

ExxonMobil



CONSULTATION

## Gippsland Basin Decommissioning

Decommissioning Campaign #1 - Environmental impacts and risks

INFORMATION BULLETIN

June 2024



Esso is committed to engaging with the communities where we operate and helping our stakeholders to understand our business. In the course of preparing an Environment Plan, a titleholder must consult with relevant persons in accordance with Offshore Petroleum and Greenhouse Gas Storage (Environment) Regulations 2023 (Cth), Division 3, and demonstrate that the measures (if any) that the titleholder has adopted, or proposes to adopt, because of the consultations are appropriate.

This information bulletin has been developed as part of Esso's commitment to keep relevant persons and other stakeholders informed of planned activities in Bass Strait and to provide them with sufficient information about the nature and scale of the activity as well as its potential risks and impacts, so that they can make an informed decision as to whether their functions, interests or activities are affected.

## Overview

Esso Australia Resources Pty Ltd (Esso) is a wholly owned subsidiary of ExxonMobil Australia Pty Ltd. Esso is the operator of the assets in Bass Strait that are part of the Gippsland Basin Joint Venture between Esso and Woodside Energy (Bass Strait) Pty Ltd (Woodside Energy) and the Kipper Unit Joint Venture (Esso, Woodside Energy, and MEPAU A Pty Ltd). These assets comprise 19 platforms with approximately 400 wells, six subsea facilities and more than 800 kilometres of subsea pipelines.

After delivering energy to Australia for over 50 years, many of the Bass Strait fields are now reaching the end of their productive life. As a result, Esso is planning to undertake the first Bass Strait decommissioning campaign. Activities proposed as part of the Decommissioning Campaign #1 Project include removal of the: topsides of up to 13 facilities; two monotowers; and upper jacket sections of up to 10 steel piled jacket (SPJ) facilities.

Following an extensive heavy lift vessel (HLV) contracting exercise, Esso has awarded an execution contract to Allseas Marine Contractors Australia. The Allseas HLV *Pioneering Spirit*, along with support vessels, will be used to remove and transport topsides and steel substructures via barges to Barry Beach Marine Terminal for dismantling. Once dismantled,

materials will be transported from Barry Beach Marine Terminal to appropriate facilities for recycling and disposal.

This bulletin provides preliminary information on the potential environmental impacts and risks associated with the activities planned to be conducted as part of Decommissioning Campaign #1, so that relevant persons and interested stakeholders can make an informed decision as to whether their functions, interests or activities are affected. Further details on potential impacts and risks will be obtained through analysis of the results of environmental studies, relevant persons consultation and impact and risk workshops scheduled for mid-2024. These further details will be provided in a future information bulletin.

## Activity location

Esso's operations are located in Bass Strait, off Victoria's Gippsland coast in Australia. The area lies entirely within the South-west Marine Region. The facilities to be removed as part of Campaign #1 activities are located in water depths ranging from 38 metres (Dolphin) to 94 metres (Mackerel). Their distance from the coast ranges from 21 kilometres (Dolphin) to 77 kilometres (Kingfish B).

The indicative area of operation of the HLV or Construction Support Vessels (CSVs) is shown on the map provided. The HLV or CSV will transport the removed topsides and jacket sections to a sheltered location closer to the Corner Inlet shipping channel (the 'transfer area'). At the transfer area the removed topsides and jacket sections will be transferred onto barges for transport to the Onshore Reception Centre at the Barry Beach Marine Terminal. Due to the HLV size and draft requirements, this vessel will not enter Corner Inlet. The exact location of each transfer within this indicative area will depend on the prevailing weather and sea conditions at the time.

Following the transfer of removed topsides and jacket sections onto barges, the barges will be towed by tugs individually from the transfer location, through the Corner Inlet shipping channel, before being moored at Barry Beach Marine Terminal for offloading. It is anticipated there will be approximately 20 barge movements (accompanied by tugs) in and out of Corner Inlet over the approximate four-month period the HLV is undertaking removal activities.

## Activity timing

The timing and order of activities will be contingent on regulatory approvals, joint venture approvals, suitable weather conditions and vessel schedules.

