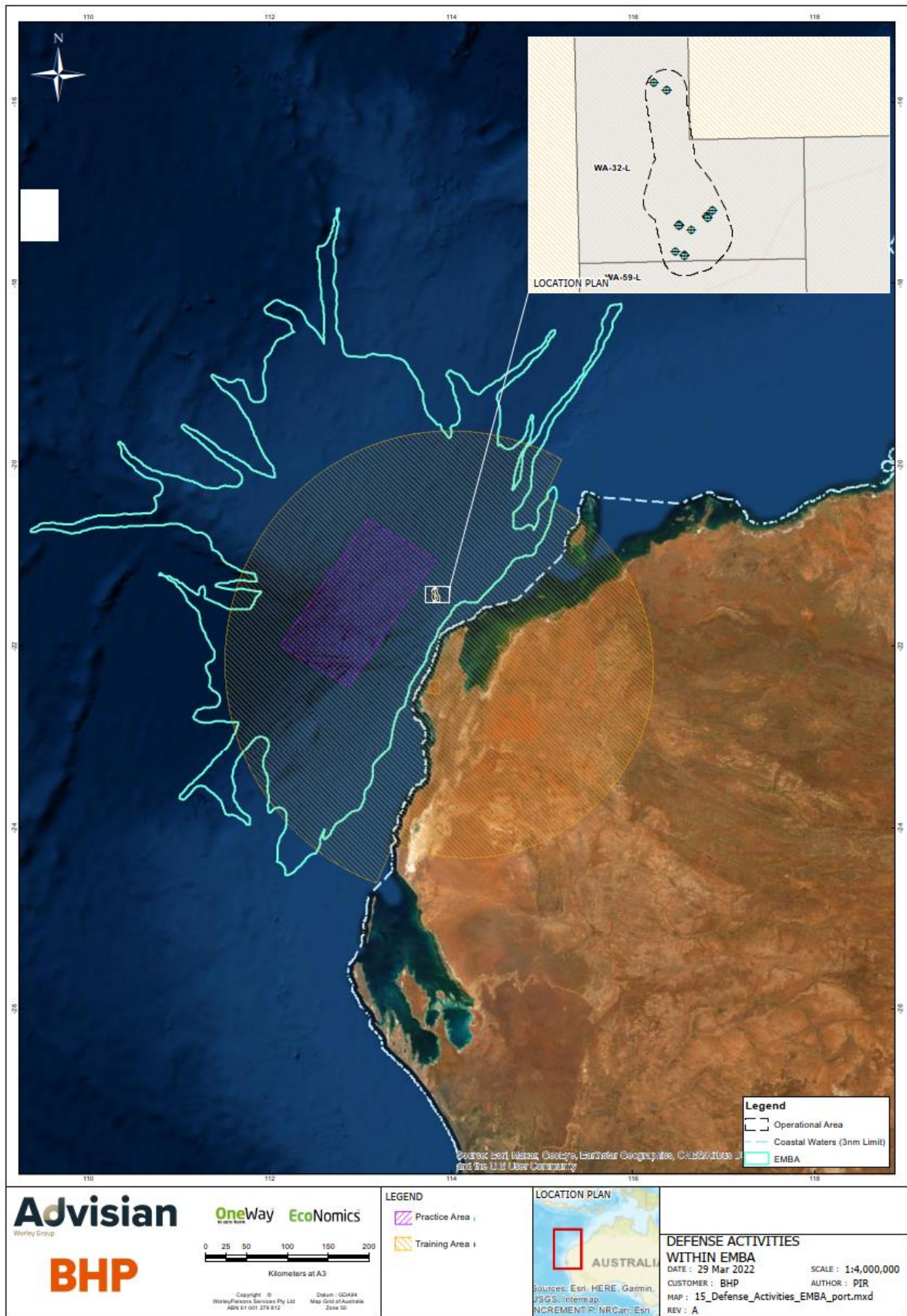


Figure 2-28: Defence Areas Intersecting the Operational Area and Environment that May Be Affected

### 2.10.6 Commercial Shipping

The Australian Maritime Safety Authority (AMSA) has established a network of shipping fairways off the north coast of Western Australia (AMSA, 2012). The shipping fairways are intended to reduce the risk of collision between transiting vessels and offshore infrastructure. The fairways are intended to direct large vessels such as bulk carriers and liquefied natural gas ships trading to the major ports into pre-defined routes to keep them clear of existing and planned offshore infrastructure. Use of the new fairways is strongly recommended but not mandatory.

There are several declared and charted shipping fairways which intersect with the EMBA. The operational area lies outside of these declared and charted shipping fairways (Figure 2-29). The nearest shipping route heading northeast is around 30 km north of the operational area.

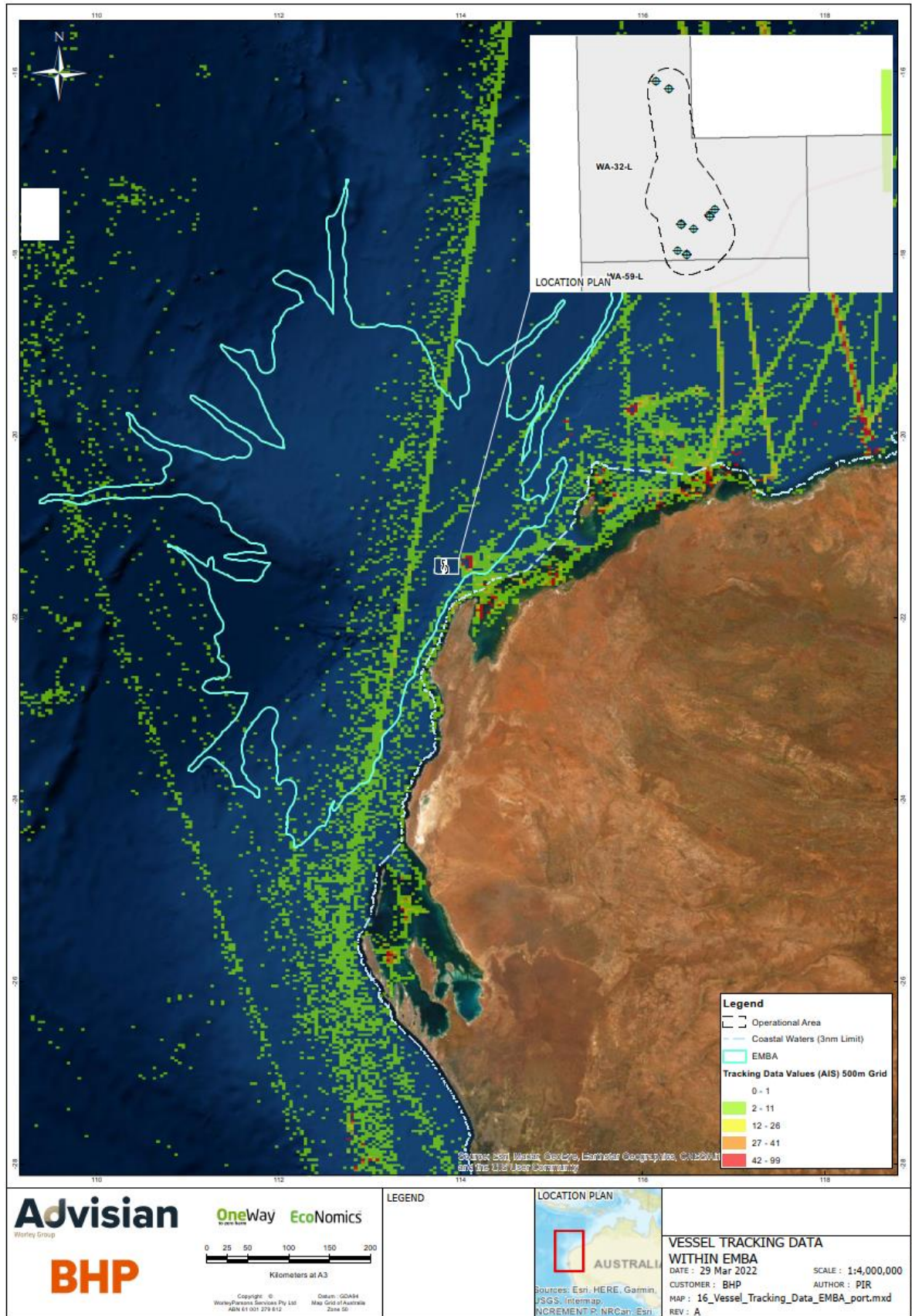


Figure 2-29: Declared and Charted Shipping Fairways



### 2.10.7 Oil and Gas Activities

The NWS is Australia's most prolific oil and gas production area, largely responsible for WA accounting for 66% of the country's oil production, 76% of the country's condensate production and 37% of the country's gas production in 2013 (APPEA, 2014).

Oil and gas activities close to the operational area include:

- Woodside's Vincent Development (Maersk Ngujima-Yin FPSO) in production licence WA-28-L
- Santos' Ningaloo Vision Development (Ningaloo Vision FPSO) in production licence WA-35-L, around 8 km east of the operational area.
- BHP's Pyrenees Development (Pyrenees Venture floating production, storage and offloading vessel (FPSO)) within WA-42-L (the same permit area as the Crosby-3H1 and Stickle-4H1 wells), approximately 15 km northeast of the operational area.

Other oil and gas activities in the region include production areas located on Barrow, Thevenard and Varanus islands.

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# **Attachment 1 – Operational Area Protected Matters Search Tool Report**



# EPBC Act Protected Matters Report

This report provides general guidance on matters of national environmental significance and other matters protected by the EPBC Act in the area you have selected. Please see the caveat for interpretation of information provided here.

Report created: 09-Mar-2022

[Summary](#)

[Details](#)

[Matters of NES](#)

[Other Matters Protected by the EPBC Act](#)

[Extra Information](#)

[Caveat](#)

[Acknowledgements](#)

# Summary

## Matters of National Environment Significance

This part of the report summarises the matters of national environmental significance that may occur in, or may relate to, the area you nominated. Further information is available in the detail part of the report, which can be accessed by scrolling or following the links below. If you are proposing to undertake an activity that may have a significant impact on one or more matters of national environmental significance then you should consider the [Administrative Guidelines on Significance](#).

<a href="#">World Heritage Properties:</a>	None
<a href="#">National Heritage Places:</a>	None
<a href="#">Wetlands of International Importance (Ramsar)</a>	None
<a href="#">Great Barrier Reef Marine Park:</a>	None
<a href="#">Commonwealth Marine Area:</a>	1
<a href="#">Listed Threatened Ecological Communities:</a>	None
<a href="#">Listed Threatened Species:</a>	20
<a href="#">Listed Migratory Species:</a>	31

## Other Matters Protected by the EPBC Act

This part of the report summarises other matters protected under the Act that may relate to the area you nominated. Approval may be required for a proposed activity that significantly affects the environment on Commonwealth land, when the action is outside the Commonwealth land, or the environment anywhere when the action is taken on Commonwealth land. Approval may also be required for the Commonwealth or Commonwealth agencies proposing to take an action that is likely to have a significant impact on the

The EPBC Act protects the environment on Commonwealth land, the environment from the actions taken on Commonwealth land, and the environment from actions taken by Commonwealth agencies. As heritage values of a place are part of the 'environment', these aspects of the EPBC Act protect the Commonwealth Heritage values of a Commonwealth Heritage place. Information on the new heritage laws can be found at <http://www.environment.gov.au/heritage>

A [permit](#) may be required for activities in or on a Commonwealth area that may affect a member of a listed threatened species or ecological community, a member of a listed migratory species, whales and other cetaceans, or a member of a listed marine species.

<a href="#">Commonwealth Lands:</a>	None
<a href="#">Commonwealth Heritage Places:</a>	None
<a href="#">Listed Marine Species:</a>	24
<a href="#">Whales and Other Cetaceans:</a>	27
<a href="#">Critical Habitats:</a>	None
<a href="#">Commonwealth Reserves Terrestrial:</a>	None
<a href="#">Australian Marine Parks:</a>	1
<a href="#">Habitat Critical to the Survival of Marine Turtles:</a>	None

## Extra Information

This part of the report provides information that may also be relevant to the area you have

<a href="#">State and Territory Reserves:</a>	None
<a href="#">Regional Forest Agreements:</a>	None
<a href="#">Nationally Important Wetlands:</a>	None
<a href="#">EPBC Act Referrals:</a>	26
<a href="#">Key Ecological Features (Marine):</a>	2
<a href="#">Biologically Important Areas:</a>	3
<a href="#">Bioregional Assessments:</a>	None
<a href="#">Geological and Bioregional Assessments:</a>	None

# Details

## Matters of National Environmental Significance

### Commonwealth Marine Area

[\[ Resource Information \]](#)

Approval is required for a proposed activity that is located within the Commonwealth Marine Area which has, will have, or is likely to have a significant impact on the environment. Approval may be required for a proposed action taken outside a Commonwealth Marine Area but which has, may have or is likely to have a significant impact on the environment in the Commonwealth Marine Area.

### Feature Name

EEZ and Territorial Sea

### Listed Threatened Species

[\[ Resource Information \]](#)

Status of Conservation Dependent and Extinct are not MNES under the EPBC Act.  
Number is the current name ID.

### Scientific Name

### Threatened Category

### Presence Text

### BIRD

#### [Calidris canutus](#)

Red Knot, Knot [855]

Endangered

Species or species habitat may occur within area

#### [Calidris ferruginea](#)

Curlew Sandpiper [856]

Critically Endangered

Species or species habitat may occur within area

#### [Macronectes giganteus](#)

Southern Giant-Petrel, Southern Giant Petrel [1060]

Endangered

Species or species habitat may occur within area

#### [Numenius madagascariensis](#)

Eastern Curlew, Far Eastern Curlew [847]

Critically Endangered

Species or species habitat may occur within area

#### [Phaethon lepturus fulvus](#)

Christmas Island White-tailed Tropicbird, Golden Bosunbird [26021]

Endangered

Species or species habitat may occur within area

#### [Pterodroma mollis](#)

Soft-plumaged Petrel [1036]

Vulnerable

Species or species habitat may occur within area

Scientific Name	Threatened Category	Presence Text
<a href="#">Sternula nereis nereis</a> Australian Fairy Tern [82950]	Vulnerable	Foraging, feeding or related behaviour likely to occur within area
<a href="#">Thalassarche carteri</a> Indian Yellow-nosed Albatross [64464]	Vulnerable	Species or species habitat may occur within area
<b>FISH</b>		
<a href="#">Thunnus maccoyii</a> Southern Bluefin Tuna [69402]	Conservation Dependent	Species or species habitat likely to occur within area
<b>MAMMAL</b>		
<a href="#">Balaenoptera borealis</a> Sei Whale [34]	Vulnerable	Species or species habitat likely to occur within area
<a href="#">Balaenoptera musculus</a> Blue Whale [36]	Endangered	Migration route known to occur within area
<a href="#">Balaenoptera physalus</a> Fin Whale [37]	Vulnerable	Species or species habitat likely to occur within area
<a href="#">Eubalaena australis</a> Southern Right Whale [40]	Endangered	Species or species habitat may occur within area
<b>REPTILE</b>		
<a href="#">Caretta caretta</a> Loggerhead Turtle [1763]	Endangered	Species or species habitat known to occur within area
<a href="#">Chelonia mydas</a> Green Turtle [1765]	Vulnerable	Species or species habitat known to occur within area
<a href="#">Dermochelys coriacea</a> Leatherback Turtle, Leathery Turtle, Luth [1768]	Endangered	Species or species habitat known to occur within area

Scientific Name	Threatened Category	Presence Text
<a href="#">Eretmochelys imbricata</a> Hawksbill Turtle [1766]	Vulnerable	Species or species habitat known to occur within area
<a href="#">Natator depressus</a> Flatback Turtle [59257]	Vulnerable	Congregation or aggregation known to occur within area
<b>SHARK</b>		
<a href="#">Carcharodon carcharias</a> White Shark, Great White Shark [64470]	Vulnerable	Species or species habitat may occur within area
<a href="#">Sphyrna lewini</a> Scalloped Hammerhead [85267]	Conservation Dependent	Species or species habitat may occur within area
<b>Listed Migratory Species</b>		<a href="#">[ Resource Information ]</a>
Scientific Name	Threatened Category	Presence Text
<b>Migratory Marine Birds</b>		
<a href="#">Anous stolidus</a> Common Noddy [825]		Species or species habitat may occur within area
<a href="#">Fregata ariel</a> Lesser Frigatebird, Least Frigatebird [1012]		Species or species habitat may occur within area
<a href="#">Macronectes giganteus</a> Southern Giant-Petrel, Southern Giant Petrel [1060]	Endangered	Species or species habitat may occur within area
<a href="#">Phaethon lepturus</a> White-tailed Tropicbird [1014]		Species or species habitat may occur within area
<a href="#">Thalassarche carteri</a> Indian Yellow-nosed Albatross [64464]	Vulnerable	Species or species habitat may occur within area
<b>Migratory Marine Species</b>		
<a href="#">Balaenoptera bonaerensis</a> Antarctic Minke Whale, Dark-shoulder Minke Whale [67812]		Species or species habitat likely to occur within area

Scientific Name	Threatened Category	Presence Text
<a href="#">Balaenoptera borealis</a> Sei Whale [34]	Vulnerable	Species or species habitat likely to occur within area
<a href="#">Balaenoptera edeni</a> Bryde's Whale [35]		Species or species habitat likely to occur within area
<a href="#">Balaenoptera musculus</a> Blue Whale [36]	Endangered	Migration route known to occur within area
<a href="#">Balaenoptera physalus</a> Fin Whale [37]	Vulnerable	Species or species habitat likely to occur within area
<a href="#">Carcharhinus longimanus</a> Oceanic Whitetip Shark [84108]		Species or species habitat may occur within area
<a href="#">Carcharodon carcharias</a> White Shark, Great White Shark [64470]	Vulnerable	Species or species habitat may occur within area
<a href="#">Caretta caretta</a> Loggerhead Turtle [1763]	Endangered	Species or species habitat known to occur within area
<a href="#">Chelonia mydas</a> Green Turtle [1765]	Vulnerable	Species or species habitat known to occur within area
<a href="#">Dermochelys coriacea</a> Leatherback Turtle, Leathery Turtle, Luth [1768]	Endangered	Species or species habitat known to occur within area
<a href="#">Eretmochelys imbricata</a> Hawksbill Turtle [1766]	Vulnerable	Species or species habitat known to occur within area
<a href="#">Eubalaena australis as Balaena glacialis australis</a> Southern Right Whale [40]	Endangered	Species or species habitat may occur within area

Scientific Name	Threatened Category	Presence Text
<a href="#">Isurus oxyrinchus</a> Shortfin Mako, Mako Shark [79073]		Species or species habitat likely to occur within area
<a href="#">Isurus paucus</a> Longfin Mako [82947]		Species or species habitat likely to occur within area
<a href="#">Megaptera novaeangliae</a> Humpback Whale [38]		Species or species habitat likely to occur within area
<a href="#">Mobula birostris as Manta birostris</a> Giant Manta Ray [90034]		Species or species habitat likely to occur within area
<a href="#">Natator depressus</a> Flatback Turtle [59257]	Vulnerable	Congregation or aggregation known to occur within area
<a href="#">Orcinus orca</a> Killer Whale, Orca [46]		Species or species habitat may occur within area
<a href="#">Physeter macrocephalus</a> Sperm Whale [59]		Species or species habitat may occur within area
<a href="#">Tursiops aduncus (Arafura/Timor Sea populations)</a> Spotted Bottlenose Dolphin (Arafura/Timor Sea populations) [78900]		Species or species habitat may occur within area
<b>Migratory Wetlands Species</b>		
<a href="#">Actitis hypoleucos</a> Common Sandpiper [59309]		Species or species habitat may occur within area
<a href="#">Calidris acuminata</a> Sharp-tailed Sandpiper [874]		Species or species habitat may occur within area
<a href="#">Calidris canutus</a> Red Knot, Knot [855]	Endangered	Species or species habitat may occur within area



Scientific Name	Threatened Category	Presence Text
<a href="#">Calidris ferruginea</a> Curlew Sandpiper [856]	Critically Endangered	Species or species habitat may occur within area
<a href="#">Calidris melanotos</a> Pectoral Sandpiper [858]		Species or species habitat may occur within area
<a href="#">Numenius madagascariensis</a> Eastern Curlew, Far Eastern Curlew [847]	Critically Endangered	Species or species habitat may occur within area

## Other Matters Protected by the EPBC Act

Listed Marine Species		[ Resource Information ]
Scientific Name	Threatened Category	Presence Text
Bird		
<a href="#">Actitis hypoleucos</a> Common Sandpiper [59309]		Species or species habitat may occur within area
<a href="#">Anous stolidus</a> Common Noddy [825]		Species or species habitat may occur within area
<a href="#">Calidris acuminata</a> Sharp-tailed Sandpiper [874]		Species or species habitat may occur within area
<a href="#">Calidris canutus</a> Red Knot, Knot [855]	Endangered	Species or species habitat may occur within area overfly marine area
<a href="#">Calidris ferruginea</a> Curlew Sandpiper [856]	Critically Endangered	Species or species habitat may occur within area overfly marine area
<a href="#">Calidris melanotos</a> Pectoral Sandpiper [858]		Species or species habitat may occur within area overfly marine area

Scientific Name	Threatened Category	Presence Text
<a href="#">Fregata ariel</a> Lesser Frigatebird, Least Frigatebird [1012]		Species or species habitat may occur within area
<a href="#">Macronectes giganteus</a> Southern Giant-Petrel, Southern Giant Petrel [1060]	Endangered	Species or species habitat may occur within area
<a href="#">Numenius madagascariensis</a> Eastern Curlew, Far Eastern Curlew [847]	Critically Endangered	Species or species habitat may occur within area
<a href="#">Phaethon lepturus</a> White-tailed Tropicbird [1014]		Species or species habitat may occur within area
<a href="#">Phaethon lepturus fulvus</a> Christmas Island White-tailed Tropicbird, Golden Bosunbird [26021]	Endangered	Species or species habitat may occur within area
<a href="#">Pterodroma mollis</a> Soft-plumaged Petrel [1036]	Vulnerable	Species or species habitat may occur within area
<a href="#">Thalassarche carteri</a> Indian Yellow-nosed Albatross [64464]	Vulnerable	Species or species habitat may occur within area
<b>Reptile</b>		
<a href="#">Aipysurus laevis</a> Olive Seasnake [1120]		Species or species habitat may occur within area
<a href="#">Caretta caretta</a> Loggerhead Turtle [1763]	Endangered	Species or species habitat known to occur within area
<a href="#">Chelonia mydas</a> Green Turtle [1765]	Vulnerable	Species or species habitat known to occur within area
<a href="#">Dermochelys coriacea</a> Leatherback Turtle, Leathery Turtle, Luth [1768]	Endangered	Species or species habitat known to occur within area

Scientific Name	Threatened Category	Presence Text
<a href="#">Disteira kingii</a> Spectacled Seasnake [1123]		Species or species habitat may occur within area
<a href="#">Disteira major</a> Olive-headed Seasnake [1124]		Species or species habitat may occur within area
<a href="#">Ephalophis greyi</a> North-western Mangrove Seasnake [1127]		Species or species habitat may occur within area
<a href="#">Eretmochelys imbricata</a> Hawksbill Turtle [1766]	Vulnerable	Species or species habitat known to occur within area
<a href="#">Hydrophis elegans</a> Elegant Seasnake [1104]		Species or species habitat may occur within area
<a href="#">Natator depressus</a> Flatback Turtle [59257]	Vulnerable	Congregation or aggregation known to occur within area
<a href="#">Pelamis platurus</a> Yellow-bellied Seasnake [1091]		Species or species habitat may occur within area

**Whales and Other Cetaceans** [ [Resource Information](#) ]

Current Scientific Name	Status	Type of Presence
<b>Mammal</b>		
<a href="#">Balaenoptera acutorostrata</a> Minke Whale [33]		Species or species habitat may occur within area
<a href="#">Balaenoptera bonaerensis</a> Antarctic Minke Whale, Dark-shoulder Minke Whale [67812]		Species or species habitat likely to occur within area
<a href="#">Balaenoptera borealis</a> Sei Whale [34]	Vulnerable	Species or species habitat likely to occur within area

Current Scientific Name	Status	Type of Presence
<a href="#">Balaenoptera edeni</a> Bryde's Whale [35]		Species or species habitat likely to occur within area
<a href="#">Balaenoptera musculus</a> Blue Whale [36]	Endangered	Migration route known to occur within area
<a href="#">Balaenoptera physalus</a> Fin Whale [37]	Vulnerable	Species or species habitat likely to occur within area
<a href="#">Delphinus delphis</a> Common Dolphin, Short-beaked Common Dolphin [60]		Species or species habitat may occur within area
<a href="#">Eubalaena australis</a> Southern Right Whale [40]	Endangered	Species or species habitat may occur within area
<a href="#">Feresa attenuata</a> Pygmy Killer Whale [61]		Species or species habitat may occur within area
<a href="#">Globicephala macrorhynchus</a> Short-finned Pilot Whale [62]		Species or species habitat may occur within area
<a href="#">Grampus griseus</a> Risso's Dolphin, Grampus [64]		Species or species habitat may occur within area
<a href="#">Kogia breviceps</a> Pygmy Sperm Whale [57]		Species or species habitat may occur within area
<a href="#">Kogia sima as Kogia simus</a> Dwarf Sperm Whale [85043]		Species or species habitat may occur within area
<a href="#">Lagenodelphis hosei</a> Fraser's Dolphin, Sarawak Dolphin [41]		Species or species habitat may occur within area

Current Scientific Name	Status	Type of Presence
<a href="#">Megaptera novaeangliae</a> Humpback Whale [38]		Species or species habitat likely to occur within area
<a href="#">Mesoplodon densirostris</a> Blainville's Beaked Whale, Dense-beaked Whale [74]		Species or species habitat may occur within area
<a href="#">Orcinus orca</a> Killer Whale, Orca [46]		Species or species habitat may occur within area
<a href="#">Peponocephala electra</a> Melon-headed Whale [47]		Species or species habitat may occur within area
<a href="#">Physeter macrocephalus</a> Sperm Whale [59]		Species or species habitat may occur within area
<a href="#">Pseudorca crassidens</a> False Killer Whale [48]		Species or species habitat likely to occur within area
<a href="#">Stenella attenuata</a> Spotted Dolphin, Pantropical Spotted Dolphin [51]		Species or species habitat may occur within area
<a href="#">Stenella coeruleoalba</a> Striped Dolphin, Euphrosyne Dolphin [52]		Species or species habitat may occur within area
<a href="#">Stenella longirostris</a> Long-snouted Spinner Dolphin [29]		Species or species habitat may occur within area
<a href="#">Steno bredanensis</a> Rough-toothed Dolphin [30]		Species or species habitat may occur within area
<a href="#">Tursiops aduncus (Arafura/Timor Sea populations)</a> Spotted Bottlenose Dolphin (Arafura/Timor Sea populations) [78900]		Species or species habitat may occur within area

Current Scientific Name	Status	Type of Presence
<a href="#">Tursiops truncatus s. str.</a> Bottlenose Dolphin [68417]		Species or species habitat may occur within area
<a href="#">Ziphius cavirostris</a> Cuvier's Beaked Whale, Goose-beaked Whale [56]		Species or species habitat may occur within area

Australian Marine Parks		[ Resource Information ]
Park Name	Zone & IUCN Categories	
Gascoyne	Multiple Use Zone (IUCN VI)	

## Extra Information

EPBC Act Referrals				[ Resource Information ]
Title of referral	Reference	Referral Outcome	Assessment Status	
<b>Controlled action</b>				
<a href="#">Development of Stybarrow petroleum field incl drilling and facility installation</a>	2004/1469	Controlled Action	Post-Approval	
<a href="#">Enfield full field development</a>	2001/257	Controlled Action	Post-Approval	
<a href="#">Greater Enfield (Vincent) Development</a>	2005/2110	Controlled Action	Post-Approval	
<a href="#">Pyrenees Oil Fields Development</a>	2005/2034	Controlled Action	Post-Approval	
<b>Not controlled action</b>				
<a href="#">Bultaco-2, Laverda-2, Laverda-3 and Montesa-2 Appraisal Wells</a>	2000/103	Not Controlled Action	Completed	
<a href="#">Carnarvon 3D Marine Seismic Survey</a>	2004/1890	Not Controlled Action	Completed	
<a href="#">Exploratory drilling in permit area WA-225-P</a>	2001/490	Not Controlled Action	Completed	
<a href="#">Montesa-1 and Bultaco-1 Exploration Wells</a>	2000/102	Not Controlled Action	Completed	
<a href="#">Subsea Gas Pipeline From Stybarrow Field to Griffin Venture Gas Export Pipeline</a>	2005/2033	Not Controlled Action	Completed	
<b>Not controlled action (particular manner)</b>				

Title of referral	Reference	Referral Outcome	Assessment Status
<b>Not controlled action (particular manner)</b>			
<a href="#">3D Seismic Survey, WA</a>	2008/4428	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">CVG 3D Marine Seismic Survey</a>	2012/6654	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Deep Water Northwest Shelf 2D Seismic Survey</a>	2007/3260	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Eendracht Multi-Client 3D Marine Seismic Survey</a>	2009/4749	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Enfield M3 &amp; Vincent 4D Marine Seismic Surveys</a>	2008/3981	Not Controlled Action (Particular Manner)	Completed
<a href="#">Enfield M3 4D, Vincent 4D &amp; 4D Line Test Marine Seismic Surveys</a>	2008/4122	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Enfield oilfield 3D Seismic Survey</a>	2006/3132	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Laverda 3D Marine Seismic Survey and Vincent M1 4D Marine Seismic Survey</a>	2010/5415	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Rydal-1 Petroleum Exploration Well, WA</a>	2012/6522	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Stybarrow 4D Marine Seismic Survey</a>	2011/5810	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Stybarrow Baseline 4D marine seismic survey</a>	2008/4530	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Vincent M1 and Enfield M5 4D Marine Seismic Survey</a>	2010/5720	Not Controlled Action (Particular Manner)	Post-Approval

Title of referral	Reference	Referral Outcome	Assessment Status
<b>Not controlled action (particular manner)</b>			
		Manner)	
<a href="#">Warramunga Non-Inclusive 3D Seismic Survey</a>	2008/4553	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Westralia SPAN Marine Seismic Survey, WA &amp; NT</a>	2012/6463	Not Controlled Action (Particular Manner)	Post-Approval
<b>Referral decision</b>			
<a href="#">CVG 3D Marine Seismic Survey</a>	2012/6270	Referral Decision	Completed
<a href="#">Enfield 4D Marine Seismic Surveys, Production Permit WA-28-L</a>	2005/2370	Referral Decision	Completed
<a href="#">Stybarrow Baseline 4D Marine Seismic Survey (Permit Areas WA-255-P, WA-32-L, WA-</a>	2008/4165	Referral Decision	Completed

## Key Ecological Features

[\[ Resource Information \]](#)

Key Ecological Features are the parts of the marine ecosystem that are considered to be important for the biodiversity or ecosystem functioning and integrity of the Commonwealth Marine Area.

Name	Region
<a href="#">Canyons linking the Cuvier Abyssal Plain and the Cape Range Peninsula</a>	North-west
<a href="#">Continental Slope Demersal Fish Communities</a>	North-west

## Biologically Important Areas

Scientific Name	Behaviour	Presence
<b>Seabirds</b>		
<a href="#">Ardena pacifica</a>		
Wedge-tailed Shearwater [84292]	Breeding	Known to occur
<b>Whales</b>		
<a href="#">Balaenoptera musculus brevicauda</a>		
Pygmy Blue Whale [81317]	Distribution	Known to occur
<a href="#">Balaenoptera musculus brevicauda</a>		
Pygmy Blue Whale [81317]	Migration	Known to occur



# Caveat

## 1 PURPOSE

This report is designed to assist in identifying the location of matters of national environmental significance (MNES) and other matters protected by the Environment Protection and Biodiversity Conservation Act 1999 (Cth) (EPBC Act) which may be relevant in determining obligations and requirements under the EPBC Act.

The report contains the mapped locations of:

- World and National Heritage properties;
- Wetlands of International and National Importance;
- Commonwealth and State/Territory reserves;
- distribution of listed threatened, migratory and marine species;
- listed threatened ecological communities; and
- other information that may be useful as an indicator of potential habitat value.

## 2 DISCLAIMER

This report is not intended to be exhaustive and should only be relied upon as a general guide as mapped data is not available for all species or ecological communities listed under the EPBC Act (see below). Persons seeking to use the information contained in this report to inform the referral of a proposed action under the EPBC Act should consider the limitations noted below and whether additional information is required to determine the existence and location of MNES and other protected matters.

Where data are available to inform the mapping of protected species, the presence type (e.g. known, likely or may occur) that can be determined from the data is indicated in general terms. It is the responsibility of any person using or relying on the information in this report to ensure that it is suitable for the circumstances of any proposed use. The Commonwealth cannot accept responsibility for the consequences of any use of the report or any part thereof. To the maximum extent allowed under governing law, the Commonwealth will not be liable for any loss or damage that may be occasioned directly or indirectly through the use of, or reliance

## 3 DATA SOURCES

Threatened ecological communities

For threatened ecological communities where the distribution is well known, maps are generated based on information contained in recovery plans, State vegetation maps and remote sensing imagery and other sources. Where threatened ecological community distributions are less well known, existing vegetation maps and point location data are used to produce indicative distribution maps.

Threatened, migratory and marine species

Threatened, migratory and marine species distributions have been discerned through a variety of methods. Where distributions are well known and if time permits, distributions are inferred from either thematic spatial data (i.e. vegetation, soils, geology, elevation, aspect, terrain, etc.) together with point locations and described habitat; or modelled (MAXENT or BIOCLIM habitat modelling) using

Where little information is available for a species or large number of maps are required in a short time-frame, maps are derived either from 0.04 or 0.02 decimal degree cells; by an automated process using polygon capture techniques (static two kilometre grid cells, alpha-hull and convex hull); or captured manually or by using topographic features (national park boundaries, islands, etc.).

In the early stages of the distribution mapping process (1999-early 2000s) distributions were defined by degree blocks, 100K or 250K map sheets to rapidly create distribution maps. More detailed distribution mapping methods are used to update these distributions

## 4 LIMITATIONS

The following species and ecological communities have not been mapped and do not appear in this report:

- threatened species listed as extinct or considered vagrants;
- some recently listed species and ecological communities;
- some listed migratory and listed marine species, which are not listed as threatened species; and
- migratory species that are very widespread, vagrant, or only occur in Australia in small numbers.

The following groups have been mapped, but may not cover the complete distribution of the species:

- listed migratory and/or listed marine seabirds, which are not listed as threatened, have only been mapped for recorded
- seals which have only been mapped for breeding sites near the Australian continent

The breeding sites may be important for the protection of the Commonwealth Marine environment.

Refer to the metadata for the feature group (using the Resource Information link) for the currency of the information.

# Acknowledgements

This database has been compiled from a range of data sources. The department acknowledges the following custodians who have contributed valuable data and advice:

- [-Office of Environment and Heritage, New South Wales](#)
- [-Department of Environment and Primary Industries, Victoria](#)
- [-Department of Primary Industries, Parks, Water and Environment, Tasmania](#)
- [-Department of Environment, Water and Natural Resources, South Australia](#)
- [-Department of Land and Resource Management, Northern Territory](#)
- [-Department of Environmental and Heritage Protection, Queensland](#)
- [-Department of Parks and Wildlife, Western Australia](#)
- [-Environment and Planning Directorate, ACT](#)
- [-Birdlife Australia](#)
- [-Australian Bird and Bat Banding Scheme](#)
- [-Australian National Wildlife Collection](#)
- Natural history museums of Australia
- [-Museum Victoria](#)
- [-Australian Museum](#)
- [-South Australian Museum](#)
- [-Queensland Museum](#)
- [-Online Zoological Collections of Australian Museums](#)
- [-Queensland Herbarium](#)
- [-National Herbarium of NSW](#)
- [-Royal Botanic Gardens and National Herbarium of Victoria](#)
- [-Tasmanian Herbarium](#)
- [-State Herbarium of South Australia](#)
- [-Northern Territory Herbarium](#)
- [-Western Australian Herbarium](#)
- [-Australian National Herbarium, Canberra](#)
- [-University of New England](#)
- [-Ocean Biogeographic Information System](#)
- [-Australian Government, Department of Defence](#)
- [Forestry Corporation, NSW](#)
- [-Geoscience Australia](#)
- [-CSIRO](#)
- [-Australian Tropical Herbarium, Cairns](#)
- [-eBird Australia](#)
- [-Australian Government – Australian Antarctic Data Centre](#)
- [-Museum and Art Gallery of the Northern Territory](#)
- [-Australian Government National Environmental Science Program](#)
- [-Australian Institute of Marine Science](#)
- [-Reef Life Survey Australia](#)
- [-American Museum of Natural History](#)
- [-Queen Victoria Museum and Art Gallery, Inveresk, Tasmania](#)
- [-Tasmanian Museum and Art Gallery, Hobart, Tasmania](#)
- Other groups and individuals

The Department is extremely grateful to the many organisations and individuals who provided expert advice and information on numerous draft distributions.

Please feel free to provide feedback via the [Contact Us](#) page.

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Department of Agriculture Water and the Environment

GPO Box 858

Canberra City ACT 2601 Australia

+61 2 6274 1111

# **Attachment 2 – Environment that may be Affected Protected Matters Search Tool**



# EPBC Act Protected Matters Report

This report provides general guidance on matters of national environmental significance and other matters protected by the EPBC Act in the area you have selected. Please see the caveat for interpretation of information provided here.

Report created: 09-Mar-2022

[Summary](#)

[Details](#)

[Matters of NES](#)

[Other Matters Protected by the EPBC Act](#)

[Extra Information](#)

[Caveat](#)

[Acknowledgements](#)

# Summary

## Matters of National Environment Significance

This part of the report summarises the matters of national environmental significance that may occur in, or may relate to, the area you nominated. Further information is available in the detail part of the report, which can be accessed by scrolling or following the links below. If you are proposing to undertake an activity that may have a significant impact on one or more matters of national environmental significance then you should consider the [Administrative Guidelines on Significance](#).

<a href="#">World Heritage Properties:</a>	1
<a href="#">National Heritage Places:</a>	1
<a href="#">Wetlands of International Importance (Ramsar)</a>	None
<a href="#">Great Barrier Reef Marine Park:</a>	None
<a href="#">Commonwealth Marine Area:</a>	2
<a href="#">Listed Threatened Ecological Communities:</a>	None
<a href="#">Listed Threatened Species:</a>	33
<a href="#">Listed Migratory Species:</a>	50

## Other Matters Protected by the EPBC Act

This part of the report summarises other matters protected under the Act that may relate to the area you nominated. Approval may be required for a proposed activity that significantly affects the environment on Commonwealth land, when the action is outside the Commonwealth land, or the environment anywhere when the action is taken on Commonwealth land. Approval may also be required for the Commonwealth or Commonwealth agencies proposing to take an action that is likely to have a significant impact on the

The EPBC Act protects the environment on Commonwealth land, the environment from the actions taken on Commonwealth land, and the environment from actions taken by Commonwealth agencies. As heritage values of a place are part of the 'environment', these aspects of the EPBC Act protect the Commonwealth Heritage values of a Commonwealth Heritage place. Information on the new heritage laws can be found at <http://www.environment.gov.au/heritage>

A [permit](#) may be required for activities in or on a Commonwealth area that may affect a member of a listed threatened species or ecological community, a member of a listed migratory species, whales and other cetaceans, or a member of a listed marine species.

