



CONSULTATION

Gippsland Basin Decommissioning

Onshore Reception Centre

INFORMATION BULLETIN
December 2024

What is Decommissioning Campaign #1?

After delivering energy to Australia for over 50 years, many of the Bass Strait fields are now reaching the end of their productive life. Esso's planning and preparation to remove non-producing platforms during the first Bass Strait Decommissioning Campaign #1, is well underway. This includes activities to start removing assets that have ended their productive life in accordance with the National Offshore Petroleum Safety and Environmental Management Authority General Direction 817 as soon as reasonably practicable and no later than 30 September 2027. Activities proposed as part of Decommissioning Campaign #1 include the removal of the topsides of up to 13 facilities, the removal of two monotowers and the removal of jacket sections of up to 10 steel piled jacket facilities.

Removal of the facilities will be completed by a heavy lift vessel (HLV), supported by one or more construction support vessels (CSV). The HLV or CSV will transport the removed topsides and jacket sections to a sheltered location closer to shore within Commonwealth waters (referred to as the transfer area) where the removed topsides and jacket sections will be transferred onto barges or heavy transport vessels. The topsides and removed sections of the steel piled jackets will be transported from the transfer area through existing Corner Inlet shipping channels and be offloaded to an Onshore Reception Centre (ORC) within the established Barry Beach Marine Terminal.

Removal, transit and offloading is expected to take around four months.

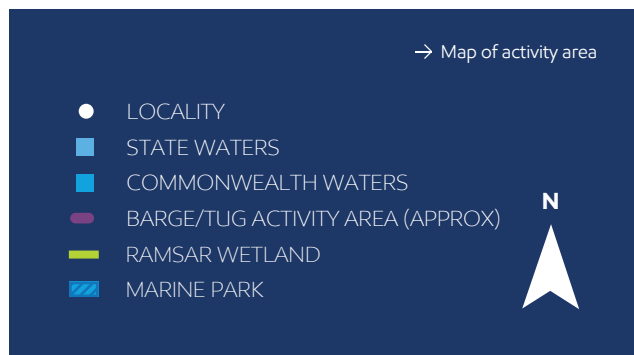
Once the removed structures are set down at the ORC laydown areas, a dismantling and recycling contractor will carefully dismantle the structures. Materials will be segregated and sent offsite for recycling and/or disposal. Dismantling is expected to take between two to three years to complete.

Decommissioning the Campaign #1 offshore facilities is a complex project. The extent of detailed planning, technical and environmental studies required to safely conduct decommissioning of this nature and scale is significant.

To do this, Esso has staged the decommissioning activities to eliminate or reduce the highest impacts and risks early in the process. This includes design decisions such as the removal of platform topsides in a single lift and the use of barges or heavy transport vessels to avoid the need for increasing the depth or width of the shipping channels in Corner Inlet via dredging. This forms part of Esso's commitment to work safely and minimise environmental impacts.

Following on from previous information distributed for Campaign #1, this bulletin provides information on the detailed planning activities and environmental studies that are currently underway to assess the potential environmental impacts and risks associated with the activities planned to be conducted at the ORC at Barry Beach Marine Terminal.