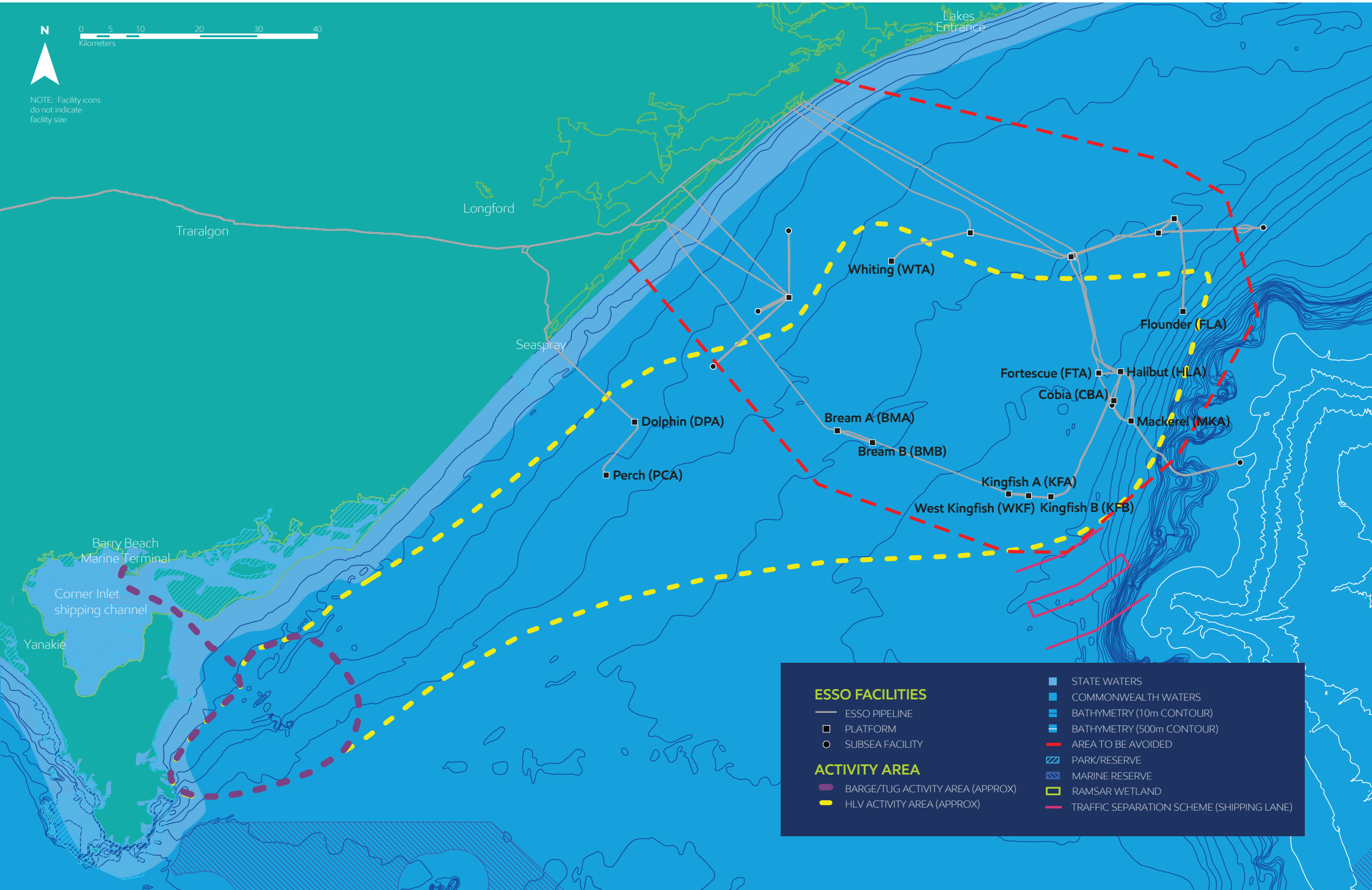
- ➔ Preparation activities using a CSV expected to commence Q4, 2026
- ➔ HLV expected to arrive in field 3Q 2027
- ➔ Expected removal campaign timing window 4Q 2026 - 1Q 2028
- ➔ HLV in the field for approximately 4 months
- ➔ Marine activities conducted on a 24 hour per day basis

## Activity description

Information on the proposed activities was provided in the previous project update issued in March 2024, which can be accessed at this [link](#).