<a href="#">Commonwealth Lands:</a>	None
<a href="#">Commonwealth Heritage Places:</a>	1
<a href="#">Listed Marine Species:</a>	86
<a href="#">Whales and Other Cetaceans:</a>	31
<a href="#">Critical Habitats:</a>	None
<a href="#">Commonwealth Reserves Terrestrial:</a>	None
<a href="#">Australian Marine Parks:</a>	7
<a href="#">Habitat Critical to the Survival of Marine Turtles:</a>	4

## Extra Information

This part of the report provides information that may also be relevant to the area you have

<a href="#">State and Territory Reserves:</a>	1
<a href="#">Regional Forest Agreements:</a>	None
<a href="#">Nationally Important Wetlands:</a>	None
<a href="#">EPBC Act Referrals:</a>	126
<a href="#">Key Ecological Features (Marine):</a>	5
<a href="#">Biologically Important Areas:</a>	20
<a href="#">Bioregional Assessments:</a>	None
<a href="#">Geological and Bioregional Assessments:</a>	None

# Details

## Matters of National Environmental Significance

### World Heritage Properties [\[ Resource Information \]](#)

Name	State	Legal Status
<a href="#">The Ningaloo Coast</a>	WA	Declared property

### National Heritage Places [\[ Resource Information \]](#)

Name	State	Legal Status
Natural		
<a href="#">The Ningaloo Coast</a>	WA	Listed place

### Commonwealth Marine Area [\[ Resource Information \]](#)

Approval is required for a proposed activity that is located within the Commonwealth Marine Area which has, will have, or is likely to have a significant impact on the environment. Approval may be required for a proposed action taken outside a Commonwealth Marine Area but which has, may have or is likely to have a significant impact on the environment in the Commonwealth Marine Area.

#### Feature Name

EEZ and Territorial Sea

Extended Continental Shelf

### Listed Threatened Species [\[ Resource Information \]](#)

Status of Conservation Dependent and Extinct are not MNES under the EPBC Act.

Number is the current name ID.

Scientific Name	Threatened Category	Presence Text
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#### BIRD

[Calidris canutus](#)

Red Knot, Knot [855]	Endangered	Species or species habitat may occur within area
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[Calidris ferruginea](#)

Curlew Sandpiper [856]	Critically Endangered	Species or species habitat may occur within area
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[Macronectes giganteus](#)

Southern Giant-Petrel, Southern Giant Petrel [1060]	Endangered	Species or species habitat may occur within area
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[Numenius madagascariensis](#)

Eastern Curlew, Far Eastern Curlew [847]	Critically Endangered	Species or species habitat may occur within area
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Scientific Name	Threatened Category	Presence Text
<a href="#">Papasula abbotti</a> Abbott's Booby [59297]	Endangered	Species or species habitat may occur within area
<a href="#">Phaethon lepturus fulvus</a> Christmas Island White-tailed Tropicbird, Golden Bosunbird [26021]	Endangered	Species or species habitat may occur within area
<a href="#">Pterodroma mollis</a> Soft-plumaged Petrel [1036]	Vulnerable	Foraging, feeding or related behaviour likely to occur within area
<a href="#">Sternula nereis nereis</a> Australian Fairy Tern [82950]	Vulnerable	Breeding known to occur within area
<a href="#">Thalassarche carteri</a> Indian Yellow-nosed Albatross [64464]	Vulnerable	Species or species habitat may occur within area
<a href="#">Thalassarche cauta</a> Shy Albatross [89224]	Endangered	Species or species habitat may occur within area
<a href="#">Thalassarche impavida</a> Campbell Albatross, Campbell Black-browed Albatross [64459]	Vulnerable	Species or species habitat may occur within area
<a href="#">Thalassarche melanophris</a> Black-browed Albatross [66472]	Vulnerable	Species or species habitat may occur within area
<a href="#">Thalassarche steadi</a> White-capped Albatross [64462]	Vulnerable	Species or species habitat may occur within area
<b>FISH</b>		
<a href="#">Thunnus maccoyii</a> Southern Bluefin Tuna [69402]	Conservation Dependent	Breeding known to occur within area
<b>MAMMAL</b>		
<a href="#">Balaenoptera borealis</a> Sei Whale [34]	Vulnerable	Foraging, feeding or related behaviour likely to occur within area



Scientific Name	Threatened Category	Presence Text
<a href="#">Balaenoptera musculus</a> Blue Whale [36]	Endangered	Migration route known to occur within area
<a href="#">Balaenoptera physalus</a> Fin Whale [37]	Vulnerable	Foraging, feeding or related behaviour likely to occur within area
<a href="#">Eubalaena australis</a> Southern Right Whale [40]	Endangered	Species or species habitat likely to occur within area

## REPTILE

<a href="#">Aipysurus apraefrontalis</a> Short-nosed Seasnake [1115]	Critically Endangered	Species or species habitat likely to occur within area
<a href="#">Aipysurus foliosquama</a> Leaf-scaled Seasnake [1118]	Critically Endangered	Species or species habitat known to occur within area
<a href="#">Caretta caretta</a> Loggerhead Turtle [1763]	Endangered	Congregation or aggregation known to occur within area
<a href="#">Chelonia mydas</a> Green Turtle [1765]	Vulnerable	Congregation or aggregation known to occur within area
<a href="#">Dermochelys coriacea</a> Leatherback Turtle, Leathery Turtle, Luth [1768]	Endangered	Species or species habitat known to occur within area
<a href="#">Eretmochelys imbricata</a> Hawksbill Turtle [1766]	Vulnerable	Congregation or aggregation known to occur within area
<a href="#">Natator depressus</a> Flatback Turtle [59257]	Vulnerable	Congregation or aggregation known to occur within area

## SHARK

<a href="#">Carcharias taurus (west coast population)</a> Grey Nurse Shark (west coast population) [68752]	Vulnerable	Species or species habitat known to occur within area
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Scientific Name	Threatened Category	Presence Text
<a href="#">Carcharodon carcharias</a> White Shark, Great White Shark [64470]	Vulnerable	Species or species habitat known to occur within area
<a href="#">Centrophorus zeehaani</a> Southern Dogfish, Endeavour Dogfish, Little Gulper Shark [82679]	Conservation Dependent	Species or species habitat likely to occur within area
<a href="#">Pristis clavata</a> Dwarf Sawfish, Queensland Sawfish [68447]	Vulnerable	Species or species habitat known to occur within area
<a href="#">Pristis pristis</a> Freshwater Sawfish, Largetooth Sawfish, River Sawfish, Leichhardt's Sawfish, Northern Sawfish [60756]	Vulnerable	Species or species habitat likely to occur within area
<a href="#">Pristis zijsron</a> Green Sawfish, Dindagubba, Narrowsnout Sawfish [68442]	Vulnerable	Species or species habitat known to occur within area
<a href="#">Rhincodon typus</a> Whale Shark [66680]	Vulnerable	Foraging, feeding or related behaviour known to occur within area
<a href="#">Sphyrna lewini</a> Scalloped Hammerhead [85267]	Conservation Dependent	Species or species habitat known to occur within area

Listed Migratory Species [ [Resource Information](#) ]

Scientific Name	Threatened Category	Presence Text
<b>Migratory Marine Birds</b>		
<a href="#">Anous stolidus</a> Common Noddy [825]		Species or species habitat may occur within area
<a href="#">Apus pacificus</a> Fork-tailed Swift [678]		Species or species habitat likely to occur within area
<a href="#">Ardenna carneipes</a> Flesh-footed Shearwater, Fleshy-footed Shearwater [82404]		Species or species habitat likely to occur within area

Scientific Name	Threatened Category	Presence Text
<a href="#">Calonectris leucomelas</a> Streaked Shearwater [1077]		Species or species habitat likely to occur within area
<a href="#">Fregata ariel</a> Lesser Frigatebird, Least Frigatebird [1012]		Species or species habitat likely to occur within area
<a href="#">Fregata minor</a> Great Frigatebird, Greater Frigatebird [1013]		Species or species habitat may occur within area
<a href="#">Macronectes giganteus</a> Southern Giant-Petrel, Southern Giant Petrel [1060]	Endangered	Species or species habitat may occur within area
<a href="#">Phaethon lepturus</a> White-tailed Tropicbird [1014]		Species or species habitat known to occur within area
<a href="#">Sterna dougallii</a> Roseate Tern [817]		Breeding likely to occur within area
<a href="#">Thalassarche carteri</a> Indian Yellow-nosed Albatross [64464]	Vulnerable	Species or species habitat may occur within area
<a href="#">Thalassarche cauta</a> Shy Albatross [89224]	Endangered	Species or species habitat may occur within area
<a href="#">Thalassarche impavida</a> Campbell Albatross, Campbell Black-browed Albatross [64459]	Vulnerable	Species or species habitat may occur within area
<a href="#">Thalassarche melanophris</a> Black-browed Albatross [66472]	Vulnerable	Species or species habitat may occur within area
<a href="#">Thalassarche steadi</a> White-capped Albatross [64462]	Vulnerable	Species or species habitat may occur within area

## Migratory Marine Species

Scientific Name	Threatened Category	Presence Text
<a href="#">Anoxypristis cuspidata</a> Narrow Sawfish, Knifetooth Sawfish [68448]		Species or species habitat likely to occur within area
<a href="#">Balaenoptera bonaerensis</a> Antarctic Minke Whale, Dark-shoulder Minke Whale [67812]		Species or species habitat likely to occur within area
<a href="#">Balaenoptera borealis</a> Sei Whale [34]	Vulnerable	Foraging, feeding or related behaviour likely to occur within area
<a href="#">Balaenoptera edeni</a> Bryde's Whale [35]		Species or species habitat likely to occur within area
<a href="#">Balaenoptera musculus</a> Blue Whale [36]	Endangered	Migration route known to occur within area
<a href="#">Balaenoptera physalus</a> Fin Whale [37]	Vulnerable	Foraging, feeding or related behaviour likely to occur within area
<a href="#">Carcharhinus longimanus</a> Oceanic Whitetip Shark [84108]		Species or species habitat likely to occur within area
<a href="#">Carcharodon carcharias</a> White Shark, Great White Shark [64470]	Vulnerable	Species or species habitat known to occur within area
<a href="#">Caretta caretta</a> Loggerhead Turtle [1763]	Endangered	Congregation or aggregation known to occur within area
<a href="#">Chelonia mydas</a> Green Turtle [1765]	Vulnerable	Congregation or aggregation known to occur within area
<a href="#">Dermochelys coriacea</a> Leatherback Turtle, Leathery Turtle, Luth [1768]	Endangered	Species or species habitat known to occur within area

Scientific Name	Threatened Category	Presence Text
<a href="#">Dugong dugon</a> Dugong [28]		Breeding known to occur within area
<a href="#">Eretmochelys imbricata</a> Hawksbill Turtle [1766]	Vulnerable	Congregation or aggregation known to occur within area
<a href="#">Eubalaena australis as Balaena glacialis australis</a> Southern Right Whale [40]	Endangered	Species or species habitat likely to occur within area
<a href="#">Isurus oxyrinchus</a> Shortfin Mako, Mako Shark [79073]		Species or species habitat likely to occur within area
<a href="#">Isurus paucus</a> Longfin Mako [82947]		Species or species habitat likely to occur within area
<a href="#">Lamna nasus</a> Porbeagle, Mackerel Shark [83288]		Species or species habitat may occur within area
<a href="#">Megaptera novaeangliae</a> Humpback Whale [38]		Breeding known to occur within area
<a href="#">Mobula alfredi as Manta alfredi</a> Reef Manta Ray, Coastal Manta Ray [90033]		Species or species habitat known to occur within area
<a href="#">Mobula birostris as Manta birostris</a> Giant Manta Ray [90034]		Species or species habitat known to occur within area
<a href="#">Natator depressus</a> Flatback Turtle [59257]	Vulnerable	Congregation or aggregation known to occur within area
<a href="#">Orcinus orca</a> Killer Whale, Orca [46]		Species or species habitat may occur within area
<a href="#">Physeter macrocephalus</a> Sperm Whale [59]		Species or species habitat may occur within area

Scientific Name	Threatened Category	Presence Text
<a href="#">Pristis clavata</a> Dwarf Sawfish, Queensland Sawfish [68447]	Vulnerable	Species or species habitat known to occur within area
<a href="#">Pristis pristis</a> Freshwater Sawfish, Largetooth Sawfish, River Sawfish, Leichhardt's Sawfish, Northern Sawfish [60756]	Vulnerable	Species or species habitat likely to occur within area
<a href="#">Pristis zijsron</a> Green Sawfish, Dindagubba, Narrowsnout Sawfish [68442]	Vulnerable	Species or species habitat known to occur within area
<a href="#">Rhincodon typus</a> Whale Shark [66680]	Vulnerable	Foraging, feeding or related behaviour known to occur within area
<a href="#">Sousa sahalensis as Sousa chinensis</a> Australian Humpback Dolphin [87942]		Species or species habitat may occur within area
<a href="#">Tursiops aduncus (Arafura/Timor Sea populations)</a> Spotted Bottlenose Dolphin (Arafura/Timor Sea populations) [78900]		Species or species habitat known to occur within area
<b>Migratory Wetlands Species</b>		
<a href="#">Actitis hypoleucos</a> Common Sandpiper [59309]		Species or species habitat may occur within area
<a href="#">Calidris acuminata</a> Sharp-tailed Sandpiper [874]		Species or species habitat may occur within area
<a href="#">Calidris canutus</a> Red Knot, Knot [855]	Endangered	Species or species habitat may occur within area
<a href="#">Calidris ferruginea</a> Curlew Sandpiper [856]	Critically Endangered	Species or species habitat may occur within area
<a href="#">Calidris melanotos</a> Pectoral Sandpiper [858]		Species or species habitat may occur within area

Scientific Name	Threatened Category	Presence Text
<a href="#">Numenius madagascariensis</a> Eastern Curlew, Far Eastern Curlew [847]	Critically Endangered	Species or species habitat may occur within area
<a href="#">Pandion haliaetus</a> Osprey [952]		Species or species habitat known to occur within area

## Other Matters Protected by the EPBC Act

Commonwealth Heritage Places			[ Resource Information ]
Name	State	Status	
Natural			
<a href="#">Ningaloo Marine Area - Commonwealth Waters</a>	WA	Listed place	

Listed Marine Species			[ Resource Information ]
Scientific Name	Threatened Category	Presence Text	
Bird			
<a href="#">Actitis hypoleucos</a> Common Sandpiper [59309]		Species or species habitat may occur within area	
<a href="#">Anous stolidus</a> Common Noddy [825]		Species or species habitat may occur within area	
<a href="#">Apus pacificus</a> Fork-tailed Swift [678]		Species or species habitat likely to occur within area overfly marine area	
<a href="#">Ardenna carneipes as Puffinus carneipes</a> Flesh-footed Shearwater, Fleshy-footed Shearwater [82404]		Species or species habitat likely to occur within area	
<a href="#">Calidris acuminata</a> Sharp-tailed Sandpiper [874]		Species or species habitat may occur within area	
<a href="#">Calidris canutus</a> Red Knot, Knot [855]	Endangered	Species or species habitat may occur within area overfly marine area	

Scientific Name	Threatened Category	Presence Text
<a href="#">Calidris ferruginea</a> Curlew Sandpiper [856]	Critically Endangered	Species or species habitat may occur within area overfly marine area
<a href="#">Calidris melanotos</a> Pectoral Sandpiper [858]		Species or species habitat may occur within area overfly marine area
<a href="#">Calonectris leucomelas</a> Streaked Shearwater [1077]		Species or species habitat likely to occur within area
<a href="#">Fregata ariel</a> Lesser Frigatebird, Least Frigatebird [1012]		Species or species habitat likely to occur within area
<a href="#">Fregata minor</a> Great Frigatebird, Greater Frigatebird [1013]		Species or species habitat may occur within area
<a href="#">Macronectes giganteus</a> Southern Giant-Petrel, Southern Giant Petrel [1060]	Endangered	Species or species habitat may occur within area
<a href="#">Numenius madagascariensis</a> Eastern Curlew, Far Eastern Curlew [847]	Critically Endangered	Species or species habitat may occur within area
<a href="#">Onychoprion fuscatus as Sterna fuscata</a> Sooty Tern [90682]		Foraging, feeding or related behaviour likely to occur within area
<a href="#">Pandion haliaetus</a> Osprey [952]		Species or species habitat known to occur within area
<a href="#">Papasula abbotti</a> Abbott's Booby [59297]	Endangered	Species or species habitat may occur within area
<a href="#">Phaethon lepturus</a> White-tailed Tropicbird [1014]		Species or species habitat known to occur within area



Scientific Name	Threatened Category	Presence Text
<a href="#">Phaethon lepturus fulvus</a> Christmas Island White-tailed Tropicbird, Golden Bosunbird [26021]	Endangered	Species or species habitat may occur within area
<a href="#">Pterodroma mollis</a> Soft-plumaged Petrel [1036]	Vulnerable	Foraging, feeding or related behaviour likely to occur within area
<a href="#">Sterna dougallii</a> Roseate Tern [817]		Breeding likely to occur within area
<a href="#">Thalassarche carteri</a> Indian Yellow-nosed Albatross [64464]	Vulnerable	Species or species habitat may occur within area
<a href="#">Thalassarche cauta</a> Shy Albatross [89224]	Endangered	Species or species habitat may occur within area
<a href="#">Thalassarche impavida</a> Campbell Albatross, Campbell Black- browed Albatross [64459]	Vulnerable	Species or species habitat may occur within area
<a href="#">Thalassarche melanophris</a> Black-browed Albatross [66472]	Vulnerable	Species or species habitat may occur within area
<a href="#">Thalassarche steadi</a> White-capped Albatross [64462]	Vulnerable	Species or species habitat may occur within area
<a href="#">Thalasseus bengalensis as Sterna bengalensis</a> Lesser Crested Tern [66546]		Breeding known to occur within area
<b>Fish</b>		
<a href="#">Acentronura larsonae</a> Helen's Pygmy Pipehorse [66186]		Species or species habitat may occur within area
<a href="#">Bulbonaricus brauni</a> Braun's Pughead Pipefish, Pug-headed Pipefish [66189]		Species or species habitat may occur within area

Scientific Name	Threatened Category	Presence Text
<a href="#">Campichthys galei</a> Gale's Pipefish [66191]		Species or species habitat may occur within area
<a href="#">Campichthys tricarinatus</a> Three-keel Pipefish [66192]		Species or species habitat may occur within area
<a href="#">Choeroichthys brachysoma</a> Pacific Short-bodied Pipefish, Short-bodied Pipefish [66194]		Species or species habitat may occur within area
<a href="#">Choeroichthys latispinosus</a> Muiron Island Pipefish [66196]		Species or species habitat may occur within area
<a href="#">Choeroichthys suillus</a> Pig-snouted Pipefish [66198]		Species or species habitat may occur within area
<a href="#">Corythoichthys flavofasciatus</a> Reticulate Pipefish, Yellow-banded Pipefish, Network Pipefish [66200]		Species or species habitat may occur within area
<a href="#">Cosmocampus banneri</a> Roughridge Pipefish [66206]		Species or species habitat may occur within area
<a href="#">Doryrhamphus dactyliophorus</a> Banded Pipefish, Ringed Pipefish [66210]		Species or species habitat may occur within area
<a href="#">Doryrhamphus excisus</a> Bluestripe Pipefish, Indian Blue-stripe Pipefish, Pacific Blue-stripe Pipefish [66211]		Species or species habitat may occur within area
<a href="#">Doryrhamphus janssi</a> Cleaner Pipefish, Janss' Pipefish [66212]		Species or species habitat may occur within area
<a href="#">Doryrhamphus multiannulatus</a> Many-banded Pipefish [66717]		Species or species habitat may occur within area

Scientific Name	Threatened Category	Presence Text
<a href="#">Doryrhamphus negrosensis</a> Flagtail Pipefish, Masthead Island Pipefish [66213]		Species or species habitat may occur within area
<a href="#">Festucalex scalaris</a> Ladder Pipefish [66216]		Species or species habitat may occur within area
<a href="#">Filicampus tigris</a> Tiger Pipefish [66217]		Species or species habitat may occur within area
<a href="#">Halicampus brocki</a> Brock's Pipefish [66219]		Species or species habitat may occur within area
<a href="#">Halicampus grayi</a> Mud Pipefish, Gray's Pipefish [66221]		Species or species habitat may occur within area
<a href="#">Halicampus nitidus</a> Glittering Pipefish [66224]		Species or species habitat may occur within area
<a href="#">Halicampus spinirostris</a> Spiny-snout Pipefish [66225]		Species or species habitat may occur within area
<a href="#">Haliichthys taeniophorus</a> Ribboned Pipehorse, Ribboned Seadragon [66226]		Species or species habitat may occur within area
<a href="#">Hippichthys penicillus</a> Beady Pipefish, Steep-nosed Pipefish [66231]		Species or species habitat may occur within area
<a href="#">Hippocampus angustus</a> Western Spiny Seahorse, Narrow-bellied Seahorse [66234]		Species or species habitat may occur within area
<a href="#">Hippocampus histrix</a> Spiny Seahorse, Thorny Seahorse [66236]		Species or species habitat may occur within area

Scientific Name	Threatened Category	Presence Text
<a href="#">Hippocampus kuda</a> Spotted Seahorse, Yellow Seahorse [66237]		Species or species habitat may occur within area
<a href="#">Hippocampus planifrons</a> Flat-face Seahorse [66238]		Species or species habitat may occur within area
<a href="#">Hippocampus spinosissimus</a> Hedgehog Seahorse [66239]		Species or species habitat may occur within area
<a href="#">Hippocampus trimaculatus</a> Three-spot Seahorse, Low-crowned Seahorse, Flat-faced Seahorse [66720]		Species or species habitat may occur within area
<a href="#">Lissocampus fatiloquus</a> Prophet's Pipefish [66250]		Species or species habitat may occur within area
<a href="#">Micrognathus micronotopterus</a> Tidepool Pipefish [66255]		Species or species habitat may occur within area
<a href="#">Nannocampus subosseus</a> Bonyhead Pipefish, Bony-headed Pipefish [66264]		Species or species habitat may occur within area
<a href="#">Phoxocampus belcheri</a> Black Rock Pipefish [66719]		Species or species habitat may occur within area
<a href="#">Solegnathus hardwickii</a> Pallid Pipehorse, Hardwick's Pipehorse [66272]		Species or species habitat may occur within area
<a href="#">Solegnathus lettiensis</a> Gunther's Pipehorse, Indonesian Pipefish [66273]		Species or species habitat may occur within area
<a href="#">Solenostomus cyanopterus</a> Robust Ghostpipefish, Blue-finned Ghost Pipefish, [66183]		Species or species habitat may occur within area

Scientific Name	Threatened Category	Presence Text
<a href="#">Stigmatopora argus</a> Spotted Pipefish, Gulf Pipefish, Peacock Pipefish [66276]		Species or species habitat may occur within area
<a href="#">Syngnathoides biaculeatus</a> Double-end Pipehorse, Double-ended Pipehorse, Alligator Pipefish [66279]		Species or species habitat may occur within area
<a href="#">Trachyrhamphus bicoarctatus</a> Bentstick Pipefish, Bend Stick Pipefish, Short-tailed Pipefish [66280]		Species or species habitat may occur within area
<a href="#">Trachyrhamphus longirostris</a> Straightstick Pipefish, Long-nosed Pipefish, Straight Stick Pipefish [66281]		Species or species habitat may occur within area
<b>Mammal</b>		
<a href="#">Dugong dugon</a> Dugong [28]		Breeding known to occur within area
<b>Reptile</b>		
<a href="#">Acalyptophis peronii</a> Horned Seasnake [1114]		Species or species habitat may occur within area
<a href="#">Aipysurus apraefrontalis</a> Short-nosed Seasnake [1115]	Critically Endangered	Species or species habitat likely to occur within area
<a href="#">Aipysurus duboisii</a> Dubois' Seasnake [1116]		Species or species habitat may occur within area
<a href="#">Aipysurus eydouxii</a> Spine-tailed Seasnake [1117]		Species or species habitat may occur within area
<a href="#">Aipysurus foliosquama</a> Leaf-scaled Seasnake [1118]	Critically Endangered	Species or species habitat known to occur within area
<a href="#">Aipysurus laevis</a> Olive Seasnake [1120]		Species or species habitat may occur within area

Scientific Name	Threatened Category	Presence Text
<a href="#">Astrotia stokesii</a> Stokes' Seasnake [1122]		Species or species habitat may occur within area
<a href="#">Caretta caretta</a> Loggerhead Turtle [1763]	Endangered	Congregation or aggregation known to occur within area
<a href="#">Chelonia mydas</a> Green Turtle [1765]	Vulnerable	Congregation or aggregation known to occur within area
<a href="#">Chitulia ornata as Hydrophis ornatus</a> Spotted Seasnake, Ornate Reef Seasnake [87377]		Species or species habitat may occur within area
<a href="#">Dermochelys coriacea</a> Leatherback Turtle, Leathery Turtle, Luth [1768]	Endangered	Species or species habitat known to occur within area
<a href="#">Disteira kingii</a> Spectacled Seasnake [1123]		Species or species habitat may occur within area
<a href="#">Disteira major</a> Olive-headed Seasnake [1124]		Species or species habitat may occur within area
<a href="#">Emydocephalus annulatus</a> Turtle-headed Seasnake [1125]		Species or species habitat may occur within area
<a href="#">Ephalophis greyi</a> North-western Mangrove Seasnake [1127]		Species or species habitat may occur within area
<a href="#">Eretmochelys imbricata</a> Hawksbill Turtle [1766]	Vulnerable	Congregation or aggregation known to occur within area
<a href="#">Hydrophis elegans</a> Elegant Seasnake [1104]		Species or species habitat may occur within area

Scientific Name	Threatened Category	Presence Text
<a href="#">Leioselasma czeblukovi</a> as <a href="#">Hydrophis czeblukovi</a> Fine-spined Seasnake, Geometrical Seasnake [87374]		Species or species habitat may occur within area
<a href="#">Natator depressus</a> Flatback Turtle [59257]	Vulnerable	Congregation or aggregation known to occur within area
<a href="#">Pelamis platurus</a> Yellow-bellied Seasnake [1091]		Species or species habitat may occur within area

## Whales and Other Cetaceans [ [Resource Information](#) ]

Current Scientific Name	Status	Type of Presence
Mammal		
<a href="#">Balaenoptera acutorostrata</a> Minke Whale [33]		Species or species habitat may occur within area
<a href="#">Balaenoptera bonaerensis</a> Antarctic Minke Whale, Dark-shoulder Minke Whale [67812]		Species or species habitat likely to occur within area
<a href="#">Balaenoptera borealis</a> Sei Whale [34]	Vulnerable	Foraging, feeding or related behaviour likely to occur within area
<a href="#">Balaenoptera edeni</a> Bryde's Whale [35]		Species or species habitat likely to occur within area
<a href="#">Balaenoptera musculus</a> Blue Whale [36]	Endangered	Migration route known to occur within area
<a href="#">Balaenoptera physalus</a> Fin Whale [37]	Vulnerable	Foraging, feeding or related behaviour likely to occur within area
<a href="#">Delphinus delphis</a> Common Dolphin, Short-beaked Common Dolphin [60]		Species or species habitat may occur within area

Current Scientific Name	Status	Type of Presence
<a href="#">Eubalaena australis</a> Southern Right Whale [40]	Endangered	Species or species habitat likely to occur within area
<a href="#">Feresa attenuata</a> Pygmy Killer Whale [61]		Species or species habitat may occur within area
<a href="#">Globicephala macrorhynchus</a> Short-finned Pilot Whale [62]		Species or species habitat may occur within area
<a href="#">Grampus griseus</a> Risso's Dolphin, Grampus [64]		Species or species habitat may occur within area
<a href="#">Indopacetus pacificus</a> Longman's Beaked Whale [72]		Species or species habitat may occur within area
<a href="#">Kogia breviceps</a> Pygmy Sperm Whale [57]		Species or species habitat may occur within area
<a href="#">Kogia sima as Kogia simus</a> Dwarf Sperm Whale [85043]		Species or species habitat may occur within area
<a href="#">Lagenodelphis hosei</a> Fraser's Dolphin, Sarawak Dolphin [41]		Species or species habitat may occur within area
<a href="#">Megaptera novaeangliae</a> Humpback Whale [38]		Breeding known to occur within area
<a href="#">Mesoplodon densirostris</a> Blainville's Beaked Whale, Dense-beaked Whale [74]		Species or species habitat may occur within area
<a href="#">Mesoplodon ginkgodens</a> Ginkgo-toothed Beaked Whale, Ginkgo-toothed Whale, Ginkgo Beaked Whale [59564]		Species or species habitat may occur within area



Current Scientific Name	Status	Type of Presence
<a href="#">Orcinus orca</a> Killer Whale, Orca [46]		Species or species habitat may occur within area
<a href="#">Peponocephala electra</a> Melon-headed Whale [47]		Species or species habitat may occur within area
<a href="#">Physeter macrocephalus</a> Sperm Whale [59]		Species or species habitat may occur within area
<a href="#">Pseudorca crassidens</a> False Killer Whale [48]		Species or species habitat likely to occur within area
<a href="#">Sousa sahalensis as Sousa chinensis</a> Australian Humpback Dolphin [87942]		Species or species habitat may occur within area
<a href="#">Stenella attenuata</a> Spotted Dolphin, Pantropical Spotted Dolphin [51]		Species or species habitat may occur within area
<a href="#">Stenella coeruleoalba</a> Striped Dolphin, Euphrosyne Dolphin [52]		Species or species habitat may occur within area
<a href="#">Stenella longirostris</a> Long-snouted Spinner Dolphin [29]		Species or species habitat may occur within area
<a href="#">Steno bredanensis</a> Rough-toothed Dolphin [30]		Species or species habitat may occur within area
<a href="#">Tursiops aduncus</a> Indian Ocean Bottlenose Dolphin, Spotted Bottlenose Dolphin [68418]		Species or species habitat likely to occur within area
<a href="#">Tursiops aduncus (Arafura/Timor Sea populations)</a> Spotted Bottlenose Dolphin (Arafura/Timor Sea populations) [78900]		Species or species habitat known to occur within area

Current Scientific Name	Status	Type of Presence
<a href="#">Tursiops truncatus s. str.</a> Bottlenose Dolphin [68417]		Species or species habitat may occur within area
<a href="#">Ziphius cavirostris</a> Cuvier's Beaked Whale, Goose-beaked Whale [56]		Species or species habitat may occur within area

### Australian Marine Parks [ [Resource Information](#) ]

Park Name	Zone & IUCN Categories
Carnarvon Canyon	Habitat Protection Zone (IUCN IV)
Gascoyne	Habitat Protection Zone (IUCN IV)
Gascoyne	Multiple Use Zone (IUCN VI)
Shark Bay	Multiple Use Zone (IUCN VI)
Gascoyne	National Park Zone (IUCN II)
Ningaloo	National Park Zone (IUCN II)
Ningaloo	Recreational Use Zone (IUCN IV)

### Habitat Critical to the Survival of Marine Turtles

Scientific Name	Behaviour	Presence
Aug - Sep		
<a href="#">Natator depressus</a> Flatback Turtle [59257]	Nesting	Known to occur
Dec - Jan		
<a href="#">Chelonia mydas</a> Green Turtle [1765]	Nesting	Known to occur
Nov-Feb		
<a href="#">Caretta caretta</a> Loggerhead Turtle [1763]	Nesting	Known to occur
Nov - May		
<a href="#">Eretmochelys imbricata</a> Hawksbill Turtle [1766]	Nesting	Known to occur

## Extra Information

### State and Territory Reserves [\[ Resource Information \]](#)

Protected Area Name	Reserve Type	State
Ningaloo	Marine Park	WA

### EPBC Act Referrals [\[ Resource Information \]](#)

Title of referral	Reference	Referral Outcome	Assessment Status
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#### Action clearly unacceptable

<a href="#">Highlands 3D Marine Seismic Survey</a>	2012/6680	Action Clearly Unacceptable	Completed
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#### Controlled action

<a href="#">'Van Gogh' Petroleum Field Development</a>	2007/3213	Controlled Action	Post-Approval
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<a href="#">Ashburton Infrastructure Project</a>	2021/9064	Controlled Action	Assessment Approach
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<a href="#">Construct and operate LNG &amp; domestic gas plant including onshore and offshore facilities - Wheatstone</a>	2008/4469	Controlled Action	Post-Approval
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<a href="#">Develop Jansz-10 deepwater gas field in Permit Areas WA-18-R, WA-25-R and WA-26-</a>	2005/2184	Controlled Action	Post-Approval
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<a href="#">Development of Coniston/Novara fields within the Exmouth Sub-basin</a>	2011/5995	Controlled Action	Post-Approval
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<a href="#">Development of Stybarrow petroleum field incl drilling and facility installation</a>	2004/1469	Controlled Action	Post-Approval
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<a href="#">Enfield full field development</a>	2001/257	Controlled Action	Post-Approval
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<a href="#">Equus Gas Fields Development Project, Carnarvon Basin</a>	2012/6301	Controlled Action	Completed
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<a href="#">Gorgon Gas Development</a>	2003/1294	Controlled Action	Post-Approval
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<a href="#">Gorgon Gas Development 4th Train Proposal</a>	2011/5942	Controlled Action	Post-Approval
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<a href="#">Greater Enfield (Vincent) Development</a>	2005/2110	Controlled Action	Post-Approval
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<a href="#">Light Crude Oil Production</a>	2001/365	Controlled Action	Post-Approval
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Title of referral	Reference	Referral Outcome	Assessment Status
<b>Controlled action</b>			
<a href="#">Nava-1 Cable System</a>	2001/510	Controlled Action	Completed
<a href="#">Pluto Gas Project</a>	2005/2258	Controlled Action	Completed
<a href="#">Pluto Gas Project Including Site B</a>	2006/2968	Controlled Action	Post-Approval
<a href="#">Pyrenees Oil Fields Development</a>	2005/2034	Controlled Action	Post-Approval
<a href="#">The Scarborough Project - FLNG &amp; assoc subsea infrastructure, Carnarvon Basin</a>	2013/6811	Controlled Action	Post-Approval
<a href="#">Vincent Appraisal Well</a>	2000/22	Controlled Action	Post-Approval
<b>Not controlled action</b>			
<a href="#">'Van Gogh' Oil Appraisal Drilling Program, Exploration Permit Area WA-155-P(1)</a>	2006/3148	Not Controlled Action	Completed
<a href="#">Bollinger 2D Seismic Survey 200km North of North West Cape WA</a>	2004/1868	Not Controlled Action	Completed
<a href="#">Bultaco-2, Laverda-2, Laverda-3 and Montesa-2 Appraisal Wells</a>	2000/103	Not Controlled Action	Completed
<a href="#">Carnarvon 3D Marine Seismic Survey</a>	2004/1890	Not Controlled Action	Completed
<a href="#">Cazadores 2D seismic survey</a>	2004/1720	Not Controlled Action	Completed
<a href="#">Construction and operation of an unmanned sea platform and connecting pipeline to Varanus Island for the extraction of natural gas</a>	2004/1703	Not Controlled Action	Completed
<a href="#">Controlled Source Electromagnetic Survey</a>	2007/3262	Not Controlled Action	Completed
<a href="#">Development of Halyard Field off the west coast of WA</a>	2010/5611	Not Controlled Action	Completed
<a href="#">Exploration drilling well WA-155-P(1)</a>	2003/971	Not Controlled Action	Completed
<a href="#">Exploration Well in Permit Area WA-155-P(1)</a>	2002/759	Not Controlled Action	Completed
<a href="#">Exploratory drilling in permit area WA-225-P</a>	2001/490	Not Controlled Action	Completed

Title of referral	Reference	Referral Outcome	Assessment Status
<b>Not controlled action</b>			
<a href="#">HCA05X Macedon Experimental Survey</a>	2004/1926	Not Controlled Action	Completed
<a href="#">Hess Exploration Drilling Programme</a>	2007/3566	Not Controlled Action	Completed
<a href="#">INDIGO West Submarine Telecommunications Cable, WA</a>	2017/8126	Not Controlled Action	Completed
<a href="#">Infill Production Well (Griffin-9)</a>	2001/417	Not Controlled Action	Completed
<a href="#">Jansz-2 and 3 Appraisal Wells</a>	2002/754	Not Controlled Action	Completed
<a href="#">Klammer 2D Seismic Survey</a>	2002/868	Not Controlled Action	Completed
<a href="#">Montesa-1 and Bultaco-1 Exploration Wells</a>	2000/102	Not Controlled Action	Completed
<a href="#">Project Highclere Geophysical Survey</a>	2021/9023	Not Controlled Action	Completed
<a href="#">Subsea Gas Pipeline From Stybarrow Field to Griffin Venture Gas Export Pipeline</a>	2005/2033	Not Controlled Action	Completed
<a href="#">Wanda Offshore Research Project, 80 km north-east of Exmouth, WA</a>	2018/8293	Not Controlled Action	Completed
<a href="#">Wheatstone 3D seismic survey, 70km north of Barrow Island</a>	2004/1761	Not Controlled Action	Completed
<b>Not controlled action (particular manner)</b>			
<a href="#">'Kate' 3D marine seismic survey, exploration permits WA-320-P and WA-345-P, 60km</a>	2005/2037	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">"Leanne" offshore 3D seismic exploration, WA-356-P</a>	2005/1938	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">2D and 3D seismic surveys</a>	2005/2151	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">2D marine seismic survey</a>	2012/6296	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">2D seismic survey</a>	2008/4493	Not Controlled Action (Particular	Post-Approval

Title of referral	Reference	Referral Outcome	Assessment Status
<b>Not controlled action (particular manner)</b>			
		Manner)	
<a href="#">3D marine seismic survey</a>	2008/4281	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">3D Marine Seismic Survey (WA-482-P, WA-363-P), WA</a>	2013/6761	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">3D Marine Seismic Survey in Permit Areas WA-15-R, WA-18-R, WA-205-P, WA-253-P, WA-267-P and WA-268-P</a>	2003/1271	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">3D marine seismic survey over petroleum title WA-268-P</a>	2007/3458	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">3D Marine Seismic Surveys - Contos CT-13 &amp; Supertubes CT-13, offshore WA</a>	2013/6901	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">3D seismic survey</a>	2006/2715	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">3D Seismic Survey, WA</a>	2008/4428	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Acheron Non-Exclusive 2D Seismic Survey</a>	2008/4565	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Acheron Non-Exclusive 2D Seismic Survey</a>	2009/4968	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Agrippina 3D Seismic Marine Survey</a>	2009/5212	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Apache Northwest Shelf Van Gogh Field Appraisal Drilling Program</a>	2007/3495	Not Controlled Action (Particular Manner)	Post-Approval