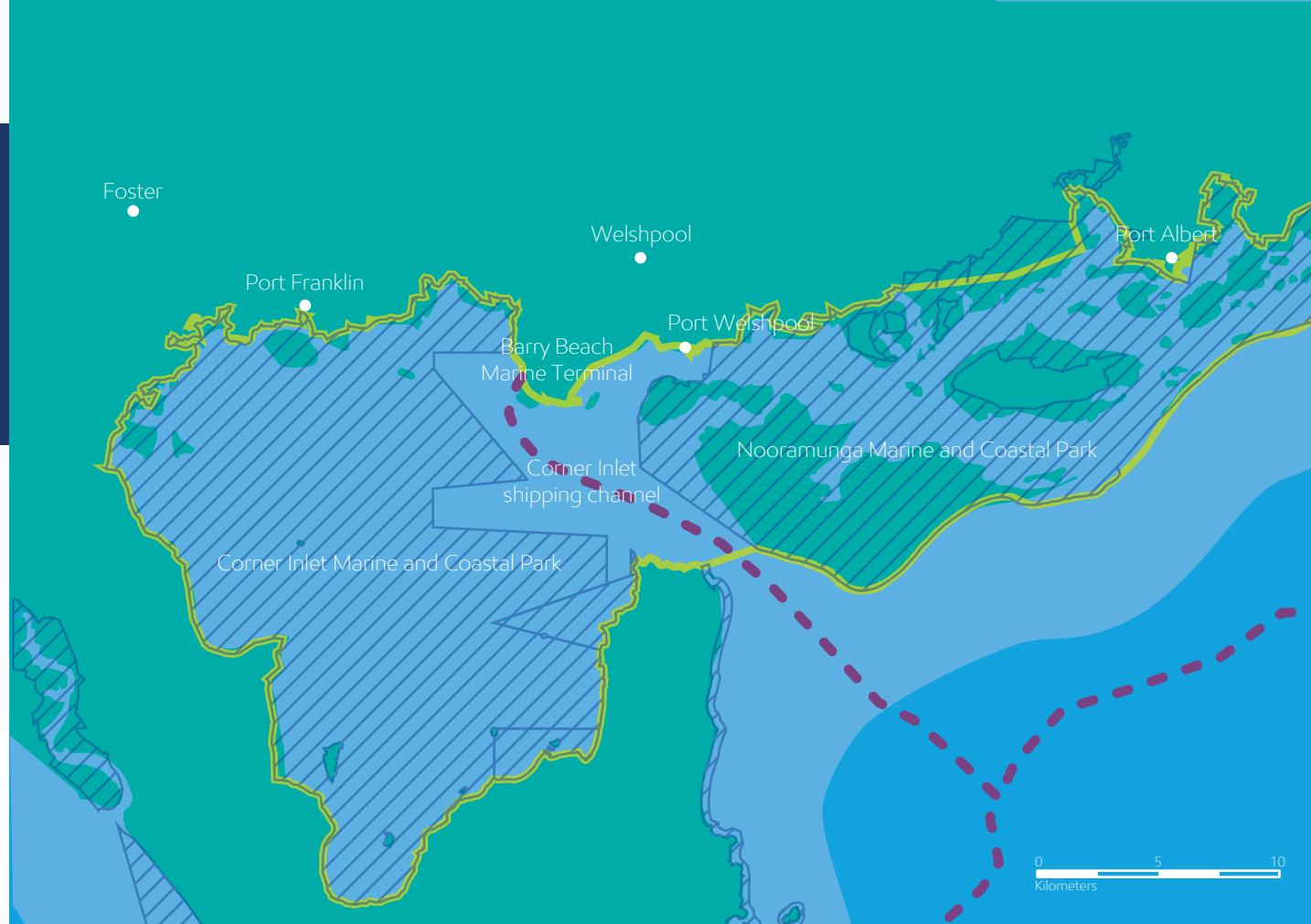
Esso at Barry Beach Marine Terminal - Our history

Barry Beach Marine Terminal is an existing port facility owned by Esso and has been part of South Gippsland's industrial precinct for over six decades. It is where most of the Esso offshore infrastructure was constructed from the 1960s and has been continuously operating as the supply depot for Bass Strait oil and gas operations since that time.

The facility consists of a marine operations terminal, which includes boat servicing, quays, storage and construction facilities, warehouse and office buildings, the offloading, storage and dismantling of offshore equipment, infrastructure and goods for offshore use. Barry Beach Marine Terminal has a long history of being continuously used as the main operations, maintenance and supply base for Esso's Bass Strait oil and gas operations, including decommissioning activities. It is well placed to support this next phase of Esso's decommissioning program.

Why an Onshore Reception Centre at Barry Beach Marine Terminal?

Esso Australia identified Barry Beach Marine Terminal as the preferred ORC to dismantle the facilities given its suitability and existing similar use, as well as its close proximity to the Bass Strait fields to minimise potential higher risks associated with transporting removed structures in open water over long distances.



