

## Ningaloo Vision Cessation of Production and Floating Asset Removal Environment Plan

### Activity overview

Santos is planning for the progressive decommissioning of the Ningaloo Vision floating production, storage and offloading (FPSO) vessel and associated subsea infrastructure, the Operational Area for which is located approximately 42 km north-northwest of the Cape Range Peninsula and 57 km north-northwest of Exmouth, Western Australia.

The Ningaloo Vision FPSO currently produces oil from the Van Gogh, Coniston and Novara fields which are approaching their end of field life, at which time production will cease, and the FPSO will depart the field.

The first phase of decommissioning will commence under the Cessation of Production and Floating Asset Removal (CoPFAR) EP, subject to Regulatory approvals. Activities include the removal of floating equipment and preserving and maintaining the remaining infrastructure ahead of future decommissioning activities.

Future decommissioning activities, such as well plug & abandonment and asset removal, will be subject to separate consultation and environmental approvals.

### Consultation and feedback

All petroleum activities in Commonwealth waters must have an Environment Plan (EP) accepted by the National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA) before any activities can take place.

Under Commonwealth environment regulations, Santos is required to consult with relevant persons about proposed activities when preparing an EP. A relevant person includes authorities, persons or organisations whose functions, interests or activities may be affected by the proposed activity.

Santos meets this requirement by undertaking consultation in two phases:

- **Preliminary consultation** to understand values and sensitivities and confirm consultation expectations of relevant persons.
- **Consultation** of relevant persons on the specific activities.

This factsheet has been issued to support preliminary consultation. Activity specific consultation is planned to commence on **15 May 2024**, with the consultation period closing on **14 June 2024**. More details on consultation and providing feedback can be found on the back page of this fact sheet.

