ExxonMobil

INFORMATION BULLETIN
July 2025

CONSULTATION

Gippsland Basin Decommissioning

Bass Strait Pipeline Network - Campaign #1A: Umbilicals and flexibles removal

Esso is committed to engaging with the communities where we operate and helping our stakeholders to understand our business. 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 activities, as well as their 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 Mitsui E&P Australia Pty Ltd). These assets comprise 19 platforms with approximately 425 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 undertaking further decommissioning activities, referred to as Campaign #1A. The Esso Bass Strait production network includes approximately 106 kilometres of umbilicals and 13 kilometres of flexibles, such as jumpers and flexible pipe. Esso proposes to remove approximately 47 kilometres of umbilicals and flexibles, along with associated ancillary subsea property such as umbilical termination assemblies and concrete stabilisation mattresses.

Remaining umbilicals and flexibles are not included in the scope for Campaign #1A as they are either still in use, proximal to operational assets, or predominately deep buried. The remaining umbilicals and flexibles will be assessed for removal and executed through a future campaign(s).

Activity location

Esso's operations are located in Bass Strait, off Victoria's Gippsland coast in Australia. The area lies entirely within the South-east Marine Region.

The Operational Areas are in Commonwealth Waters that range in depths from approximately 35 metres to 95 metres, and the distance from the coast ranges from approximately 17 kilometres to 90 kilometres.

Figure 1 shows the location of umbilicals and flexibles within the scope of Campaign #1A activities.

Activity timing

Date of commencement

~2028 - 2032

Field activities estimated to take

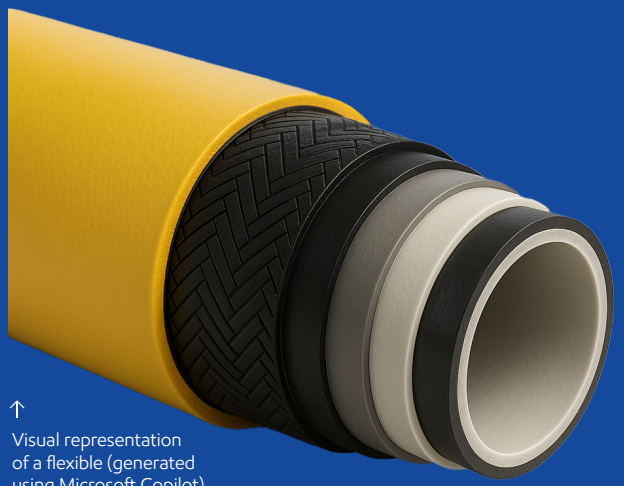
~2 months

Activities will be conducted

24/7

The timing and order of the activities may vary and is contingent on completion of the Decommissioning Campaign #1, regulatory approvals, joint venture approvals, weather and vessel schedules.

WHAT DO FLEXIBLES LOOK LIKE?

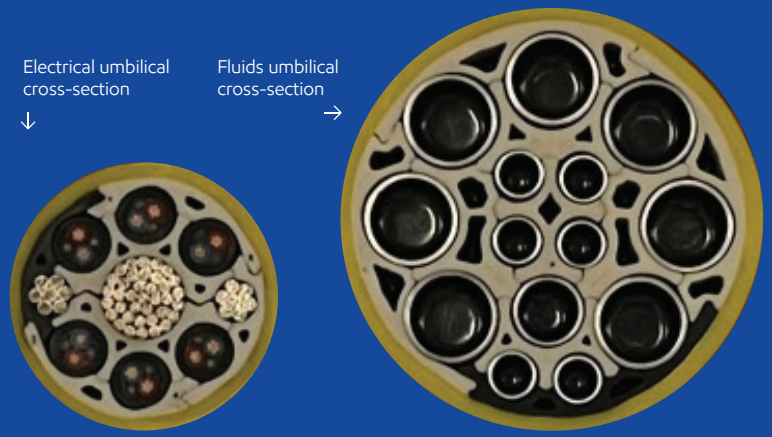


↑ Visual representation of a flexible (generated using Microsoft Copilot)

WHAT DO UMBILICALS LOOK LIKE?