Title of referral	Reference	Referral Outcome	Assessment Status
<b>Not controlled action (particular manner)</b>			
<a href="#">Aperio 3D Marine Seismic Survey, WA</a>	2012/6648	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Australia to Singapore Fibre Optic Submarine Cable System</a>	2011/6127	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Babylon 3D Marine Seismic Survey, Commonwealth Waters, nr Exmouth WA</a>	2013/7081	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Balnaves Condensate Field Development</a>	2011/6188	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Bonaventure 3D seismic survey</a>	2006/2514	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">CGGVERITAS 2010 2D Seismic Survey</a>	2010/5714	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Charon 3D Marine Seismic Survey</a>	2007/3477	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Coverack Marine Seismic Survey</a>	2001/399	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Cue Seismic Survey within WA-359-P, WA-361-P and WA-360-P</a>	2007/3647	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">CVG 3D Marine Seismic Survey</a>	2012/6654	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Deep Water Drilling Program</a>	2010/5532	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Deep Water Northwest Shelf 2D Seismic Survey</a>	2007/3260	Not Controlled Action (Particular Manner)	Post-Approval

Title of referral	Reference	Referral Outcome	Assessment Status
<b>Not controlled action (particular manner)</b>			
		Manner)	
<a href="#">Draeck 3D Marine Seismic Survey, WA-205-P</a>	2006/3067	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Drilling 35-40 offshore exploration wells in deep water</a>	2008/4461	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Eendracht Multi-Client 3D Marine Seismic Survey</a>	2009/4749	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Enfield M3 &amp; Vincent 4D Marine Seismic Surveys</a>	2008/3981	Not Controlled Action (Particular Manner)	Completed
<a href="#">Enfield M3 4D, Vincent 4D &amp; 4D Line Test Marine Seismic Surveys</a>	2008/4122	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Enfield M4 4D Marine Seismic Survey</a>	2008/4558	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Enfield oilfield 3D Seismic Survey</a>	2006/3132	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Exmouth West 2D Marine Seismic Survey</a>	2008/4132	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Foxhound 3D Non-Exclusive Marine Seismic Survey</a>	2009/4703	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Gazelle 3D Marine Seismic Survey in WA-399-P and WA-42-L</a>	2010/5570	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Geco Eagle 3D Marine Seismic Survey</a>	2008/3958	Not Controlled Action (Particular Manner)	Post-Approval



Title of referral	Reference	Referral Outcome	Assessment Status
<b>Not controlled action (particular manner)</b>			
<a href="#">Glencoe 3D Marine Seismic Survey WA-390-P</a>	2007/3684	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Guacamole 2D Marine Seismic Survey</a>	2008/4381	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Harmony 3D Marine Seismic Survey</a>	2012/6699	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Honeycombs MC3D Marine Seismic Survey</a>	2012/6368	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Huzzas MC3D Marine Seismic Survey (HZ-13) Carnarvon Basin, offshore WA</a>	2013/7003	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Huzzas phase 2 marine seismic survey, Exmouth Plateau, Northern Carnarvon Basin, WA</a>	2013/7093	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">INDIGO Marine Cable Route Survey (INDIGO)</a>	2017/7996	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">John Ross &amp; Rosella Off Bottom Cable Seismic Exploration Program</a>	2008/3966	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Julimar Brunello Gas Development Project</a>	2011/5936	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Klimt 2D Marine Seismic Survey</a>	2007/3856	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Laverda 3D Marine Seismic Survey and Vincent M1 4D Marine Seismic Survey</a>	2010/5415	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Laying a submarine optical fibre telecommunications cable, Perth to Singapore and Jakarta</a>	2014/7332	Not Controlled Action (Particular Manner)	Post-Approval

Title of referral	Reference	Referral Outcome	Assessment Status
<b>Not controlled action (particular manner)</b>			
		Manner)	
<a href="#">Leopard 2D marine seismic survey</a>	2005/2290	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Lion 2D Marine Seismic Survey</a>	2007/3777	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Macedon Gas Field Development</a>	2008/4605	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Marine reconnaissance survey</a>	2008/4466	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Munmorah 2D seismic survey within permits WA-308/9-P</a>	2003/970	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Ocean Bottom Cable Seismic Program, WA-264-P</a>	2007/3844	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Ocean Bottom Cable Seismic Survey</a>	2005/2017	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Orcus 3D Marine Seismic Survey in WA-450-P</a>	2010/5723	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Osprey and Dionysus Marine Seismic Survey</a>	2011/6215	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Palta-1 exploration well in Petroleum Permit Area WA-384-P</a>	2011/5871	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Pomodoro 3D Marine Seismic Survey in WA-426-P and WA-427-P</a>	2010/5472	Not Controlled Action (Particular Manner)	Post-Approval

Title of referral	Reference	Referral Outcome	Assessment Status
<b>Not controlled action (particular manner)</b>			
<a href="#">Pyrenees 4D Marine Seismic Monitor Survey, HCA12A</a>	2012/6579	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Pyrenees-Macedon 3D marine seismic survey</a>	2005/2325	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Quiberon 2D Seismic Survey, permit area WA-385P, offshore of Carnarvon</a>	2009/5077	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Rose 3D Seismic Program</a>	2008/4239	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Rydal-1 Petroleum Exploration Well, WA</a>	2012/6522	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Salsa 3D Marine Seismic Survey</a>	2010/5629	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Skorpion Marine Seismic Survey WA</a>	2001/416	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Sovereign 3D Marine Seismic Survey</a>	2011/5861	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Stybarrow 4D Marine Seismic Survey</a>	2011/5810	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Stybarrow Baseline 4D marine seismic survey</a>	2008/4530	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Tortilla 2D Seismic Survey, WA</a>	2011/6110	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Triton 3D Marine Seismic Survey, WA-2-R and WA-3-R</a>	2006/2609	Not Controlled Action (Particular	Post-Approval

Title of referral	Reference	Referral Outcome	Assessment Status
<b>Not controlled action (particular manner)</b>			
		Manner)	
<a href="#">Undertake a three dimensional marine seismic survey</a>	2010/5679	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Vincent M1 and Enfield M5 4D Marine Seismic Survey</a>	2010/5720	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Warramunga Non-Inclusive 3D Seismic Survey</a>	2008/4553	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">West Anchor 3D Marine Seismic Survey</a>	2008/4507	Not Controlled Action (Particular Manner)	Post-Approval
<a href="#">Westralia SPAN Marine Seismic Survey, WA &amp; NT</a>	2012/6463	Not Controlled Action (Particular Manner)	Post-Approval

<b>Referral decision</b>			
<a href="#">3D Seismic Survey</a>	2008/4219	Referral Decision	Completed
<a href="#">Bianchi 3D Marine Seismic Survey, Carnavon Basin, WA</a>	2013/7078	Referral Decision	Completed
<a href="#">CVG 3D Marine Seismic Survey</a>	2012/6270	Referral Decision	Completed
<a href="#">Enfield 4D Marine Seismic Surveys, Production Permit WA-28-L</a>	2005/2370	Referral Decision	Completed
<a href="#">Rose 3D Seismic acquisition survey</a>	2008/4220	Referral Decision	Completed
<a href="#">Stybarrow Baseline 4D Marine Seismic Survey (Permit Areas WA-255-P, WA-32-L, WA-</a>	2008/4165	Referral Decision	Completed

**Key Ecological Features** [\[ Resource Information \]](#)

Key Ecological Features are the parts of the marine ecosystem that are considered to be important for the biodiversity or ecosystem functioning and integrity of the Commonwealth Marine Area.

Name	Region
<a href="#">Ancient coastline at 125 m depth contour</a>	North-west

Name	Region
<a href="#">Canyons linking the Cuvier Abyssal Plain and the Cape Range Peninsula</a>	North-west
<a href="#">Commonwealth waters adjacent to Ningaloo Reef</a>	North-west
<a href="#">Continental Slope Demersal Fish Communities</a>	North-west
<a href="#">Exmouth Plateau</a>	North-west

## Biologically Important Areas

Scientific Name	Behaviour	Presence
<b>Dugong</b>		
<a href="#">Dugong dugon</a>		
Dugong [28]	Breeding	Known to occur
<a href="#">Dugong dugon</a>		
Dugong [28]	Calving	Known to occur
<a href="#">Dugong dugon</a>		
Dugong [28]	Foraging (high density seagrass beds)	Known to occur
<a href="#">Dugong dugon</a>		
Dugong [28]	Nursing	Known to occur
<b>Marine Turtles</b>		
<a href="#">Caretta caretta</a>		
Loggerhead Turtle [1763]	Internesting buffer	Known to occur
<a href="#">Caretta caretta</a>		
Loggerhead Turtle [1763]	Nesting	Known to occur
<a href="#">Chelonia mydas</a>		
Green Turtle [1765]	Internesting buffer	Known to occur
<a href="#">Eretmochelys imbricata</a>		
Hawksbill Turtle [1766]	Internesting buffer	Known to occur
<a href="#">Eretmochelys imbricata</a>		
Hawksbill Turtle [1766]	Nesting	Known to occur
<a href="#">Natator depressus</a>		
Flatback Turtle [59257]	Internesting buffer	Known to occur

## Seabirds

Scientific Name	Behaviour	Presence
<a href="#">Ardena pacifica</a> Wedge-tailed Shearwater [84292]	Breeding	Known to occur
<a href="#">Sterna dougallii</a> Roseate Tern [817]	Breeding	Known to occur
<a href="#">Sternula nereis</a> Fairy Tern [82949]	Breeding	Known to occur
<a href="#">Thalasseus bengalensis</a> Lesser Crested Tern [66546]	Breeding	Known to occur

## Sharks

<a href="#">Rhincodon typus</a> Whale Shark [66680]	Foraging	Known to occur
<a href="#">Rhincodon typus</a> Whale Shark [66680]	Foraging (high density prey)	Known to occur

## Whales

<a href="#">Balaenoptera musculus brevipinna</a> Pygmy Blue Whale [81317]	Distribution	Known to occur
<a href="#">Balaenoptera musculus brevipinna</a> Pygmy Blue Whale [81317]	Foraging	Known to occur
<a href="#">Balaenoptera musculus brevipinna</a> Pygmy Blue Whale [81317]	Migration	Known to occur
<a href="#">Megaptera novaeangliae</a> Humpback Whale [38]	Migration (north and south)	Known to occur

# Caveat

## 1 PURPOSE

This report is designed to assist in identifying the location of matters of national environmental significance (MNES) and other matters protected by the Environment Protection and Biodiversity Conservation Act 1999 (Cth) (EPBC Act) which may be relevant in determining obligations and requirements under the EPBC Act.

The report contains the mapped locations of:

- World and National Heritage properties;
- Wetlands of International and National Importance;
- Commonwealth and State/Territory reserves;
- distribution of listed threatened, migratory and marine species;
- listed threatened ecological communities; and
- other information that may be useful as an indicator of potential habitat value.

## 2 DISCLAIMER

This report is not intended to be exhaustive and should only be relied upon as a general guide as mapped data is not available for all species or ecological communities listed under the EPBC Act (see below). Persons seeking to use the information contained in this report to inform the referral of a proposed action under the EPBC Act should consider the limitations noted below and whether additional information is required to determine the existence and location of MNES and other protected matters.

Where data are available to inform the mapping of protected species, the presence type (e.g. known, likely or may occur) that can be determined from the data is indicated in general terms. It is the responsibility of any person using or relying on the information in this report to ensure that it is suitable for the circumstances of any proposed use. The Commonwealth cannot accept responsibility for the consequences of any use of the report or any part thereof. To the maximum extent allowed under governing law, the Commonwealth will not be liable for any loss or damage that may be occasioned directly or indirectly through the use of, or reliance

## 3 DATA SOURCES

Threatened ecological communities

For threatened ecological communities where the distribution is well known, maps are generated based on information contained in recovery plans, State vegetation maps and remote sensing imagery and other sources. Where threatened ecological community distributions are less well known, existing vegetation maps and point location data are used to produce indicative distribution maps.

Threatened, migratory and marine species

Threatened, migratory and marine species distributions have been discerned through a variety of methods. Where distributions are well known and if time permits, distributions are inferred from either thematic spatial data (i.e. vegetation, soils, geology, elevation, aspect, terrain, etc.) together with point locations and described habitat; or modelled (MAXENT or BIOCLIM habitat modelling) using

Where little information is available for a species or large number of maps are required in a short time-frame, maps are derived either from 0.04 or 0.02 decimal degree cells; by an automated process using polygon capture techniques (static two kilometre grid cells, alpha-hull and convex hull); or captured manually or by using topographic features (national park boundaries, islands, etc.).

In the early stages of the distribution mapping process (1999-early 2000s) distributions were defined by degree blocks, 100K or 250K map sheets to rapidly create distribution maps. More detailed distribution mapping methods are used to update these distributions

## 4 LIMITATIONS

The following species and ecological communities have not been mapped and do not appear in this report:

- threatened species listed as extinct or considered vagrants;
- some recently listed species and ecological communities;
- some listed migratory and listed marine species, which are not listed as threatened species; and
- migratory species that are very widespread, vagrant, or only occur in Australia in small numbers.

The following groups have been mapped, but may not cover the complete distribution of the species:

- listed migratory and/or listed marine seabirds, which are not listed as threatened, have only been mapped for recorded
- seals which have only been mapped for breeding sites near the Australian continent

The breeding sites may be important for the protection of the Commonwealth Marine environment.

Refer to the metadata for the feature group (using the Resource Information link) for the currency of the information.

# Acknowledgements

This database has been compiled from a range of data sources. The department acknowledges the following custodians who have contributed valuable data and advice:

- [-Office of Environment and Heritage, New South Wales](#)
- [-Department of Environment and Primary Industries, Victoria](#)
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- [-Department of Environment, Water and Natural Resources, South Australia](#)
- [-Department of Land and Resource Management, Northern Territory](#)
- [-Department of Environmental and Heritage Protection, Queensland](#)
- [-Department of Parks and Wildlife, Western Australia](#)
- [-Environment and Planning Directorate, ACT](#)
- [-Birdlife Australia](#)
- [-Australian Bird and Bat Banding Scheme](#)
- [-Australian National Wildlife Collection](#)
- Natural history museums of Australia
- [-Museum Victoria](#)
- [-Australian Museum](#)
- [-South Australian Museum](#)
- [-Queensland Museum](#)
- [-Online Zoological Collections of Australian Museums](#)
- [-Queensland Herbarium](#)
- [-National Herbarium of NSW](#)
- [-Royal Botanic Gardens and National Herbarium of Victoria](#)
- [-Tasmanian Herbarium](#)
- [-State Herbarium of South Australia](#)
- [-Northern Territory Herbarium](#)
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- [-Australian National Herbarium, Canberra](#)
- [-University of New England](#)
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- [-Australian Government, Department of Defence](#)
- [Forestry Corporation, NSW](#)
- [-Geoscience Australia](#)
- [-CSIRO](#)
- [-Australian Tropical Herbarium, Cairns](#)
- [-eBird Australia](#)
- [-Australian Government – Australian Antarctic Data Centre](#)
- [-Museum and Art Gallery of the Northern Territory](#)
- [-Australian Government National Environmental Science Program](#)
- [-Australian Institute of Marine Science](#)
- [-Reef Life Survey Australia](#)
- [-American Museum of Natural History](#)
- [-Queen Victoria Museum and Art Gallery, Inveresk, Tasmania](#)
- [-Tasmanian Museum and Art Gallery, Hobart, Tasmania](#)
- Other groups and individuals

The Department is extremely grateful to the many organisations and individuals who provided expert advice and information on numerous draft distributions.



Please feel free to provide feedback via the [Contact Us](#) page.

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Department of Agriculture Water and the Environment

GPO Box 858

Canberra City ACT 2601 Australia

+61 2 6274 1111

## Appendix D. Oil Pollution Emergency Plan



# STYBARROW DECOMMISSIONING OIL POLLUTION EMERGENCY PLAN

Document No: BHPB-00SC-N000-0004

REVISION RECORD						
Rev	Date	Description	Prepared by	Reviewed by	Checked by	Approved by
0	14/04/2022	Final – issued to NOPSEMA for assessment	BlueSands Environmental / Advisian	Principal Project Engineer - Decommissioning	Regional HSE Lead Australia	Director Projects Australia

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REVISION RECORD		
Rev	Date	Description
A	08/04/2022	Internal review
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# 1 Introduction

## 1.1 Purpose

This Oil Pollution Emergency Plan (OPEP) has been developed to establish the processes and procedures within BHP to respond to and effectively manage incidents that may occur during Stybarrow decommissioning activities within Production Licence WA-32-L, offshore Western Australia (WA).

This OPEP is an appendix to the *Stybarrow Decommissioning and Field Management Environment Plan (EP) (BHPB-00SC-N000-0003)* and is required under the *Offshore Petroleum and Greenhouse Gas Storage (Environment) Regulations* (the OPGGS (Environment) Regulations) for approval to perform petroleum activities in Commonwealth waters.

## 1.2 Scope

This OPEP applies to BHP activities associated with Stybarrow decommissioning.

This OPEP applies to oil spills resulting from activities associated with the Stybarrow decommissioning or operating under an instrument of the OPGGS Act.

Specifically in reference to oil spill preparedness, this OPEP contains:

- a summary description of the activity and locations (Section 3 of the EP)
- a list of the spill scenarios that may occur during the petroleum activities (Section 2.1)
- an overview of the operational net environmental benefit analysis (NEBA) in relation to the spill scenarios (Section 4)
- details associated with each of the response strategies (Section 3)
- an outline of activities associated with the response to an oil spill (Section 3)
- the First Strike Response Plan (Appendix A).

The spill scenarios listed in Table 2-1 may impact on WA State waters, therefore this plan considers the Western Australia State Hazard Plan – Maritime Environmental Emergencies (SHP-MEE) (Government of WA, 2021) and Offshore Petroleum Industry Guidance Note (IGN) on Marine Oil Pollution: Response and Consultation Arrangements (Department of Transport (DoT), 2020). BHP acknowledges that as per the IGN, DoT will be the Controlling Agency in a State waters response (Refer to Section 1.5). BHP will provide all necessary resources, including personnel and equipment, to support DoT's Incident Management Team (IMT) and response, as agreed during consultations with DoT. BHP has access to staff for the Initial Personnel Requirements as outlined in Annexure 2 of the IGN. Refer to Appendix B of this plan for these requirements and the control and coordination/IMT structure that will be applied during a marine oil pollution response that impacts State waters.

This plan is to be reviewed and implemented in conjunction with the BHP Stybarrow Equipment Removal and Field Management EP (BHPB-00SC-N000-0003) Activity Description and Location.

The activity covered by this OPEP involves removal of subsea infrastructure within Stybarrow Production Licence WA-32-L, continued field management scopes on subsea infrastructure and removal of historic wellheads and associated infrastructure within Production Licence WA-32-L. The Stybarrow Field is in 800 m water depth around 55 km north-west of Exmouth, WA. For a detailed description of the petroleum activities, refer to Section 3 of the EP.

## 1.3 Hydrocarbons and Their Sources

The petroleum activities will be performed using general support/supply vessels, anchor handling tug vessels, diving support vessel/installation vessel and a large construction vessel with further detail provided in Section 3.9 of the EP. The presence of such vessels in the operational area for the decommissioning activities

presents a spill risk from a possible but unlikely vessel collision. A vessel collision has the potential to result in the rupture of a fuel tank and the release of marine diesel oil (MDO). The worst-case scenario is associated with the rupture of the largest fuel tank (1,000 m<sup>3</sup> of MDO) of one of the project vessels.

Properties of MDO are discussed in Section 8.1.1 of the EP.



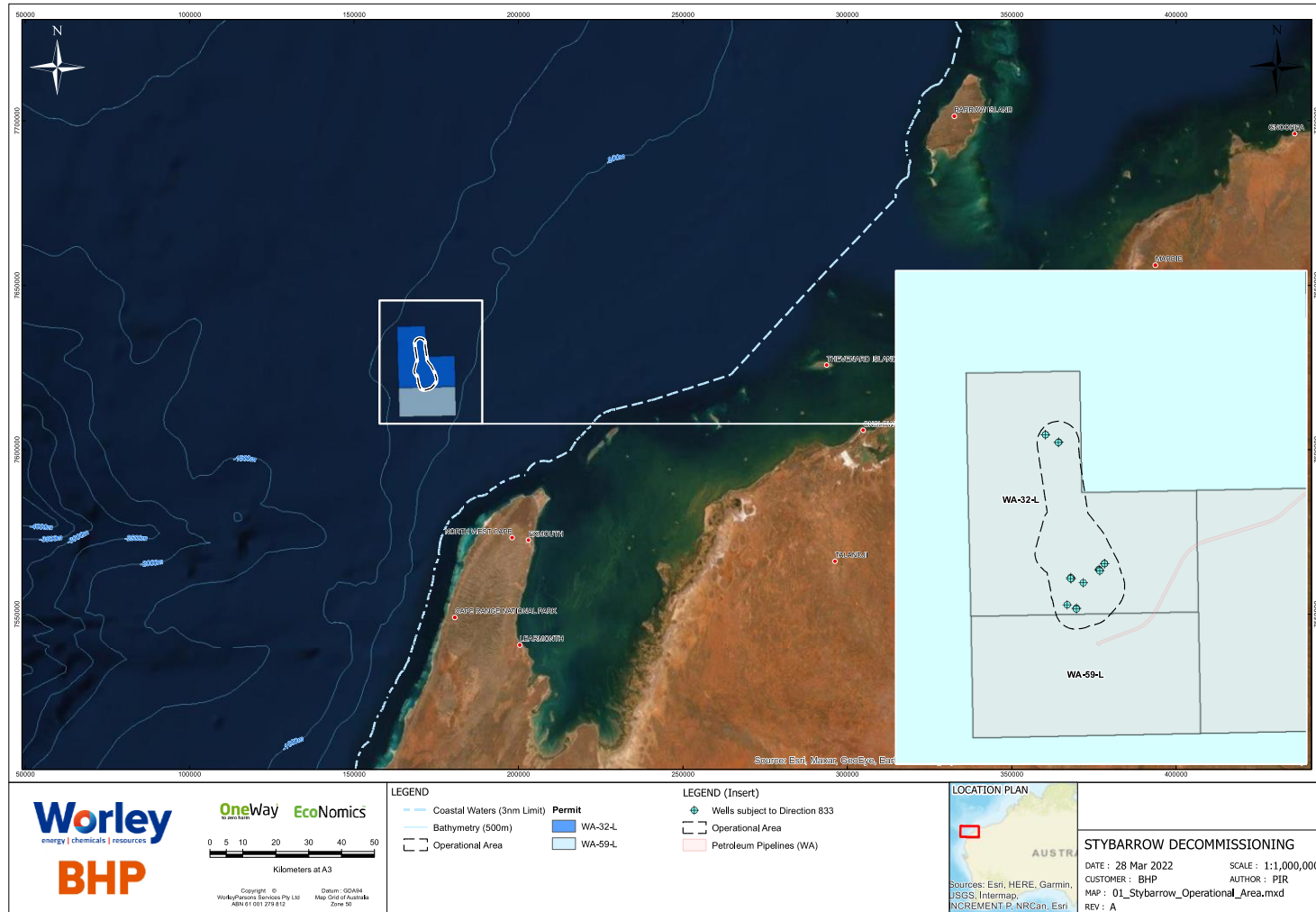


Figure 1-1: Stybarrow Decommissioning Operational Area

### 1.4 Emergency Management and Oil Spill Response Documentation

Figure 1-2 shows the relationship of emergency management and oil spill documentation within BHP; Table 3-2 demonstrates the scope and content of oil spill related documents developed by BHP. It excludes other tactical and industry plans, standard operating procedures and field guides prepared by DoT, Department Parks and Wildlife/ Department of Biodiversity, Conservation and Attractions, Australian Maritime Oil Spill Centre (AMOSC), Oil Spill Response Limited (OSRL), National Oceanic and Atmospheric Administration and IPIECA-International Association of Oil and Gas Producers available to BHP to support oiled shoreline assessment, oiled wildlife response and waste management.

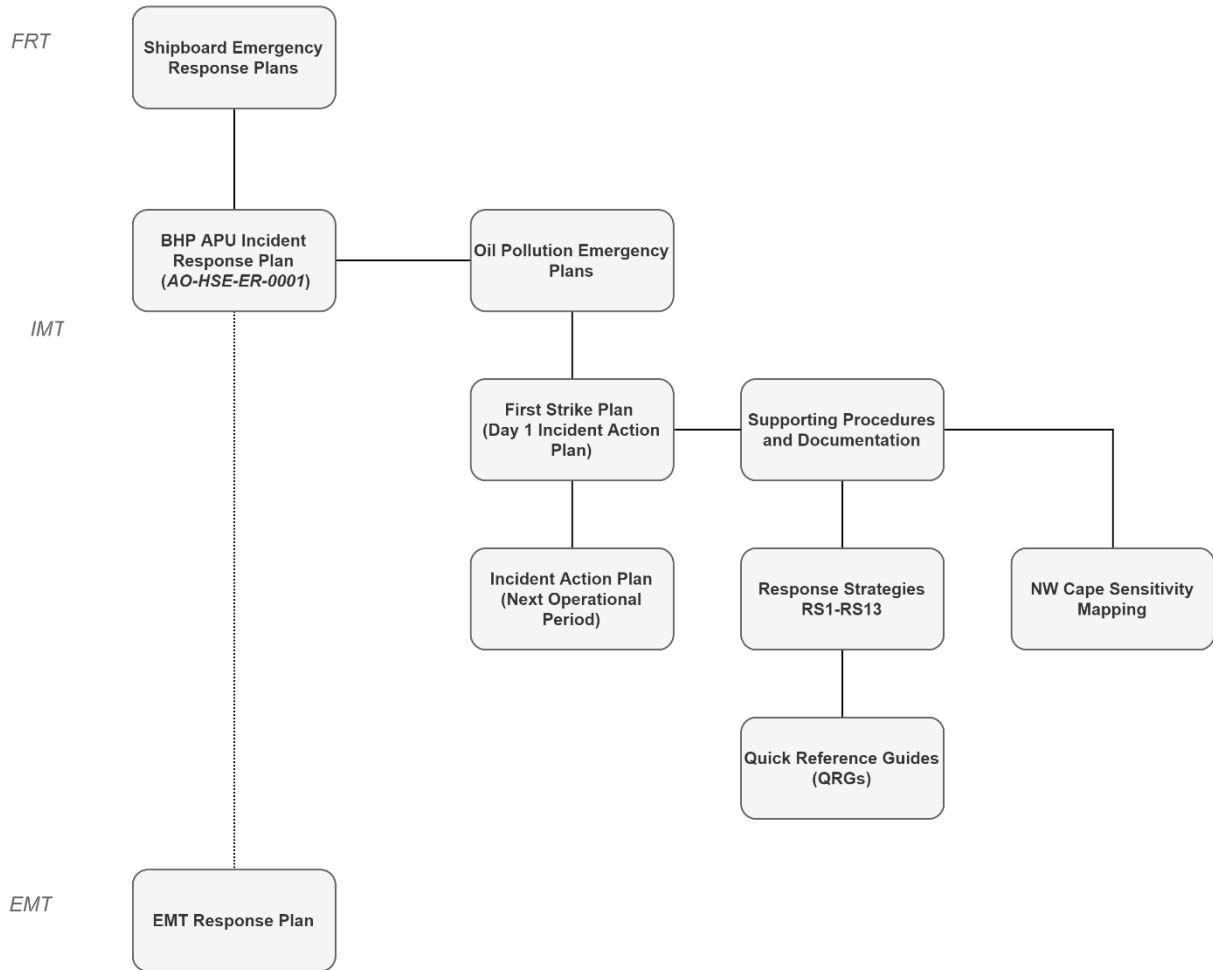


Figure 1-2: Relationship of Emergency Management and Oil Spill Response Documentation within BHP

### 1.5 Oil Spill Response Control Agencies

During a spill response, there will be a ‘Control Agency’ and a ‘Jurisdictional Authority’ assigned to the incident for all spill response levels.

Definitions of a Control Agency and Jurisdictional Authority are as follows:

- Control Agency: the organisation assigned by legislation, administrative arrangements or within the relevant contingency plan, to control response activities to a maritime environmental emergency

(AMSA, 2020). Control Agencies have the operational responsibility of response activities (AMSA, 2002) but may have arrangements in place with other parties to provide response assistance under their direction (AMSA, 2020).

- Jurisdictional Authority: the organisation which has responsibility to verify that an adequate spill response plan is prepared and, in the event of an incident, that a satisfactory response is implemented. The Jurisdictional Authority is also responsible for initiating prosecutions and the recovery of clean-up costs on behalf of all participating agencies.

The applicable Control Agency and Jurisdictional Authority is dependent on the location (Commonwealth vs State waters), type of activity (vessel based or petroleum activity) and the spill response level as shown in Table 1-1.

To aid in the determination of a vessel versus a facility spill, the following guidance is adopted:

- A vessel is a ship at sea to which the *Navigation Act 2012* applies.
- A facility is a petroleum facility as defined under the OPGGS Act, Volume 3, Schedule 3, Part 1, Clause 4 & Volume 2, Part 6.8, Section 640.

**Table 1-1: Control Agencies and Jurisdictional Authorities for Oil Spill Response**

Area	Spill Source	Jurisdictional Authority	Lead Control Agency	
			Level 1	Level 2
Commonwealth Waters (three to 200 nautical miles from territorial/state sea baseline)	Offshore Petroleum Activity <sup>1</sup>	NOPSEMA	BHP	BHP
	Vessels <sup>2</sup>	AMSA	AMSA	AMSA
State Waters (coastal waters within three nautical miles and some areas around offshore atolls and islands)	Offshore Petroleum Activity	DoT	BHP	DoT
	Vessels	DoT	DoT	DoT

### 1.5.1 Petroleum Activity Spill in Commonwealth Waters

BHP holds the Control Agency role for its facility related spills within Commonwealth waters. Facility spills include vessels undertaking construction, decommissioning and pipelaying activities in BHP’s operational area. This definition of a ‘facility’ is defined by Schedule 3, Part 1, Clause 4 of the OPGGS Act 2006.

### 1.5.2 Vessel Spills in WA State Waters

For WA State waters, the DoT Chief Executive Officer is prescribed as the Hazard Management Agency (HMA) for marine oil pollution as per the *WA Emergency Management Act 2005* and *Emergency Management Regulations 2006*. The DoT as the HMA has developed the *State Hazard Plan: Maritime Environmental Emergencies* (DoT, 2021). DoT has Control Agency responsibility for vessel spills within State waters.

<sup>1</sup> Includes a ‘Facility’, such as a fixed platform, FPSO/FSO, MODU, subsea infrastructure, or a construction, decommissioning and pipelaying vessel. As defined by Schedule 3, Part 1, Clause 4 of the OPGGS Act 2006.

<sup>2</sup> Vessels are defined by Australian Government Coordination Arrangements for Maritime Environmental Emergencies (AMSA, 2017) as a seismic vessel, supply or support vessel, or offtake tanker.

### 1.5.3 Vessel Spills in Commonwealth Waters

AMSA is the Control Agency for any shipping sourced spill in Australian Commonwealth waters (AMSA, 2020). AMSA is the national shipping and maritime industry regulator and was established under the *Australian Maritime Safety Authority Act 1990*. AMSA manages the National Plan for Maritime Environmental Emergencies (AMSA, 2020) on behalf of the Australian Government, working with State and the Northern Territory governments, emergency services and private industry to maximise Australia's marine pollution response capability.

### 1.5.4 Cross Jurisdictional Spills

#### Cross Jurisdictional Petroleum Activity Spills

If a Level 2 petroleum activity spill crosses jurisdictions between Commonwealth and State waters, the Jurisdictional Authority remains true to the source of the spill (i.e. NOPSEMA for Commonwealth waters; and DoT for State waters).

BHP will notify the DoT Maritime Environmental Emergency Response (MEER) unit as soon as reasonably practicable (within 2 hours of spill occurring) if an actual or impending spill may impact WA State waters. On notification, the HMA will activate their MEECC and the DoT IMT. BHP will work in partnership with DoT during such instances, as outlined within the DoT's Offshore Petroleum Industry Guidance Note – Marine Oil Pollution: Response and Consultation Arrangements (WA DoT, 2020).

BHP will conduct initial response actions in State waters as necessary in accordance with its OPEP and continue to manage those operations until formal handover of incident control is completed. Appendix 1 in DoT's Offshore Petroleum Industry Guidance Note (WA DoT, 2020) provides a checklist for formal handover.

For a cross-jurisdictional response, there will be a Lead IMT (DoT or BHP) for each spill response activity, with DoT's control resting primarily for State waters activities.

Appendix 2 in DoT's Offshore Petroleum Industry Guidance Note (WA DoT, 2020) provides guidance on the allocation of a Lead IMT to response activities for a cross-jurisdictional spill.

To facilitate effective coordination between the two Control Agencies and their respective IMT's, a Joint Strategic Coordination Committee (JSCC) will be established. The JSCC will be jointly chaired by the State Maritime Environmental Emergency Coordinator and BHP's nominated Crisis Management Team (CMT) Leader and will comprise of individuals deemed necessary by the chairs to ensure an effective coordinated response across both jurisdictions.

#### Cross Jurisdictional Vessel Spills

For a large vessel spill (e.g. Level 2 and above) that crosses jurisdictions between Commonwealth and State waters, two Jurisdictional Authorities will exist (AMSA for Commonwealth waters and DoT for State waters).

The Control Agency will remain with the original nominated agency or organisation unless otherwise appointed through agreement between the HMA / Jurisdictional Authority of both waters. AMSA may request that DoT manage a vessel incident in Australian Commonwealth waters (Government of WA, 2021).

BHP may be requested by the Control Agency to provide a first strike response and all necessary resources (including personnel and equipment) as a Supporting Agency.

## 1.6 Cost recovery

As required under Section 571(2) of the OPGGS Act 2006, BHP has financial assurances in place to cover any costs, expenses and liabilities arising from carrying out its petroleum activities, including major oil spills. This includes costs incurred by relevant control agencies (e.g. DoT) and third-party spill response service providers.

## 2 Identified Risks

### 2.1 Spill Scenarios for the Stybarrow Field Decommissioning Activities

The spill scenarios in which hydrocarbons may be released to the marine environment during the petroleum activities are provided in Table 2-1. The justification for selecting these spill scenarios is described in Section 8 of the EP.

**Table 2-1: Hydrocarbon Spill Scenarios**

Hydrocarbon	Activity	Scenarios	Average Frequency (per year)	Volume	Likelihood
MDO	Vessels required to perform petroleum activities	Vessel collision – which ruptures a MDO tank. One-time instantaneous release.	Not available	1,000 m <sup>3</sup>	Highly Unlikely
MDO	Bunkering	Bunkering incident.	Not available	37.5 m <sup>3</sup>	Highly Unlikely

Section 8 of the EP details the risk assessment and management for each of these scenarios respectively, which is not repeated in this document. This includes:

- description of the spill scenario
- spill frequency
- hydrocarbon properties
- environment that may be affected (EMBA)
- risk analysis conclusion and ranking
- objectives for spill prevention
- control measures.

### 2.2 Environment that May Be Affected

The EMBA for an MDO spill from Stybarrow decommissioning activities is described in the EP. In defining the EMBA, a range of factors detailed in National Offshore Petroleum Safety and Environmental Management Authority Oil Pollution Risk Management Guidance Note A382148 (NOPSEMA, 2021) have been considered. Specifically, the size of the EMBA has been based upon the quantity of hydrocarbons, duration of discharge, concentration of hydrocarbons, film thickness of hydrocarbons that can result in ecological impacts, zone of spill response activities and the environmental conditions that contribute to the largest distance travelled by the hydrocarbon. Figure 4-1 in the EP **Error! Reference source not found.** shows the EMBA’s derived oil spill trajectory modelling commissioned by BHP for the worst-case MDO spill, defined using low hydrocarbon exposure values. Refer to Section 8.1.2 of the EP for more information about the hydrocarbon exposure values used for the oil spill modelling.

#### 2.2.1 Diesel (Marine Diesel Oil)

The MDO spill scenario has no shoreline accumulation predicted for any season at or above the low threshold (10 g/m<sup>2</sup>) (RPS, 2022).

The maximum distance of surface oil from the release location at the low ( $\geq 1$  g/m<sup>2</sup>), moderate ( $\geq 10$  g/m<sup>2</sup>) and high ( $\geq 50$  g/m<sup>2</sup>) thresholds were 164 km (north-northeast), 91 km (southwest) and 79 km (northeast), all occurring during transitional conditions, respectively (RPS, 2022).

MDO is characterised by a high percentage of volatile components (95%), which will evaporate when on the sea surface (generally about 6% over the first 12 hours, a further 34.6% should evaporate in the first 24 hours,

and an additional 54.4% should evaporate over several days). It also contains 5% persistent hydrocarbons, which will not evaporate, though will decay over time. Some heavy components contained in MDO have a strong tendency to physically entrain into the upper water column in the presence of moderate winds (i.e., >12 knots) and breaking waves but can re-float to the surface if these energies abate (RPS, 2022).

## 2.2.2 Response and monitoring priorities

At the time of a spill, the IMT has the following tools at its disposal to assess the oil spill scenario risk assessment, determine the environmental protection priorities and subsequent response needs for an emergency event related to the Stybarrow decommissioning activities.

### NEBA

The NEBA response strategy evaluation process is a decision support tool used to help select the most appropriate response options that together make up the oil spill response strategies the IMT is to implement in a spill. Using the Strategic NEBA in the EP, the IMT has the foundation for preparing an Operational NEBA to inform response priorities.

### Geographic Information System (GIS) – Petroleum Incident Management

This web-based GIS modelling platform takes Australian Production Unit (APU) Base map and overlays key sensitivities and other information in spatial format.

### GIS – APU Oil Spill Response Plan

This web-based GIS modelling platform takes North West Cape-Sector Map, and allows a display of shore concentration by time and priority. For selected scenarios, it also provides data ‘graphs’ such as total shore volume by priority, oil load at each segment over time, protection priority and number of responders required by segment for selected OPEPs.

### Oil Spill Response Atlas (OSRA)-Web Map Application (WMA)

WA OSRA is a spatial database of environmental, logistical and oil spill response data. Using a GIS platform, OSRA displays datasets collated from a range of custodians, allowing decision-makers to visualise environmental sensitivities and response considerations in a selected location. OSRA-WMA allows the layers found in OSRA to be viewed via a secure portal from the DoT website and provides basic functional tools.

### North West Cape Sensitivities Mapping

The purpose of this shoreline sectorisation was to outline sensitive resources at risk, describe a baseline using the systematic cause analysis technique, and outline important segment access information. The document describes localised environmental type (shoreline, substrate) and accessibility of shorelines and required permissions.

### 3 Applicable Response Strategies

The strategies selected during the NEBA process for the worst-case MDO spill scenario are summarised in Table 3-1. Further description of each strategy includes a risk assessment on performing it, the control options and a conclusion as to how the strategy demonstrates as low as reasonably practicable (ALARP) criteria and BHP acceptability criteria.

**Table 3-1: Summarised Response Strategies for the Stybarrow Decommissioning Spill Scenarios**

Response Strategy	1,000 m <sup>3</sup> MDO Loss from Vessel Storage Tank (Level 2)
Response Strategy 1: Source Control – Vessel Control	Primary
Response Strategy 2: Monitor and Evaluate	Primary
Response Strategy 3: Dispersant – Surface Application	x
Response Strategy 4: Marine Recovery	x
Response Strategy 5: Shoreline Protection	x <sup>#</sup>
Response Strategy 6: Mechanical Dispersion	x
Response Strategy 7: In-Situ Burning	x
Response Strategy 8: Shoreline Clean-Up	x <sup>#</sup>
Response Strategy 9: Natural Recovery	Primary
Response Strategy 10: Environmental Monitoring	Primary
Response Strategy 11: Oiled Wildlife Response	Primary*
Response Strategy 12: Forward Command Post	Secondary
Response Strategy 13: Waste Management	Secondary

# no shoreline accumulation >10 g/m<sup>2</sup>

\* Potentially activated depending on reports and observations of Response Strategy 2: Monitor and Evaluate.