The scope of Decommissioning Campaign #1, including updates that have occurred since March 2024, is as follows:

- full removal of two monotowers (Perch, Dolphin)
- removal of the topsides and module support frame from the Bream B platform that sits on a concrete gravity structure (CGS). The Bream B CGS base will remain in place, with appropriate navigational aids installed, until a decision is made on the final end state for this base
- removal of the topsides and upper jacket sections (and potentially well conductors) on six SPJs in deeper water (Kingfish A, Kingfish B, West Kingfish, Cobia, Mackerel and Flounder) to a depth of at least 55 metres below mean sea level
- removal of the topsides and the jacket of one SPJ in shallower water (Whiting) to as close as practicable to the seabed. This may be below, or just above the seabed



NOTE: Facility icons do not indicate facility size.

<b>ESSO FACILITIES</b>		■ STATE WATERS
—	ESSO PIPELINE	■ COMMONWEALTH WATERS
□	PLATFORM	■ BATHYMETRY (10m CONTOUR)
○	SUBSEA FACILITY	■ BATHYMETRY (500m CONTOUR)
<b>ACTIVITY AREA</b>		— AREA TO BE AVOIDED
■	BARGE/TUG ACTIVITY AREA (APPROX)	▨ PARK/RESERVE
■	HLV ACTIVITY AREA (APPROX)	▨ MARINE RESERVE
		▨ RAMSAR WETLAND
		— TRAFFIC SEPARATION SCHEME (SHIPPING LANE)

- one of two removal options for Fortescue, depending on the outcome of detailed removal engineering:
  - removal of the topsides and the jacket to as close as practicable to the seabed. This may be below, or just above the seabed, or
  - removal of the topsides and the jacket to a depth of at least 55 metres below mean sea level
- one of two removal options for the Bream A facility, dependent on the requirement for reuse of this facility as part of the South-East Australia Carbon Capture and Storage (SEA CCS) Project:
  - removal of the topsides and the jacket to as close as practicable to the seabed, or
  - removal of the flare boom and radio tower only.

Contingent on the requirement for ongoing gas production the scope may include the removal of the topsides and upper jacket sections (to at least 55 metres below mean sea level) of one further facility (Halibut).

The lower sections of the SPJs in deeper water below -55 metres will remain in place on the seabed. Esso will undertake the removal of these remaining lower sections as part of a future decommissioning campaign, should a decision on the *Gippsland Basin Decommissioning Campaign #1 Steel Piled Jackets End State Environment Plan* (currently under assessment by the Regulator) be received which requires their removal. Information required to inform detailed engineering of the appropriate methodology to execute the removal of the lower sections of the SPJs at or below the seabed will be gathered during Decommissioning Campaign #1.



→ Campaign #1 includes removal of approximately 60,000 tonnes of offshore facilities (topside and jackets).

→ The facilities are predominantly comprised of steel (>80%) with the remainder primarily construction materials such as concrete, stainless steel, copper, wood and plastic.

→ A very small amount of hazardous waste will come onshore with the facilities and will be efficiently recycled or disposed of safely in accordance with legislative requirements. These materials include light bulbs, fire extinguishers, batteries and Naturally Occurring Radioactive Material.

→ Over 95% of the materials brought to shore are planned to be recycled.



### → ONSHORE RECEPTION CENTRE

The removed topsides and upper jacket sections will be transferred from the HLV or CSV to barges and towed through the Corner Inlet shipping channel to Barry Beach Marine Terminal. These structures will be offloaded at the Onshore Reception Centre at Barry Beach Marine Terminal, where they will be dismantled over 2-3 years and then sent for recycling or disposal. Barry Beach Marine Terminal is an existing port facility, which has been part of South Gippsland's industrial precinct for over six decades. It is where most of the Esso offshore facilities were constructed since the 1960s and has been continuously operating as the supply depot for Bass Strait oil and gas operations since this time.