Electrical umbilical cross-section ↓

Fluids umbilical cross-section →



[1] Decommissioning Campaign #1 includes the removal of the topsides of up to 13 facilities, the removal of two monotowers and the removal of the upper jacket sections of up to 10 steel piled jacket facilities.

↑ Cover: Deploying a remotely operated vehicle to perform an underwater pipeline integrity assessment

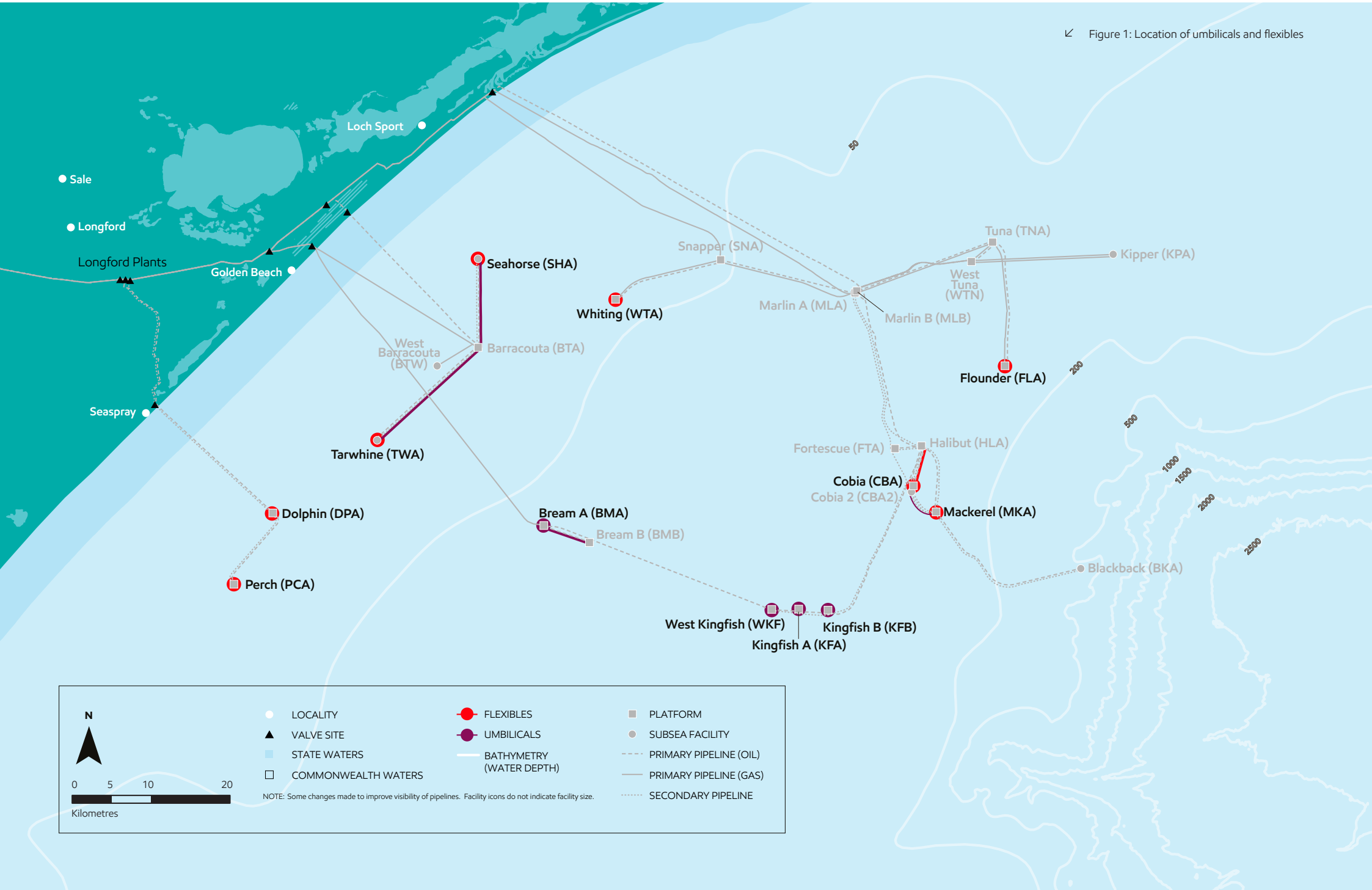


Figure 1: Location of umbilicals and flexibles

Activity description

The activities includes the removal of identified umbilicals, flexibles and associated ancillary subsea property.

Additional activities required to enable the recovery of these assets include sediment relocation and unburial, marine growth removal and marine operations such as vessel and remotely operated vehicle (ROV) operations, helicopter support and refuelling.

Infrastructure unburial

A mass flow excavator or ROV with specialised equipment may be used to unbury infrastructure where required. This will enable infrastructure recovery, including the positioning of cutting and recovery tools.

Marine growth removal

Sections of infrastructure may have accumulated marine growth that may need to be removed to assist recovery. Marine growth removal could occur subsea, prior to entry into the recovery vessel's tensioning equipment, or during handling and storage on the vessel deck.

Marine growth will either be left in-situ or flushed to the marine environment at the recovery location or retained onboard the vessel for licensed disposal onshore.

Removal activities

Approximately 47 kilometres of umbilicals and flexibles will be recovered using cut and lift or reverse lay methods, or a combination of both.

Ancillary subsea property will be recovered onto the recovery vessel deck using a crane, with ROV and recovery tool support.

REVERSE REEL-LAY

The reverse reel-lay method involves recovering the umbilicals and flexibles to the recovery vessel via a recovery system. The umbilical or flexible line will be retrieved to the surface using the vessel's recovery system supported by ROV(s). Once on the vessel deck, the recovered umbilical or flexible line will be spooled onto a reel or will be cut into sections for storage and transport.