Each option has advantages and disadvantages with regard to effectiveness, operational constraints and environmental impacts. Consequently, spill response strategies need to be assessed for each case, taking into account the nature of the spill, oil spill trajectory modelling, the weather conditions, and the advantages and disadvantages of each response strategy.

**Table 3-2: Summary of Relevant Response Plans**

Response Strategy	Documentation	Purpose	Doc Number	Location
RS1: Source Control – Vessel Control	Shipboard OPEP	Provide guidance to the Vessel Master with respect to the steps to be taken when a pollution incident has occurred or is likely to occur when the vessel is under the command of the Vessel Master. For contracted vessel – applicable to all vessel activities when operating.	Specific for project vessels	Vessel bridge
RS2: Monitor and Evaluate	Oil Spill Response Strategy- RS2 - Monitor & Evaluate Response Strategy	Describe the operational monitoring activities used to gain and maintain near real-time situational awareness and to inform the ongoing need for response, efficacy of response and ongoing environmental effects assessment. RS2 Monitor & Evaluate Response Strategy provides a quick reference guide for use of: <ul style="list-style-type: none"> <li>aerial observation – aircraft (rotary and/or fixed wing) and potentially unmanned aerial vehicles</li> <li>oil spill trajectory modelling</li> <li>satellite imagery through service providers</li> <li>oil spill tracking buoys</li> </ul>	AOHSE-ER-0053	AU/HSE Network APU Operations Management System IMT Room EMQnet
	APU Operational Response Guideline 3 – Oil Spill Trajectory Modelling. Initiation, Data Collection and Progression	Describe capability that is maintained to conduct trajectory modelling. Outline the process for trajectory modelling to inform response planning and situation awareness; (validating oil spill releases to the marine environment).	AOHSE-ER-0044	AU/HSE Network APU OMS IMT Room EMQnet
	APU Operational Response Guideline 4: Oil Spill Tracking Buoy – Deployment/Tracking	Describe capability that is maintained to prepare, deploy and track oil spill tracking buoys. Outlines the steps to perform spill monitoring to: <ul style="list-style-type: none"> <li>determine the size, quantity and location of the spill</li> <li>determine the movement of the oil; and to forecast which marine and coastal resources or areas are under threat.</li> </ul>	AOHSE-ER-0033	AU/HSE Network APU OMS IMT Room EMQnet
	APU Operational Response Guideline 1 – Aerial Surveillance, Confirmation, Quantification and Monitoring of Oil Spills	Describe capability to conduct aerial surveillance and quantification of spills to prepare, conduct, record, and report on aerial surveillance to inform response planning.	AOHSE-ER-0041	AU/HSE Network APU OMS IMT Room EMQnet



Response Strategy	Documentation	Purpose	Doc Number	Location
RS10: Environmental Monitoring	Oil Spill Response Strategy – RS10: Environmental Monitoring	Describe capability that is maintained to monitor spill impacts to extreme and highly sensitive environmental receptors throughout emergency response activities. Define practices to be performed to ensure BHP can monitor effects of an oil spill on the marine environment and inform the effectiveness of response strategies associated with any oil spill event.	AOHSE-ER-0060	AU/HSE Network IMT Room EMQnet
		Monitor oil hydrocarbons in marine waters, sediments, and effects on benthic infauna.	AOHSE-ER-0037	
		Monitor effects of an oil spill on birds.	AOHSE-ER-0038	
		Monitor effects of an oil spill on marine mammals and megafauna.	AOHSE-ER-0039	
		Monitor effects of an oil spill on benthic habitats and benthic primary producers (including mangroves).	AOHSE-ER-0040	
		Monitor effects of an oil spill on marine reptiles.	AOHSE-ER-0043	
		Monitor effects of an oil spill on commercial and recreational fish species.	AOHSE-ER-0048	
		Monitor effects of an oil spill on fishes.	AOHSE-ER-0051	
RS12: Forward Command Post	APU Response Strategy 12 – Forward Command Post	Define practices to be performed to ensure BHP can establish and maintain a Forward Command Post to prevent environmental impacts to sensitive environmental receptors.	AOHSE-ER-0062	AU/HSE Network APU OMS IMT Room EMQnet
	ICS204 Forward Command Post	Draft procedure to provide a local command post to enable effective coordination of on-ground resources and in-field activities with response organisations and other stakeholders with the Perth IMT.	N/A – assigned in event of a spill and used by IMT	
RS13: Waste Management	APU Response Strategy 13 – Waste Management	Provide guidance to ensure there is a systematic and documented approach to managing waste generated during an oil spill. This plan contains details of the practices and principles to effectively manage oiled waste and minimise the environmental impact of an incident.	AOHSE-ER-0063	AU/HSE Network APU OMS IMT Room EMQnet
	APU Waste Management Plan – Oil Spill		AOHSE-E-0014-001	

## 4 Net Environmental Benefit Analysis and Decision-Making Criteria for Response Strategy Selection

For oil spill response, the Incident Action Plan (IAP) response strategies are identified through a process that involves reviewing key decision-making criteria, the outcomes of which are used as inputs to the Operational NEBA, as outlined in Figure 4-1. This ensures the most effective response strategies with the least detrimental impacts can be selected and implemented.

The IMT must first gain situational awareness by obtaining answers to the following key questions, which are fundamental to any oil spill response:

- What type of oil has been released?
- What is the expected behaviour of the oil that has been released?
- What volume has been released?
- Is the source under control?
- Where is the oil going?
- What environmental receptors and sensitivities are in the path of the predicted oil trajectory?
- Can the oil be approached or are there safety concerns?
- Can the oil be contained?
- Can the oil be dispersed?
- Will shoreline impact occur, and clean-up be required?

To answer these questions, the Incident Commander must review key information such as engineering advice about the volume and characteristics of the oil released, oil spill trajectory modelling, oil spill tracker buoys, the weather forecast, Automatic Identification System (AIS) vessel feed, aircraft data feeds, operational reports from field teams and operational and environmental monitoring teams to determine presence and/or extent of environmental receptors, advice from the State Government Environmental Scientific Coordinator, any other external advice, the window of ecological sensitivity (Section 4.5 of EP), oil spill reference documents (as detailed in each response strategy within the EP) and any other Daily Field Reports.

The outcome of this data review step is then used to update the Operational NEBA, which assesses the impacts and risks of response strategy options on environmental sensitivities. The spill response risk assessment applies predefined assessment classifications (3P to 3N), as shown in Table 4-1, to assess the potential 'impact, for the receptor sensitivities for each response option. To aid interpretation where both positive and negative impacts have been indicated for a spill response in Table 4-2, cross-referencing potential impacts with the receptor's protection priority can be used to weight benefits and risks to receptors. Those with higher protection priorities can be weighted as of greater importance than risks to lower priorities for determining net environmental benefit.

Where a response has 'zero' scores for all receptors and sensitivities, this may still be assessed as being of net environmental benefit (or carried forward to ALARP assessment) based on potential for indirect (rather than direct) reduction in risk. For example, Response Strategy 2: Monitor and Evaluate has no direct impact on the spill due to implementation of this strategy, but the situational awareness gained from the response allows proactive and effective application of other response strategies, thereby contributing to reducing risk to ALARP.

The NEBA Matrix (Table 4-2) prioritises environmental sensitivities and assesses the individual net effect each response option may have on it, allowing informed decisions to be made. If there are conflicting outcomes for a particular response option, the sensitivity with the higher priority becomes the preferred response option. A NEBA is a decision-making process and will ultimately result in a trade-off of priorities and response strategies. It is possible for a response strategy to be used for one sensitivity, even if it has been identified that this response option may not benefit one or several other sensitivities. The final outcome of the response, however,

should result in an overall net environment benefit. Spill response options identified by BHP are outlined in Section 3. An evaluation of the impacts and risks of the spill response options is provided in Section 7 of the EP.

The IMT will apply the Operational NEBA process to identify the response options that are preferred for the situation, oil type and behaviour, environmental conditions, direction of plume and protection priority of sensitive receptors.

The steps in the Operational NEBA aim to identify:

- key ecological values, environmental, socio-economic and cultural heritage receptors (Section 4 of the EP) within the plume path and predicted EMBA, based on operational monitoring arrangements in Response Strategy 2 (Monitor and Evaluate)
- protection priorities of either High, Medium or Low in line with the rankings in *Provisions of Western Australian Marine Oil Pollution Risk Assessment – Protection Priorities: Assessment for Zone 2: Pilbara* (Advisian, 2017)
- receptors within the window of ecological sensitivity for the period of the oil spill
- response strategies to be included in the IAP work instruction
- new situational awareness information that becomes available from the range of operational monitoring arrangements in Response Strategy 2 (Monitor and Evaluate) such as updated spill trajectory models, observations of oil on the water and shorelines, locations of sensitive receptors, effectiveness of implemented response strategies, Daily Field Reports, any updated advice from the Environmental Scientific Coordinator (nominated officer from the Department of Biodiversity Conservation and Attractions) and other external sources (such as consideration of recommendations from the WA Hazard Management Agency) for inclusion in daily updates of the Operational NEBA to optimise the IAP. Some sensitive receptors are mobile (such as fish, mammals, birds) and may move in and out of the predicted oil path on numerous occasions throughout the response, requiring frequent review of the NEBA table and selection of response techniques documented in IAPs by the IMT.

The Planning Section Chief will supervise the development of the IAP with the IMT. The Incident Commander authorises the IAP before releasing it to the Operations Section.

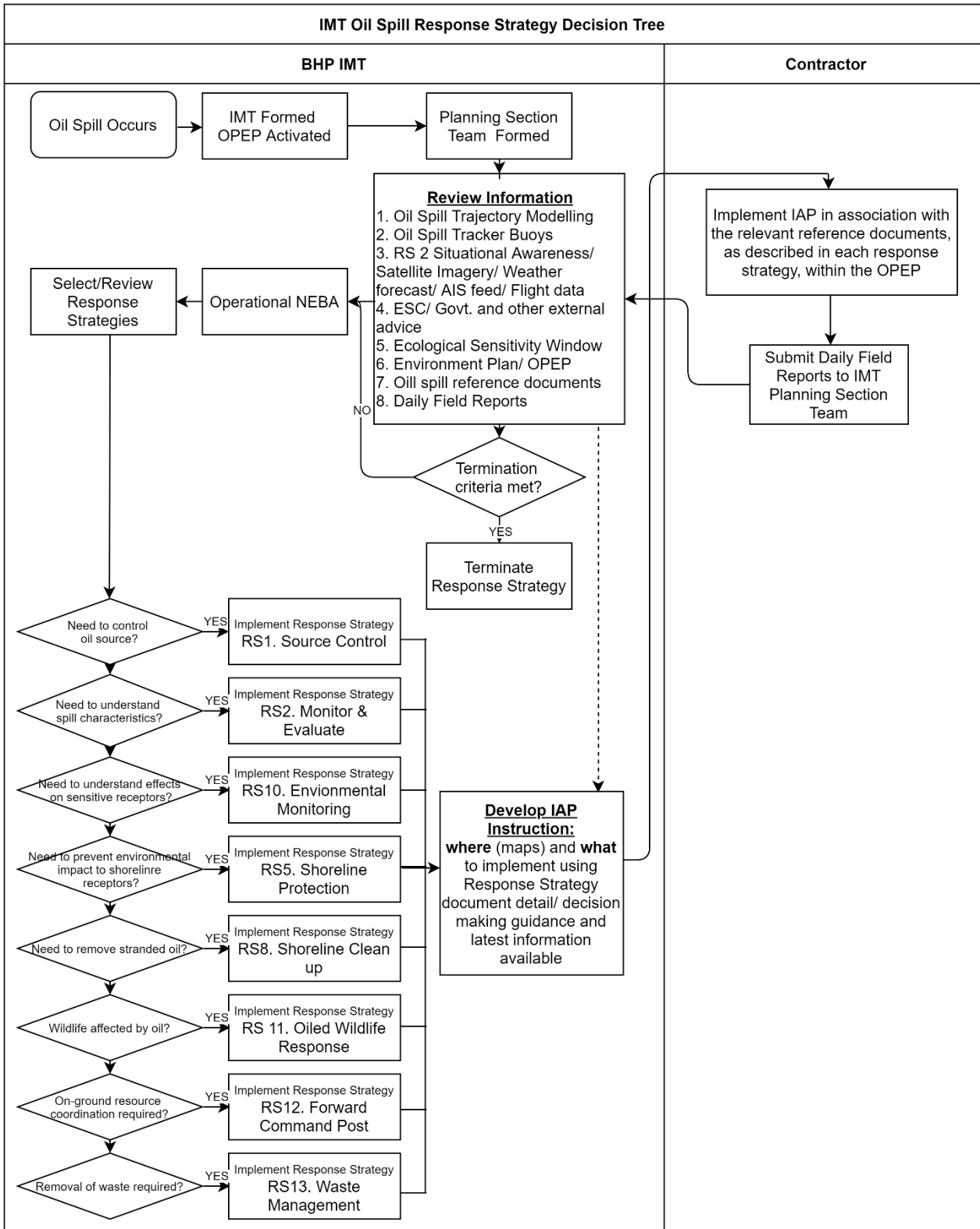


Figure 4-1: Incident Management Team Oil Spill Response Strategy Decision Tree

**Table 4-1: Net Environmental Benefit Analysis Impact Categories Identifying Potential Change in Impact Due to Response Strategies, Relative to the Impact of the Spill**

NEBA Categories		Degree of Impact	Potential Duration of Impact	Equivalent BHP Severity Risk Matrix Consequence Level
Positive	3P	<b>Major</b> Likely to prevent: <ul style="list-style-type: none"> <li>behavioural impact to biological receptors</li> <li>behavioural impact to socio-economic receptors, such as changes daily business operations, public opinion/behaviours (for example, avoidance of amenities such as beaches), or regulatory designations.</li> </ul>	Decrease in duration of impact by more than five years	N/A.
	2P	<b>Moderate</b> Likely to prevent: <ul style="list-style-type: none"> <li>significant impact single phase of reproductive cycle for biological receptors, or</li> <li>detectable financial impact, either directly (such as loss of income) or indirect (such as via public perception), for socio-economic receptors. This level of negative impact is recoverable and unlikely to result in closure of business/industry in the region.</li> </ul>	Decrease in duration of impact by one to five years	N/A.
	1P	<b>Minor</b> Likely to prevent impact to: <ul style="list-style-type: none"> <li>significant proportion of population or breeding stages, for biological receptors, or</li> <li>significant impact to the sensitivity of protective designation for socio-economic receptors; or significant long-term impact to business/industry.</li> </ul>	Decrease in duration of impact by several seasons (less than one year)	N/A.
	0	<b>Non-mitigated spill impact</b> No detectable difference to unmitigated spill difference		
Negative	1N	<b>Minor</b> Likely to result in: <ul style="list-style-type: none"> <li>behavioural impact for biological receptors</li> <li>behavioural impact for socio-economic receptors, such as changes to daily business operations, public opinion/behaviours (such as avoidance of amenities such as beaches), or regulatory designations.</li> </ul> [Note 1]	Decrease in duration of impact by several seasons (less than one year)	Measurable but limited impacts to the environment, where recovery of ecosystems function takes less than one year. BHP Petroleum Risk Matrix Severity Level 2, Non-Material Risk.
	2N	<b>Moderate</b> Likely to result in: <ul style="list-style-type: none"> <li>significant impact single phase of reproductive cycle for biological receptors, or</li> <li>detectable financial impact, either directly (such as loss of income) or indirect (such as via public perception), for socio-economic receptors. This level of negative impact is recoverable and unlikely to result in closure of business/industry in the region.</li> </ul>	Increase in duration of impact (one year to less than three years)	Substantial impacts to the environment, where recovery of ecosystem function takes between one to three years. BHP Petroleum Risk Matrix Severity Level 3, Non-Material Risk.
	3N	<b>Major</b> Likely to result in impact to: <ul style="list-style-type: none"> <li>significant proportion of population or breeding stages, for biological receptors, or</li> <li>significant impact to the sensitivity of protective designation for socio-economic receptors, or</li> <li>significant long-term impact to business/industry for socio-economic receptors.</li> </ul>	Increase in duration of impact (three years to more than ten years or unrecoverable)	Serious or severe impacts to the environment and where recovery of ecosystem function takes three years or more. BHP Petroleum Risk Matrix Severity Level ≥4, Material Risk.

Note 1: Behavioural impacts tend to be short-term and limited in their impact (even on a regional scale). The maximum likely should be considered if a response strategy directly impacts behaviour that results in an impact to reproduction and/or the breeding population, such as failure of fish spawning aggregations, then score should be a 2 or 3 rather than 1.

Table 4-2: Operational Net Environmental Benefit Analysis – Response Strategy Selection

Sensitivity	Protection Priority*	Seasonal presence on NWS												Response Strategy							
		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	RS1 Source Control	RS2 Monitor and Evaluate	RS5 Shoreline Protection	RS8 Shoreline Clean-Up	RS9 Natural Recovery	RS10 Environmental Monitoring	RS11 Oiled Wildlife Response	RS 13 Waste Management
<b>Ecological</b>																					
Whales	High (T, M)	N	N	N	N	N	N	Y	Y	Y	Y	N	N	2P	0	NA	NA	0	0	0	0
Dugongs	High (M)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	2P	0	NA	NA	0	0	0	0
Dolphins	High (M)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	2P	0	NA	NA	0	0	0	0
Whale sharks	High (T, M)	N	N	Y	Y	Y	Y	N	N	N	N	N	N	2P	0	NA	NA	0	0	0	0
Fishes (resident, demersal, pelagic)	High	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	2P	0	NA	NA	0	0	0	0
Turtles (foraging, interesting, nesting)	High (T, M)	Y	Y	Y	N	N	N	N	N	Y	Y	Y	Y	2P	0	NA	NA	0	0	2P	0
Migratory birds	Extreme (T, M)	Y	Y	Y	Y	N	N	N	N	Y	Y	Y	Y	2P	0	NA	NA	0	0	2P	0
Seabirds	Medium	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	2P	0	NA	NA	0	0	2P	0
Shorebirds	Medium	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	2P	0	NA	NA	0	0	2P	0
<b>Ecosystem</b>																					
Coral spawning	Medium	Y	Y	Y	Y	N	N	N	N	Y	Y	Y	Y	2P	0	NA	NA	0	0	0	0
Mangroves	Extreme	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	2P	0	NA	NA	0	0	0	0
Coral reef	Medium	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	2P	0	NA	NA	0	0	0	0
Seagrasses	Medium	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	2P	0	NA	NA	0	0	0	0
Sandy beaches	Low	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	2P	0	NA	NA	0	0	0	1P
Rocky shores	Low	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	2P	0	NA	NA	0	0	0	0
Open waters	Low	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	2P	0	NA	NA	0	0	0	0
<b>Socio-economic</b>																					
Tourism	Low	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	2P	0	NA	NA	0	0	0	1P
Fisheries	Low	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	2P	0	NA	NA	0	0	0	0
Cultural Heritage	High	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	2P	0	NA	NA	0	0	0	1P
Response strategy provides net environmental benefit?														Yes	Yes	NA	NA	Yes	Yes	Yes	Yes
Response strategy feasible?														Yes	Yes	NA	NA	Yes	Yes	Yes	Yes
Is response strategy recommended (and ALARP assessment required)?														Yes	Yes	No	No	Yes	Yes	Yes	Yes

\*Protection priority: This ranking is based on a combination of factors, including the likelihood of impact (time of year) and severity of impact (type of exposure to the sensitivity, ranking of the sensitivity (DoT, 2017) and recovery time after exposure to hydrocarbons).

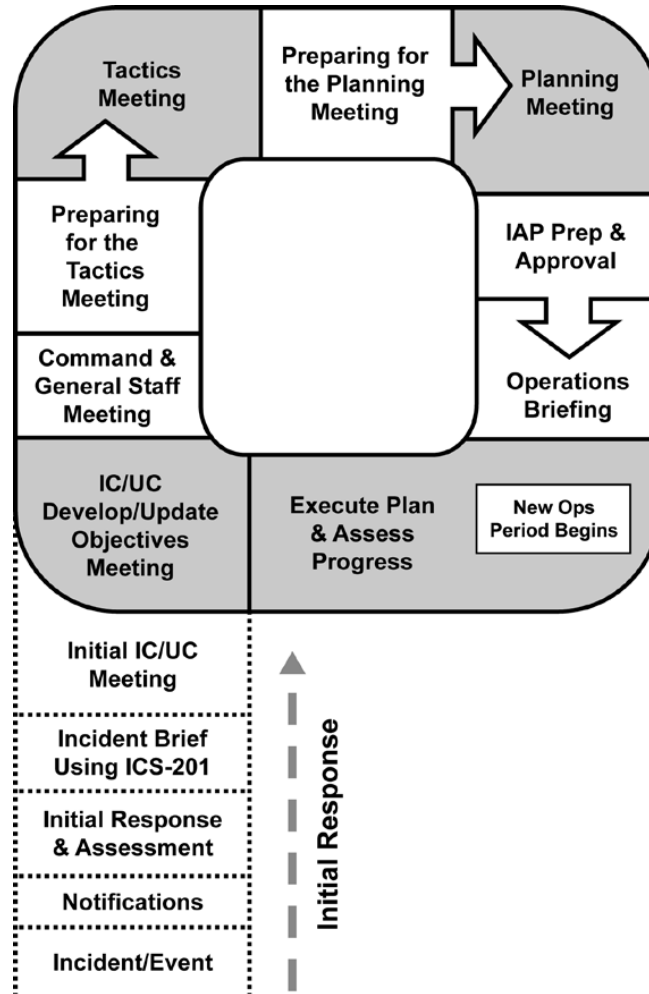
NA: Modelling predicted no shoreline accumulation for any season at or above the low threshold (10 g/m<sup>2</sup>) (RPS, 2022).

Shoreline response: Where shoreline clean-up has been given a negative score, this indicates use of equipment, machinery and personnel in that environment is likely to have negative effect, potentially causing more damage and prolonging the recovery and environmental benefit to that sensitivity.

## 5 Response

### 5.1 Incident Management Team Briefing Documents and Task Checklists

The purpose of the IMT is to gain control of an incident or event and bring it to a safe resolution while minimising the impact on personnel, the environment, assets and reputation. The key to controlling an incident is successful transition from an initial reactive mode to a proactive planning mode. This is achieved through a series of iterative stages that create and refine an IAP, as summarised in Figure 5-1.



**Figure 5-1: Planning Cycle Used by BHP Incident Management Team**

The Stybarrow Decommissioning – First Strike Plan is listed in Appendix A of this document.

The First Strike Plan provides guidance to the BHP IMT in the first 24 hours of the spill to respond to a loss of hydrocarbons. Operational phases are listed in 2-, 8-, 16- and 24-hour periods after mobilising the IMT. In some cases, there may be no specific actions described for an activity period.

After 24 hours, the BHP IMT will further develop Incident Action Plans (Incident Command System Form based) and Operational NEBAs, which is described further in Section 3.2.

The First Strike Plan acts as the IAP for the initial response (in other words, within the first 24 hours of the incident) and is used and updated until Planning prepares the first IAP that is approved by the Incident Commander. This checklist also acts as a permanent record of the initial response to the incident.

The BHP APU Incident Management Plan (AOHSE-ER-0001) provides the IMT structure and guidance on systems, processes and procedures to establish the IMT during the first hours of the response. During the response, IMT members will use the BHP Petroleum Incident Management Handbook.

## 5.2 First Strike Plan Summary

The time-steps provided in the First Strike Plan for each response strategy that follow are consistent with achieving the environmental performance outcomes and the performance standards listed in Section 10 of the EP.

**Table 5-1: Incident Management Team Actions in First 24 Hours of a Spill**

Response Strategy	Response Activity	Level 2
		1,000 m <sup>3</sup> spill
Notification & Establish Response Organisation	Incident Management Team	Activate*
	Emergency Management Team	Notify*
	Regulatory Agency	Notify*
	Technical Support	Notify*
Determine Potential Impacts	Monitor and Evaluate – Oil Spill Trajectory Modelling	Activate
	Monitor and Evaluate – Aerial Surveillance	Activate
	Monitor and Evaluate – Vessel Surveillance	Activate
	Monitor and Evaluate – Satellite Imagery	Optional
	Operational Net Environmental Benefit Analysis	Undertake
Offshore Response	Dispersant Application	×
	Marine Recovery	×
	Mechanical Dispersion	×
	Natural Recovery	Applicable
Shoreline Response	Forward Command Post (Exmouth)	Activate
	Shoreline Protection	×
	Shoreline Clean-Up	×
	Environmental Monitoring Procedures	Activate
	Oiled Wildlife Response	Standby
	Waste Management Plan	Standby

\* Process described in detail in the BHP Incident Management Plan

A working copy of the First Strike Plan in Spreadsheet format allows the IMT and Functional groups to execute the plan within the IMT. The First Strike Plan covers the first 24-72 hours of activity during the initial response phase.

A copy of the editable spreadsheet is available in the APU IMT Fast Facts section of EMQnet.



## 6 Response Equipment

### 6.1 Equipment

Oil spill response equipment from AMOSC, OSRL, Australian Maritime Safety Authority (AMSA) National Plan and WA DoT can be called upon if required. The National Plan equipment, stored in regional stockpiles around Australia, is sufficient to deal with spills of up to 20,000 tonnes. The major WA stockpile is in Fremantle, with a smaller stockpile located at Dampier and a regional stockpile in Exmouth.

#### 6.1.1 Oil Spill Response Agencies Spill Response Equipment

Oil spill response equipment maintained by AMOSC (Exmouth, Fremantle and Geelong) and OSRL is available to BHP during a spill response as part of contractual arrangements in place with these agencies. A complete list of equipment maintained by BHP's OSRA, including stockpiles in Exmouth and Dampier from the MOSES database (DoT; equipment owners include AMSA, DoT and other titleholders) is provided in Appendix C.

#### 6.1.2 Vessel Support

The marine response strategies outlined in this plan can be performed independently or concurrently. In a Level 2 spill response, marine strategies are expected to be performed concurrently. Table 6-1 outlines the multiple expected vessel requirements for the response strategies. During a response, the IMT may determine additional vessels are either required or are available to be used and therefore can supplement the expected arrangements. BHP can, through supplier contracts or through vessels of opportunity available on local charter market in Exmouth or Onslow, scale up (or down) the response to meet the needs of the response. Table 6-1 provides an indication of expected vessel usage across the spill response strategies.

Table 6-1: Response strategy vessel requirements

Response Strategy	Vessel Type	Number	Location	How accessed	Comment	Earliest need
Oiled wildlife	Small recreational craft	2	Local/ regional	Vessel of opportunity	Exmouth/Onslow/Dampier based	As identified
	Small utility vessels	2	Local/ regional	Vessel of opportunity	Cray boats suitable	As identified
Operational & scientific monitoring	Small utility vessels	1 to 2	Local/ regional	Vessel of opportunity	One initially, ramping to two as spill develops for water quality	Day 2
	Commercial fishing vessel	2	Local/ regional	Charter	Benthic habitats trap/line/ trawl fishing vessels Fish monitoring	As identified
	Small recreational craft	3	Local/ regional	Vessel of opportunity	Marine mammals	As identified
Waste recovery	Platform supply vessel	2	Regional	Vessel of opportunity	Waste transfer from vessels/marine recovery	As identified
Support	Barge	1 to 2	Regional	Vessel of opportunity	To support remote island shoreline protection and clean-up	As identified
	Tug	1	Regional	Vessel of opportunity	Support/towing of barges	As identified

BHP oversees monthly availability of larger vessels that would be required to perform a response through subscribing to live vessel feeds on the MarineBase capability. While vessel availability and locations depend on levels of activity, BHP has sufficient confidence in the ability to source these vessels in the timeframes expected for the oil spill response and outlined in the EP, based on current tracking of vessel utilisation and locations.

Port facilities at Exmouth and/or Onslow will be used throughout the response. BHP has access to a supply base in Dampier, which is immediately available to support response operations. A logistics plan will be developed by the IMT with a “look ahead” to replace or supplement vessels during the response operations to maintain the operational capability.

There may be circumstances where additional support vessels may be required to assist with spill response; requests for offshore vessel support can be made by AMSA.

## 7 References

Advisian (2017). Provision of Western Australian Marine Oil Pollution Risk Assessment – Protection Priorities: Protection Priority Assessment for Zone 2: Pilbara – Final Report. Report No: 301320-09591-EN-REP-0003 – DOT307215. Prepared for Western Australian Department of Transport. Accessed 12 October 2021.

Australian Maritime Safety Authority (AMSA) (2020). National Plan for Maritime Environmental Emergencies. AMSA, Canberra, Australian Capital Territory. Accessed 16<sup>th</sup> March 2022 - <https://www.amsa.gov.au/sites/default/files/amsa-496-national-plan.pdf>.

AMSA (2017). Australian Government Coordination Arrangements for Maritime Environmental Emergencies. Australian Maritime Safety Authority, Canberra, Australian Capital Territory. Accessed 16<sup>th</sup> March 2022 - <https://www.amsa.gov.au/sites/default/files/2014-10-np-gui020-amsa1092-aust-gov-coord-arrangements.pdf>.

AMSA (2002). Intergovernmental agreement on the National Plan to combat pollution of the sea by oil and other noxious and hazardous substances. AMSA, Canberra, Australian Capital Territory. Accessed 16<sup>th</sup> March 2022 - <https://www.amsa.gov.au/about/who-we-work/intergovernmental-agreement-national-plan-combat-pollution-sea-oil-and-other>

Department of Transport (DoT). (2020). Offshore Petroleum Industry Guidance Note – Marine Oil Pollution: Response and Consultation Arrangements. Accessed 12 October 2021 at [https://www.transport.wa.gov.au/mediaFiles/marine/MAC\\_P\\_Westplan\\_MOP\\_OffshorePetroleumIndGuidance.pdf](https://www.transport.wa.gov.au/mediaFiles/marine/MAC_P_Westplan_MOP_OffshorePetroleumIndGuidance.pdf)

Government of Western Australia. (2021). State Hazard Plan – Marine Environmental Emergencies. Department of Transport, Perth, Western Australia. Accessed 15 February 2022- [https://www.transport.wa.gov.au/mediaFiles/marine/MAC\\_P\\_StateHazardPlanMaritimeEnviroEmergMEE.pdf](https://www.transport.wa.gov.au/mediaFiles/marine/MAC_P_StateHazardPlanMaritimeEnviroEmergMEE.pdf)

NOPSEMA (2021). Oil Pollution Risk Management Guidance Note, Document No. N-04750-GN1488 A382148.

RPS (2022). BHP Stybarrow Oil Spill Modelling report, MAQ1102J Rev 0

## Appendix A

First Strike Plan

Stybarrow Decommissioning - Oil Spill Emergency Plan - First Strike Plan

Version - 08/04/2022

Response	Subtitle	MDO Spill	External Stakeholder	Action	Timing	Responsible	Sub team/Role	Reference Documentation
Notifications	Internal	Yes	BHP Duty Incident Commander	Notify Duty Incident Controller of release.	Immediately	Vessel Master	N/A	Vessel SOPEP / Stybarrow OPEP
Notifications	External	Yes	AMSA – Rescue Coordination Centre (RCC)	If Spill from Vessel (Marine Diesel Oil), verbally notify AMSA RCC of the hydrocarbon spill. Follow-up with a written Marine Pollution Report (POLREP) as soon as practicable after verbal notification. RCC 1800 641 792	As soon as practicable	Incident Commander (or delegate)	N/A	Vessel SOPEP / Stybarrow OPEP
Notifications	External	Yes	NOPSEMA	Notify NOPSEMA verbally. Record notification using Initial Verbal Notification Form or equivalent and send to NOPSEMA as soon as practicable (cc to NOPTA and DMIRS). (08) 6461 7090	Within 2 hours	BHP Incident Commander (or delegate)	N/A	NOPSEMA online notification form API IMT Emergency Contact Directory
Notifications	External	Yes	NOPSEMA, NOPTA, DMIRS	Provide a written NOPSEMA Incident Report Form as soon as practicable (no later than 3 days after notification) (cc to NOPTA and DMIRS). NOPSEMA: submissions@nopsema.gov.au NOPTA: resources@nopta.gov.au DMIRS: petreps@dmirs.wa.gov.au	Within 3 days	Incident Commander (or delegate)	N/A	NOPSEMA online notification form API IMT Emergency Contact Directory
Notifications	External	Yes	Parks Australia (24-hour Marine Compliance Duty Officer)	Notify Director of National Parks in the event of oil pollution within a marine park, or where an oil spill response action must be taken within a marine park, so far as reasonably practicable, before response action being taken. Information should be provided about: - titleholder's details - time and location of the incident (including name of marine park likely to be affected) - proposed response arrangements as per the OPEP - confirmation of providing access to relevant monitoring and evaluation reports when available - details of the relevant contact person in the IMT.	As soon as practicable	Incident Commander (or delegate)	N/A	API IMT Emergency Contact Directory
Notifications	External	Yes	Australian Maritime Oil Spill Centre (AMOSC) *	Notify AMOSC Duty Manager that a spill has occurred and follow-up with an email from the Incident Commander, to formally activate AMOSC. Determine what resources are required, consistent with the AMOS Plan, and detail in a Service Contract. Note, it will be sent to BHP from AMOSC upon activation. The Contract Note must be signed by an authorised member of staff and returned to AMOSC. 03 5272 1555 or 0438 379 328 Email: amosc@amosc.com.au	As soon as practicable	Incident Commander (or delegate)	N/A	AMOS PLAN
Notifications	External	N/A	Oil Spill Response Limited (OSRL) *	Contact OSRL Duty Manager and request assistance from technical advisor in Perth. Follow up phone call with the OSRL Notification Form and signed Mobilisation Authorisation Form, which are to be sent to OSRL once signed by an authorised member of staff. Singapore Office +65 6266 1566 Perth Office 08 6557 8551 Email: dutymanagers@oilspillresponse.com	As soon as practicable	Incident Commander (or delegate)	N/A	OSRL Agreement Form Incident Commander / IMT Leader / EMT Leader / Power of Attorney (POA) Execution Authority / Senior Drilling and Completions Manager

Notifications	External	N/A	WA Department of Transport (DoT)	Marine Duty Manager to verbally notify DoT Maritime Environmental Emergency Response (MEER) Unit as soon as reasonably practicable (within 2 hours of becoming aware of the incident) if an actual or impending Marine Oil Pollution (MOP) incident occurs within or may impact WA State waters. Emergency Management Regulations 2006 (WA) define MOP as an actual or impending spillage, release or escape of oil or an oily mixture that is capable of causing loss of life, injury to a person or damage to the health of a person, property or the environment. Request DoT to provide Liaison to BHP IMT. Follow up with a written POLREP as soon as practicable after verbal notification. POLREP Form - <a href="https://www.transport.wa.gov.au/mediaFiles/marine/MAC-F-PollutionReport.pdf">https://www.transport.wa.gov.au/mediaFiles/marine/MAC-F-PollutionReport.pdf</a> Phone: (08) 9480 9924 Email: marine.pollution@transport.wa.gov.au	As soon as practicable	Incident Commander (or delegate)	N/A	API IMT Emergency Contact Directory
Notifications	External	N/A	WA Department of Biodiversity, Conservation and Attractions (DBCA)	Notify Duty Officer if there is potential for oiled wildlife or the spill is expected to contact land or waters managed by WA DBCA (08) 9219 9108 Notification also to Pilbara Regional Office - (08) 9182 2000	As soon as practicable	Incident Commander (or delegate)	N/A	API IMT Emergency Contact Directory
Notifications	External	N/A	Relevant statutory agencies	Aboriginal Heritage Officer supporting IMT to engage with relevant statutory agencies and stakeholders in relation to Aboriginal heritage. Aboriginal Heritage Officer to advise IMT on appropriate Aboriginal engagement and management strategies in the event of potential exposure of Aboriginal heritage sites, lands or waters to hydrocarbon spills, or for the potential access of responders to Aboriginal heritage sites or lands.	Within 24 hours	External Affairs	N/A	
IMT Activation	IMT	Yes	Houston ECC	Initiate IMT Callout - consider additional resources to support Event Emergency Response and Oil Spill Response requirements.	First 30 minutes	Incident Commander	N/A	Incident Management Manual Incident Management Handbook
IMT Activation	Forward Operating Base	N/A	-	Identify Forward Operating Base Manager.	Within 2 hours	Operations Section Chief/Logistics Section Chief	N/A	AOHSE-ER-0062 RS12 Forward Operating Base
IMT Activation	Forward Operating Base	N/A	Dept. Defence Harold E Holt	Inform Harold E Holt of intention to setup Forward Operating Base (FOB) at designated building. Logistics Section to determine what BHP resources can be mobilised to Learmonth.	Within 2 hours	Logistics Section	N/A	API IMT Emergency Contact Directory – Department of Defence Harold E Holt
IMT Activation	Forward Operating Base	N/A	-	Deploy Forward Operating Base Manager with Grab bag.	Within 4 hours	Logistics Section	N/A	AOHSE-ER-0062 RS12 Forward Operating Base
IMT Activation	Forward Operating Base	N/A	Dept. Defence Harold E Holt	Fully Activate FOB Response Strategy.	FOB to be in place and set up within 24 hours	Logistics Section	N/A	AOHSE-ER-0062 RS12 Forward Operating Base
IMT Activation	Forward Operating Base	N/A	Dept. Defence Harold E Holt	Identify and establish staging areas for Marine and Aviation Branches.	Staging Areas to be identified by 24 hours	Operations Section	N/A	AOHSE-ER-0062 RS12 Forward Operating Base
Monitor and Evaluate	Aerial Surveillance	Yes	CHC Helicopters, AMOSC	Notify CHC Helicopters and provide spill location; options also include mobilising from Karratha or Barrow Island.	Within 2 hours	Operations Section	Deputy Operations Section Chief (Aviation)	AOHSE-ER-0053-Oil Spill Response Strategy - RS2 Monitor & Evaluate
Monitor and Evaluate	Aerial Surveillance	Yes	AMOSC	Inform Learmonth (Exmouth shire and RAAF) of additional aircraft movements.	Within 2 hours	Operations Section	Deputy Operations Section Chief (Aviation)	API IMT Emergency Contact Directory
Monitor and Evaluate	Aerial Surveillance	Yes	CHC Helicopters	Complete observation flights and return data to IMT Planning Team.	Within 8 hours	Operations Section	Deputy Operations Section Chief (Aviation)	-
Monitor and Evaluate	Aerial Surveillance	Yes	Helo Provider/AMOSC	Develop and confirm schedule of observation flights for next 24 hours.	Within 16 hours	Operations Section	Deputy Operations Section Chief (Aviation) AMOSC	AOHSE-ER-0041 APU Operational Response Guideline 1 - Aerial Surveillance. Confirmation, Quantification and Monitoring of Oil Spills