The activities at Barry Beach Marine Terminal will be managed under relevant Commonwealth and State legislation and contractor environmental management processes and plans. All waste will be handled, transported and disposed of in accordance with applicable legislative requirements.



➤ Barry Beach Marine Terminal with proposed Onshore Reception Centre zones

→ One of the Kingfish jackets being prepared for transport from Barry Beach Marine Terminal in 1969



### Potential impacts, risks and control measures

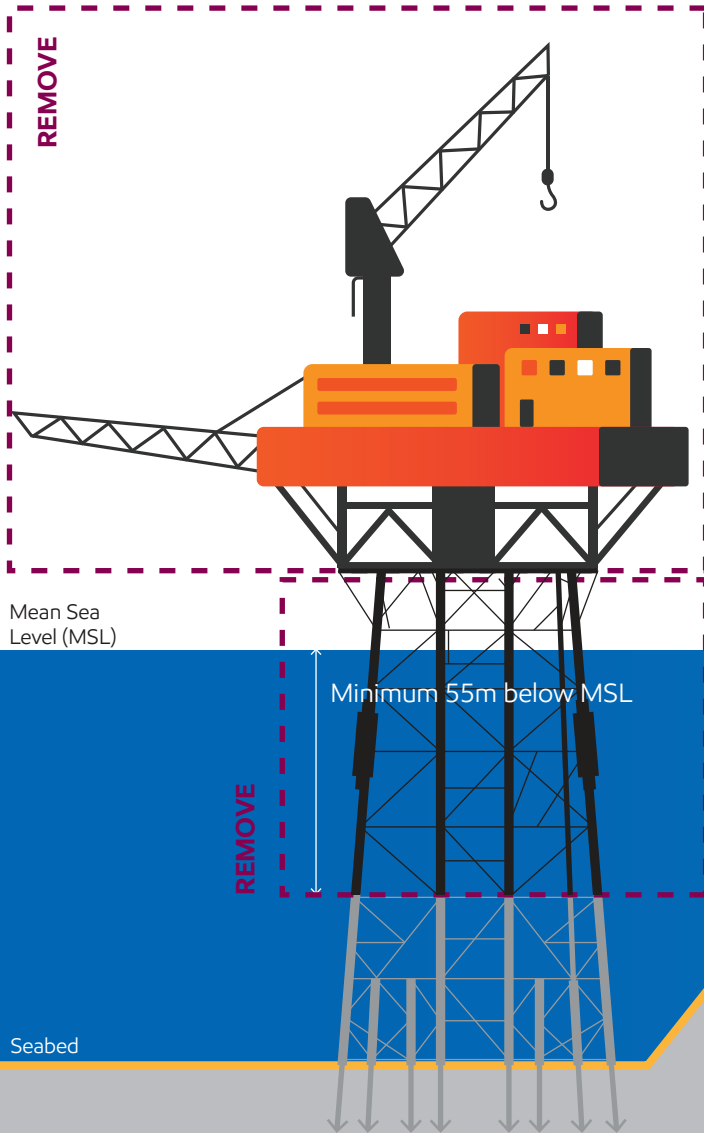
Esso's aim is to minimise environmental and social impacts associated with Decommissioning Campaign #1 activities. As such, Esso is undertaking an impact and risk assessment to identify potential impacts to the environment resulting from the proposed activities.

For impacts and risks identified, Esso will develop control measures, as applicable, to reduce them to As Low As Reasonably Practicable (ALARP) and acceptable levels. Consultation with relevant persons is taking place throughout preparation of the execution Environment Plan (which is relevant for activities undertaken in Commonwealth waters) and other regulatory approvals as required.