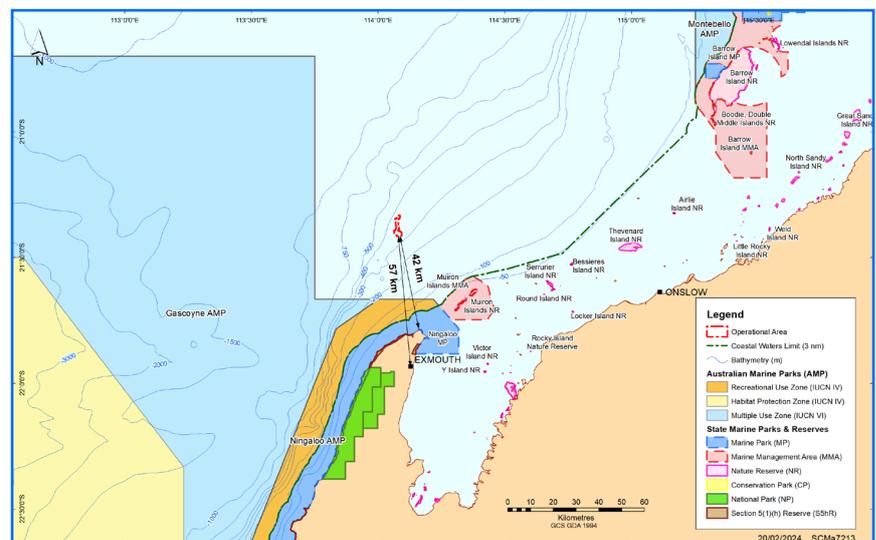


Figure 1. Ningaloo Vision FPSO location

## Activity description

Activity details	
<b>Timing</b>	<p>Activities associated with the removal of the floating assets will commence following the end of field life, which could occur at any time during the five-year period of the accepted EP.</p> <p>The floating asset removal activity is planned to take between 45 and 90 days.</p> <p>Individual inspection, maintenance, monitoring and repair (IMMR) campaigns will also be undertaken over the 5 year period and are expected to take approximately 30 days per campaign.</p>
<b>Water depth</b>	<p>The water depth ranges from 340 m in the east of the production licence to 400 m in the west.</p>
<b>Planned activities</b>	<p>The Ningaloo Vision FPSO will depart the Operational Area at the end of field life under the current in-force Ningaloo Vision Operations EP.</p> <p>The disconnectable turret mooring (DTM) system, mooring chains and subsea infrastructure will be temporarily left in place for later retrieval.</p> <p>General field management and IMMR activities for equipment that remains on title may include:</p> <ul style="list-style-type: none"> <li>• Inspection of the DTM buoy (around 30 m below sea level) and mooring lines (prior to removal).</li> <li>• IMMR of the subsea equipment, risers, flowlines and umbilicals.</li> <li>• Clearing debris (e.g., calcareous marine growth).</li> <li>• Seabed surveys using one or a combination of equipment such as multi-beam echo sounder, side scan sonar, sub bottom profiling, seabed grab sampling, autonomous underwater vehicle, remote operate vehicle or towed camera for identification of debris or raised seabed features.</li> </ul> <p>Activities associated with the removal of floating assets include:</p> <ul style="list-style-type: none"> <li>• Preparatory works on the DTM (e.g. reduction of DTM draft) to make the DTM of a smaller depth to allow access to a slipway, and potential in-water cleaning of the DTM.</li> <li>• Recovery and removal of the DTM and risers from the field and transport to designated waste recycling and disposal facility.</li> <li>• The DTM mooring chains and anchors will remain in the field, with chains laid down on the seabed. However, if deemed safe and practicable to do so, the chains (or partial lengths of them) may be removed as part of the activities covered by this EP.</li> </ul>
<b>Vessels</b>	<ul style="list-style-type: none"> <li>• IMMR activities are expected to be conducted by a single vessel.</li> <li>• Activities associated with the floating asset removal will be carried out by one primary vessel and up to two support vessels.</li> </ul>
<b>Aircraft</b>	<ul style="list-style-type: none"> <li>• Helicopters may be used to transfer crew and equipment to and from vessels and assist in emergency as required.</li> </ul>

<p><b>Description of the natural environment</b></p>	<ul style="list-style-type: none"> <li>• The Ningaloo Australian Marine Park (AMP) is located approximately 27 km southwest of the operational area.</li> <li>• The operational area does not contain any shoreline habitat. Due to water depths, there are no primary producer habitats (including coral and seagrass) within the operational area and soft sediment is the dominant habitat.</li> <li>• The operational area includes Biologically Important Areas (BIAs) for protected marine species that include seabirds and whales.</li> <li>• The operational area is located within the Continental Slope Demersal Fish Communities Key Ecological Feature.</li> </ul>
<p><b>Operational Area</b></p>	<p>The operational area is defined as:</p> <ul style="list-style-type: none"> <li>• A 500 m radius petroleum safety zone (PSZ) that extends around the DTM.</li> <li>• A 500 m radius around the DTM anchor spread.</li> <li>• A 500 m around and either side of all other subsea field infrastructure.</li> </ul> <p>This is consistent with the current in force Ningaloo Vision Operations EP operational area.</p>
<p><b>Petroleum production licences</b></p>	<p>Production licence WA-35-L.</p>

## Activity purpose and approvals

The Ningaloo Vision Cessation of Production and Floating Asset Removal (CoPFAR) EP is being prepared to meet the requirements of the Commonwealth *Offshore Petroleum and Greenhouse Gas Storage (Environment) Regulations 2023* (OPGGS(E)R) for acceptance by NOPSEMA and is the first step in the Santos' Ningaloo Vision decommissioning approvals pathway by providing a:

- Description of all property brought onto title, including its current status and condition.
- Description of the activities associated with the cessation of production phase of the Ningaloo Vision Development up until the field decommissioning phase.
- Detailed plan for the removal of the DTM, risers and components of the DTM mooring system (mooring chains and wires).
- Description of the planning processes and timetables of activities to support:
  - decommissioning of remaining equipment (which will be the subject of a future decommissioning EP), particularly, the provision of a schedule of activities, including submission of the permissioning documents to support decommissioning (i.e., schedule applicable to a future decommissioning EP).
  - a separate EP for the plug and abandonment of existing wells.

- description of how Santos will maintain all property on the title, as required by s572 (2) of the *Offshore Petroleum and Greenhouse Gas Storage Act 2006* (OPGGS Act) to ensure it can be removed, such that end states are not precluded.