Barry Beach Marine Terminal is where most of Esso's offshore facilities have been fabricated, offloaded onto barges and transported offshore for installation over the past 50 years. The terminal has the capacity and space to accommodate all Decommissioning Campaign #1 facilities, which will be delivered over a short period of approximately four months. This process is effectively a reversal of the process used to deliver the platforms to their offshore locations.

Activity description

Esso is undertaking detailed planning, studies and engineering designs for Decommissioning Campaign #1 to ensure regulatory

submissions comply with regulatory requirements. To support this work, regulatory submissions will be staged based on the following activities:

1. ORC Early Works (site readiness)
2. Transportation, offloading and set-down operations including transit of the removed structures (via HLV or CSVs) in State waters and offloading of the structures at the ORC
3. Onshore dismantling operations at the ORC.

Detailed studies and engineering works are underway to mitigate potential impacts of Early Works activities.

These activities have the highest level of design maturity and have entered the detailed design phase. Studies to inform planning for the transport, offloading and dismantling activities have also commenced. This bulletin is focused on the ORC Early Works activities, which involves the following:

- modification and strengthening of two land areas associated with the existing wharf
- building an impervious dismantling pad
- building a washbay for decontaminating any potentially contaminated equipment and items
- potential modifications to the existing stormwater system.

In addition, the following supporting activities will occur:

- refurbishing (ground maintenance) existing hardstand areas
- building concrete set-down pads
- constructing a gatehouse and parking area
- establishing temporary site offices and amenities
- establishing service connections to temporary site offices and an additional gatehouse (including fire services, power and telecommunications).

Early Works will be completed prior to Campaign #1 decommissioned structures being offloaded at Barry Beach Marine Terminal. There will be no requirement to increase the depth or width of the shipping channels in Corner Inlet via dredging to allow transport or offloading of structures during Campaign #1.

Activity timing

The staged approach for regulatory submissions has been discussed with relevant regulators. Sequencing submissions in this manner ensures sufficient planning is undertaken to avoid and minimise environmental impacts, and allows for increased certainty around activity scope and methodology.



It is anticipated that regulatory submissions for ORC Early Works will be provided to the relevant regulators in Q1 2025. Submissions will be published on regulators websites for public comment.

Pending regulatory decisions, the ORC Early Works are anticipated to commence in 2H 2025.

Minimising environmental impacts

Decommissioning planning and engineering design is being undertaken to minimise potential impacts to the environment.

Esso has extensively consulted with stakeholders for Campaign #1, including discussing the ORC, and the feedback from this consultation has enabled Esso to align its plans to address stakeholder feedback. Examples of measures being implemented in response to stakeholder feedback are:

- removal of the topsides and jacket sections via a single lift methodology using the HLV rather than removal in multiple smaller sections. This minimises potential safety and environmental risks associated with removal of the structures. This single lift removal methodology significantly reduces vessel trips involved in removal and offloading activities
- transport of topsides and jacket sections via barge and tug avoids the need to increase the depth or width of the shipping channels in Corner Inlet via dredging
- leveraging existing hardstand and laydown areas avoids clearing native vegetation and expansion beyond the existing footprint and site boundary
- rationalised offloading design and modification work to the wharf avoids needing to replace the existing wharf and removes the need to extend the quay wall out into the Ramsar wetlands. This change also significantly reduces the number of piles required, which in turn reduces noise, vibration and other environmental impacts

- retaining and working around existing buildings in the ORC area avoids the need to move or rebuild these buildings and the associated environmental impacts
- utilisation of self-propelled modular transporters to offload the jacket substructures avoids constructing a new skidway.

Early Works (site readiness) activities – Potential key impacts and risks

Esso is firmly committed to designing solutions to avoid or minimise impacts to the environment.

Corner Inlet is an internationally recognised Ramsar wetland that supports a range of sensitive marine habitats and ecosystems including seagrass, intertidal mud flats, mangroves and saltmarshes. These habitats are important for migratory, wader and shorebird species.