↑ Visual representation of the reverse reel-lay removal method (generated using Microsoft Copilot)

↑ Visual representation of the cut and lift removal method (generated using Microsoft Copilot)

CUT AND LIFT

The cut and lift method involves cutting the umbilicals and flexibles into sections on the seabed for recovery to the recovery vessel.

The specific section lengths will be cut on the seabed using specialised cutting tools (e.g. shears, diamond wire saws or chop saws) operated or assisted by an ROV. Each section will then be lifted onto the recovery vessel deck using recovery tools and the vessel crane. Once onboard, the sections may be cut into shorter lengths to optimise handling and storage.

Marine operations

The vessels used for Campaign #1A will depend on the selected contractor and removal method. The primary recovery vessel is likely to be a construction support vessel equipped with a flexibles/umbilicals recovery spread.

Ad–hoc support will be provided by a support or supply vessel, as required. The recovery vessel will require periodic refuelling within the Operational Areas.

The selection and subsequent management of third-party contractors and vessels will be subject to ExxonMobil's Marine Operations Integrity Management System. All vessels will be operated in accordance with international and Australian regulatory requirements.

Helicopter support will be provided from Esso's Longford heliport or an alternative location. Helicopter operations will be performed in accordance with Civil Aviation Safety Regulations 1998 (Cth). Helicopter type, suitability, and performance criteria are contractually controlled, aligned with the ExxonMobil Aviation Services Aviation Operations Guide.

Notice to Mariners

A temporary 500-metre safety exclusion zone will be in place around the recovery vessel for the duration of the activities which is expected to be approximately 2 months. This safety exclusion zone will be communicated to other marine vessels via a Notice to Mariners issued by the Australian Hydrographic Office and AUSCOAST warnings issued by the Australian Maritime Safety Authority.