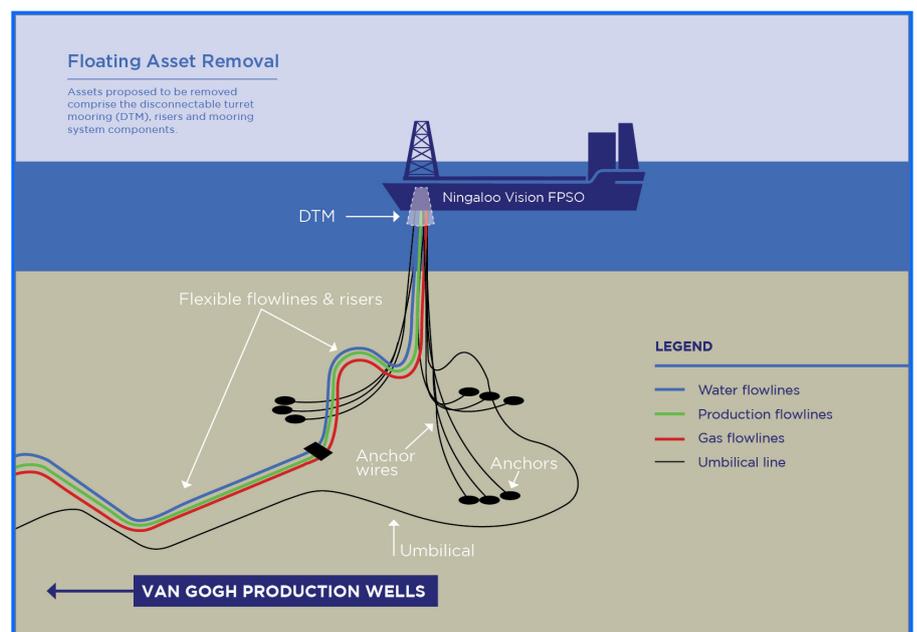
- Description of the existing environment that may be affected by the activity.
- Implementation strategy that will be used to measure and report on environmental

performance to ensure impacts and risks during planned and unplanned events are reduced to as low as reasonably practicable (ALARP) and acceptable levels.

The Commonwealth OPGGS(E)R require a titleholder to have an EP accepted by NOPSEMA before any petroleum activity can commence. An accepted Ningaloo Vision CoPFAR EP must be in place to enable the cessation phase activities to commence.



**Image 1.** Installation of the DTM in 2008



**Image 2.** Floating Asset Removal from the FPSO

## Defining the environment area for proposed activities

Santos has undertaken an initial assessment to identify the environmental, social, economic, and cultural values and sensitivities that may be affected by impacts and risks of proposed activities.

To do this we have considered the totality of the areas where activity impacts and risks may occur.

These areas are summarised in **Table 1**. The widest extent of these areas is called the Environment that May Be Affected (EMBA), which for

this activity is the combined EMBA for the modelled potential worst-case scenarios (discharge of crude oil at the seabed from a loss of well integrity and vessel collision releasing marine diesel oil at the sea surface). The EMBA is illustrated in **Figure 2**.

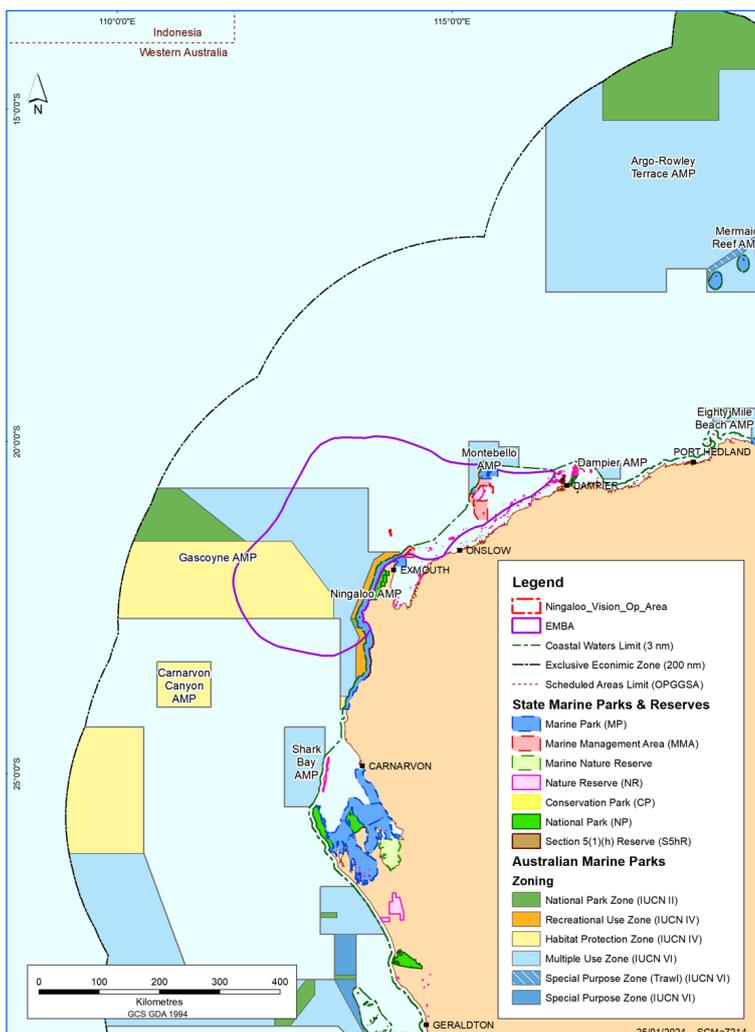
Oil spill EMBA's are defined by overlaying a great number (usually hundreds) of individual, computer simulated, hypothetical oil spill events into a single map. Each simulation run starts from the same location (release point) but each run will be subject