Regulatory processes

Early Works at the ORC will be managed under relevant Commonwealth and State legislation, as well as contractor and site environmental management processes and plans. For site readiness activities, applications will be made to the relevant Authorities under the following Acts:

- ➔ South Gippsland Shire Council under the *Planning and Environment Act 1987* (Vic)
- ➔ Department of Transport and Planning under the *Environment Effects Act 1978* (Vic)
- ➔ Department of Climate Change, Energy, the Environment and Water under the *Environment Protection and Biodiversity Conservation Act 1999* (Cth)
- ➔ Department of Energy, Environment and Climate Action under the *Marine and Coastal Act 2018* (Vic).



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

Corner Inlet is highly valued for its commercial and recreational fisheries, boating and tourism.

The wetland is also highly valued by the local community and visitors for its recreational value, including for bird watching from the Toora Bird Hide.

The ORC’s proximity to Corner Inlet means it is important to understand and manage potential impacts that could affect the surrounding area. Early Works at the ORC are being designed to protect Corner Inlet and its ecology.

Esso has commissioned technical and environmental studies to assess potential impacts of the Early Works on Corner Inlet Ramsar wetland values.

Studies currently underway include:

- infrastructure condition
- detailed site investigation
- road traffic
- terrestrial ecology
- cultural heritage assessment
- marine water quality monitoring
- terrestrial noise and vibration
- shorebirds and waders

- benthic habitat and marine ecology
- bushfire assessment
- flood assessment.

Results from these studies will inform Esso’s evaluation of potential impacts or risks associated with the proposed Early Works along with appropriate control measures to avoid and minimise impacts wherever possible.

Findings from the environmental studies will also be included in regulatory submissions.

POTENTIAL IMPACTS AND SOURCE	POTENTIAL CONSEQUENCES	POTENTIAL CONTROL MEASURES
Noise emissions	<ul style="list-style-type: none">• Temporary impacts to fauna (for example shorebirds) and amenity.	<ul style="list-style-type: none">• Shrouds will be used during piling to minimise noise impacts.• Noise study being undertaken to inform the development of the ORC environmental management plan and other mitigating measures to minimise potential impacts.• Timing will be restricted to outside of the shorebird breeding season.
Light emissions	<ul style="list-style-type: none">• Short term attraction of light sensitive species.	<ul style="list-style-type: none">• Lighting installed at the ORC will be in accordance with the <i>National Light Pollution Guidelines for Wildlife</i>.• Lighting will be kept to a minimum as Early Works will be conducted during daytime hours only.
Dust emissions	<ul style="list-style-type: none">• Temporary and localised impacts to local air quality and amenity.	<ul style="list-style-type: none">• Proven dust suppression measures (for example keeping surfaces wetted down) will be implemented.
Traffic movements	<ul style="list-style-type: none">• Temporary impacts to amenity.	<ul style="list-style-type: none">• Traffic assessment study will inform the development of the site environmental management plan and relevant control measures.
Waste	<ul style="list-style-type: none">• Contribution to onshore landfill.• Air, water and land pollution if waste is not managed appropriately.	<ul style="list-style-type: none">• Waste management procedures will be developed in conjunction with the construction contractor, which will incorporate consideration of the waste hierarchy and ensure waste is handled, monitored and tracked in accordance with applicable legislation and licencing requirements.



↑ Historical images of Barry Beach Marine Terminal

Additional engineering design planning and studies are underway to support future regulatory submissions for the transport, offloading and dismantling stages.

Esso will provide progress updates on these later activity stages once further detailed design has progressed.