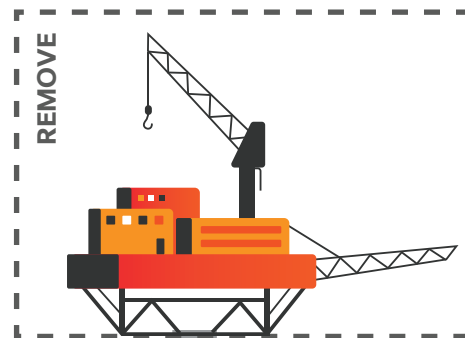
Esso is analysing feedback received to inform the impact and risk assessment for the Campaign #1 activities. A preliminary outline of the key potential impacts and risks and control measures associated with the Campaign #1 activities are provided in the following pages to assist relevant persons in making an informed assessment of possible impacts to their functions, interests or activities.

**APPLIES TO: Flounder (as illustrated), Cobia, Mackerel, Kingfish A, Kingfish B, West Kingfish and Fortescue (option)**

**Potential additional scope for Halibut**



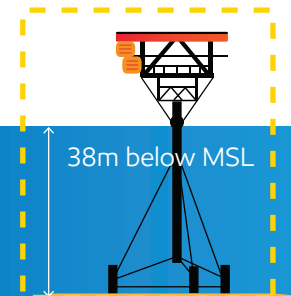
**APPLIES TO: Bream B**



**APPLIES TO: Whiting (as illustrated), Bream A and Fortescue (option)**



**APPLIES TO: Dolphin (as illustrated) and Perch**



Seabed

POTENTIAL IMPACTS	POTENTIAL CONSEQUENCES	POTENTIAL CONTROL MEASURES
Physical presence – interaction with other marine users	<ul style="list-style-type: none"> <li>Changes to the function, interests or activities of other users through disruption to activities.</li> </ul>	<ul style="list-style-type: none"> <li>Removal activities such as cutting and lifting will take place within existing Petroleum Safety Zones (PSZs).</li> <li>Relevant persons whose activities are within activity locations outside of PSZs will be informed in advance of the commencement of activities.</li> <li>Structures remaining on the seabed at the end of the removal campaign will continue to be marked on nautical charts to ensure other users of the sea are aware of their presence.</li> <li>The removal methodology (single lift) minimises the number of vessel movements required, as infrastructure can be removed in large sections.</li> </ul>
Physical presence – seabed disturbance	<ul style="list-style-type: none"> <li>Smothering/alteration of benthic habitats; localised and temporary increase in turbidity near the seabed.</li> </ul>	<ul style="list-style-type: none"> <li>Seabed disturbance will be localised and minimised as far as reasonably practicable.</li> <li>Platforms in shallower water will be removed to below seabed where cuts can be executed inside jacket piles. If not feasible, cuts will be made as close to seabed as possible, hence limiting seabed disturbance.</li> </ul>
Planned vessel discharges to the marine environment i.e. sewage and food waste. Bilge water, deck drainage and brine and cooling water may also be discharged	<ul style="list-style-type: none"> <li>Temporary and localised impacts to water quality.</li> </ul>	<ul style="list-style-type: none"> <li>Routine discharges from vessels will be managed in accordance with legislative requirements, consistent with all vessels in Commonwealth Waters.</li> </ul>
Noise emissions	<ul style="list-style-type: none"> <li>Temporary impacts to noise sensitive fauna.</li> </ul>	<ul style="list-style-type: none"> <li>Noise modelling is being undertaken to inform on potential controls relating to noise emissions.</li> </ul>
Light emissions	<ul style="list-style-type: none"> <li>Short term attraction of light sensitive species.</li> <li>Short term change in fauna behaviour.</li> </ul>	<ul style="list-style-type: none"> <li>Lighting will be kept to a minimum while still meeting navigational and workplace safety requirements.</li> <li>Light modelling is being undertaken to inform on potential controls relating to light emissions.</li> </ul>
Air emissions	<ul style="list-style-type: none"> <li>Temporary and localised impacts to air quality</li> <li>Contribution to the global greenhouse gas effect.</li> </ul>	<ul style="list-style-type: none"> <li>Marine engines are routinely maintained and air emissions will be reduced to ALARP.</li> </ul>

↑ Potential key impacts, risks and control measures – Decommissioning Campaign #1 activities