Monitor and Evaluate	Aerial Surveillance	Yes	CHC/ Helo Provider	Establish long-term aerial observation plans with additional aircraft and trained observers from BHP, AMOSC or OSRL.	Within 24 hours	Operations Section	Deputy Operations Section Chief (Aviation) AMOSC	AOHSE-ER-0041 APU Operational Response Guideline 1 - Aerial Surveillance. Confirmation, Quantification and Monitoring of Oil Spills
Monitor and Evaluate	Aerial Surveillance	Yes		Fully activate Response Strategy 2 - Monitor and Evaluate - Aerial Surveillance.	Within 24 hours	Planning Section	N/A	AOHSE-ER-0053-Oil Spill Response Strategy - RS2 Monitor & Evaluate
Monitor and Evaluate	Vessel Surveillance	Yes	Vessels of opportunity	Source vessels of opportunity	Within 2 hours	Operations Section	Deputy Operations Section Chief (Marine)	
Monitor and Evaluate	Vessel Surveillance	Yes	Vessels of opportunity	Mobilise vessels of opportunity	Within 12 hours	Operations Section	Deputy Operations Section Chief (Marine)	
Monitor and Evaluate	Vessel Surveillance	Yes	Vessels of opportunity	Advise surveillance vessel of spill location and any safety precautions necessary.	Within 12 hours	Operations Section	Deputy Operations Section Chief (Marine)	-
Monitor and Evaluate	Vessel Surveillance	Yes	Vessels of opportunity	Complete vessel surveillance and provide information to IMT Planning Team.	Within 24 hours	Operations Section	Deputy Operations Section Chief (Marine)	-
Monitor and Evaluate	Vessel Surveillance	Yes	-	Fully activate Response Strategy 2 - Monitor and Evaluate - Vessel Surveillance.	Within 24 hours	Planning Section	Deputy Operations Section Chief (Marine)	AOHSE-ER-0053-Oil Spill Response Strategy - RS2 Monitor & Evaluate
Monitor and Evaluate	Tracking buoy	Yes	AMOSC	Request oil spill tracking buoy from AMOSC	As soon as practicable	Planning Section	Deputy Operations Section Chief (Marine)	
Monitor and Evaluate	Tracking buoy	Yes	Vessels of opportunity	Deploy oil spill tracking buoy.	Within 12-18 hours	Planning Section	Deputy Operations Section Chief (Marine)	AOHSE-ER-0033 Operational Response Guideline 4: Oil Spill Tracking - Buoy Deployment /Tracking
Monitor and Evaluate	Oil Spill Trajectory Modelling	Yes	-	Collect all data on the location, type, volume and other necessary data for oil spill tracking modelling.	As soon as practicable	Planning Section	GIS Specialist	AOHSE-ER-0033 Operational Response Guideline 4: Oil Spill Tracking - Buoy Deployment /Tracking
Monitor and Evaluate	Oil Spill Trajectory Modelling	Yes	RPS	Contact AMOSC, activate Oil Spill Trajectory Modelling standby contract. Communicate all necessary data to enable modelling to commence.	As soon as practicable	Planning Section	Planning Section Chief	API IMT Emergency Contact Directory
Monitor and Evaluate	Oil Spill Trajectory Modelling	Yes	AMOSC /APASA	Receive oil spill trajectory modelling and update Common Operating Picture.	Within 4 hours	Planning Section	GIS Specialist	-
Monitor and Evaluate	Oil Spill Trajectory Modelling	Yes	AMOSC /APASA	Provide operational surveillance data (e.g. aerial surveillance, tracking buoy data) to modelling provider to verify and adjust spill modelling outputs.	Within 4 hours of receiving data	Planning Section	GIS Specialist	-
Monitor and Evaluate	Oil Spill Trajectory Modelling	Yes	Neighbouring facilities/ externally affected company operations	Communicate modelling results with all relevant operators that may be affected/impacted. Liaise with appropriate organisational IMTs.	Within 4 hours	Planning Section	Planning Section Chief	API IMT Emergency Contact Directory
Monitor and Evaluate	Oil Spill Trajectory Modelling	Yes	-	Provide trajectory model results to operations section for aerial surveillance planning.	Within 8 hours	Planning Section	Deputy Operations Section Chief (Aviation) /AMOSC	-
Monitor and Evaluate	Oil Spill Trajectory Modelling	Yes	-	Confirm EMBA and determine areas for 'post-spill / pre-impact' monitoring.	Within 8 hours	Planning Section	Environmental Unit Leader	Stybarrow Equipment Removal and Field Management Environment Plan (BHPB-00SC-N000-00034)
Monitor and Evaluate	Oil Spill Trajectory Modelling	Yes	AMOSC	Determine need and, if required, frequency of additional tracker buoy deployments.	Within 24 hours	Planning Section	Planning Section Chief	API IMT Emergency Contact Directory
Monitor and Evaluate	Oil Spill Trajectory Modelling	Yes	-	Complete daily safety analysis for the next 24-hour period.	Within 24 hours	Command Section	Safety Officer	-
Monitor and Evaluate	Oil Spill Trajectory Modelling	Yes	-	Complete modelling requirements as per IAP.	Within 24 hours	Planning Section	Planning Section Chief	-
Monitor and Evaluate	Oil Spill Trajectory Modelling	Yes	-	Ensure complete activation of Response Strategy 2 - Monitor and Evaluate - Oil Spill Trajectory.	Within 24 hours	Planning Section	Planning Section Chief	AOHSE-ER-0053-Oil Spill Response Strategy - RS2 Monitor & Evaluate
Monitor and Evaluate	Satellite Imagery	N/A	AMOSC/KSAT	Activate satellite imagery acquisition via contract with OSRL.	Within 2 hours	Planning Section	Planning Section Chief	-

Monitor and Evaluate	Satellite Imagery	N/A	AMOSC/KSAT	Determine Area of Interest coordinates, image frequency and details of receiving imagery. Include in OSRL Notification.	Within 2 hours	Planning Section	GIS Specialist	-
Monitor and Evaluate	Satellite Imagery	N/A	AMOSC/KSAT	Receive satellite imagery and incorporate into Common Operating Picture.	Within 24 hours	Planning Section	GIS Specialist	-
Monitor and Evaluate	Satellite Imagery	N/A	-	Ensure complete activation of Response Strategy 2 - Monitor and Evaluate - Satellite Imagery.	Within 24 hours	Planning Section	Planning Section Chief	AOHSE-ER-0053-Oil Spill Response Strategy - RS2 Monitor & Evaluate
Monitor and Evaluate	Operational NEBA	Yes	-	Complete the daily operational NEBA.	Within 4 hours	Planning Section	Environmental Unit Leader	Stybarrow Equipment Removal and Field Management Environment Plan (BHPB-00SC-N000-00034)
Environmental Monitoring	Environmental Monitoring Plan	Yes	-	Activate Response Strategy 10 - Environmental Monitoring.	Within 2 hours	Planning Section	Environmental Unit Leader	AOHSE-ER-0060 RS10 Environmental Monitoring
Environmental Monitoring	Environmental Monitoring Plan	Yes	Vendors for provision of environmental monitoring services	Consider the premobilisation of Environmental Monitoring Contractors.	Within 2 hours	Planning Section	Environmental Unit Leader	APU IMT Contact Directory
Environmental Monitoring	Environmental Monitoring Plan	Yes	Vendors for provision of environmental monitoring services	Begin Operational NEBA and determine appropriate Environmental Response Strategies.	Within 4 hours	Planning Section	Environmental Unit Leader	AOHSE-ER-0036 Sensitivity Mapping Exmouth AOHSE-ER-0037 Monitoring of oil in Marine Waters AOHSE-ER-0038 Monitoring Effects on Birds AOHSE-ER-0039 Monitoring Effects on Marine Mammals AOHSE-ER-0040 Monitoring Effects on Benthic Habitats AOHSE-ER-0043 Monitoring Effects on Marine Reptiles AOHSE-ER-0048 Monitoring Effects on Commercial and Recreational Fish Species AOHSE-ER-0051 Monitoring Effects on Fishes
Environmental Monitoring	Environmental Monitoring Plan	Yes	Vendors for provision of environmental monitoring services	Monitoring contractors to specify logistics requirements for sampling plan to Logistics Section. Confirm ETA of monitoring contractor to site with IMT Planning Section Chief.	Within 8 hours	Planning Section	Environmental Unit Leader	APU IMT Contact Directory
Environmental Monitoring	Environmental Monitoring Plan	Yes	Vendors for provision of environmental monitoring services	Develop logistics plan for accommodation and transport for Contract Environmental Monitoring organisations.	Within 8 hours	Logistics Section	Environmental Unit Leader	-
Environmental Monitoring	Environmental Monitoring Plan	Yes	Vendors for provision of environmental monitoring services	Planning Section to confirm sampling locations.	Within 16 hours	Planning Section	Environmental Unit Leader	-
Environmental Monitoring	Environmental Monitoring Plan	Yes	Vendors for provision of environmental monitoring services	Deploy initial Environmental Monitoring Team members to Exmouth.	Within 48-72 hours	Logistics Section	Environmental Unit Leader	AOHSE-ER-0060 RS10 Environmental Monitoring
Environmental Monitoring	Environmental Monitoring Plan	Yes	-	Complete Risk Assessment for Monitoring Teams included in IAP for next operating period.	Within 48-72 hours	Command Section	Safety Officer	-
Environmental Monitoring	Environmental Monitoring Plan	Yes	Vendors for provision of environmental monitoring services	Complete initial Sampling Plan, ready for inclusion within IAP for future Operating Period.	Within 48-72 hours	Planning Team	Environmental Unit Leader	AOHSE-ER-0060 RS10 Environmental Monitoring
Environmental Monitoring	Environmental Monitoring Plan	Yes	-	Complete Activation of Response Strategy 10 - Environmental Monitoring.	Within 48-72 hours	Planning Section	Environmental Unit Leader	AOHSE-ER-0060 RS10 Environmental Monitoring
Wildlife Response	Wildlife Response	Yes	-	Initiate Response Strategy 11 - Oiled Wildlife.	Within 2 hours	Planning Section	Environmental Unit Leader	AOHSE-ER-0061 Oil Spill Response Strategy - RS11 Oiled Wildlife

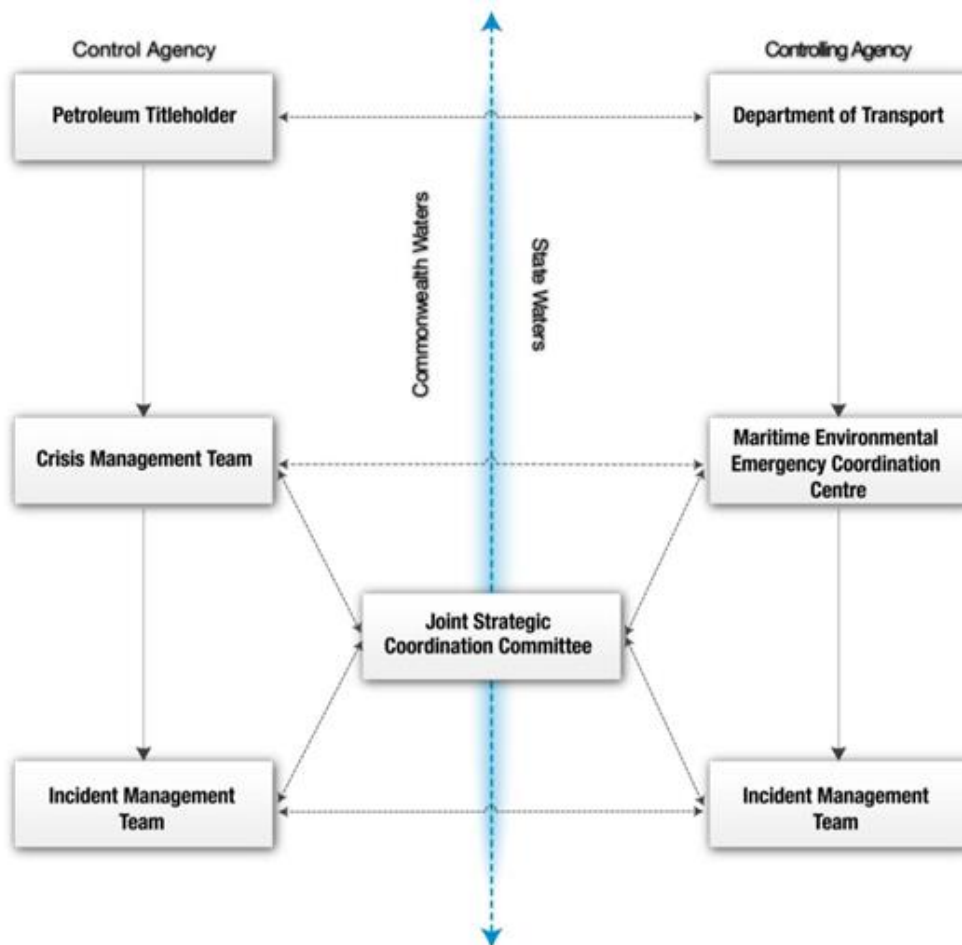


Wildlife Response	Wildlife Response	Yes	AMOSOC	Advise AMOSC of potential for wildlife recovery equipment and team mobilisation.	As soon as practicable	Planning Section	Environmental Unit Leader	APU IMT Contact Directory
Wildlife Response	Wildlife Response	Yes	DoT/DBCA	Advise DoT/DBCA of the potential need for oiled wildlife response, and ETA of equipment and personnel.	Within 8 hours	Planning Section	Environmental Unit Leader	APU IMT Contact Directory
Wildlife Response	Wildlife Response	Yes	-	Develop logistics plan for accommodation and transport for Contract Environmental Monitoring organisations.	Within 8 hours	Logistics Section	Logistics Section Chief	-
Wildlife Response	Wildlife Response	Yes	-	Implement wildlife response as per IAP under advisement of wildlife response experts.	Within 48-72 hours	Planning Section	Environmental Unit Leader	-
Wildlife Response	Wildlife Response	Yes	-	Complete risk assessment and safety analysis for oil wildlife response teams and include in the IAP for the next operating period.	Within 48-72 hours	Command Section	Safety Officer	-
Wildlife Response	Wildlife Response	Yes	-	Confirm activation of appropriate components of Initial Response Strategy 11 - Oiled Wildlife.	Within 48-72 hours	Planning Section	Environmental Unit Leader	AOHSE-ER-0061 Oil Spill Response Strategy - RS11 Oiled Wildlife
Waste Management	Mobilisation	Yes	-	Initiate Response Strategy 13 - Waste Management (secondary response - only if needed and practical)	Within 2 hours	Planning Section	Planning Section Chief	AOHSE-ER-0063 Oil Spill Response Strategy - RS13 Waste Management AOHSE-E-0014-001 - Waste Management Plan - Oil Spill
Waste Management	Mobilisation	Yes	DPLH	All necessary regulatory approvals in place before implementing waste management activities; and consult with (and authority where necessary) the WA Department of Planning, Lands and Heritage regarding potential locations of cultural heritage sensitivities.	Within 2 hours	Planning Section	Planning Section Chief	APU IMT Contact Directory
Waste Management	Mobilisation	Yes	Veolia/North West Alliance	Activate waste management contracts and other third-party agreements for providing equipment / supplies and resources.	Within 4 hours	Logistics Section	Logistics Section Chief	APU IMT Contact Directory
Waste Management	Mobilisation	Yes	WA Department of Transport	Notify WA DoT that waste management contractors have been activated and mobilising to Exmouth. Request regulatory agency liaison for waste management sites.	Within 4 hours	Logistics Section	Logistics Section Chief	APU IMT Contact Directory
Waste Management	Mobilisation	Yes	-	Identify priority locations for temporary waste storage suitable for volumes predicted by SCAT teams and information gathered as part of Response Strategy 2 - Monitor and Evaluate.	Within 6 hours	Logistics Section	Logistics Section Chief/Waste Management Contractor	AOHSE-ER-0063 Oil Spill Response Strategy - RS13 Waste Management AOHSE-E-0014-001 - Waste Management Plan - Oil Spill
Waste Management	Mobilisation	Yes	Veolia/North West Alliance	Begin development of logistics plan.	Within 12 hours	Logistics Section	Logistics Section Chief/Waste Management Contractor	AOHSE-ER-0063 Oil Spill Response Strategy - RS13 Waste Management AOHSE-E-0014-001 - Waste Management Plan - Oil Spill
Waste Management	Mobilisation	Yes	Veolia/North West Alliance	Complete Waste Management Logistics Plan.	Within 24 hours	Logistics Section	Logistics Section Chief/Waste Management Contractor	AOHSE-ER-0063 Oil Spill Response Strategy - RS13 Waste Management AOHSE-E-0014-001 - Waste Management Plan - Oil Spill
Waste Management	Mobilisation	Yes	-	Complete activation of Response Strategy 13 - Waste Management.	Within 24 hours	Planning Section	Planning Section Chief	AOHSE-ER-0063 Oil Spill Response Strategy - RS13 Waste Management AOHSE-E-0014-001 - Waste Management Plan - Oil Spill

## Appendix B

### Western Australia Department of Transport Incident Management Team Coordination

Control and Coordination IMT Structure with WA DoT



Note: DoT IMT contains an appropriate number of appropriately qualified persons from the Petroleum Titleholder in key areas commensurate with their level of introduced risk.

## Appendix C

### Oil Spill Equipment



# Product Totals by Location Report

Monday, 4 April 2022

8:54:11 AM

Quantity	Available	Length	Product#	Product Name	Product Category	Bay Location
<b>Broome</b>						
2	2		G-033	Dispersant Spray-Afedo System 200-TS	Dispersant Spray Equipment	Supply Base 3
1	1		G-041	Power Pack-Lamor Hydraulic LPP 14	Power Packs, Pumps & Accessories	Supply Base 3
1	1		G-052	Skimmer-Minimax 12-Brush	Skimmer	Supply Base 3
2	2	400	G-092	Boom-Lamor HDB 1300 (200m)on Reel	Boom	Supply Base 3
4	4	100	G-110	Boom-Beach Guardian Shoreseal (20m)	Boom	Supply Base 3
8	8	200	G-111	Boom-Zoom Boom (25m)	Boom	Supply Base 3
1	1		G-130	Boom Accessories-Beach Guardian Deployment Kit	Boom Accessories	Supply Base 3
4	4		G-133	Boom Accessories-Zoom Boom Anchor Kit	Boom Accessories	Supply Base 3
1	1		G-141	Waste (Land)-Vikotank (13000Ltr)	Waste Storage	Supply Base 3
12	12		G-150	Sorbent-Boom	Sorbents	Supply Base 3
3	3		G-151	Sorbent-Squares	Sorbents	Supply Base 3
3	3		G-184	Shipping Container	General	Supply Base 3
1	1		G-330	Wildlife-Oiled fauna kit	Decontamination	Supply Base 3
1	1		G-331	Decontamination-Kit (PPE)	Decontamination	Supply Base 3
1	1		G-400	Boom Cage	Misc	Supply Base 3
1	1		G-401	Boom Cage	Misc	Supply Base 3
1	1		G-500	Response tool box	General	Supply Base 3
14	14		G-607	Dispersant-Ardrox 6120	Dispersant	DG Shed
<b>Exmouth</b>						
1	1		G-030	Dispersant Spray-Viko Spray	Dispersant Spray Equipment	Harold Holt
1	1		G-033	Dispersant Spray-Afedo Ecospray 80W	Dispersant Spray Equipment	Harold Holt
1	1		G-040	Power Pack-Desmi Ro-Boom	Power Packs, Pumps & Accessories	Harold Holt
1	1		G-051	Skimmer-Komara 12K-Disc	Skimmer	Harold Holt
1	1		G-052	Skimmer-Minimax 12-Brush	Skimmer	Harold Holt
1	1		G-054	Skimmer-Passive-Weir	Skimmer	Harold Holt
1	1		G-070	Skimmer-Ro-Vac-Vacuum	Skimmer	Harold Holt
1	1		G-079	Skimmer-Desmi GT 185-Brush/Weir	Skimmer	Harold Holt
2	2		G-090	Hydraulic Powered reel Winder- Roboom	Boom Accessories	Harold Holt

Quantity	Available	Length	Product#	Product Name	Product Category	Bay Location
2	2	400	G-091	Boom-Desmi Ro-Boom 1500 (200m)	Boom	Harold Holt
20	20	500	G-110	Boom-Beach Guardian Shoreseal (20m)	Boom	Harold Holt
20	20	500	G-111	Boom-Zoom Boom (25m)	Boom	Harold Holt
3	3		G-130	Boom Accessories-Beach Guardian Deployment Kit	Boom Accessories	Harold Holt
1	1		G-132	Boom Accessories-Shoreline Boom Anchoring kit	Boom Accessories	Harold Holt
10	10		G-133	Boom Accessories-Zoom Boom Anchor Kit	Boom Accessories	Harold Holt
2	2		G-140	Waste (Land)-Fastank Temporary Storage (9000Ltr)	Waste Storage	Harold Holt
1	1		G-160	Skimmer-Desmi Ro Mop 240-Oil Mop	Skimmer	Harold Holt
1	1		G-181	Trailer-General Support	Trailer	Harold Holt
2	2		G-184	Shipping Container	General	Harold Holt
10	10		G-186	Shoreline Accessories-Wheelbarrow	General	Harold Holt
1	1		G-260	Generator-Hatz 15kva (12kw)	Trailer	Harold Holt
1	1		G-330	Wildlife-Oiled fauna kit	Decontamination	Harold Holt
1	1		G-335	Decontamination-Kit (PPE)	Decontamination	Harold Holt
1	1		G-336	Decontamination-Kit Locker	Decontamination	Harold Holt
1	1		G-337	Shoreline Accessories-Hand Tool Accessories Cage	General	Harold Holt
3	3		G-400	Boom Cage	Misc	Harold Holt
5	5		G-401	Boom Cage	Misc	Harold Holt
30	30		G-604	Dispersant-Slickgone NS	Dispersant	Harold Holt
45	45		G-605	Dispersant-Slickgone NS	Dispersant	Harold Holt
1	1		G-610	Dispersant-Agitator	General	Harold Holt
1	1		G-888	Miscellaneous Items	General	Harold Holt

## Fremantle

1	1		G-029	Dispersant Spray-Boom Vane (Containerised)	Dispersant Spray Equipment	Outside Warehouse
1	1		G-030	Dispersant Spray-Viko Spray	Dispersant Spray Equipment	
1	1		G-032	Dispersant Spray-Transfer Pump	Dispersant Spray Equipment	Warehouse
5	5		G-033	Dispersant Spray-Afedo System 100-TS	Dispersant Spray Equipment	Outside Warehouse
1	1		G-034	Dispersant Spray-Global Boat Spray	Dispersant Spray Equipment	Outside Warehouse
1	1		G-035	Pump-Lamor GTA 30 Oil Transfer	Power Packs, Pumps & Accessories	2D
4	4		G-037	Pump-Honda GX-160 Water (2")	Power Packs, Pumps & Accessories	Outside Warehouse
9	9		G-039	Boom Accessories-Air Blower-2 Stroke	General	Outside Warehouse
1	1		G-040	Power Pack-Desmi Ro-Boom	Power Packs, Pumps & Accessories	4B

Quantity	Available	Length	Product#	Product Name	Product Category	Bay Location
3	3		G-042	Power Pack-Lamor Hydraulic LPP 36	Power Packs, Pumps & Accessories	12, 13, 14
1	0		G-043	Power Pack-Lamor Hydraulic LPP 7	Power Packs, Pumps & Accessories	
1	1		G-044	Boom Accessories-Lamor Control Stand for LPP36	Power Packs, Pumps & Accessories	2A
3	3		G-045	Boom Accessories-Lamor Air Blower-Hydraulic	General	12, 13, 14
1	1		G-051	Skimmer-Komara 12K-Disc	Skimmer	3B, 3E
2	2		G-052	Skimmer-Minimax 12-Brush	Skimmer	2C, 2F, 2B, 2E
1	1		G-053	Skimmer-Komara 20K-Disc	Skimmer	3C, 3F
1	1		G-054	Skimmer-Passive-Weir	Skimmer	4C, 4F
2	2		G-060	Skimmer-Lamor Rock Cleaner-Brush	General	1C, 1F, 1B, 1E
3	3		G-081	Skimmer-Lamor LWS500-Brush/Weir	Skimmer	12, 13, 14
6	6		G-090	Hydraulic Powered reel Winder- Roboom	Boom Accessories	14, 13, 12
6	6	1200	G-091	Boom-Desmi Ro-Boom 1500 (200m)	Boom	14, 13, 12
19	19	475	G-110	Boom-Beach Guardian Shoreseal (20m)	Boom	Outside Warehouse
30	30	750	G-111	Boom-Zoom Boom (25m)	Boom	4 A/D, Outside Warehouse
18	18	540	G-112	Boom-Lamor SFB-18 GP Solid Floatation (30m)	Boom	Outside Warehouse
1	1		G-113	Boom System- NOFI Current Buster 2	Boom	
2	2		G-130	Boom Accessories-Beach Guardian Deployment Kit	Boom Accessories	4E
3	3		G-131	Boom Accessories-Ro-Boom Anchoring System	Boom Accessories	12, 13, 14
28	28		G-133	Boom Accessories-Zoom Boom Anchor Kit	Boom Accessories	Outside Warehouse
1	1		G-139	Waste (Land)-Fastank Temporary Storage (3000Ltr)	Waste Storage	Outside Warehouse
1	1		G-140	Waste (Land)-Fastank Temporary Storage (9000Ltr)	Waste Storage	Outside Warehouse
2	2		G-142	Waste (On-Water)-Lancer Storage Barge (25000Ltr)	Waste Storage	Outside Warehouse
3	3		G-143	Waste (On-Water)-Deck Bladder Storage (25000Ltr)	Waste Storage	Outside Warehouse
4	4		G-144	Waste (Land)-Lamor TemporaryStorage (11400Ltr)	Waste Storage	Outside Warehouse
1	1		G-161	Skimmer-Desmi Ro Mop 260-Oil Mop	Skimmer	Warehouse 2
1	1		G-172	Forklift-Heli 7 Tonne	Vehicle	Warehouse
1	1		G-180	Trailer-Mobile Workshop	Trailer	Warehouse 3
2	2		G-181	Trailer-Tandem (Galvanised)	Trailer	Outside Warehouse
5	5		G-183	Aluminium Container	General	Outside Warehouse
8	8		G-184	Shipping Container	General	Outside Warehouse
8	8		G-188	Monitoring/Surveillance-Voyager Drift Buoy	Communications	1A, Bay 1A
1	1		G-199	Wildlife-Bird Scarer	Wildlife Support	1D

Quantity	Available	Length	Product#	Product Name	Product Category	Bay Location
1	1		G-200	Vessel-Zodiac Pro 500 (4.7Mtr)	Vessel	Warehouse
1	1		G-251	PPE- Inflatable PFD Set of 24	General	12 C/F
2	2		G-259	Generator-Portable (6KW)	General	Warehouse, Wildlife Container
1	1		G-262	Decontamination-Vehicle Washdown Trailer	Trailer	Warehouse 2
1	1		G-325	Wildlife-Fauna Hazing & Exclusion Kit	Wildlife Support	
3	3		G-326	Wildlife-Fauna Hazing & Exclusion Kit	Wildlife Support	Warehouse
1	1		G-332	Wildlife-Washdown Container	Wildlife Support	Outside Warehouse
1	1		G-333	Shoreline-Support Kit	General	3A
1	1		G-334	Shoreline-Flushing Kit (3")	Power Packs, Pumps & Accessories	3D
1	1		G-336	Decontamination-Kit Locker	Decontamination	7 C/F
1	1		G-339	PPE-PPE Response Container (SCFU 1114735)	General	Outside Warehouse
1	1		G-400	Boom Cage	Misc	4 A/D
8	8		G-605	Dispersant-Slickgone NS	Dispersant	Outside Warehouse, Dispersant Area
27	27		G-606	Dispersant-Corexit 9500	Dispersant	Outside Warehouse, Dispersant Area
1	1		G-610	Dispersant-Agitator	General	Warehouse
1	1		G-700	Monitoring/Surveillance-Phantom 4 Drone	General	Head Office
1	1		G-750	Monitoring/Surveillance-Aerial Surveillance Kit	General	Head Office
1	1		G-755	Backpack-Response Backpacks	General	
2	2		G-808	Monitoring/Surveillance-4-1 Personal Gas Monitor	General	Head Office
1	1		G-809	Monitoring/Surveillance-Air Quality Monitoring Kit	Misc	Head Office
4	4		G-850	Ancillaries box 1	General	Outside Warehouse
4	4		G-851	Ancillaries Box 2	General	Outside Warehouse
2	2		G-889	Oil sampling kit	General	Outside Warehouse
3	3		G-890	Sorbent-Boom	Sorbents	Outside Warehouse
3	3		G-891	Sorbent-Squares	Sorbents	Outside Warehouse
1	1		G-950	AMOSC Vehicles	Vehicle	Warehouse
1	1		G-960	Vehicle-ATV- CF Moto u550 (1GQM058)	Vehicle	Warehouse
<b>Nth Geelong</b>						
1	1		G-029	Dispersant Spray-Boom Vane (Containerised)	Dispersant Spray Equipment	Outside Warehouse
2	2		G-030	Dispersant Spray-Viko Spray	Dispersant Spray Equipment	Bay D
1	1		G-031	Dispersant Spray-Helibucket (Simplex)	Dispersant Spray Equipment	Bay D
1	1		G-032	Dispersant Spray-Transfer Pump	Dispersant Spray Equipment	ABM Container

Quantity	Available	Length	Product#	Product Name	Product Category	Bay Location
4	4		G-033	Dispersant Spray-Afedo System 100-TS	Dispersant Spray Equipment	Outside Warehouse, Bay D
1	1		G-035	Pump-Lamor GTA 30 Oil Transfer	Power Packs, Pumps & Accessories	Bay P
2	2		G-039	Boom Accessories-Air Blower-2 Stroke	General	Warehouse
1	1		G-040	Power Pack-Desmi Ro-Boom	Power Packs, Pumps & Accessories	Bay A
3	3		G-042	Power Pack-Lamor Hydraulic LPP 36	Power Packs, Pumps & Accessories	Bay A
1	1		G-044	Boom Accessories-Lamor Control Stand for LPP36	Power Packs, Pumps & Accessories	Bay K
3	3		G-045	Boom Accessories-Lamor Air Blower-Hydraulic	General	Bay A
2	2		G-050	Skimmer-Komara 30K-Disc	Skimmer	Bay J
2	2		G-051	Skimmer-Komara 12K-Disc	Skimmer	Bay J
1	1		G-052	Skimmer-Minimax 12-Brush	Skimmer	Bay K
1	1		G-054	Skimmer-Passive-Weir	Skimmer	Bay K
2	2		G-060	Skimmer-Lamor Rock Cleaner-Brush	General	Bay O
3	3		G-070	Skimmer-Ro-Vac-Vacuum	Skimmer	Bay P
1	1		G-079	Skimmer-Desmi GT 185-Brush/Weir	Skimmer	Bay C
1	0		G-080	Skimmer-Desmi 250-Weir	Skimmer	Outside Warehouse
3	3		G-081	Skimmer- Lamor LWS500-Brush/Weir	Skimmer	Bay A
1	1		G-083	Skimmer-Canadyne Multi Head-Brush/Disc/Drum	Skimmer	Bay K
1	1		G-084	Skimmer-Versatech Multi Head-Brush/Disc/Drum	Skimmer	Bay C
11	11		G-090	Hydraulic Powered reel Winder- Roboom	Boom Accessories	Bay A
10	10	2000	G-091	Boom-Desmi Ro-Boom 1500 (200m)	Boom	Bay A
1	1	36	G-093	Boom-Desmi Ro-Boom 1500 (36m)	Boom	Bay A
51	51	1275	G-110	Boom-Beach Guardian Shoreseal (20m)	Boom	Bay L, Training Trailer
135	135	3375	G-111	Boom-Zoom Boom (25m)	Boom	Bay L, Training Trailer, Outside Warehouse
40	40	1200	G-112	Boom-Lamor SFB-18 GP Solid Floatation (30m)	Boom	Outside Warehouse, Bay L, Training Trailer
1	1		G-114	Boom System-Desmi Speed Sweep	Boom	Bay E
3	3		G-120	Pump-General Purpose Diaphragm (3")	Power Packs, Pumps & Accessories	Bay P
1	1		G-121	Pump-Desmi DOP 250 Transfer	Power Packs, Pumps & Accessories	Bay P
8	8		G-130	Boom Accessories-Beach Guardian Deployment Kit	Boom Accessories	Training Trailer, Bay M
3	3		G-131	Boom Accessories-Ro-Boom Anchoring System	Boom Accessories	Bay A
4	4		G-132	Boom Accessories-Shoreline Boom Anchoring kit	Boom Accessories	Bay M
30	30		G-133	Boom Accessories-Zoom Boom Anchor Kit	Boom Accessories	Training Trailer, Bay K
2	2		G-135	Boom Accessories-Dual Hull magnet (1000Kg)	Boom Accessories	Charging Station Area



Quantity	Available	Length	Product#	Product Name	Product Category	Bay Location
1	1		G-139	Waste (Land)-Fastank Temporary Storage (3000Ltr)	Waste Storage	Bay M
3	3		G-140	Waste (Land)-Fastank Temporary Storage (9000Ltr)	Waste Storage	Training Trailer, Bay M
1	1		G-141	Waste (Land)-Vikotank (13000Ltr)	Waste Storage	Bay M
2	2		G-142	Waste (On-Water)-Lancer Storage Barge (25000Ltr)	Waste Storage	Bay F
3	3		G-143	Waste (On-Water)-Deck Bladder Storage (25000Ltr)	Waste Storage	Bay G
65	65		G-150	Sorbent-Boom	Sorbents	Bay N
40	40		G-151	Sorbent-Squares	Sorbents	Bay N
96	96		G-152	Sorbent-Viscous Oil Snares	Sorbents	Bay N
11	11		G-153	Sorbent-Roll	Sorbents	Bay N
1	1		G-160	Skimmer-Desmi Ro Mop 240-Oil Mop	Skimmer	Trailer Bay
1	1		G-161	Skimmer-Desmi Ro Mop 260-Oil Mop	Skimmer	Trailer Bay
1	1		G-162	Vessel-Egmopol Barge w/t Brush Skimmer-AMOSC 1	Skimmer	Warehouse
2	2		G-172	Forklift-Hyster 2 Tonne	Vehicle	Warehouse
1	1		G-180	Decontamination-Decon Support Trailer	Trailer	Trailer Bay
3	3		G-181	Trailer-General Support	Trailer	Trailer Bay
1	1		G-182	Trailer-Egmopol	Trailer	Warehouse
1	1		G-183	Aluminium Container	General	
10	10		G-184	Shipping Container	Misc	Outside Warehouse, Dispersant Area
13	13		G-185	Waste (Land/Onwater)-IBC	Waste Storage	North Wall
2	2		G-188	Monitoring/Surveillance-I SPHERE Drift Buoys	Communications	
1	1		G-201	Vessel-Aluminium Catamaran (9Mtr)AMOSC 3	Vessel	Warehouse
1	1		G-251	PPE- Inflatable PFD Set of 32	General	Warehouse
3	3		G-259	Generator-Portable (6KW)	General	Bay, Wildlife Container
1	1		G-260	Cleaning-Generator/Karcher Pressure Washer Unit	Trailer	Trailer Bay
1	1		G-261	Shoreline-Flushing Kit (4")	General	Bay O
1	1		G-262	Decontamination-Vehicle Washdown Trailer	Trailer	Trailer Bay
2	2		G-263	Cleaning-Diesel Pressure Washer	Power Packs, Pumps & Accessories	Bay O
1	1		G-325	Wildlife-Fauna Hazing & Exclusion Kit	Wildlife Support	
2	2		G-330	Wildlife-Oiled fauna kit	Decontamination	Bay H
1	1		G-332	Wildlife-Washdown Container	Wildlife Support	Outside Warehouse
1	1		G-334	Shoreline-Flushing Kit (3")	Power Packs, Pumps & Accessories	Bay O
1	1		G-335	Decontamination-PPE Kit (First Strike Support)	Decontamination	Bay I

Quantity	Available	Length	Product#	Product Name	Product Category	Bay Location
1	1		G-336	Decontamination-Kit Locker	Decontamination	Bay I
1	1		G-338	Shoreline-Impact Lance Kit	Power Packs, Pumps & Accessories	Bay O
1	1		G-339	PPE-PPE Response Container (TCIU 1962281)	General	Outside Warehouse
24	24		G-400	Boom Cage	Misc	Bay 12, Bay L
13	13		G-401	Boom Cage	Misc	Bay L, Bay K
1	1		G-500	Response tool box	General	Warehouse Store
8	8		G-604	Dispersant-Slickgone NS	Dispersant	Bay 0
67	67		G-605	Dispersant-Slickgone NS	Dispersant	Bay 0
62	62		G-606	Dispersant-Corexit 9500	Dispersant	Bay 0, Outside Warehouse
1	1		G-610	Dispersant-Agitator	General	Dispersant
2	2		G-700	Monitoring/Surveillance-DJI Spark	General	Head Office
1	1		G-750	Monitoring/Surveillance-Aerial Surveillance Kit	General	Head Office
2	2		G-755	Backpack-Response Backpacks	General	Head Office
1	1		G-760	Dispersant-Effectiveness Field Test Kit	Dispersant	Head Office
1	1		G-770	Monitoring/Surveillance-Shoreline Surveillance Kit	Misc	Head Office
6	6		G-808	Monitoring/Surveillance-4-1 Personal Gas Monitor	General	Head Office
1	1		G-889	Oil sampling kit	General	Outside warehouse
2	2		G-890	Sorbent-Boom	Sorbents	Outside warehouse
2	2		G-891	Sorbent-Squares	Sorbents	Outside warehouse
3	3		G-950	AMOSC Vehicles	Vehicle	Warehouse, Head Office
1	1		G-960	Vehicle-ATV- CF Moto u550	Vehicle	Warehouse