to a different set of wind and weather conditions derived from historical data. The use of advanced and sophisticated models enables us to present all the areas that could be affected.

While the modelled EMBA represents the theoretical spatial extent that could be contacted by the worst-case spill event(s), an actual spill event is more accurately represented by a single simulation run, resulting in a much smaller spatial extent impacted by the spill.

Often, one or more simulation runs are selected to be representative of the 'worst-case' based on the nature and scale of the activity and the local environment.

Please see the **NOPSEMA Spill Modelling Video** for more information on oil spill modelling and why it is required for the preparation of Environment Plans.



**Figure 2.** Operational Area and EMBA

**Table 1. Environment area for proposed activities**

Operational Area
Operational area for the Ningaloo Vision CoPFAR EP is defined as:
<ul style="list-style-type: none"> <li>• A 500 m radius petroleum safety zone (PSZ) that extends around the DTM.</li> <li>• A 500 m radius around the DTM anchor spread</li> <li>• 500 m around and either side of all other subsea field infrastructure.</li> </ul>
Environment that May Be Affected (EMBA)
The spatial extent of the risk of a hydrocarbon spill.

Santos has undertaken a review of publicly available information to identify environmental, social, economic and cultural features and/or values that may be affected by activity impacts and risks. The outcomes of this review are summarised in **Table 2**.

**Table 2. Environmental, social, economic and cultural features**

Feature	Description	Within Operational Area	Within EMBA	Public information review
<b>Aboriginal heritage</b>	Registered Aboriginal heritage sites protected under the: <ul style="list-style-type: none"> <li>• <i>Aboriginal and Torres Strait Islander Heritage Protection Act 1984 (Cth)</i>.</li> <li>• <i>Aboriginal Heritage Act 1972 (WA)</i>.</li> </ul>	No	Yes	<p>Barrow Island, Montebello Islands, Exmouth, Dampier Archipelago, Ningaloo Reef and the adjacent foreshores have a long history of occupancy by Indigenous communities.</p> <p>No Indigenous Protected Areas are located within the operational area or EMBA.</p> <p>There are no registered aboriginal heritage sites (<i>Aboriginal Heritage Act 1972 (WA)</i>) within the operational area, however numerous sites are present along the Ningaloo coastline (located within the EMBA), with the closest site being 43 km south of the operational area.</p>
<b>Biologically important areas</b>	Biologically important areas (BIAs) are spatially defined areas where aggregations of individuals of a species are known to display biologically important behaviour such as breeding, foraging, resting or migration.	Yes	Yes	The operational area includes BIAs for seabirds and whales.

**Table 2. Environmental, social, economic and cultural features ... continued**

Feature	Description	Within Operational Area	Within EMBA	Public information review
<b>Cultural heritage</b>	Registered cultural sites under the: <ul style="list-style-type: none"> <li>• <i>Underwater Cultural Heritage Act 2018 (Cth)</i>.</li> <li>• <i>Maritime Archaeology Act 1973 (WA)</i>.</li> </ul>	No	Yes	There are no known sites of shipwrecks, sunken aircraft or other types of underwater cultural heritage within the operational area.  The closest known historic shipwreck is the Gem which foundered during a cyclone in 1893 approximately 23 km south-southwest of the operational area (located within the EMBA).
<b>Defence</b>	Designated defence activity areas.	Yes	Yes	The operational area is within the North-western Exercise Area (NWXA) and military restricted airspace (R853A). Military exercise areas associated with Learmonth Air Weapons Range (AWR) and Learmonth weapons range overlap the EMBA.
<b>Energy industry</b>	Petroleum and Carbon Capture and Storage activities.	No	Yes	Several offshore petroleum projects and exploration activity is present within the region.
<b>Fishing</b>	Commercial fishing.	Yes	Yes	A number of state and commonwealth fisheries overlap the operational area and EMBA. However, none of the fisheries are active within the operational area.
	Indigenous, subsistence or customary fishing.	No	Yes	There is no indigenous or customary fishing in the operational area. Traditional Australian Indigenous fishing in WA waters predominately occurs within inshore tidal waters.
	Recreational fishing.	No	Yes	Recreational fishing does not occur within the operational area but does occur within the wider EMBA.