Consultation

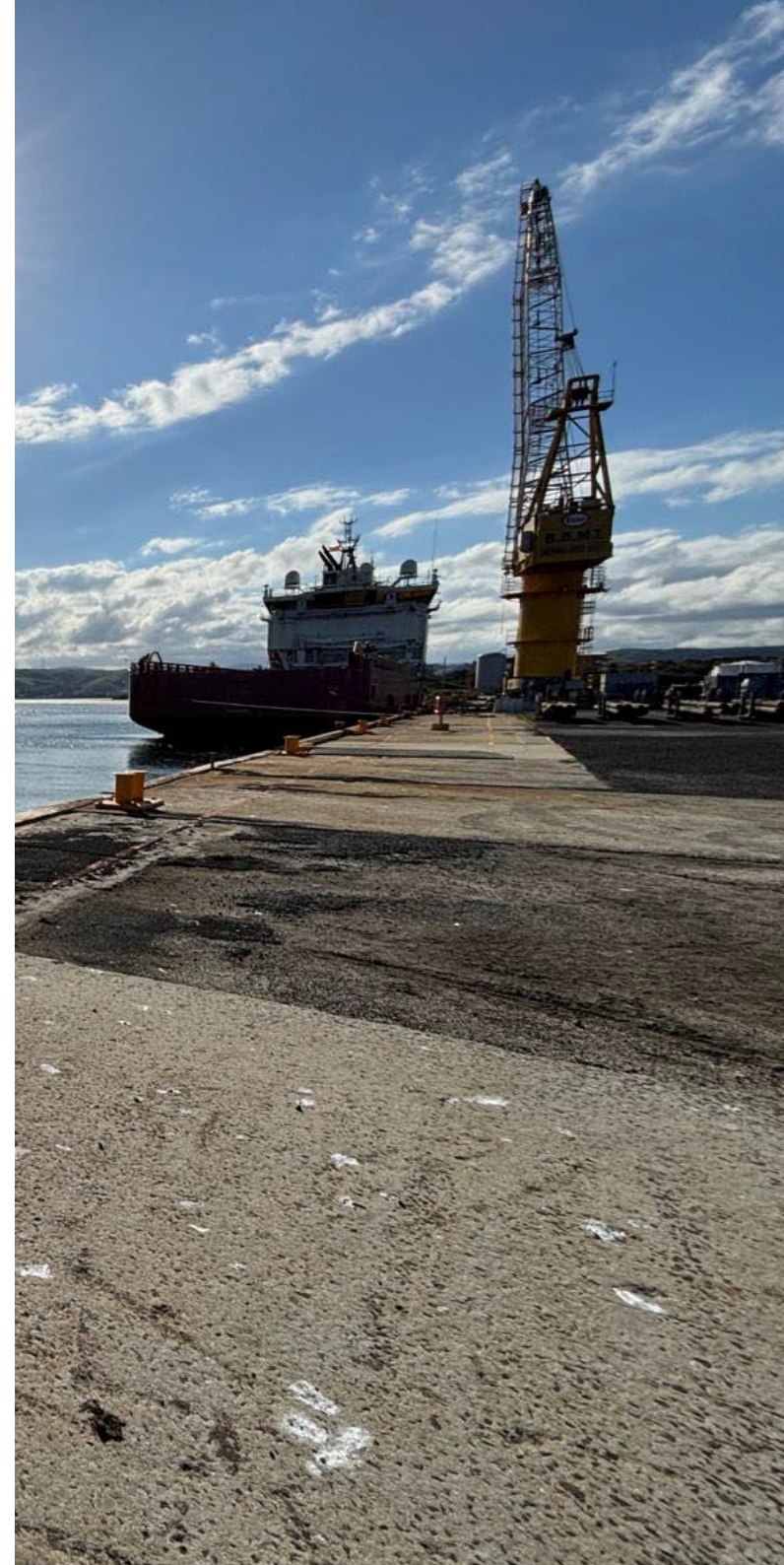
Esso is committed to ongoing engagement with the communities where the Company operates.

Functions, interests and activities of stakeholders may mean that an individual, their business or organisation are considered to be a relevant person for decommissioning activities. Stakeholder participation will help Esso better understand the impacts and risks that may arise from decommissioning activities. As such, Esso is seeking stakeholder feedback on the activities outlined in this bulletin.

Your feedback and Esso's response will be included in plans for the proposed decommissioning activities, which will be submitted to regulators for acceptance in accordance with applicable regulatory requirements.

Please let us know if your feedback is sensitive and we will make this known to regulators upon submission of Esso's plans so this information remains confidential to the applicable regulator.

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





How to contact us

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

T: +61 3 9261 0000

E: consultation@exxonmobil.com

W: www.exxonmobil.com.au



Scan to access the
Consultation Hub and
Esso Consultation Questionnaire

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Acknowledgement of traditional owners



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.