# Industry Mutual Aid Equipment Register Updated 10/12/2021

Company	Equipment	Type	Units	Location
<b>BHP BILLITON as 02/12/2021</b>				
BHP Billiton	Dispersant, Spray Systems	Auspray Dispersant system ASDS	1	Pyrenees FPSO
BHP Billiton	Dispersant, Spray Systems	Auspray Dispersant system ASDS	1	Dampier
BHP Billiton	Dispersant	Corexit 9527	1.2 m3	Pyrenees FPSO
<b>Ampol as of 13/12/2021</b>				
Ampol	Absorbent, Boom	Rubberiser Boom	200 m	Lytton Refinery
Ampol	Boom, Nearshore	GP 800 Fence Boom	180 m	Lytton Refinery
Ampol	Shoreline Cleanup equipment	Oil Spill shed	1 unit	Lytton Refinery
Ampol	Vessel	4.75 mtr Aluminium Runner about "Jabiru"	1 unit	Lytton Refinery
Ampol	Vessel	5.7 litre multicruiser "Mimi"	1 unit	Lytton Refinery
Ampol	Vessel	135hp Honda "Ocean Cruiser"	1 unit	Lytton Refinery
Ampol	Skimmer, Multi Head	Versatech Multi Skimmer, Brush, drum, disc with all hydraulic hoses, oil transfer hose and diesel Hydraulic power pack deliver FIS	1 Unit	Lytton Refinery
Ampol	Boom, Nearshore	Zoom Boom	150m	Lytton Refinery
Ampol	Vessel	Seamac (Punt)	1 units	Lytton Refinery
Ampol	Boom, OnShore	Beach guardian	7 units	Lytton Refinery
Ampol	Boom, OnShore	Anchor Kits	15 units	Lytton Refinery
<b>CHEVRON as of 12/01/2022</b>				
Chevron	Boom, OnShore	AirBlower	2	BWI
Chevron	Temporary Storage	Canflex Open Top, Floating Collar Tank	1	BWI
Chevron	Boom, Nearshore	Current Buster 2 (plus air blower)	1	BWI
Chevron	Boom, Nearshore	Current buster 6 with boom vane (plus 2 x air blowers)	1	BWI
Chevron	Power Pack	Desmi Skimmer Power Pack/ Skimmer Hose Reel	3	BWI
Chevron	Shoreline Cleanup equipment	Diesel Powered Water pump for low pressure flushing system	2	BWI
Chevron	Boom, OnShore	Ex WA Oil Shore Guardian	3	BWI
Chevron	Boom, Nearshore	Ex WA Oil Zoom boom	2	BWI
Chevron	Temporary Storage	Fastank 2000	4	BWI
Chevron	Tracking Buoys	iSphere tracking buoy	1	BWI
Chevron	Skimmer, Weir	Mini-Max Weir Skimmer Set	2	BWI
Chevron	Boom, Nearshore	NOFI Solid Floation Boom Bags 350 EP	2	BWI
Chevron	Boom, Nearshore	NOFI towable boom bag	2	BWI
Chevron	Boom, Nearshore	Self-Inflating Zoom Boom	8 7	BWI
Chevron	Boom, Nearshore	Self-Inflating Zoom Boom	10	BWI
Chevron	Power Pack	Spate pump	2	BWI
Chevron	Skimmer, Brush	Terminator Skimmer	3	BWI
Chevron	Boom, Nearshore	Tidal Boom 500 (Shore sealing boom)	9 6	BWI
Chevron	Temporary Storage	Towable bladder canflex	2	BWI
Chevron	Dispersant, Spray Systems	AFEDO nozzles spray system	1	Ashbuton North
Chevron	Dispersant	Slickgone EW dispersant	5	Ashbuton North

Chevron	Power Pack	Spate pump	2	Ashbuton North
Chevron	Tracking Buoys	iSphere tracking buoy	1	Ashbuton North
Chevron	Temporary Storage	Towable bladder (Canflex Series 1 'Sea Slug')	1	Ashbuton North
Chevron	Temporary Storage	Fastank 2000	1	Ashbuton North
Chevron	Boom, Nearshore	Self-Inflating Zoom Boom	6	Ashbuton North
Chevron	Boom, Nearshore	Current Buster 2 in 10ft container	1	Ashbuton North
Chevron	Skimmer, Brush	Terminator in 10ft container	1	Ashbuton North
Chevron	Skimmer, Vacuum	Manta Ray skimmer	2	Ashbuton North
Chevron	Temporary Storage	Fastank 2000	15	Ashbuton North
Chevron	Boom, Nearshore	NOFI Boom Bag 350EP	1	Ashbuton North
Chevron	Boom, Nearshore	Self-Inflating Boom in container (Canadyne)	2	Ashbuton North
Chevron	Temporary Storage	Fastank 10000	4	Ashbuton North
Chevron	Skimmer, Brush	Terminator	125tph	Karratha
Chevron	Boom, Offshore	Norlense NO-1000-R	300 1	BWI
Chevron	Boom, Offshore	Norlense NO-1000-R	300 1	BWI
Chevron	Dispersant, Spray Systems	AFEDO nozzles spray system	1	Karratha
Chevron	Dispersant	Slickgone EW dispersant	5	Karratha
Chevron	Boom, Nearshore	Current buster 4 2 with boom vane	1	Karratha

**ESSO as of 02/12/2021**

Esso	Temporary Storage	Aluminium Skips (3m x 2m x 600mm High)	12 unit	LIP
Esso	Vessel	Sperm Whale for nearshore response. (F.Y.I. to transport this vessel a tilt tray or Semi would be required & is potentially oversized load due to width of vessel and cradle)	1	BBMT
Esso	Dispersant	AFEDO dispersant spray systems	2	BBMT
Esso	Dispersant	Corexit 9500	30 m3	BBMT
Esso	Boom, Nearshore	Expandi 3000 Harbour Boom	300m	BBMT
Esso	Boom, Nearshore	Sea Sentinel (Can be used Offshore, ASTM connectors)	2000m	LIP
Esso	Trailer	Beach/shoreline cleanup trailers	x4	LIP x 2, BBMT x 1, Sale x 1
Esso	Trailer	Decontamination Trailer	x1	LIP
Esso	Dispersant, Spray Systems	Vikospray Dispersant System, Boat Spray Booms (pressure wands) & pump	X1	LIP
Esso	Boom, Nearshore	Shoreboom	750m	LIP

**Inpex as of 02/12/2021**

INPEX	Boom, Nearshore	400m zoom-boom in deployment trailer, plus ancillaries, (towing bridles, ship hull magnets, 6 x anchor kits etc)	1	Bhagwan Darwin Marine Logistics Base – East Arm (Darwin Harbour)
INPEX	Skimmer, Weir	Desmi Termite Weir Skimmer (with brush skimmer adaptor)	1	ASCO Marine Supply Base – East Arm (Darwin Harbour)
INPEX	Skimmer, Weir	(Skimmer) Action Hydraulics Power Pack and ancillaries (hydraulic hoses etc)	1	ASCO Marine Supply Base – East Arm (Darwin Harbour)
INPEX	Temporary Storage	25m3 towable oil storage bladder	2	ASCO Marine Supply Base – East Arm (Darwin Harbour)
INPEX	Oil Transfer Equipment	Desmi DOP 200 Offloading Pump	1	ASCO Marine Supply Base – East Arm (Darwin Harbour)
INPEX	Oil Transfer Equipment	20m oil transfer hoses on reel	1	ASCO Marine Supply Base – East Arm (Darwin Harbour)

INPEX	Dispersant	IsoTank 8000Lt Dasic Slick Gone NS Dispersant (MSDS attached)	2	Ichthys Venturer FPSO – Ichthys Field
INPEX	Dispersant, Spray Systems	AFEDO Spray System	1	Ichthys Venturer FPSO – Ichthys Field
INPEX	Tracking Buoys	RPS MetOcean Drifter (ARGOS satellite system)	10	Darwin (INPEX Offshore Logistics Base) Broome (INPEX Drilling Logistics Base) Ichthys Field (CPF, FPSO and various vessels)

**Jadestone current as of 02/12/2021**

Jadestone	Boom, Offshore	Offshore Boom	2	Darwin
Jadestone	Skimmer, Brush	Brush Skimmer	2	Darwin
Jadestone	Temporary Storage	11 Te. Collapsible Storage Tank	4	Darwin
Jadestone	Temporary Storage	50 Te. Deck Tank	2	Darwin
Jadestone	Dispersant	Dasic Slickgone NS Dispersant (1000lt IBC)	8	Darwin
Jadestone	Dispersant, Spray System	AFEDO 100D Dispersant Spray System	1	Darwin
Jadestone	Tracking Buoy	iSphere Tracking Buoy	1	Darwin
Jadestone	Dispersant, Spray System	Dispersant Spray System (Type)	2	Darwin
Jadestone	Skimmer, Wier	Lamor LWS500 Wier Skimmer	1	Darwin
Jadestone	Dispersant, Transfer Pump	Dispersant Transfer Pump Spate 75c	1	Darwin
Jadestone	Dispersant	Dasic Slickgone NS Dispersant (1000lt IBC)	5	Darwin

**SANTOS WA 23/08/2021**

Santos WA	Absorbent, Boom	Boom, 3metre x 180mm	120 metres	WA, Exmouth
Santos WA	Absorbent, Boom	Boom, 3metre x 180mm	144 metres	WA, Varanus Island
Santos WA	Absorbent, Roll	Roll, 40mx1.1m	280 metres	WA, Varanus Island
Santos WA	Boom, Nearshore	Zoom Boom	400 metre	WA, Varanus Island
Santos WA	Boom, Nearshore	Harbo T-Fence Boom	200 metre	WA, Varanus Island
Santos WA	Boom, Offshore	Expandi self-inflating boom – 2 x 200 m vertical bundles	400 metre	WA, Dampier
Santos WA	Boom, Offshore	Power pack for Expandi Self-inflating Boom	1 unit	WA, Dampier
Santos WA	Boom, Offshore	Roto Cassette Retrieval Reel for Expandi Self-inflating Boom	1 unit	WA, Dampier
Santos WA	Boom, Offshore	Power Pack for Expandi Sea Curtain Boom	Out of Service	WA, Exmouth
Santos WA	Boom, Offshore	Expandi self-inflating boom – 4 x 200 m vertical bundles	800 metre	WA, Varanus Island
Santos WA	Boom, Offshore	Roto Cassette Retrieval Reel for Expandi Self-inflating Boom	1 Unit	WA, Varanus Island
Santos WA	Boom, OnShore	Beach Guardian Boom	200 metre	WA, Varanus Island
Santos WA	Boom, OnShore	Beach Guardian, Deployment Kit	2 unit	WA, Varanus Island
Santos WA	Dispersant, Spray Systems	Double AFEDO Head Spray System	1 unit	WA, Dampier
Santos WA	Dispersant, Spray Systems	Double Arm Spray System	1 unit	WA, Dampier
Santos WA	Dispersant, Spray Systems	Single Arm Spray System	1 unit	WA, Exmouth
Santos WA	Dispersant, Spray Systems	4 x Lance Head Spray System	1 unit	WA, Exmouth
Santos WA	Dispersant, Spray Systems	Double Arm Spray System	1 unit	WA, Exmouth
Santos WA	Shoreline Clean-up Container	40ft Container (W/barrows, Shovels, Brooms, Squeegee, sor)	1 unit	WA, Varanus Island
Santos WA	Skimmer, Oleophilic/Brush	Skimmer, Disc and brush, Desmi DBD 16, incl. hoses and	1 unit	WA, Dampier
Santos WA	Skimmer, Oleophilic/Brush	Skimmer, Disc and brush, Desmi DBD 16, incl. hoses and	1 unit	WA, Varanus Island
Santos WA	Temporary Storage	CORT Bladder Tank	3 unit	WA, Varanus Island
Santos WA	Tracking Buoys	Fastwave	6 unit	WA, Dampier
Santos WA	Tracking Buoys	i-Sphere	2 unit	WA, Exmouth
Santos WA	Tracking Buoys	Fastwave	2 unit	WA, Ningaloo Vision
Santos WA	Tracking Buoys	Pathfinder Tracking Buoy	2 unit	FSO

Santos WA	Tracking Buoys	Fastwave	4 unit	WA, Varanus Island
Santos WA	Vessel	28'Aluminium Response Vessel "Monte Belle"	1 unit	WA, Varanus Island
<b>SANTOS East as at - 13/12/2021</b>				
Santos East	Vessel	8 mtr Shark Cat "TREGALANA" with spray equipment	1 unit	Currently awaiting survey and repair to anti-fouling paint on hull. In progress.
Santos East	Vessel	6 Mtr Stabi Craft with 135 HP Outboard	1 unit	In the Water Ready to Go
Santos East	Vessel	4.08 Mtr Alocraft Sprint, Aluminium Open Boat 20hp Outboard	1 unit	Parked in the Oil Spill Shed and ready to Go.
Santos East	Dispersant	Slickgone NS	1x 1m3	
Santos East	Dispersant	Corexit 9527	5m3	
<b>VIVA as at 25/08/2021</b>				
Viva	Boom, OnShore	Beach Guardian, 25 metre	150m	Victoria, Geelong
Viva	Boom, Nearshore	Zoom Boom, 25 metre	200m	Victoria, Geelong
Viva	Boom, Nearshore	Fence Boom, 500mm, 20 metre	Nil	Victoria, Geelong
Viva	Boom, Nearshore	Fence Boom, 600mm, 20 metre	160m	Victoria, Geelong
Viva	Temporary Storage	10,000 Fastank	2 units	Victoria, Geelong
Viva	Skimmer, Oleophilic	Disc, 12k Komara	1 unit	Victoria, Geelong
Viva	Skimmer, Vacuum	Manta Ray Head	1 unit	Victoria, Geelong
Viva	Boom, OnShore	Beach Guardian, Deployment Kit	1 unit	Victoria, Geelong
<b>WOODSIDE as 02/12/2021</b>				
Woodside	Boom, Onshore	Fence Boom	150m	WA, Dampier
Woodside	Boom, Onshore	Lamor Shore Seal	200m	WA, Dampier
Woodside	Boom, Onshore	Shore Guardian, 20 metre	160m	WA, Dampier
Woodside	Boom, (Curtin on reel)	Curtain Boom, 30 metre lengths	300m	WA, Dampier
Woodside	Boom, Nearshore	Zoom Boom, 25 metre	175m	WA, Dampier
Woodside	Boom, Nearshore	Zoom Boom, 50 metre	200m	WA, Dampier
Woodside	Boom, Nearshore	Lamor inflatable Boom	250m	WA, Dampier
Woodside	Boom, Offshore	Offshore Boom on reel 200m per reel	400m	WA, Dampier
Woodside	Skimmer, Vacuum	Delta Ray Head	2 units	WA, Dampier
Woodside	Skimmer, Weir	Dragon Fly Weir Skimmer	1 unit	WA, Dampier
Woodside	Skimmer, Weir	Global 30m3/hr Weir Skimmer	1 unit	WA, Dampier
Woodside	Skimmer	Lamor 12 - Multi Skimmer	1 unit	WA, Dampier
Woodside	Boom, Nearshore	Anchoring Systems	21 units	WA, Dampier
Woodside	Shoreline Clean-up	Spades, Rakes, Some PPE etc.	multiple units	WA, Dampier
Woodside	Shoreline Clean-up	Decontamination Kit	2 unit	WA, Dampier
Woodside	Temporary Storage	Lamor storage tanks (like fast tanks) 7000L	2 units	WA, Dampier
Woodside	Dispersant	Slickgone NS	1 m3 on each vessel (2x OSV's)	WA, Dampier/ Exmouth, Supply Vessels
Woodside	Dispersant	Slickgone NS	5 m3	WA, Dampier
Woodside	Dispersant, Spray Systems	AFEDO Set	1 unit	WA, Exmouth
Woodside	Dispersant, Spray Systems	AFEDO Set	1 unit	WA, Dampier
Woodside	Gas monitors	Auto Rea	x6	KBSF

## Appendix E. ALARP Assessment for Resourcing Oil Spill Response Strategies

# 1 Source Control

**Table 1: RS1 Source Control Response Strategy risk assessment including evaluation of effectiveness of controls, environmental benefit gained compared with practicability and ALARP summary**

Risk Assessment				ALARP Assessment										Performance Standard		
Function	Risk	Control Measure	Rationale	Response Capacity (Volume of Oil Treated)	Units	Timing	Cost	Effectiveness (High / Low)					Environmental Benefit Gained		Practicability	ALARP Summary
								Availability	Functionality	Reliability	Survivability	Independence / Compatibility				
Eliminate	Negative environmental impact from the execution of this response strategy.	No source control.	Do nothing option.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	No environment benefit would be gained from this option. Halting the release of hydrocarbons and spill clean-up activities are essential.	The do nothing option is not considered acceptable.	<b>Reject:</b> Source control is a recognised strategy for the mitigation of oil spill impacts.	-
Administrate	Ad hoc response with no plan for source control immediately following surface release.	Dependent on nature and scale of spill, spill response executed in accordance activity-specific OPEP ( <i>Stybarrow Decommissioning</i> ) (BHPB-00SC-N000-0004) or vessels' MARPOL-compliant SOPEP.	Control is based on legislative requirements – OPGGS (Environment) Regulations and MARPOL Annex I (Prevention of Pollution by Oil).	Medium	1	0-2 hours	Minor	H	H	H	H	H	Implements response plan to quickly and efficiently deal with unplanned hydrocarbon spills in order to reduce impacts to the marine environment.	Controls have high effectiveness; are available, functional and reliable and in general are serviceable and compatible with other control measures. Controls have minor cost implications for the operation.	<b>Accept:</b> Controls based on legislative requirements must be accepted. Controls are practicable and the cost sacrifice is not disproportionate to the environmental benefit gained.	<b>PS RS1.4</b>
	Response activities not considered in preparedness planning therefore not allowing for input into the NEBA.	Operational NEBA to include evaluation of requirement for implementation of source control.	Source control activated and supported by Operational NEBA to provide a net environmental benefit to prevent environmental impacts to sensitive environmental receptors.	N/A	N/A	0-2 hours	Minor	H	H	H	H	H	Positive environmental benefit from identification of the most effective response strategies with the least detrimental impacts. The Operational NEBA will be completed based on specific circumstances of the spill incident, using real-time information (spill trajectory modelling, spill observations, weather and sea state conditions etc.) to confirm the appropriate response strategies to adopt for	Strategic NEBA is included in the OPEP and the Operational NEBA must be undertaken to gain understanding of net environmental benefit of implementation of response strategies.	<b>Accept:</b> Controls are practicable and the cost is covered under the primary contract and is proportionate to the environmental benefit gained. Source Control is accepted as the best option for any hydrocarbon release.	<b>PS RS1.1</b>



Risk Assessment				ALARP Assessment										Performance Standard		
Function	Risk	Control Measure	Rationale	Response Capacity (Volume of Oil Treated)	Units	Timing	Cost	Effectiveness (High / Low)					Environmental Benefit Gained		Practicability	ALARP Summary
								Availability	Functionality	Reliability	Survivability	Independence / Compatibility				
													protection of priority locations and sensitive receptors.  Shoreline protection and/or clean-up will be activated if the Operational NEBA indicates a benefit would be gained in protecting any shoreline sensitivities that may come into contact with the released diesel.			
	Source control equipment not available on vessel	Pumps for transferring hydrocarbons to different tanks are regularly tested. Magnetic patches available on vessel to potentially control small holes/damage to vessel hull	Control is based on legislative requirements – OPGGS (Environment) Regulations and MARPOL Annex I (Prevention of Pollution by Oil).	N/A	N/A	0-2 hours	Minor	H	H	H	H	H	Implements response plan to quickly and efficiently deal with unplanned hydrocarbon spills in order to reduce impacts to the marine environment.			<u>PS RS1.5</u>
	Deck leaks enter the environment via drainage channels.	Scupper plugs or equivalent deck drainage control measures available on vessel where hazardous chemicals and hydrocarbons stored and frequently handled.	Control is based on legislative requirements – MARPOL Annex I (Prevention of Pollution by Oil).	N/A	N/A	0-2 hours	Minor	H	H	H	H	H	Implements response plan to quickly and efficiently deal with unplanned hydrocarbon spills in order to reduce impacts to the marine environment.			<u>PS RS1.6</u>
	Predictive spill trajectory unknown when undertaking Operational NEBA.	Modelling predictions of spill trajectory to be undertaken to support the Operational NEBA.	Used as tool to gain situational awareness through real-time spill trajectory modelling to enable evaluation of which sensitive receptors require priority protection.	N/A	N/A	0-2 hours	Minor	H	H	H	H	H	Positive environmental benefit gained as oil spill trajectory modelling will assist in the effectiveness of response strategies and will enable real-time evaluation of which sensitive receptors require priority protection.			<u>PS RS1.2</u>
	Response continues with no end point or is removed early.	Response strategy activities continued until termination criteria met.	Ensures that the source control – vessel control response strategy continues until the performance outcome has been achieved.	N/A	N/A	Immediately and on-going	Minor	H	H	H	H	H	Positive environmental benefit gained from ensuring that the source control – vessel control response strategy continues until the performance			<u>PS RS1.3</u>

Risk Assessment				ALARP Assessment										Performance Standard		
Function	Risk	Control Measure	Rationale	Response Capacity (Volume of Oil Treated)	Units	Timing	Cost	Effectiveness (High / Low)					Environmental Benefit Gained		Practicability	ALARP Summary
								Availability	Functionality	Reliability	Survivability	Independence / Compatibility				
													outcome has been achieved.			

## 2 Monitor and Evaluate

**Table 2: RS2 Monitor and Evaluate Response Strategy risk assessment including evaluation of effectiveness of controls, environmental benefit gained compared with practicability and ALARP summary**

Risk Assessment				ALARP Assessment										Performance Standard		
Function	Risk	Control Measure	Rationale	Response Capacity	Units	Timing	Cost	Effectiveness (High / Low)					Environmental Benefit Gained		Practicability	ALARP Summary
								Availability	Functionality	Reliability	Survivability	Independence / Compatibility				
Eliminate	Negative environmental impact from the execution of this response strategy.	No situational awareness.	Do nothing option	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	No environment benefit would be gained from this option. Developing a monitoring and evaluate response strategy is a necessary contingency to have in place prior to and during operations and cannot be eliminated. Monitoring and evaluation is integral to the management and verification of spill response strategies for all spill scenarios.	The do nothing option is not considered acceptable.	<b>Select:</b> The monitor and evaluate strategy is a mandatory response strategy to have in place and cannot be eliminated.	-
Administrate	Response strategy executed adhoc with no real planning.	Monitor and evaluate operations to be reviewed and managed by IMT through Incident Action Plan (IAP) process.	Within the first 24 hours, BHP IMT will enact the first strike plan in conjunction with development of an IAP.	N/A	N/A	N/A	Minor	H	H	H	H	H	Positive environmental benefit from identification of the most effective monitor and evaluate response activities to track the spill trajectory and to feed into real-time decision-making for further strategies for responding to and managing spill event. The review/evaluation of monitor and evaluate options will be implemented immediately for all levels of spills.	Controls have high effectiveness; are available, functional and reliable and in general are serviceable and compatible with other control measures. Controls have minor cost implications for the operation.	<b>Accept:</b> Controls are practicable and the cost sacrifice is not disproportionate to the environmental benefit gained.	<b>PS RS2.1</b>
	Spill trajectory not known in early stages of the response.	Spill fate modelling initiated within 2 hours of incident notification to support Operational NEBA.	Used as tool to gain situational awareness through real-time spill trajectory modelling to enable evaluation of which sensitive receptors require priority protection.	N/A	N/A	0-2 hours	Minor	H	H	H	H	H	Positive environmental benefit gained as oil spill trajectory modelling will enable real-time evaluation of which sensitive receptors require priority protection.			<b>PS RS2.2</b>

Risk Assessment				ALARP Assessment										Performance Standard			
Function	Risk	Control Measure	Rationale	Response Capacity	Units	Timing	Cost	Effectiveness (High / Low)					Environmental Benefit Gained		Practicability	ALARP Summary	
								Availability	Functionality	Reliability	Survivability	Independence / Compatibility					
	Response activities not considered in preparedness planning therefore not allowing for input into the NEBA.	Operational NEBA to include evaluation of requirement for various monitoring and evaluation activities to be employed i.e. aerial/vessel surveillance; autonomous underwater vehicles; oil spill tracker buoys (OSTBs); and satellite imagery.	Various techniques for tracking, monitoring and evaluating the spill. The methods employed will be dependent on the volume of the spill, sea state/ weather conditions and health/safety considerations.	N/A	N/A	0-2 hours	Minor	H	H	H	H	H	<p>Positive environmental benefit from identification of the most effective monitor and evaluate response strategy to track the spill dependent on sea state and weather conditions, spill volume and health/safety considerations. The Operational NEBA will be completed based on specific circumstances of the spill incident, using real-time information (spill trajectory modelling, spill observations, weather and sea state conditions etc.) to confirm the appropriate response strategies to adopt for protection of priority locations and sensitive receptors.</p> <p>Information received from the various monitor and evaluate activities implemented will be crucial in decision-making for the activation of other response strategies. For example, considerations include the time of year of the spill to take account of environmental sensitivities i.e. peak turtle nesting season; coral spawning events; whale and whale shark migration; and seabird nesting periods.</p>				<b>PS RS2.3, and PS RS2.10</b>
<b>Current Capability</b>																	
<b>Administrate</b>	Aerial surveillance resources not available.	Contract in place with CHC helicopters and backup by Babcock helicopters.	BHP contract in place for the provision of aerial surveillance mobilising from Karratha (or alternatively from Barrow Island) in the event of a hydrocarbon spill.	N/A	2	0-2 hours	Minor	H	H	H	H	H	<p>Positive environmental benefit gained from having aircraft/ vessels already on contract or readily obtained through MOU's for spill surveillance activities. Dependent on the size of the spill, vessel/ aerial surveillance would be initiated immediately.</p>	<p>The response capacity is small but the effectiveness is generally high (vessel operations are only possible during daylight hours). The cost of using all available BHP marine vessels, those available through Mutual Aid and on the local spot-charter market in Exmouth / Dampier / Broome has minor cost implications. Cost during activation would be moderate.</p>	<b>Accept:</b> Controls are practicable and the cost sacrifice is not grossly disproportionate to the environmental benefit gained.	<b>PS RS2.4</b>	

Risk Assessment				ALARP Assessment										Performance Standard		
Function	Risk	Control Measure	Rationale	Response Capacity	Units	Timing	Cost	Effectiveness (High / Low)					Environmental Benefit Gained		Practicability	ALARP Summary
								Availability	Functionality	Reliability	Survivability	Independence / Compatibility				
	Marine-based resources (vessels) not available to respond when required.	Access to support vessels (BHP, mutual aid, local charter).	BHP Marine Fleet (Contracted OSV), Mutual aid MOU's (Santos / Woodside) and vessels of opportunity available on the local spot charter market in Exmouth, Onslow and Dampier.  Vessels already on contract or readily obtained through MOU's, no additional standby cost.	N/A	1-4	Within 12 hours	Moderate	H	H	H	H	H				
	Spill modelling resources not available.	Contract in place with AMOSC who maintains call-off contract with RPS* to provide spill modelling in the event of a hydrocarbon spill.	Real-time monitoring and evaluation of the spill is a mandatory primary response strategy implemented for Level 1 – 2 spills required for real-time decision-making during a spill event. BHP has agreements and contracts in place to expedite implementation of monitor and evaluate activities.	N/A	N/A	N/A	Minor	H	H	H	H	H	Positive environmental benefit gained from implementation of this control measure. Oil spill trajectory modelling will be conducted to offshore habitat, for any physical disturbance that may impact shoreline, nearshore areas, or areas protected for the purpose of conservation. The IMT will engage RPS * via a call-off contract maintained by AMOSC to start modelling the spill, and correlate it with real data received from aerial surveillance and/or OSTB.	Control has high effectiveness; it is available, functional and reliable and in general it is reliable and compatible with other control measures. Control has minor cost implications for operations.		<u>PS RS2.5</u>
	Spill modelling not available within the needed timeframe and to the expected standard.	Ensure spill modelling capability meets and exceeds the industry standards for oil spill modelling.											From these sources, RPS will develop an oil spill trajectory model for the next 5 days, which will allow the IMT to direct resources for the next phase of the response. Alternative oil spill modelling agencies may be selected dependent on operational requirements.	Control has high effectiveness; it is available, functional and reliable and in general it is reliable and compatible with other control measures. Control has minor cost implications for operations.		<u>PS RS2.5,</u>
	Tracker buoys not immediately available for deployment.	Access to OSTB's from AMOSC and Mutual Aid.	BHP has agreements in place to expedite resourcing additional OSTB's through AMOSC in the event of a spill.	N/A	2	Within 12-18 hours	Moderate	H	H	H	H	H	Positive environment benefit gained from implementation of this control measure BHP has agreements in place to expedite resourcing OSTB's through AMOSC in the event of a spill.	The response capacity is small but the control effectiveness is generally high. The cost of using resources/ equipment already in place is minor.		<u>PS RS2.4</u>

Risk Assessment				ALARP Assessment										Performance Standard		
Function	Risk	Control Measure	Rationale	Response Capacity	Units	Timing	Cost	Effectiveness (High / Low)					Environmental Benefit Gained		Practicability	ALARP Summary
								Availability	Functionality	Reliability	Survivability	Independence / Compatibility				
	Real time monitoring arrangements not in place as part of response preparedness.	BHP has agreement in place with OSRL/ third-party for the provision of satellite imagery.	Real-time monitoring and evaluation of the spill is a mandatory primary response strategy implemented for Level 1 – 2 spills required for real-time decision-making during a spill event. BHP has agreements in place to expedite acquisition of satellite imagery in the event of a spill.	N/A	N/A	< 24 hours for acquisition of first satellite image.	H	H	H	H	H	H	Positive environmental benefit by having access to monitor and evaluate resources obtained via contractual arrangements and service agreements with OSRL and other third-party vendors ensures activation of response strategy activities are expedited in the event of a spill.	The response capacity is minor but the control effectiveness is generally high The cost of having agreements/contracts in place is minor. Cost during activation would be moderate.		<u>PS RS2.6</u>
	Aerial surveillance personnel not available.	Access to aerial surveillance and trained observers from AMOSC Core Group.	BHP has agreements in place to expedite resourcing additional aerial surveillance and trained observers in the event of a spill.	N/A	~16	24-48 hours	Moderate	H	H	H	H	H	Positive environment benefit gained from implementation of this control measure BHP has agreements in place to expedite resourcing additional aerial surveillance and trained observers in the event of a spill.	The cost of maintaining membership with AMOSC		<u>PS RS2.4</u>
<b>Scalable</b>																
Administrate	Marine-based resources (vessels) not available to respond when required.	Support vessels (Australia).	Acquisition of charter vessels on the spot-market from around Australia.	Medium	As required	3-8 days	Minor	H	H	H	H	H	Positive environmental benefit by implementation of this control measure. The ongoing charter of more support vessels will continue on an 'as required' basis during the spill response.	The response capacity is small for vessel operations but the control effectiveness is generally high (vessel operations are only possible during daylight hours) and the cost of using marine vessels available as required through the spot-charter market around Australia has minor cost implications. Cost during activation would be moderate.	<b>Accept:</b> Controls are practicable and the cost sacrifice is not grossly disproportionate to the environmental benefit gained.	<u>PS RS2.4</u>
	Tracker buoys not immediately available for deployment.	Access to additional OSTB's from the Pyrenees Facility .	Access to OSTB's located on the Pyrenees Facility	N/A	2	2-5 days	Minor	H	H	H	H	H	Positive environment benefit gained from implementation of this control measure.	The response capacity is small but the control effectiveness is generally high. The cost of using resources/ equipment already in place is minor.		<u>PS RS2.4</u>
	Aerial surveillance personnel not available.	Access to aerial surveillance and trained observers from OSRL.	BHP has agreements in place to expedite resourcing additional aerial surveillance and trained observers in the event of a spill.	N/A	18	14 days	Moderate	H	H	H	H	H	Positive environment benefit gained from implementation of this control measure BHP has agreements in place to expedite resourcing additional aerial surveillance and trained observers in the event of a spill.	The cost of maintaining membership with OSRL.		<u>PS RS2.4</u>

Risk Assessment				ALARP Assessment										Performance Standard		
Function	Risk	Control Measure	Rationale	Response Capacity	Units	Timing	Cost	Effectiveness (High / Low)					Environmental Benefit Gained		Practicability	ALARP Summary
								Availability	Functionality	Reliability	Survivability	Independence / Compatibility				
	Aerial surveillance personnel not available.	Access to aerial surveillance and trained observers via mutual aid.	BHP has mutual aid MoU's in place to expedite resourcing additional aerial surveillance and trained observers in the event of a spill.	N/A		24-48 hours	Moderate	H	H	H	H	H	Positive environment benefit gained from implementation of this control measure BHP has mutual aid MoU's in place to expedite resourcing additional aerial surveillance and trained observers in the event of a spill.	The cost of maintaining membership with AMOSC and OSRL.		<b>PS RS2.4</b>
	Marine-based resources (vessels) not available to respond when required.	Dedicated OSR vessel on standby at Exmouth, Naval Base.	On standby 24/7 during operations to expedite initiation of vessel surveillance. Requests for offshore vessel support can be made by AMSA.	N/A	1	0-1 days	Moderate \$35K/day x ~ 295 days = ~\$10.3M	H	H	L	L	H	Positive environment benefit gained by having dedicated aircraft/ vessels on standby to immediately monitor the spill.	Dedicated standby vessels and aircraft have substantial costs that do not provide a measurable advantage.	<b>Reject</b> This control has high costs that are disproportionate to any environmental benefit that might be gained. This takes into consideration additional fuel required for having vessels on standby at site, additional collision risk, and interference with other sea users.	-
	Marine-based resources (vessels) not available to respond when required.	Dedicated OSR vessel on standby at Dampier Supply Base.	On standby 24/7 during operations to expedite initiation of vessel surveillance. Requests for offshore vessel support can be made by AMSA.	N/A	1	0-1 days	Moderate \$35K/day x ~ 295 days = ~\$10.3M	H	H	L	L	H				-

### 3 Environmental Monitoring

**Table 5: RS10 Environmental Monitoring Response Strategy risk assessment including evaluation of effectiveness of controls, environmental benefit gained compared with practicability and ALARP summary**

Risk Assessment				ALARP Assessment										Performance Standard		
Function	Risk	Control Measure	Rationale	Response Capacity	Units	Timing	Cost	Effectiveness (High / Low)					Environmental Benefit Gained		Practicability	ALARP Summary
								Availability	Functionality	Reliability	Survivability	Independence / Compatibility				
<b>Eliminate</b>	Negative environmental impact from the execution of this response strategy.	No environmental monitoring.	Do nothing option.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	No environment benefit would be gained from this option; environmental data on any oil spill impacts will be required to understand recovery from any disturbance and to inform the effectiveness of the response strategies.	This control is practicable and not implementing it would not be satisfactory from a stakeholder perspective.	<b>Reject:</b> Environmental monitoring is a recognised strategy for understanding the effects of an oil spill on environmental sensitivities.	-
<b>Administrate</b>	Response strategy executed adhoc with no real planning leading ineffective response.	Environmental monitoring operations reviewed and managed by IMT through Incident Action Plan (IAP) process.	Within the first 24 hours, the BHP IMT will develop IAPs.	N/A	N/A	N/A	Minor	H	H	H	H	H	Positive environmental benefit from identification of the most effective response strategies with the least detrimental impacts. The review/evaluation of shoreline protection operations will take place almost immediately in the event of a Level 2 spill. The shoreline protection operations would be adapted based on real-time information regarding the spill incident: determine if sea state and weather conditions are conducive to operations and	Controls have high effectiveness; are available, functional and reliable and in general are serviceable and compatible with other control measures. Controls have minor cost implications.	<b>Accept:</b> Controls are practicable and the cost sacrifice is not disproportionate to the environmental benefit gained.	<b>PS RS10.1</b>



Risk Assessment				ALARP Assessment										Performance Standard		
Function	Risk	Control Measure	Rationale	Response Capacity	Units	Timing	Cost	Effectiveness (High / Low)					Environmental Benefit Gained		Practicability	ALARP Summary
								Availability	Functionality	Reliability	Survivability	Independence / Compatibility				
													applicability with other response strategies.			
	Response activities not considered in preparedness planning therefore not allowing for input into the NEBA.	Operational NEBA to include evaluation of requirement for implementation of environmental monitoring operations, initiate mobilisation of resources within 24 hours notification by Incident Commander.	The environmental monitoring response strategy will be activated if Operational NEBA indicates the implementation would provide a net environmental benefit in understanding potential environmental impacts to sensitive environmental receptors.	N/A	N/A	0-1 days	Minor	H	H	H	H	H	Positive environmental benefit from identification of the most effective response strategies with the least detrimental impacts. The Operational NEBA will be completed based on specific circumstances of the spill incident, using real-time information (spill trajectory modelling, spill observations, weather and sea state conditions etc.) to confirm the appropriate response strategies to adopt for protection of priority locations and sensitive receptors.  Environmental monitoring will be activated by the Operational NEBA to understand environmental impacts to sensitive receptors.			<b>PS RS10.2 and PS RS10.3</b>
	Poor situational awareness and understanding of oil spill trajectory prior to response execution (i.e. oil could be heading out to sea).	Modelling predictions of oil trajectory to be undertaken to support the Operational NEBA.	Used as tool to gain situational awareness through real-time spill trajectory modelling to enable direction of daily environmental monitoring operations.	N/A	N/A	0-2 hours	Minor	H	H	H	H	H	Positive environmental benefit gained as oil spill trajectory modelling will assist in the effective deployment of environmental monitoring field teams to areas where sensitive receptors require priority protection.			<b>PS RS10.4</b>

Risk Assessment				ALARP Assessment										Performance Standard		
Function	Risk	Control Measure	Rationale	Response Capacity	Units	Timing	Cost	Effectiveness (High / Low)					Environmental Benefit Gained		Practicability	ALARP Summary
								Availability	Functionality	Reliability	Survivability	Independence / Compatibility				
	Insufficient number of trained personnel.	Trained personnel to implement environmental monitoring operations.	Use of skilled personnel to implement environmental monitoring operations will increase efficiency of oil spill protection efforts.	N/A	N/A	N/A	Minor	H	H	H	H	H	Positive environmental benefit gained by using skilled personnel to implement environmental monitoring guidelines, which will increase efficiency of response efforts, increases the potential that impacts to sensitive receptors will be prevented and reduces the possibility that mistakes are made that magnify the severity of the situation.		<u>PS RS10.3</u>	
	Poor understanding of the effectiveness of response strategies and their impact on the environment.	Activation of environmental monitoring guidelines will follow pre-designated plans for establishing works areas, as described in North West Cape Sensitivity Mapping (AOHSE-ER-0036), to protect environmental sensitivities.	Increases the potential that impacts to sensitive receptors will be prevented by avoiding areas with environmental sensitivity.	N/A	N/A	N/A	Minor	H	H	H	H	H		<u>PS RS10.5</u>		
	Vessel selection and use may cause more impact than the benefit.	Vessels used to implement environmental monitoring will be fit-for-purpose and no anchoring of vessels will occur on emergent reefs or other fragile / sensitive benthic habitats [see Note 1 at end of table].	Increases the potential that impacts to sensitive receptors will be prevented by using plant and equipment that is fit-for-purpose.	N/A	N/A	N/A	Minor	H	H	H	H	H		<u>PS RS10.6</u>		
	Monitoring activities impacting areas of cultural significance.	Environmental monitoring operations will avoid cultural heritage sensitivities.	Increases the potential that impacts to sensitive receptors will be prevented by avoiding areas of known cultural significance.	N/A	N/A	N/A	Minor	H	H	H	H	H		<u>PS RS10.10</u>		
	Response continues with no end point or is removed early.	Response strategy activities continued until termination criteria met.	Ensures that the environmental response strategy continues until the performance outcomes have been achieved.	N/A	N/A	N/A	Minor	H	H	H	H	H		<u>PS RS10.11</u>		

Risk Assessment				ALARP Assessment										Performance Standard		
Function	Risk	Control Measure	Rationale	Response Capacity	Units	Timing	Cost	Effectiveness (High / Low)					Environmental Benefit Gained		Practicability	ALARP Summary
								Availability	Functionality	Reliability	Survivability	Independence / Compatibility				
													performance outcomes have been achieved.			
<b>Current Capability</b>																
Administrative	Insufficient specialised personnel available – resourcing.	Access to first strike environmental monitoring responders for water quality, sediment quality and benthic infauna (pre-approved vendors who can be called upon at short notice to provide services if required).	Mobilisation of emergency responders to Exmouth from Perth to collect water and sediment samples in the post-spill pre-impact period.	Small	SGS	48-72 hours	Minor	H	H	H	H	H	Positive environmental benefit gained from implementation of this control measure. The objective of environmental monitoring is to collect data to understand the effect of an oil spill on environmental sensitivities.	The response capacity is small but the control effectiveness is generally high. Pre-approved vendors in place during petroleum activities for activation of environmental monitoring services in the event of an oil spill. Control has minor cost implications	Accept: Controls are practicable and the cost sacrifice is not grossly disproportionate to the environmental benefit gained.	PS RS10.7
	Insufficient specialised personnel available – resourcing.	Access to scientific field sampling personnel.	Mobilisation of scientific field sampling personnel to Exmouth from Perth to collect environmental data (birds, marine mammals, megafauna, benthic habitats and benthic primary producers, marine reptiles, fisheries and fishes) following sampling designs and procedures outlined in the relevant environmental monitoring procedure.	Small	80	48-72 hours	Minor	H	H	H	H	H				PS RS10.7
	Poor sampling techniques and plans leading to inadequate monitoring and poor quality data / results.	Sampling operations for marine water, sediment quality and benthic infauna to follow procedures outlined in AOHSE-ER-0037 to allow determination of any environmental impacts and inform effectiveness of response strategies. Laboratory analyses will follow: US EPA Method 8260 (volatile organic hydrocarbons); and US EPA Method 8015 (total petroleum hydrocarbons).	Standard procedures and methodologies (US EPA) are in place for laboratory analysis.	Small	N/A	N/A	Minor	H	H	H	H	H				PS RS10.8

Risk Assessment				ALARP Assessment										Performance Standard		
Function	Risk	Control Measure	Rationale	Response Capacity	Units	Timing	Cost	Effectiveness (High / Low)					Environmental Benefit Gained		Practicability	ALARP Summary
								Availability	Functionality	Reliability	Survivability	Independence / Compatibility				
	Poor sampling techniques and plans leading to inadequate monitoring and poor quality data / results.	Sampling operations for marine mammals and megafauna, avifauna, shallow water benthic habitats, marine reptiles, commercial/ recreational fish species and mobile and site-attached fishes associated with coral reefs, seagrasses, macroalgal beds, deep-water sponge gardens and mangroves will follow procedures outlined in AOHSE-ER-0038, AOHSE-ER-0039, AOHSE-ER-0040, AOHSE-ER-0043, AOHSE-ER-0048 and AOHSE-ER-0051 to allow determination of any environmental impacts and inform effectiveness of response strategies.	Development of oil spill environmental monitoring appropriate to the nature and scale of the environmental risk to determine the extent, severity and duration of impact to relevant environmental receptors.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A				<b>PS RS10.9</b>
<b>Scalable Options</b>																
Administrative	Insufficient specialised personnel available – resourcing.	Access to more environmental monitoring responders.	Mobilisation of more scientific field sampling personnel to Exmouth from Perth to collect environmental data (birds, marine mammals, megafauna, benthic habitats and benthic primary producers, marine reptiles, fisheries and fishes) following sampling designs and procedures outlined in the relevant environmental monitoring procedure.	Small	50	14-21 days	Minor	H	H	H	H	H	Positive environmental benefit gained from implementation of this control measure. The objective of environmental monitoring is to collect data to understand the effect of an oil spill on environmental sensitivities.	The response capacity is small but the control effectiveness is generally high. BHP has access to this capability through preferred vendors. Control has minor cost implications.	<b>Accept:</b> Control is practicable and the cost sacrifice is not grossly disproportionate to the environmental benefit gained.	<b>PS RS10.7</b>
	Insufficient specialised personnel available – resourcing.	Dedicated environmental monitoring crew with sampling equipment on standby at Exmouth.	On standby 24/7 during operations to expedite initiation of environmental monitoring operations.	Small	10	0-1 days	Major, >10 people at \$1,000 / day by ~295 days	H	H	Low	H	H	Positive environmental benefit gained from implementation of this control measure. The objective of environmental monitoring is to collect data to understand the effect of an oil spill on environmental	Dedicated standby field crews have substantial costs that would be incurred for the duration of the operation.	<b>Reject:</b> This control has high costs that are disproportionate to the potential environmental benefit that might be gained particularly taking into	-

Risk Assessment				ALARP Assessment											Performance Standard	
Function	Risk	Control Measure	Rationale	Response Capacity	Units	Timing	Cost	Effectiveness (High / Low)					Environmental Benefit Gained	Practicability		ALARP Summary
								Availability	Functionality	Reliability	Survivability	Independence / Compatibility				
													sensitivities.  Scalable options for marine recovery operations involve having dedicated vessels on standby with marine recovery equipment on-board in the unlikely event of loss of hydrocarbons.		consideration the availability of first strike responders who are contracted to be on 24/7 standby during the activity and can be onsite with 'hot light' status.	
[1] For the purpose of this control, deploying remote video cameras onto sensitive and fragile habitats will not be considered 'anchoring'.																