Environment Plan

Esso conducts its Bass Strait activities in accordance with the principles of ecologically sustainable development, and accepted Environment Plans (EPs).

EPs are developed in accordance with the requirements of the *Offshore Petroleum and Greenhouse Gas Storage Act 2006* (Cth) (OPGGS Act) and require acceptance by the National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA).

An EP is a comprehensive document that describes the existing environment, including relevant persons, and how Esso will undertake the activities to avoid, minimise or manage potential environmental impacts to As Low As Reasonably Practicable (ALARP) and meet regulatory acceptability criteria. Demonstrating ALARP requires a titleholder to adopt all available control measures where the cost is not grossly disproportionate to the environmental benefit gained from implementing the control measure.

While preparing an EP, Esso must consult with relevant authorities, persons and organisations whose functions, interests or activities may be affected by the proposed activities (i.e. a relevant person) and provide the opportunity for any feedback.

Recovered infrastructure disposal

Handling and disposal of the recovered infrastructure will meet applicable legislative requirements. The flexibles will be internally cleaned and flushed to an acceptable level before recovery. Once infrastructure has been recovered to the vessel deck, fluids other than seawater will be contained, stored and transported to a suitably licensed onshore facility for appropriate recycling and/or disposal.

The location of the onshore facility will be dependent on the selected vessels with further information to be provided in future communications.

Oil Pollution Emergency Plan

In accordance with the OPGGS Act, Esso must demonstrate and document oil spill response arrangements. An Oil Pollution Emergency Plan (OPEP) forms part of an EP submission and demonstrates Esso's capability to respond in the unlikely event of a hydrocarbon spill.

Esso has an existing OPEP which covers production operations in Bass Strait. This OPEP is reviewed and revised if required for all offshore activities (i.e. drilling, decommissioning, new developments). Vessels (as applicable for vessel size, type and class) will also have a Shipboard Oil Pollution Emergency Plan (SOPEP) which outlines actions to be taken in the event of a hydrocarbon spill.

The worst-case potential spill scenario associated with the activities is a loss of marine diesel fuel from a vessel due to a very unlikely collision event.

Esso is a member of the Australian Marine Oil Spill Centre, a co-operative national oil spill response organisation, which provides access to additional oil spill response resources if required.

Esso's OPEP interfaces with national, State and industry response plans prepared and implemented by the Australian Government via the Australian Maritime Safety Authority (NatPlan), the Victorian Government (Maritime Emergencies (non-search and rescue) Plan), the Tasmanian Government (TasPlan), the NSW Government (NSW Marine Oil and Chemical Spill Contingency Plan) and the Australian Oil industry's Australian Marine Oil Spill Plan (AMOSPlan) administered by the Australian Marine Oil Spill Centre.

The OPEP defines spill response options which may be applied to a spill event. The selected spill response option(s) would depend upon the size and type of spill; environmental sensitivities within the spill path; prevailing weather conditions; access restrictions and available resources.

In all instances, a Net Environmental Benefits Assessment is undertaken, in consultation with relevant government agencies, to determine the most appropriate spill response option.

Potential impacts, risks, consequences and control measures

Esso's aim is to minimise environmental and social impacts and risks associated with the activitiies. As such, Esso has undertaken an assessment to identify potential impacts, risks and consequences to the environment and relevant persons resulting from the proposed activities. Refer to Tables 1 and 2.

For each potential impact and/or risk, Esso has outlined control measures to reduce them to ALARP and to assist relevant persons in making an informed assessment of possible impacts to their functions, interests or activities.

Further details on the potential impacts, risks and consequences associated with the infrastructure removal activities, as well as relevant control measures, will be provided in the Campaign #1A EP proposed to be submitted to NOPSEMA in 1Q 2026.