→ Next page: Potential key impacts, risks and control measures – Decommissioning Campaign #1 activities continued

POTENTIAL IMPACTS	POTENTIAL CONSEQUENCES	POTENTIAL CONTROL MEASURES
Waste management	<ul style="list-style-type: none"> <li>• Contribution to onshore landfill.</li> <li>• Air, water and land pollution if waste is not managed appropriately.</li> </ul>	<ul style="list-style-type: none"> <li>• A waste and resource recovery strategy will be developed in conjunction with disposal contractors which incorporates consideration of the waste hierarchy, ensures waste is handled in accordance with applicable legislation, monitors and tracks waste and sets targets for the recycling/reuse of recovered infrastructure.</li> <li>• Over 95% of the material removed will be recycled.</li> <li>• Environmental and waste management plans will be developed and implemented at the Onshore Reception Centre.</li> </ul>
Unplanned interaction with marine fauna (vessel strike)	<ul style="list-style-type: none"> <li>• Impacts to marine fauna.</li> </ul>	Vessels will comply with Environment Protection and Biodiversity Conservation Regulations 2000 (Cth) Part 8 Division 8.1 interacting with cetaceans.
Unplanned introduction of invasive marine species	<ul style="list-style-type: none"> <li>• Displacement of native species and habitat domination.</li> </ul>	<ul style="list-style-type: none"> <li>• The HLV and support vessels will have a Ballast Water Management Plan and comply with the associated Australian requirements.</li> <li>• A biofouling risk assessment process will be completed to determine controls.</li> <li>• Study is being undertaken to assess the risk of the translocation of invasive marine species via the movement of previously submerged equipment through the activity area.</li> </ul>
Unplanned release of hydrocarbons (marine diesel oil) due to vessel collision	<ul style="list-style-type: none"> <li>• Impacts to water quality and marine ecosystems.</li> </ul>	<ul style="list-style-type: none"> <li>• Compliance with legislative requirements for the prevention of vessel collisions and safety and emergency arrangements.</li> <li>• Consultation with other marine users prior to activities to reduce the likelihood of a collision.</li> <li>• Emergency response preparedness including: Oil Pollution Emergency Plan, Operational and Scientific Monitoring Plan and Shipboard Oil Pollution Emergency Plan.</li> </ul>
Accidental release of materials/waste	<ul style="list-style-type: none"> <li>• Temporary and localised: <ul style="list-style-type: none"> <li>- increase in turbidity</li> <li>- burial of benthic habitat in immediate seabed area</li> <li>- potential toxicity impacts.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Topside systems will be isolated and made safe for removal.</li> <li>• Waste handling, storage and disposal on vessels will meet Australian requirements.</li> <li>• Lifting equipment certified and routinely maintained.</li> </ul>

## Consultation

Esso is committed to ongoing engagement with the communities where we operate.

Your functions, interests and activities may mean you, your business or your organisation are a relevant person for these activities. Your participation will help Esso to better understand the impacts and risks that may arise from the activities. As such, we are seeking your feedback on the activities outlined in this bulletin.

Your feedback and our response will be included in our Environment Plan for the proposed activities, which will be submitted to NOPSEMA for acceptance in accordance with the Offshore Petroleum and Greenhouse Gas Storage (Environment) Regulations 2023 (Cth) in first quarter 2025.

Please let us know if your feedback is sensitive and we will make this known to NOPSEMA upon submission of the Environment Plan, in order for this information to remain confidential to NOPSEMA.

Further consultation regarding Decommissioning Campaign #1 activities and more detail on the potential environmental impacts and risks associated with the activities will be provided in a further information bulletin in the third quarter of 2024. If you would like to comment on the proposed activities or would like any additional information, please contact us.



Esso Australia acknowledges the Traditional Custodians of Country, and the land and sea upon which our operations are located.

We recognise the Traditional Custodians continuing connection to land, sea, culture and community, and pay our respects to Elders past and present.

# ExxonMobil

## How to contact us

For more information, visit our Consultation Hub using the QR Code below, or contact our Consultation team at:

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