## 4 Oiled Wildlife Response

**Table 6: RS11 Oiled Wildlife Response Strategy risk assessment including evaluation of effectiveness of controls, environmental benefit gained compared with practicability and ALARP summary**

Risk Assessment				ALARP Assessment										Performance Standard		
Function	Risk	Control Measure	Rationale	Response Capacity	Units	Timing	Cost	Effectiveness (High / Low)					Environmental Benefit Gained		Practicability	ALARP Summary
								Availability	Functionality	Reliability	Survivability	Independence / Compatibility				
Eliminate	Negative environmental impact from the execution of this response strategy	No oiled wildlife response	Do nothing option	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	No environment benefit would be gained from this option.	This control is practicable and not implementing it would not be satisfactory from a stakeholder perspective.	<b>Reject:</b> Oiled wildlife response is a recognised strategy for preventing impacts of an oil spill on environmental sensitivities	-
Administrate	Response strategy executed adhoc with no real planning leading to ineffective response	Oiled wildlife response operations will be reviewed and managed by IMT through Incident Action Plan (IAP) process.	Within the first 24 hours, the BHP IMT will develop IAPs.	N/A	N/A	N/A	Minor	H	H	H	H	H	Positive environmental benefit from identification of the most effective response strategies with the least detrimental impacts. The review/evaluation of oiled wildlife operations will take place almost immediately in the event of a Level 2 spill. The oiled wildlife operations would be adapted based on real-time information (situational awareness / OSTM) regarding the spill incident to inform collection of wildlife.	Controls have high effectiveness; are available, functional and reliable and in general are serviceable and compatible with other control measures. Controls have minor cost implications.	<b>Accept:</b> Controls are practicable and the cost sacrifice is not disproportionate to the environmental benefit gained.	<b>PS RS11.1</b>
	Response activities not considered in preparedness planning therefore not allowing for input into the NEBA.	Operational NEBA to include evaluation of requirement for implementation of oiled wildlife response.	The oiled wildlife response strategy will be activated if Operational NEBA indicates the implementation would provide a net environmental benefit in preventing impacts to sensitive receptors.	N/A	N/A	0-2 hours	Minor	H	H	H	H	H	Positive environmental benefit from identification of the most effective response strategies with the least detrimental impacts. The Operational NEBA will be completed based on specific circumstances of the spill incident, using real-time information (spill trajectory modelling, spill observations, weather and sea state conditions etc.) to confirm the appropriate response strategies to adopt for protection of priority locations and sensitive receptors.  Oiled wildlife response will be activated by the Operational NEBA to prevent impacts to sensitive receptors.			<b>PS RS11.2</b>
	Unsuitably qualified personnel	Lead response personnel are trained and experienced for the activities to which they are assigned.	Use of skilled personnel to implement oiled wildlife response will increase efficiency of oil spill protection efforts.	N/A	N/A	N/A	Minor	H	H	H	H	H	Positive environmental benefit gained by using skilled personnel to implement oiled wildlife response following Industry and WA State Government drafted guidelines, which will increase efficiency of response efforts, increases the potential that impacts to sensitive receptors will be prevented and reduces the possibility that mistakes are made that magnify the severity of the situation.			<b>PS RS11.3</b>

Risk Assessment				ALARP Assessment										Performance Standard		
Function	Risk	Control Measure	Rationale	Response Capacity	Units	Timing	Cost	Effectiveness (High / Low)					Environmental Benefit Gained		Practicability	ALARP Summary
								Availability	Functionality	Reliability	Survivability	Independence / Compatibility				
	Response strategy executed adhoc with no real planning leading to ineffective response	Activation and implementation of oiled wildlife response will follow pre-designated plans for establishing works areas, as described in Western Australian Oiled Wildlife Response plan (WAOWRP); and Pilbara Region Oiled Wildlife Response Plan (PROWRP).	Increases the potential that impacts to sensitive receptors will be prevented by avoiding areas with environmental sensitivity.	N/A	N/A	N/A	Minor	H	H	H	H	H				<u>PS RS11.5</u>
	Response activities impacting areas of cultural significance	Oiled wildlife response operations will avoid cultural heritage sensitivities.	Increases the potential that impacts to sensitive receptors will be prevented by avoiding areas of known cultural significance.	N/A	N/A	N/A	Minor	H	H	H	H	H	Positive environmental benefit gained by taking into consideration any advice from State government agencies and spatial information to avoid impacts to sensitive cultural heritage sensitivities.			<u>PS RS11.8</u>
	Response continues with no end point or is removed early.	Response strategy activities continued until termination criteria met.	Ensures that the oiled wildlife response strategy continues until the performance outcome has been achieved.	N/A	N/A	N/A	Minor	H	H	H	H	H	Positive environmental benefit gained from ensuring that the oiled wildlife response strategy continues until the performance outcome has been achieved.			<u>PS RS11.7 and PS RS11.9</u>
<b>Current Capability</b>																
Administrative	No access to equipment and personnel in reasonable timeframes.	Access to oiled wildlife response equipment and personnel	Contract with AMOSC and OSRL for access to oiled wildlife and equipment	N/A	N/A	24-48 hours (AMOSC) 14 days (OSRL)	Minor	H	H	H	H	H	Positive environmental benefit gained from implementation of this control measure. The objective of oiled wildlife response is to prevent effects of an oil spill on environmental sensitivities.	The response capacity is small but the control effectiveness is generally high. BHP has access to this capability through contractual arrangements with AMOSC and OSRL. Control has minor cost implications.	<b>Accept:</b> Controls are practicable and the cost sacrifice is not grossly disproportionate to the environmental benefit gained.	<u>RS11.4.</u>
Administrative	Insufficient specialised personnel available – resourcing.	Access to more oiled wildlife responders.	Mobilise more oiled wildlife responders from around Australia and internationally.	N/A	N/A	14-21 days	Minor	H	H	H	H	H	Positive environmental benefit gained from implementation of this control measure. The objective of oiled wildlife response strategy is to prevent effects of an oil spill on environmental sensitivities.	The response capacity is small but the control effectiveness is generally high. BHP has access to this capability through contractual arrangements	<b>Accept:</b> Controls are practicable and the cost sacrifice is not grossly disproportionate to	<u>PS RS11.3, and PS RS11.4</u>

Risk Assessment				ALARP Assessment										Performance Standard				
Function	Risk	Control Measure	Rationale	Response Capacity	Units	Timing	Cost	Effectiveness (High / Low)					Environmental Benefit Gained		Practicability	ALARP Summary		
								Availability	Functionality	Reliability	Survivability	Independence / Compatibility						
	No access to suitable specialised equipment in reasonable timeframes.	Pre-deployment of oiled wildlife container and wildlife personnel on standby at Exmouth during operations.	On standby 24/7 during operations to expedite initiation of wildlife response.	Small	1	0-1 days	Major	H	H	Low	H	H	Positive environmental benefit gained from implementation of this control measure. The objective of oiled wildlife response is to prevent effects of an oil spill on environmental sensitivities. Scalable options for oiled wildlife response involve a pre-deployment and establishment of the oiled wildlife facility to be on standby, fully functional and capable of receiving oiled wildlife on Day 1 of an incident.	Dedicated standby oiled wildlife crews have substantial cost.	Reject: This control has major costs that are disproportionate to the potential environmental benefit that might be gained. DBCA is the lead organisation for OWR in State waters. BHP will act as the support organisation providing access to AMOSC and OSRL wildlife capability and any other requests by DBCA.	-		



## 5 Waste Management

**Table 9: RS13 Waste Management Response Strategy Risk assessment including evaluation of effectiveness of controls, environmental benefit gained compared with practicability and ALARP summary**

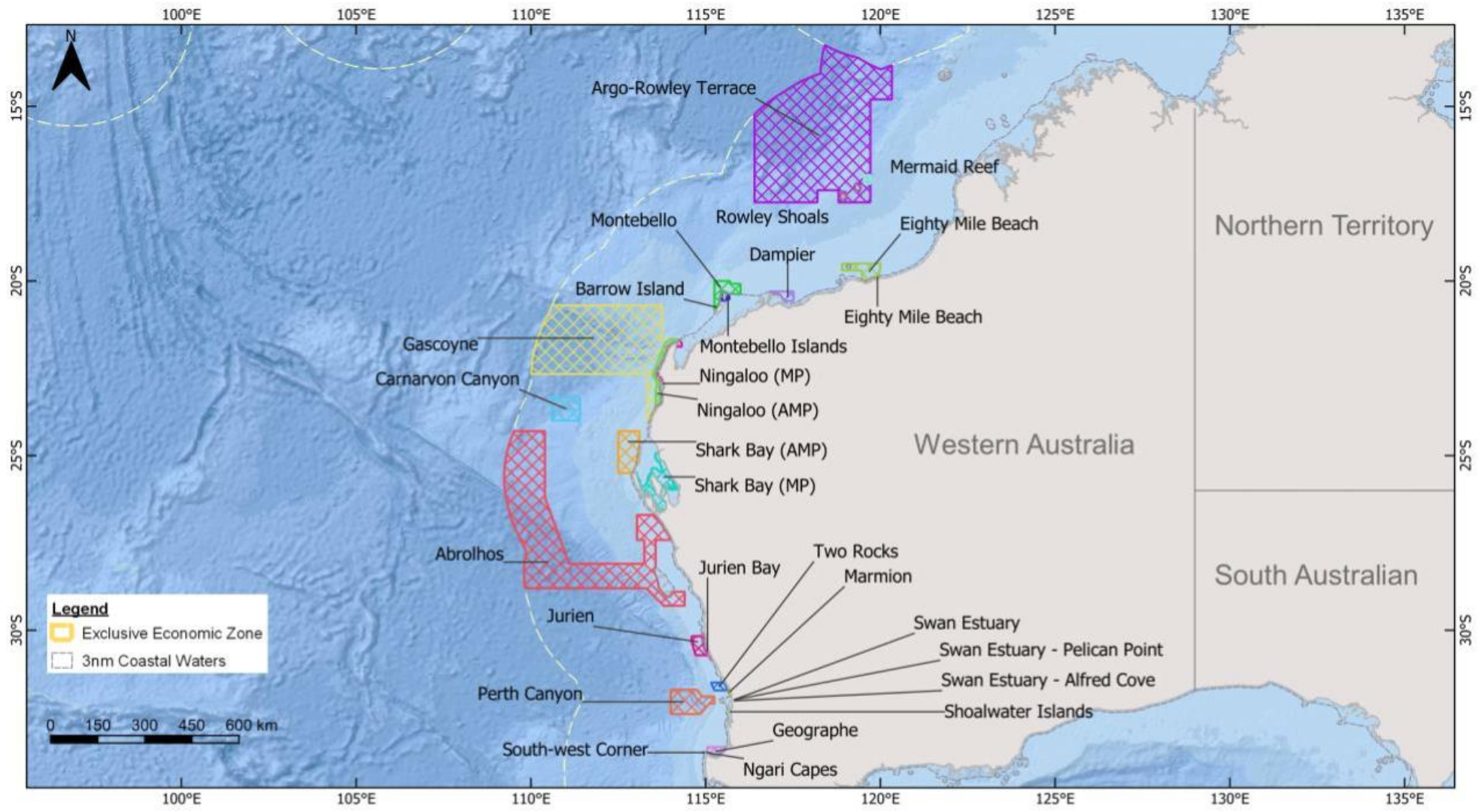
Risk Assessment				ALARP Assessment										Performance Standard		
Function	Risk	Control Measure	Rationale	Response Capacity	Units	Timing	Cost	Effectiveness (High / Low)					Environmental Benefit Gained		Practicability	ALARP Summary
								Availability	Functionality	Reliability	Survivability	Independence / Compatibility				
Eliminate	Negative environmental impact from the execution of this response strategy.	No waste management	Do nothing option	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	No environmental benefit would be gained from this option; experience from past oil spills suggests that environmental sensitivities can be protected effectively when waste management operations are activated.	Waste management is practicable and the do nothing option is not considered within the external context (e.g. stakeholder views) to be a viable option.	<b>Reject:</b> Waste management is a recognised strategy for the mitigation of oil spill impacts.	-
Administrate	Response strategy executed adhoc with no real planning leading to ineffective response.	Waste management operations reviewed and managed by IMT through Incident Action Plan (IAP) process.	Within the first 24 hours, the BHP IMT will develop IAPs.	N/A	N/A	N/A	Minor	H	H	H	H	H	Positive environmental benefit from identification of the most effective response strategies with the least detrimental impacts. The review/evaluation of waste management operations will take place almost immediately in the event of a Level 2 spill. The waste management operations would be adapted based on real-time information regarding the spill incident.	Controls have effectiveness; are available, functional and reliable and in general are serviceable and compatible with other control measures. Controls have minor cost implications.	<b>Accept:</b> Controls are practicable and the cost sacrifice is not disproportionate to the environmental benefit gained.	<b>PS RS13.3</b>

Risk Assessment				ALARP Assessment										Performance Standard		
Function	Risk	Control Measure	Rationale	Response Capacity	Units	Timing	Cost	Effectiveness (High / Low)					Environmental Benefit Gained		Practicability	ALARP Summary
								Availability	Functionality	Reliability	Survivability	Independence / Compatibility				
	Response activities not considered in preparedness planning therefore not allowing for input into the NEBA.	Operational NEBA to include evaluation of requirement for implementation of waste management operations.	The waste management response strategy will be activated to prevent environmental impacts to sensitive environmental receptors.	N/A	N/A	0-2 hours	Minor	H	H	H	H	H	Positive environmental benefit from identification of the most effective response strategies with the least detrimental impacts. The Operational NEBA will be completed based on specific circumstances of the spill incident, using real-time information (spill trajectory modelling, spill observations, weather and sea state conditions etc.) to confirm the appropriate response strategies to adopt for protection of priority locations and sensitive receptors. Waste management will be activated to prevent/minimise environmental impacts to sensitive shorelines and shoreline receptors.			<u>PS RS13.2</u>
	No access to suitable specialised equipment in reasonable timeframes.	Mobilisation of equipment and personnel to conduct waste management response within 24 hours of notification by IMT following outcomes of first IAP and maintained regularly in IAP outcomes.	Timely implementation of waste management plan and contractor.	N/A	N/A	N/A	Minor	H	H	H	H	H	Positive environmental benefit gained from rapid response of waste management plant, equipment and resources from Dampier / Karratha.			<u>PS RS13.1 and PS RS13.5</u>
	Recovered waste is not handled or managed effectively or efficiently further impacting the environment.	Waste retrieved to be managed in accordance with the Waste Management Plan.	Ensures waste management policies and procedures are being followed.	N/A	N/A	N/A	Minor	H	H	H	H	H	Positive environmental benefit gained from rapid response of waste management plant, equipment			<u>PS RS13.6</u>

Risk Assessment				ALARP Assessment										Performance Standard		
Function	Risk	Control Measure	Rationale	Response Capacity	Units	Timing	Cost	Effectiveness (High / Low)					Environmental Benefit Gained		Practicability	ALARP Summary
								Availability	Functionality	Reliability	Survivability	Independence / Compatibility				
													and resources from Dampier / Karratha.			
	Poor understanding of the effectiveness of waste management and its impact on the environment.	Implement environmental monitoring to determine the ongoing acceptability of the environmental risk associated with waste management methods.	Environmental monitoring will be used to determine the effectiveness of waste management controls and techniques for removing waste oil from site.	N/A	N/A	N/A	Minor	H	H	H	H	H	Positive environmental benefit gained from environmental monitoring in understanding the effectiveness of waste management controls and techniques for removing waste oil from site. Outcomes of environmental monitoring will be used to inform waste management response strategy through the IAP's.			<u>PS RS13.7</u>
	Response activities impacting areas of cultural significance.	Waste management operations will avoid cultural heritage sensitivities.	Increases the potential that impacts to sensitive receptors will be prevented by avoiding areas of known cultural heritage significance.	N/A	N/A	N/A	Minor	H	H	H	H	H	Positive environmental benefit gained by taking into consideration any advice from State government agencies and spatial information to avoid impacts to cultural heritage sensitivities.			<u>PS RS13.8</u>
	Response continues with no end point or is removed early.	Response strategy activities continued until termination criteria met.	The waste management response strategy will continue to prevent environmental impacts to sensitive environmental receptors until the performance outcome has been achieved.	N/A	N/A	N/A	Minor	H	H	H	H	H	Positive environmental benefit gained from ensuring that the waste management response strategy continues until the performance outcome has been achieved.			<u>PS RS13.9</u>
<b>Current Capability</b>																
Administrative	No access to suitable specialised equipment in reasonable timeframes.	Access to waste management plant and equipment in place during operations.	Enables rapid response of waste management resources from Dampier / Karratha.	Large	Veolia / NWA	0-1 days	Moderate	H	H	H	H	H	Positive environmental benefit gained from implementation of this control measure. The objective of waste management is to	Control has high effectiveness; are available, functional and reliable and in general are serviceable and compatible with other control measures. Controls have minor cost implications for	<b>Accept:</b> Control is practicable and the cost sacrifice is not grossly disproportionate to the environmental benefit gained.	<u>PS RS 13.1 and PS RS13.4</u>

Risk Assessment				ALARP Assessment										Performance Standard		
Function	Risk	Control Measure	Rationale	Response Capacity	Units	Timing	Cost	Effectiveness (High / Low)					Environmental Benefit Gained		Practicability	ALARP Summary
								Availability	Functionality	Reliability	Survivability	Independence / Compatibility				
													prevent impacts to sensitive receptors by the removal of oiled waste from site.	operations but moderate to major costs if implemented.		
<b>Scalable Options</b>																
<b>Administrate</b>	No access to suitable specialised equipment in reasonable timeframes.	Access to more waste management plant and equipment.	Acquisition of more waste management plant and equipment from Perth and around Australia.	Small	As required	10 days	Moderate	H	H	H	H	H	Positive environmental benefit gained from ensuring that the waste management response strategy continues until the performance outcome has been achieved.  Scalable options involve accessing more plant and equipment from Perth and if needed around Australia.	This control is effective and the cost of acquiring more plant equipment from Perth and around Australia would potentially have moderate cost implications. Cost during activation would be major.	<b>Accept:</b> Controls are practicable and the cost sacrifice is not grossly disproportionate to the environmental benefit gained.	<b>PS RS 13.1 and PS RS13.4</b>

## Appendix F. Environmental Receptor Locations used in Oil Spill Modelling

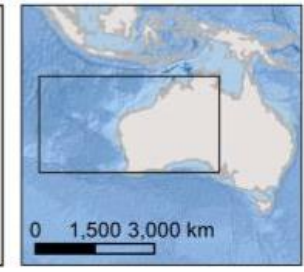


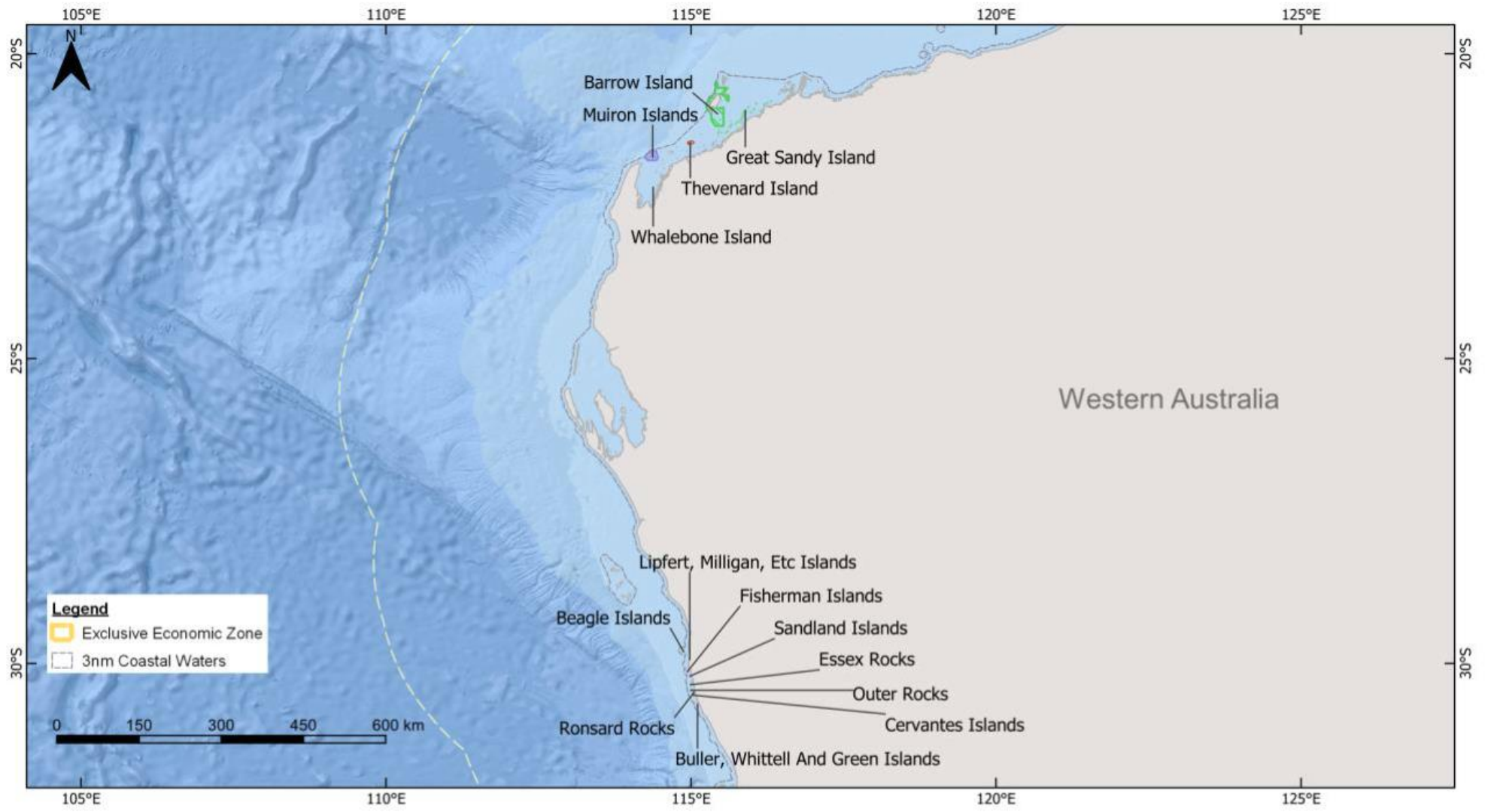
**Receptor Map - Australian Marine Parks and Marine Parks**



Coordinate System: GCS WGS 1984  
 Datum: WGS 1984  
 Units: Degree  
 Date created: 09/29/2021

- |                                |   |   |
|--------------------------------|---|---|
| <b>Australian Marine Parks</b> | <ul style="list-style-type: none"> <li> Abrolhos</li> <li> Argo-Rowley Terrace</li> <li> Carnarvon Canyon</li> <li> Dampier</li> <li> Eighty Mile Beach</li> <li> Gascoyne</li> <li> Geographe</li> <li> Jurien</li> <li> Mermaid Reef</li> <li> Montebello</li> <li> Perth Canyon</li> <li> South-west Corner</li> <li> Two Rocks</li> <li> Shark Bay (AMP)</li> </ul> | <b>Marine Parks</b> <ul style="list-style-type: none"> <li> Barrow Island</li> <li> Eighty Mile Beach</li> <li> Jurien Bay</li> <li> Marmion</li> <li> Montebello Islands</li> <li> Ningaloo (AMP)</li> <li> Ngari Capes</li> <li> Rowley Shoals</li> <li> Shoalwater Islands</li> <li> Swan Estuary</li> <li> Swan Estuary - Alfred Cove</li> <li> Swan Estuary - Milyu</li> <li> Swan Estuary - Pelican Point</li> <li> Ningaloo (MP)</li> <li> Shark Bay (MP)</li> </ul> |
|--------------------------------|---|---|

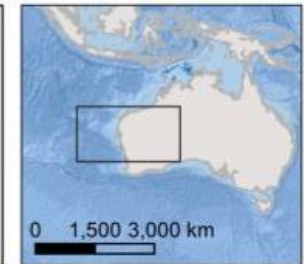


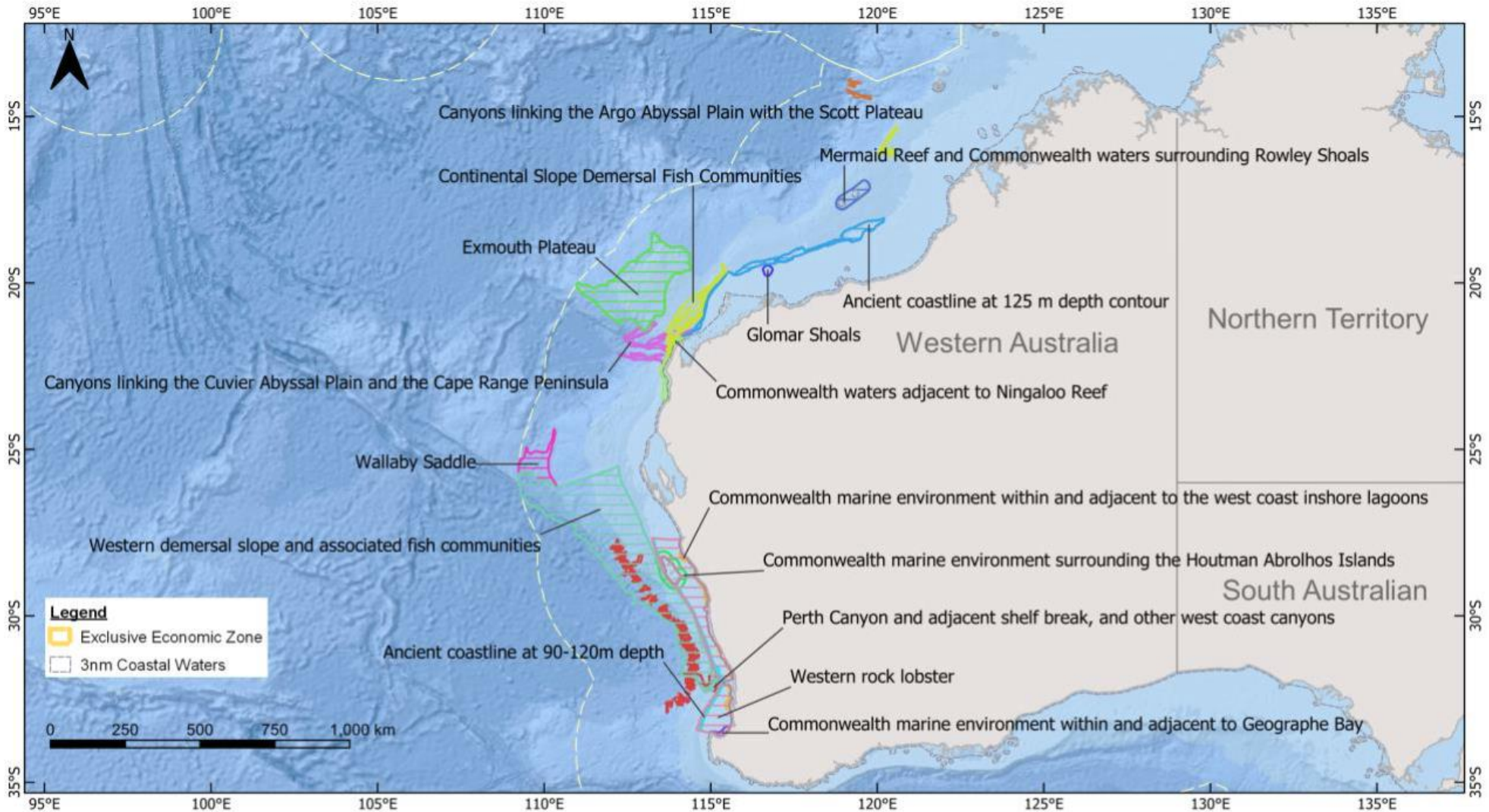


**Receptor Map - Marine Management Areas and Nature Reserves**

**rps** Coordinate System: GCS WGS 1984  
 Datum: WGS 1984  
 Units: Degree  
 Date created: 09/29/2021

- |                                    |                                |                        |
|------------------------------------|--------------------------------|------------------------|
| <b>Marine Management Areas</b>     | Cervantes Islands              | Ronsard Rocks          |
| Barrow Island                      | Essex Rocks                    | Sandland Islands       |
| Muiron Islands                     | Fisherman Islands              | Shoalwater Bay Islands |
| <b>Nature Reserves</b>             | Great Sandy Island             | Thevenard Island       |
| Beagle Islands                     | Lipfert, Milligan, Etc Islands | Whalebone Island       |
| Buller, Whittell And Green Islands | Outer Rocks                    |                        |

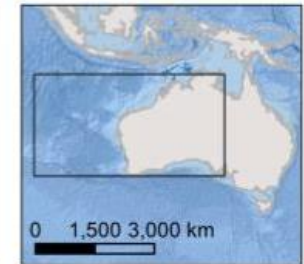




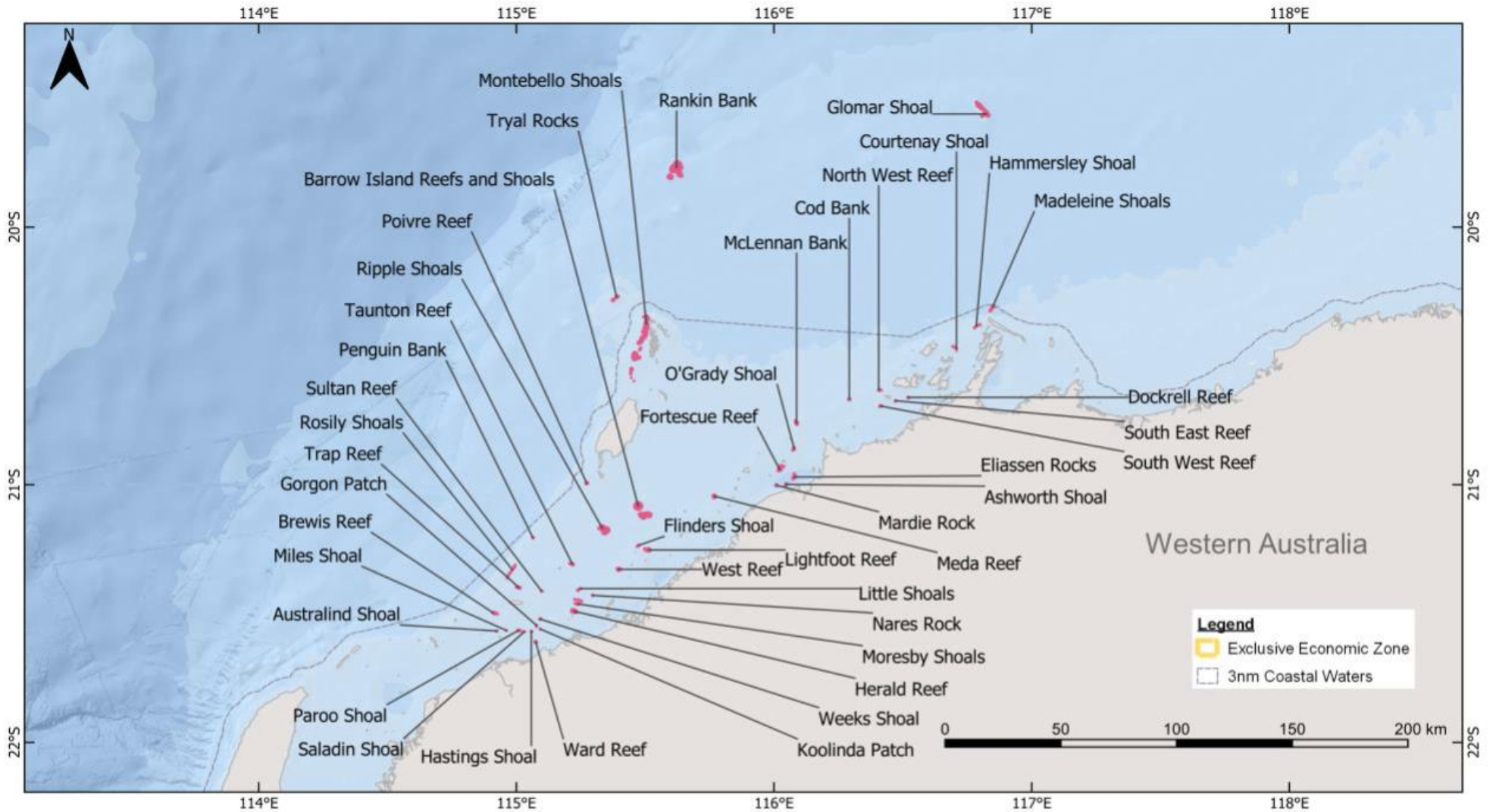
### Receptor Map - Key Ecological Features

Coordinate System: GCS WGS 1984  
 Datum: WGS 1984  
 Units: Degree  
 Date created: 09/29/2021

Key Ecological Features	
	Ancient coastline at 125 m depth contour
	Ancient coastline at 90-120m depth
	Canyons linking the Argo Abyssal Plain with the Scott Plateau
	Canyons linking the Cuvier Abyssal Plain and the Cape Range Peninsula
	Commonwealth marine environment surrounding the Houtman Abrolhos Islands
	Commonwealth marine environment within and adjacent to Geographe Bay
	Commonwealth marine environment within and adjacent to the west coast inshore lagoons
	Commonwealth waters adjacent to Ningaloo Reef
	Continental Slope Demersal Fish Communities
	Exmouth Plateau
	Glomar Shoals
	Mermaid Reef and Commonwealth waters surrounding Rowley Shoals
	Perth Canyon and adjacent shelf break, and other west coast canyons
	Wallaby Saddle
	Western demersal slope and associated fish communities
	Western rock lobster



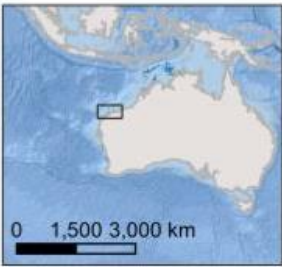


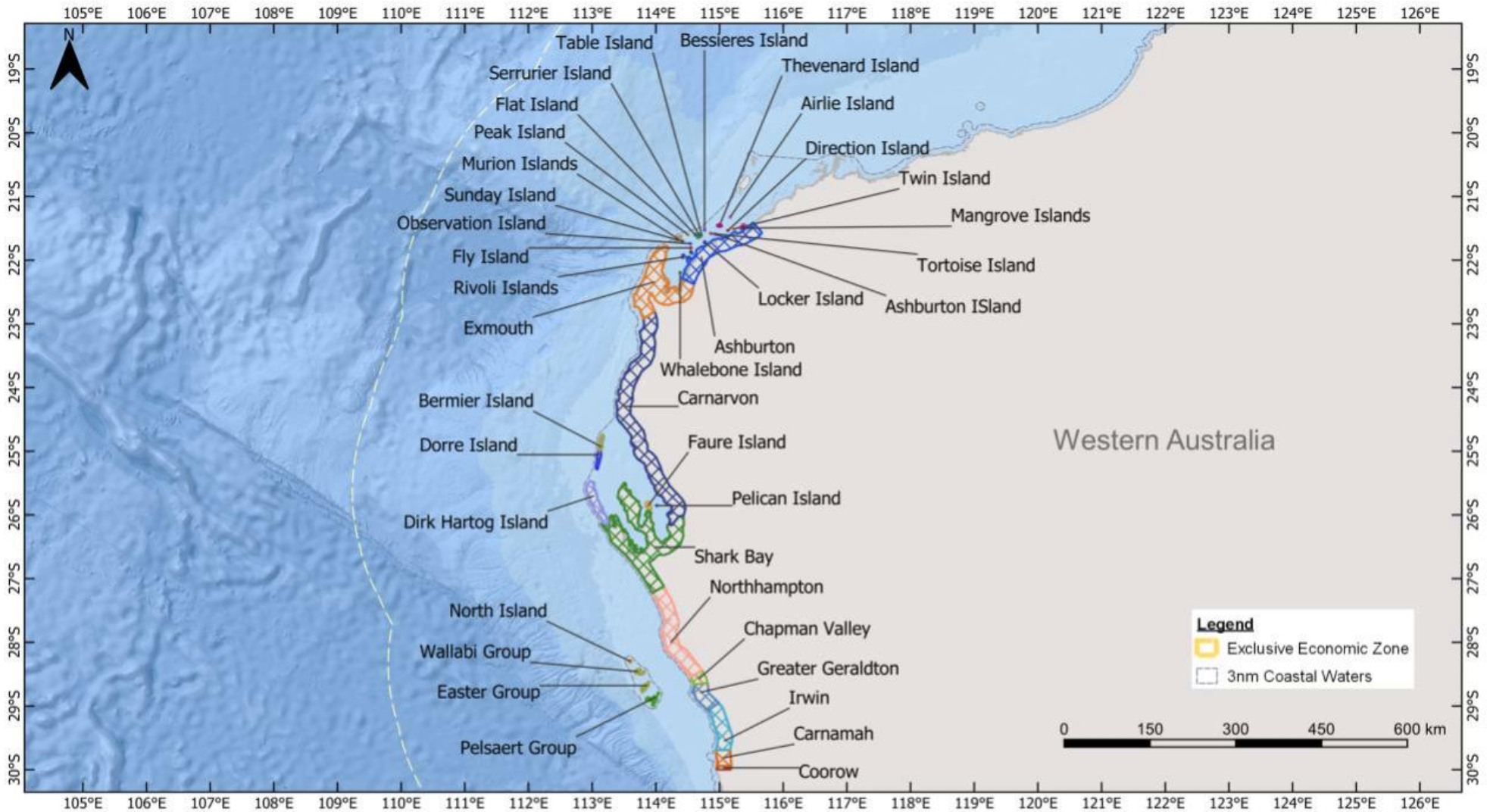


**Receptor Map - Reefs, Shoals and Banks**

Reef, Shoals and Banks

Coordinate System: GCS WGS 1984  
 Datum: WGS 1984  
 Units: Degree  
 Date created: 09/30/2021

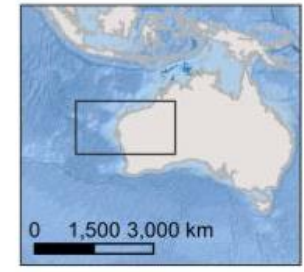




**Receptor Map - Shoreline**

Coordinate System: GCS WGS 1984  
 Datum: WGS 1984  
 Units: Degree  
 Date created: 09/30/2021

Airie Island	Chapman Valley	Flat Island	Northhampton	Shark Bay
Ashburton	Coorow	Fly Island	Observation Island	Sunday Island
Ashburton Island	Direction Island	Greater Geraldton	Peak Island	Table Island
Bermier Island	Dirk Hartog Island	Irwin	Pelican Island	Thevenard Island
Bessieres Island	Dorre Island	Locker Island	Pelsaert Group	Tortoise Island
Camamah	Easter Group	Mangrove Islands	Rivoli Islands	Twin Island
Carnarvon	Exmouth	Murion Islands	Round Island	Wallabi Group
	Faure Island	North Island	Serrurier Island	Whalebone Island



## Appendix G. Stakeholder Consultation Information

# Consultation cover email (issued to relevant Stakeholders issued on 11 March 2022; and separately on 28 March 2022 to 1) the Exmouth Community Reference Group; and 2) the Yamatji Marlpa Aboriginal Corporation on behalf of the Nganhurra Thanardi Garrbu Aboriginal Corporation

## BHP Consultation with Relevant Stakeholders – 11 March 2022 and 28 March 2022

Dear [stakeholder],

BHP is planning for the next stage of its ongoing safe and sustainable closure of the Stybarrow Field in Commonwealth waters, approximately 53 km north-west of Exmouth, Western Australia.