Table 1: Potential key environmental impacts[2] and control measures

POTENTIAL IMPACTS	POTENTIAL CONSEQUENCES	POTENTIAL CONTROL MEASURES
Physical presence of vessels and helicopters – interaction with other marine users. *A temporary 500-metre safety exclusion zone will be in place around the recovery vessel to minimise the chance of interactions with other marine users.*	Changes to the function, interests or activities of other marine users through disruption to activities.	• Relevant persons whose activities are within Operational Areas will be informed in advance of the commencement of activities • Notice to Mariners issued by the Australian Hydrographic Office and AUSCOAST warnings issued by the Australian Maritime Safety Authority. • A temporary 500-metre safety exclusion zone will be established around the recovery vessel to minimise the chance of interactions with marine users, and which will be communicated to marine users.
Physical presence – seabed disturbance and sediment displacement. *Removal activities, including unburial and marine growth removal; and temporary wet placement/set down of infrastructure and equipment on the seabed.*	Temporary and localised smothering/alteration of benthic habitats; and localised and temporary increase in turbidity near the seabed.	• All infrastructure and equipment that will be temporarily wet parked will be removed from the seabed prior to the completion of the activiites. • An asset recovery inventory, including temporarily wet parked items, will be maintained. • Activities will comply with requirements of *Underwater Cultural Heritage Act 2018* (Cth).
Noise emissions. *Vessel operations and cutting and removal activities will generate underwater noise as a result of the use of vessel thrusters and specialised tools.*	Temporary impacts to noise sensitive fauna and amenity.	• Vessels will comply with Environment Protection and Biodiversity Conservation Regulations 2000 (Cth) Part 8 Division 8.1 interacting with cetaceans. • Fauna observations will be undertaken by trained personnel. • Activities will be undertaken to ensure consistency with relevant Conservation Management Plans for species that may be present in the area. • Underwater noise modelling has been undertaken to inform impact assessments and management plans.
Light emissions. *Vessel lighting is required to maintain operational and navigational safety.*	Temporary and localised change in ambient light; and short-term attraction of light sensitive species.	• Lighting will be kept to a minimum while still meeting navigational and workplace safety requirements. • Lighting will be shielded and directed away from the marine environment to minimise light spill. • Light modelling for offshore marine operations has been undertaken to provide further guidance on potential impacts and controls.
Air emissions. *Emissions to the air will occur as a result of fuel combustion on vessels.*	Temporary and localised reduction in air quality; and contribution to the global greenhouse gas effect.	• Compliance with legislative and regulatory requirements for marine air pollution. • Vessels using low sulphur content fuel will be utilised. • Marine engines are routinely maintained.

[2] An impact relates to a planned event and is defined by the environmental consequence of the event.

Table 1: Potential key environmental impacts[2] and control measures continued

POTENTIAL IMPACTS	POTENTIAL CONSEQUENCES	POTENTIAL CONTROL MEASURES
Planned vessel discharges to the marine environment. *Vessel discharges including treated sewage and food waste, treated bilge and deck wash, cooling water and brine.*	Temporary and localised impacts to water quality; and temporary change to predator/prey dynamics.	• Routine discharges and vessel waste treatment systems are maintained to meet the requirements of the International Convention for the Prevention of Pollution from Ships, 1973 as modified by the Protocol of 1978 (MARPOL 73/78).
Planned activity discharges during cutting and/or lifting of umbilicals and flexibles to the marine environment *Release of metal or plastic fragments during cutting and removal operations; discharge of final flushed linefill from flexibles during removal and recovery operations, which may contain residual contaminants; and discharge of residual fluids from umbilicals during removal and recovery operations.*	Temporary and localised impacts to water quality; temporary and localised smothering/ alteration of benthic habitats; and potential toxicity impacts.	• Flexibles will be flushed and cleaned to remove production hydrocarbons, scale and debris and will be left filled with inhibited water before the commencement of activities. • Any chemicals that are planned to be discharged into the marine environment will be reduced to ALARP and approved through the environmental assessment process.

↑ Seal observed during underwater pipeline inspections

Table 2: Potential key environmental risks[3] and control measures

POTENTIAL RISKS AND SOURCE	POTENTIAL CONSEQUENCES	POTENTIAL CONTROL MEASURES
Unplanned interaction with marine fauna (vessel strike).	Impacts to marine fauna.	• Vessels will comply with Environment Protection and Biodiversity Conservation Regulations 2000 (Cth) Part 8 Division 8.1 interacting with cetaceans. • Any injury/mortality of *Environment Protection and Biodiversity Conservation Act 1999* (Cth) listed fauna will be reported to appropriate regulatory departments.
Unplanned introduction of invasive marine species.	Change in ecosystem dynamics.	• All vessels will comply with Australian biosecurity and ballast water requirements and guidance. • All vessels will be assessed and managed appropriately to prevent the introduction of invasive marine species.
Unplanned translocation of native species.	Change in ecosystem dynamics.	• Appropriate disposal of marine growth found on the vessel deck.
Accidental release of materials and waste.	Increase in turbidity; burial of benthic habitat in immediate seabed area; and potential toxicity impacts.	• Lifting equipment is certified and routinely maintained. • All recovered infrastructure will be securely stored before transport in accordance with Esso's Cargo Securing Manual. • Waste handling, storage and disposal will meet MARPOL 73/78 requirements. • Bulk transfer equipment meets the international Guidelines for Offshore Marine Operations requirements and are routinely maintained. • Dropped objects will be recovered where safe and practicable to do so.
Accidental release of minor volumes of hazardous or non-hazardous substances.	Impacts to water quality and marine ecosystems.	• Continuous visual monitoring of hoses, connections and tank levels will be undertaken during operations. • Checklists and communication protocols will be followed. • Refuelling will take place in a safe location and commencement will be contingent on suitable weather and sea state conditions. • Emergency response preparedness including SOPEP are in place.
Accidental release of fuel (vessel collision).	Tainting of commercial fisheries species (e.g. shellfish); injury and death of species such as fish, marine reptiles, seabirds, cetaceans; and pathological effects on fish larvae and plankton.	• Compliance with legislative requirements for the prevention of vessel collisions and safety and emergency arrangements. • Notice to Mariners issued by the Australian Hydrographic Office and AUSCOAST warnings issued by the Australian Maritime Safety Authority. • A temporary 500-metre safety exclusion zone will be established around the recovery vessel which will be communicated to marine users. • Emergency response preparedness including: OPEP, SOPEP and Operational and Scientific Monitoring Plan are in place.

[3] A risk relates to an 'unplanned event' and is defined by a combination of the probability of the event occurring and the environmental consequence if the event does occur.

Environment That May Be Affected

The Environment That May Be Affected (EMBA) is the largest spatial extent where the activities could potentially have an environmental consequence (direct or indirect impact). For the activities, the broadest extent of the EMBA, as shown in Figure 2, takes into consideration planned and unplanned activities. Esso has defined the EMBA by combining the spatial extent of the worst-case credible spill scenario, a vessel collision, using the modelling of 100 simulations at four locations. Therefore, the EMBA accounts for 400 modelled oil spill simulations to understand possible paths a hydrocarbon release could travel depending on the weather and ocean conditions at the time of the release. It is important to note that in the very highly unlikely event a hydrocarbon release does occur, the entire EMBA will not be affected.

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're seeking your feedback as we develop the EP.

Your feedback and our response will be included in our EP 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 in Q1 2026.

Please let us know if your feedback is sensitive and we will make this known to NOPSEMA upon submission of the EP in order for this information to remain confidential to NOPSEMA. Esso will communicate any material changes to the proposed activities to relevant persons as they arise.

If you would like to comment on the proposed activities or require additional information, please contact us.