Production from the Stybarrow Field commenced in 2007 and ceased in 2015. Since that time the following cessation activities have been completed:

- All flowlines and gas lift lines were flushed and filled with treated seawater and production flowlines disconnected (except for an abandoned flowline which was blocked by sand and gas hydrate during production, which is disconnected, sealed and lying on the seabed).
- All production, gas injection and water injection wells were shut in and capped.
- The Stybarrow Venture FPSO was disconnected from the DTM and departed from the field in August 2015.

The DTM unexpectedly sank to the seabed in mid-2016, and currently lies in approximately 825 m water depth. Following the DTM sinking, all buoyancy modules were removed from the risers to eliminate buoyant risk.

BHP is now planning for the progressive decommissioning of the Stybarrow Field under relevant Commonwealth approvals.

The first approvals being sought will be the removal of the subsea equipment and ongoing field management activities until the equipment is removed. These activities are proposed to be managed under the Stybarrow Equipment Removal Environment Plan (EP), and includes the removal of all equipment containing plastics (DTM and flexible flowlines).

The Well Plug and Abandonment (P&A) and equipment proposed to remain in situ will be subject to separate future environmental approvals.

A summary of proposed activities to be managed under the Stybarrow Equipment Removal Environment Plan (EP) follows:

### Activity Overview

#### Activities:

- Remove subsea infrastructure within the Stybarrow field in Production Licence WA-32-L.
- Remove wellheads and associated infrastructure within Production Licence WA-32-L.
- Continue field management scopes on the subsea infrastructure, which comprise of inspection, maintenance, monitoring, and repair (IMMR) and remotely operated vehicle (ROV) surveys on the subsea infrastructure, as required, to ensure equipment remains in a condition that does not preclude full recovery.

Equipment will only be removed after the P&A of the wells, which is subject to a future approval.

<b>Petroleum title:</b>	Production Licence WA-32-L
<b>Activity location:</b>	Approximately 53 km north-west of Exmouth, Western Australia
<b>Infrastructure locations:</b>	See attached Stakeholder Information Fact Sheet.
<b>Approximate water depth:</b>	Approximately 810-850 m
<b>Estimate start date:</b>	Earliest start is 2024 calendar year, subject to approvals, vessel availability, and weather constraints.
<b>Approximate duration:</b>	Approximately 6 months
<b>Vessels:</b>	<p>Offshore support vessels are planned to be used to remove subsea infrastructure, such as general support/supply vessels, diving support vessels/installation vessels and anchor handling tugs. Typically, two (but up to six) project vessels will be in the Operational Area during subsea infrastructure removal activities.</p> <p>General support vessels will be used to transport equipment to and from the Operational Area. Typically, only one general support vessel will be performing field management in the Operational Area at any time.</p>
<b>Operational area:</b>	A 500 m safety exclusion zone around the wells and a 1,500 m radius temporary Operational Area (precautionary) around the wells and subsea equipment for the duration of the activity.

## Your Feedback

Your feedback on the proposed activity and our response will be provided to the National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA), as is required under the Commonwealth Offshore Petroleum and Greenhouse Gas Storage (Environment) Regulations 2009.

As a relevant stakeholder you are invited to provide comments. The Environment Plan will contain a summary of all comments received. However, BHP will not use or disclose your personal information in the Environment Plan. Full transcripts of all correspondence will be included in a separate sensitive information part of the Environment Plan provided to NOPSEMA.

Please provide comment as soon as practicable. Comments can be made by email, letter or by phone (refer to attached Fact Sheet for contact details) by close of business on 8 April 2022.

Regards,

**BHP**

# Consultation Information Fact Sheet

## Petroleum

# BHP

### Invitation for Feedback: Stakeholder Information Fact Sheet



## Stybarrow Equipment Removal Environment Plan

### Northern Carnarvon Basin, North West Australia

The Stybarrow field is located within Commonwealth waters in Production Licence WA-32-L, approximately 53 km north-west of Exmouth, Western Australia and in water depths of approximately 810-850 m (Figure 1). The Stybarrow development was in production from 2007 to 2015 and consisted of the Stybarrow floating production, storage and offloading (FPSO) facility and its mooring; subsea facilities including ten subsea wells (production and water/gas injectors), the associated trees, manifolds, risers, flowlines, and umbilicals, and the disconnectable turret mooring (DTM) buoy which connected the FPSO to the subsea infrastructure.

Decommissioning of the Stybarrow Field is planned to be undertaken in stages under relevant Commonwealth approvals, with the first approvals being sought for the removal of the subsea equipment and ongoing field management activities until the equipment is removed. These activities will be managed under the Stybarrow Equipment Removal Environment Plan (EP). The well plug and abandonment (P&A) and equipment proposed to remain in situ will be subject to separate future environmental approvals.

Since 2015, the following cessation activities have been completed:

- All flowlines and gas lift lines were flushed and filled with treated seawater and production flowlines disconnected (except for an abandoned flowline which was blocked by sand and gas hydrate during production, which is disconnected, sealed, and lying on the seabed).
- All production, gas injection and water injection wells were shut in and capped.
- The Stybarrow Venture FPSO was disconnected from the DTM and departed in August 2015

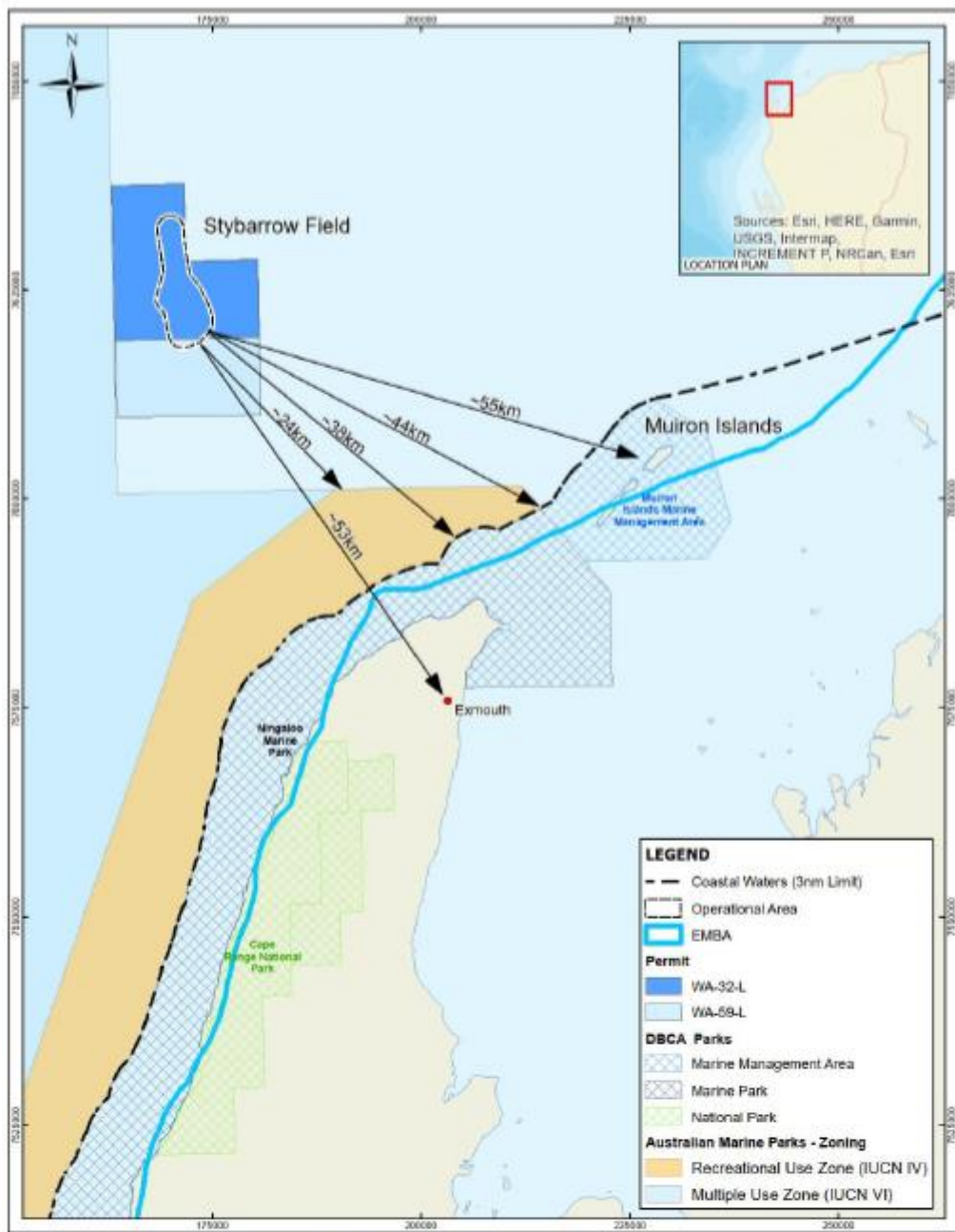
The DTM unexpectedly sank to the seabed in mid-2016, and currently lies in approximately 825 m water depth. Following the DTM sinking, BHP removed all buoyancy modules from the risers to eliminate the risk of floating equipment coming to the sea surface.

BHP is now planning for the safe removal of remaining equipment from the Stybarrow field. Details on the equipment removal activities are provided below in the Description of the Activity section.

This Stakeholder Fact Sheet relates to the submission of the Environment Plan (EP) for the proposed petroleum activities in WA-32-L supporting equipment removal activities for the Stybarrow facilities.

The activity is planned to commence in 2024, pending approvals, vessel availability and weather constraints. BHP is preparing an EP for this activity for submission to the National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA) under the Offshore Petroleum and Greenhouse Gas Storage (Environment) Regulations 2009. The EP is being written to allow the activity to occur at any time of year as schedules are subject to change and to allow our business flexibility.

BHP Billiton Petroleum (Australia) Pty Ltd is the designated operator on behalf of a joint venture comprising BHP Billiton Petroleum (Australia) Pty Ltd and Woodside Energy Ltd (Woodside), which are the holders of Production Licence WA-32-L.



**Advisian**  
Part of BHP

**BHP**

**OneWay** **EcoNomics**  
SINCE 1993

0 5,000 10,000 20,000 30,000  
Meters at A4

Copyright © Work/Parsons Services Pty Ltd  
ABN 61 001 278 812

Date: 06/04  
Map Grid of Australia  
Zone 50

**STYBARROW LOCATION**

DATE: 11 Mar 2022 SCALE: 1:500,000  
CUSTOMER: BHP AUTHOR: PIR  
MAP: FIGURE 1\_A4\_Port.mxd  
REV: A

Figure 1 Stybarrow Location

Document number: 411012-00432-20000-REP-0001\_RevB

### Location of Operational Area

The Operational Area defines the spatial boundary within which the proposed activities will take place (Figure 1 and Figure 2). The Operational Area is temporary for the duration of activities and will comprise a 1,500 m radius around the wells and subsea infrastructure. The nearest point to mainland shore from the Operational Area is approximately 42 km (near the tip of North West Cape) and the closest major town is Exmouth, approximately 52 km to the south east. There are several Commonwealth and State Marine protected areas in the region, the closest being the Gascoyne Australian Marine Park in Commonwealth waters, which is approximately 5 km west of the Operational Area (Figure 1 and Table 1).

**Table 1 Marine protected areas in the region**

Value/ Sensitivity	Approx. Distance from Operational Area
Gascoyne Australian Marine Park (Commonwealth)	5 km
Ningaloo Australian Marine Park (Commonwealth)	24 km
Ningaloo Marine Park (Western Australia)	36 km
Muiron Islands Marine Management Area (Western Australia)	45 km

### Description of Activity

Within the scope of the equipment removal EP, BHP proposes to:

- Remove subsea infrastructure within the Stybarrow field in Production Licence WA-32-L.
- Remove wellheads and associated infrastructure within Production Licence WA-32-L.
- Continue field management scopes on the subsea infrastructure, which comprise of inspection, maintenance, monitoring, and repair (IMMR) and remotely operated vehicle (ROV) surveys on the subsea infrastructure, as required, to ensure equipment remains in a condition that does not preclude full recovery.

Equipment will only be removed after the P&A of the wells, which is subject to a future approval.

The equipment to be removed is summarised in Table 2. Locations of the equipment are provided in Table 3.

Upon removal, BHP proposes to dispose of equipment onshore in accordance with applicable requirements. BHP will assess options to reduce waste through re-use or recycling of recovered equipment.

One flowline which is planned to be retrieved was blocked due to a sanding event during production. BHP has assessed the impact to the marine environment would be a release of up to 14m<sup>3</sup> in the event that any hydrocarbons are released during recovery of the flowline.

At the conclusion of the removal activity, the nine DTM mooring anchors, nine riser base anchors and the suction pile foundation for the water injection manifold will remain in the Stybarrow field. These large steel items are securely embedded in the seabed and their removal will result in substantial disturbance to the environment. BHP is considering leaving these items *in situ* and will submit a future EP to NOPSEMA which seeks to leave these items in place. BHP will undertake further consultation to support this future EP.

A detailed inventory of subsea infrastructure to be removed under this scope will be included in the EP, which will be available on NOPSEMA's website (<https://www.nopsema.gov.au/>) upon submission.



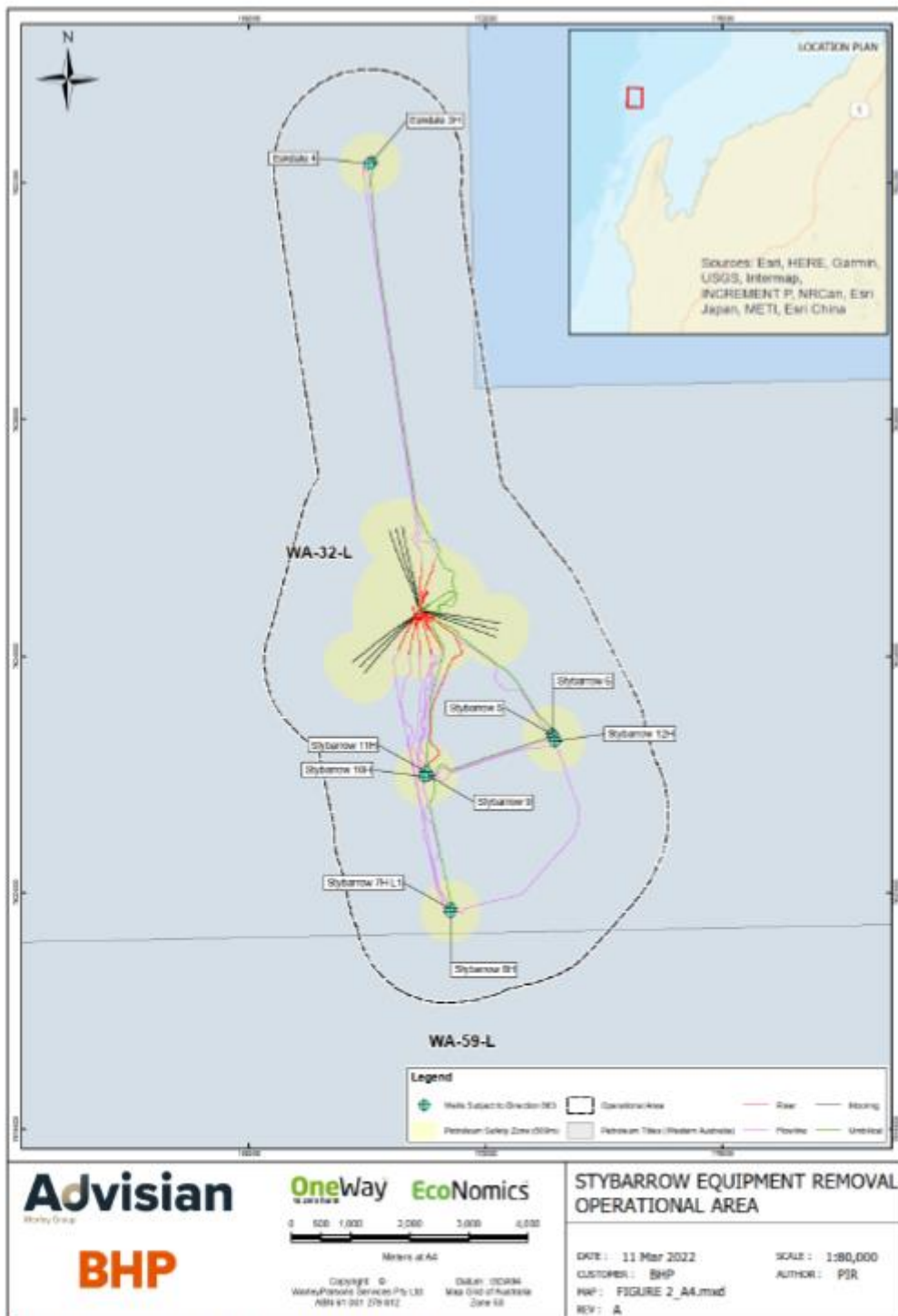


Figure 2 Equipment Removal Activity Operational Area

Document number: 411012-00432-20000-REP-0001\_RevB

**Table 2 Summary of decommissioning activities**

<b>Stybarrow Subsea Infrastructure Decommissioning Activities</b>	
Earliest expected commencement date	Earliest start is 2024 calendar year, subject to approvals, vessel availability, and weather constraints.
Petroleum title	Production Licence WA-32-L
Operational area	A 500 m safety exclusion zone around the wells and a 1,500 m radius temporary Operational Area (precautionary) around the wells and subsea equipment for the duration of the activity.
Petroleum Safety Zones	500 m radius around wells and mooring anchors 1,134 m radius around former FPSO location
Estimated duration	Approximately 6 months
Water depth	Approximately 810-850 m
Equipment to be removed	1 x DTM 9 x DTM mooring legs 9 x Mooring support buoys 9 x Flexible risers 8 x Flexible production flowlines 4 x Gas injection / lift flowlines 2 x Water injection flowlines All flying leads, umbilicals, and jumpers 1 x Water injection manifold 7 x Subsea distribution units (SDU) / umbilical termination assemblies (UTAs) 15 x Anode skids 10 x Xmas trees and wellheads
Vessels	Offshore support vessels are planned to be used to remove subsea infrastructure, such as general support/supply vessels, diving support vessels/installation vessels and anchor handling tugs. Typically, two (but up to six) project vessels will be in the Operational Area during subsea infrastructure removal activities.  General support vessels will be used to transport equipment to and from the Operational Area. Typically, only one general support vessel will be performing field management in the Operational Area at any time.

**Table 3 Location of subsea infrastructure and removal activity. All coordinates in MGA50/GDA94**

Subsea infrastructure	Easting	Northing	Activity
DTM buoy	170873.2	7624770.8	Remove
DTM mooring legs – chain and wire	Between anchors and DTM buoy		Remove
Mooring 1 Anchor	172172.4	7624323.5	Embedded in seabed - leave in situ proposed, subject to a future EP
Mooring 2 Anchor	172215.2	7624441.7	
Mooring 3 Anchor	172237.1	7624561.1	
Mooring 4 Anchor	170594.8	7626195	
Mooring 5 Anchor	170489.2	7626161.1	
Mooring 6 Anchor	170372.9	7626127.5	
Mooring 7 Anchor	169759.4	7623909.3	

Document number: 411012-00432-20000-REP-0001\_RevB

Subsea infrastructure	Easting	Northing	Activity
Mooring 8 Anchor	169828.7	7623775.8	
Mooring 9 Anchor	169943.1	7623715.9	
Mooring support buoys	With mooring legs		Remove
Flexible risers	Between DTM buoy and flowlines		Remove
Dynamic Umbilical Riser Base	171433.8	7625113.9	Clamps and chains removed. Riser bases embedded in seabed – leave in situ proposed, subject to a future EP
Water Injection 10" Riser base	171491.8	7624359.1	
H4GL Gas Lift 6" Riser Base	171256.2	7624136.9	
EG1 Gas Injection 6" Riser Base	171121.0	7625533.9	
H4 Production 8" Riser Base	171080.4	7624061.0	
H3 Production 8" Riser Base	170894.3	7624028.6	
H2 Production 7" Riser Base	170704.2	7624040.9	
H1 Production 7" Riser Base	170528.5	7624100.2	
EH1 Production 6" Riser Base	170921.2	7625578.0	
Flexible production flowlines	Between risers and drill centres		
Gas injection / lift flowlines			Remove
Water injection flowlines			Remove
Umbilicals			Remove
Jumpers	Within drill centres		Remove
Water injection manifold (suction anchor)	171486.5	7624333.0	Remove
Riser Base SDU	171223.8	7624891.4	Remove
SDU A	173159.3	7622671.3	Remove
SDU B	171004.5	7622008.6	Remove
SDU C	171441.3	7619702.8	Remove
SDU D	170065.5	7632321.3	Remove
DC-A UTA	173183.0	7622582.1	Remove
DC-B UTA	171019.6	7621973.9	Remove
Anode skids	Various		Remove
Stybarrow-5 (I-3) Well	173119.00	7622683.90	Remove
Stybarrow-6 (I-2) Well	173143.86	7622636.19	Remove
Stybarrow-12 (H-5) Well	173172.80	7622560.74	Remove
Stybarrow-9 (I-1) Well	171032.33	7621985.59	Remove
Stybarrow-10 (H-3) Well	170958.06	7621964.06	Remove
Stybarrow-11 (H-4) Well	170980.53	7622056.34	Remove
Stybarrow-7 (H-2) Well	171413.34	7619728.58	Remove
Stybarrow-8 (H-1) Well	171403.11	7619659.88	Remove
Eskdale-3 (EH1) Well	170065.05	7632345.32	Remove
Eskdale-4 (EG1) Well	170024.53	7632318.28	Remove

## Summary of potential risks and associated management measures

Potential risks and management measures associated with the activity have been considered and are summarized in Table 4.

**Table 4** Potential risks and associated management measures

Potential Risks	Management and/or mitigation measures
<b>Planned Activities</b>	
Physical presence	<ul style="list-style-type: none"> <li>BHP's existing infrastructure is marked on nautical charts.</li> <li>Establishment of a 500 m safety exclusion zone around the wells and a 1500 m Operational Area for the duration of the activity.</li> <li>Consultation with relevant stakeholders (e.g., adjacent petroleum titleholders, commercial fishers and their representative organisations, government departments and agencies and local communities) to inform decision making for the proposed activity and the development of the Environment Plan.</li> <li>BHP will notify relevant fishing industry representative organisations/associations and Government maritime safety agencies of the start and end dates for the activity, and details of exclusion zones prior to commencement of the activity.</li> </ul>
Light emissions	<ul style="list-style-type: none"> <li>Lighting is minimised to that required for safety and navigational purposes.</li> </ul>
Noise Emissions	<ul style="list-style-type: none"> <li>Engines, compressors and machinery on the vessel are maintained via the vessel preventative maintenance system (PMS) to ensure equipment is operating efficiently.</li> </ul>
Atmospheric emissions	<ul style="list-style-type: none"> <li>Air emissions from marine engines meet MARPOL requirements and are routinely maintained.</li> <li>Marine-grade (low sulphur) diesel to be used.</li> </ul>
Routine vessel discharges	<ul style="list-style-type: none"> <li>Routine discharges and vessel waste treatment systems will meet legal / MARPOL requirements.</li> <li>No discharge of oily water exceeding 15 ppm oil in water content.</li> <li>Food-scraps macerated prior to discharge.</li> <li>Maintain biosecurity requirements such as anti-fouling certification, ballast water and biofouling controls.</li> </ul>
Seabed disturbance	<ul style="list-style-type: none"> <li>Minimise disturbance where possible noting that physical removal of subsea infrastructure may have measurable but limited impacts to the environment, where recovery of ecosystem function is expected within &lt;1 year.</li> </ul>
Subsea discharges	<ul style="list-style-type: none"> <li>Chemical use will be managed in accordance with BHP and contractor chemical selection and approval procedures.</li> <li>All routine marine discharges will be managed according to legislative and regulatory requirements and BHP's Environment Performance Standards where applicable.</li> </ul>
Waste generation	<ul style="list-style-type: none"> <li>Waste generated aboard the support vessels will be managed in accordance with legislative requirements and a Waste Management Plan.</li> <li>Wastes will be managed and disposed of in a safe and environmentally responsible manner that prevents accidental loss to the marine environment.</li> <li>Wastes transported onshore will be sent to appropriate recycling or disposal facilities by a licenced waste contractor.</li> </ul>
<b>Unplanned Risks</b>	
Hydrocarbon release-marine diesel	<ul style="list-style-type: none"> <li>Comply with the AMSA-approved Shipboard Oil Pollution Emergency Plan (SOPEP), including maintaining spill kits, emergency response procedures and conducting spill response exercises.</li> <li>Implementation of Oil Pollution Emergency Plan (OPEP).</li> <li>No heavy fuels used – only marine diesel oil (MDO).</li> </ul>
Marine fauna interaction	<ul style="list-style-type: none"> <li>Measures will be in place for interacting with protected marine fauna as per the Environment Protection Biodiversity Conservation (EPBC) Regulations (Part 8).</li> <li>Environmental awareness induction for all marine crew.</li> <li>Maintain caution and 'no approach' zones from cetaceans.</li> <li>Report any injury/mortality of EPBC-listed fauna to the Department of Agriculture, Water and the Environment.</li> </ul>

Potential Risks	Management and/or mitigation measures
Introduced marine species	<ul style="list-style-type: none"> <li>BHP contracted vessels comply with Australian biosecurity requirements and guidance, and Australian ballast water requirements.</li> <li>Vessels will be assessed and managed in line with BHP procedures to prevent the introduction of invasive marine species.</li> </ul>
Minor spills of chemicals or hydraulic fluid	<ul style="list-style-type: none"> <li>Project vessels have an approved SOPEP (as appropriate to vessel class) in accordance with Marine Order 91 (marine pollution prevention – oil)</li> <li>Chemical use will be managed in accordance with BHP and contractor chemical selection and approval procedures.</li> <li>Critical hoses outside bunded areas (such as ROVs) are inspected and maintained as part of PMS.</li> </ul>
Loss of solid hazardous or non-hazardous wastes (including dropped objects)	<ul style="list-style-type: none"> <li>Recovery of solid wastes lost overboard where safe and practicable to do so.</li> </ul>

### Protecting Our People and the Environment

Safety of our people and the communities in which we operate always comes first. Identifying, controlling, and mitigating safety risks is managed through an overarching, consistent approach guided by BHP's Risk Management governance framework, with supporting processes and performance standards. All activities (routine and non-routine) will be performed in accordance with the industry-leading standards established in BHP's Charter, HSEC Framework and Controls, BHP's Wells and Seismic Delivery Management System, Engineering Standards and Procedures, the Environment Plan and the NOPSEMA-accepted Well Operations Management Plan (WOMP) and NOPSEMA-accepted Vessel Safety Case.

Offshore petroleum activities are regulated through a robust and comprehensive environmental protection regime administered by NOPSEMA under the Commonwealth *Offshore Petroleum and Greenhouse Gas Storage Act 2006*. BHP undertakes risk assessments for all environmental aspects of a petroleum activity and stringently adheres to the regulatory regime.

The objective of the Environment Plan is to ensure that potential adverse impacts on the environment associated with activities, during both routine and non-routine activities, are identified, and will be continuously reduced to as low as reasonably practicable (ALARP) and an acceptable level. BHP is committed to understanding the impacts of our activities on stakeholders with an interest in the Stybarrow field and seeks feedback as part of the development of the EP.

### Responding to Emergencies

BHP's incident response plans are accepted by the regulator NOPSEMA. The Commonwealth Oil Pollution Emergency Plan (OPEP) is required by law under the Environmental Regulations and forms an appendix to the full EP. The OPEP outlines responsibilities, specific procedures and identifies resources available in the unlikely event of an oil pollution incident. BHP maintains a constant vigilance and readiness to prevent and/or respond to hydrocarbon loss of containment incidents. The readiness and competency of BHP to respond to incidents is maintained and tested by conducting activity-specific emergency response exercises.

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Should you have any questions, concerns or grievances regarding these activities or any other BHP Petroleum activities, please call BHP WA Community Hotline on 1800 421 077 or send an email to [bhppetexternalaffairs@bhp.com](mailto:bhppetexternalaffairs@bhp.com)

**BHP believes in putting health and safety first, being environmentally responsible and supporting our communities.**

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# Consultation reminder email/letter sent to relevant fishery licence holders, representative organisations and government departments on 7 April 2022

## BHP Consultation reminder email/letter – 7 April 2022

Dear [stakeholder],

BHP is sending this reminder email to you as your interests are relevant to BHP’s next phase of planning for the ongoing safe and sustainable closure of the Stybarrow Field in Commonwealth waters, approximately 53 km north-west of Exmouth, Western Australia.

BHP is seeking your feedback on proposed activities, summarised below and provided in more detail in the enclosed fact sheet. Information previously provided to you had sought feedback by 8 April 2022. BHP will accept feedback beyond this date should you want to comment.

Production from the Stybarrow Field commenced in 2007 and ceased in 2015, with decommissioning of the Stybarrow Field to be undertaken in stages under relevant Commonwealth approvals.

The first approvals being sought are to manage the removal of the subsea equipment and ongoing field management activities until the equipment is removed. These activities are proposed to be managed under the Stybarrow Equipment Removal Environment Plan (EP), and includes the removal of equipment containing plastics (DTM and flexible flowlines).

The Well Plug and Abandonment (P&A) and equipment proposed to remain in situ will be subject to separate future environmental approvals.

## Activity Overview

<b>Activities:</b>	<ul style="list-style-type: none"><li>Remove subsea infrastructure within the Stybarrow field in Production Licence WA-32-L.</li><li>Remove wellheads and associated infrastructure within Production Licence WA-32-L.</li><li>Continue field management scopes on the subsea infrastructure, which comprise of inspection, maintenance, monitoring, and repair (IMMR) and remotely operated vehicle (ROV) surveys on the subsea infrastructure, as required, to ensure equipment remains in a condition that does not preclude full recovery.</li></ul> <p>Equipment will only be removed after the P&amp;A of the wells, which is subject to a future approval.</p>
<b>Petroleum title:</b>	Production Licence WA-32-L
<b>Activity location:</b>	Approximately 53 km north-west of Exmouth, Western Australia
<b>Infrastructure locations:</b>	See attached Stakeholder Information Fact Sheet.
<b>Approximate water depth:</b>	Approximately 810-850 m
<b>Estimate start date:</b>	Earliest start is 2024 calendar year, subject to approvals, vessel availability, and weather constraints.
<b>Approximate duration:</b>	Approximately 6 months

<b>Vessels:</b>	<p>Offshore support vessels are planned to be used to remove subsea infrastructure, such as general support/supply vessels, diving support vessels/installation vessels and anchor handling tugs. Typically, two (but up to six) project vessels will be in the Operational Area during subsea infrastructure removal activities.</p> <p>General support vessels will be used to transport equipment to and from the Operational Area. Typically, only one general support vessel will be performing field management in the Operational Area at any time.</p>
<b>Operational area:</b>	<p>A 500 m safety exclusion zone around the wells and a 1,500 m radius temporary Operational Area (precautionary) around the wells and subsea equipment for the duration of the activity.</p>

**Your Feedback**

Your feedback on the proposed activity and our response will be provided to the National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA), as is required under the Commonwealth Offshore Petroleum and Greenhouse Gas Storage (Environment) Regulations 2009.

As a relevant stakeholder you are invited to provide comments. The Environment Plan will contain a summary of all comments received. However, BHP will not use or disclose your personal information in the Environment Plan. Full transcripts of all correspondence will be included in a separate sensitive information part of the Environment Plan provided to NOPSEMA.

BHP has endeavored to consolidate provision of consultation information to individual licence holders where possible. However, we acknowledge there may be times where information is duplicated where fishers hold licences across multiple fisheries.

Please provide comment as soon as practicable. Comments can be made by email, letter or by phone (refer to enclosed fact sheet for contact details).

Regards,

**BHP**

## Consultation reminder email to the Director of National Parks on 8 April 2022

### BHP Consultation reminder email – 8 April 2022

Dear [stakeholder]

BHP is sending this reminder email on planned decommissioning activities for the Stybarrow Field in Commonwealth waters, approximately 53 km north-west of Exmouth, Western Australia, as the proposed cutoff date for feedback is 8 April 2022.

We have send this email given the proximity of proposed activities to Australian Marine Parks.

A copy of the fact sheet for this activity is attached for reference and please let us know if you need additional time for response.

Regards,

**BHP**

## Consultation reminder email to the Ningaloo Coast World Heritage Advisory Committee on 8 April 2022

### BHP Consultation reminder email – 8 April 2022

Dear [stakeholder]

BHP is sending this reminder email on planned decommissioning activities for the Stybarrow Field in Commonwealth waters, approximately 53 km north-west of Exmouth, Western Australia, as the proposed cutoff date for feedback is 8 April 2022.

We have sent this reminder email given the proximity of proposed activities to the Ningaloo Australian Marine Park.

A copy of the fact sheet for this activity is attached for reference and please let us know if you need additional time for response.

Regards,

**BHP**



# Presentation to Exmouth Community Reference Group on 7 April 2022

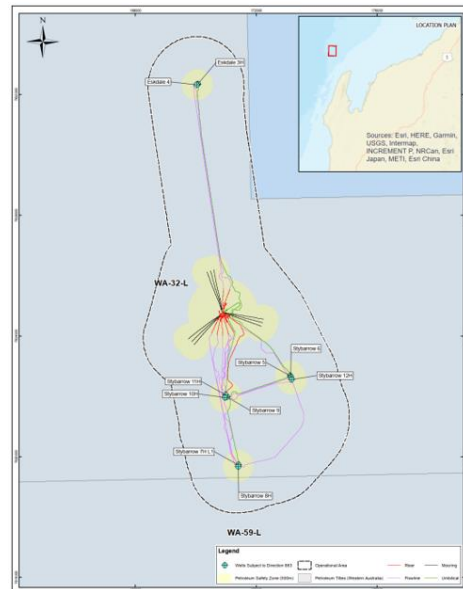
## Exmouth Community Reference Group Meeting

7 April 2022



### Stybarrow Decommissioning

- Stybarrow ceased production in 2015 and planning is underway for decommissioning in 2023/24.
- The OPGGS Act and associated regulations requires all equipment to be removed unless an equal or better environmental outcome can be demonstrated
- Decommissioning activities will be covered by three Environment Plans
  - Remove Scope – Commonwealth - *in development, submission in April 2022*
  - Deviation Scope for the field – Commonwealth – *in development, submission Q3 2022*
  - Well Plug and Abandonment – *in development, submission Q3 2022*
- BHP proposes to remove items in the field that are
  - Easily recoverable and present a snag risk
  - Are predominantly plastic
- Stakeholder engagement is underway
- Synergies with Griffin execution are under consideration



**BHP**