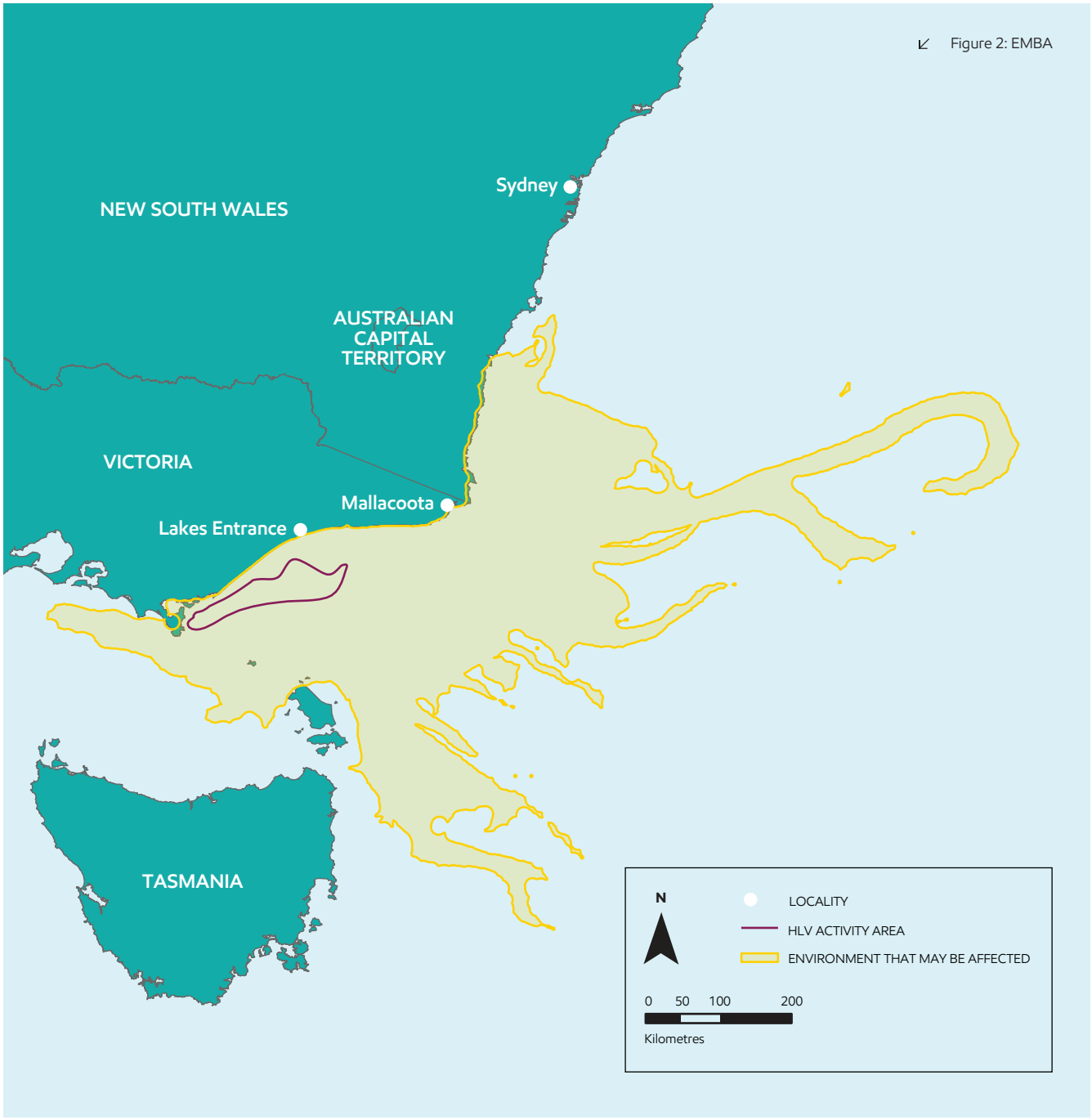


Figure 2: EMBA

Acknowledgement of traditional owners

Esso 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

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Scan to access the Consultation Hub and Esso Consultation Questionnaire