Table 2. Environmental, social, economic and cultural features ... continued

Feature	Description	Within Operational Area	Within EMBA	Public information review
<b>Key ecological features</b>	Key Ecological Features (KEFs) are elements of the Commonwealth marine environment that are considered to be of regional importance for either a region's biodiversity or its ecosystem function and integrity.	Yes	Yes	The operational area is located within the Continental Slope Demersal Fish Communities KEF.
<b>Protected Areas (nearest Commonwealth and Territory)</b>	Australian Marine Park (AMP).	No	Yes	No Australian Marine Parks are located within the operational area. The Ningaloo AMP is located approximated 27 km from the operational area.
	Western Australian Marine Parks and Marine Management Areas.	No	Yes	There are no Western Australian Marine Parks or Marine Management Areas located within the operational area. The Muiron Islands Marine Management Area and Ningaloo State Marine Park are located approximately 37 km and 44 km from the operational area, respectively.
<b>Shipping</b>	Shipping routes.	No	Yes	There are no designated shipping routes within operational area. The closest major commercial port to the EMBA is the Port of Dampier approximately 27 km to the northwest.
<b>Tourism</b>	Marine and coastal tourism.	No	Yes	There is no tourism in the operational area. Within wider EMBA tourism/recreational activities include whale shark tours, fishing charters and whale watching tours associated with the Ningaloo Coast.
<b>Towns/communities</b>	Exmouth.	No	No	Exmouth is the nearest town and is approximately 58 km south-southeast of the operational area.

## Activity impacts and risk management

We have summarised in Table 3 the potential environmental impacts and risks and associated management measures for the proposed activity. These aspects will be risk-assessed within the Environment Plan on a case-by-case basis.

**Table 3. Activity impacts and risk management**

<b>Potential impacts – planned activities</b>	
<b>Acoustic disturbance to fauna</b>	
<p><b>Description of potential impacts</b></p> <p>Potential impacts from noise emissions may occur from the following sources:</p> <ul style="list-style-type: none"> <li>• Vessel activities.</li> <li>• IMMR activities (e.g. use of ROV and geophysical survey or positioning equipment).</li> <li>• Helicopter activities.</li> <li>• Marine growth removal (subsea).</li> <li>• Cutting of risers.</li> </ul>	<p><b>Compliance with the following key management measures</b></p> <ul style="list-style-type: none"> <li>• Santos' procedure for interacting with marine fauna.</li> <li>• Vessel planned maintenance system (PMS) to maintain vessel dynamic positioning (DP), engines, and machinery.</li> </ul>
<b>Atmospheric emissions</b>	
<p><b>Description of potential impacts</b></p> <ul style="list-style-type: none"> <li>• Potential impacts from atmospheric emissions may occur in the operational area due to vessel and helicopter operations.</li> </ul>	<p><b>Compliance with the following key management measures</b></p> <ul style="list-style-type: none"> <li>• Waste incineration.</li> <li>• Fuel oil quality meets International Convention for the Prevention of Pollution from Ships (MARPOL) requirements.</li> <li>• International Air Pollution Prevention Certification (IAPP).</li> <li>• Vessel PMS to maintain vessel DP, engines, and machinery.</li> </ul>

**Table 3. Activity impacts and risk management ... continued**

<b>Physical presence and interaction with other marine users</b>	
<p><b>Description of potential impacts</b></p> <p>Potential interactions with other marine users may occur as a result of:</p> <ul style="list-style-type: none"> <li>• Vessel operations.</li> <li>• Ongoing presence of infrastructure left in situ.</li> </ul>	<p><b>Compliance with the following key management measures</b></p> <ul style="list-style-type: none"> <li>• Maritime notices.</li> <li>• Santos' stakeholder consultation strategy.</li> <li>• No fishing from project vessels.</li> <li>• Existing (gazetted) PSZs established around the DTM location.</li> <li>• Safety exclusion zone established around primary vessels during floating asset removal activities to reduce potential for collision or interference with other marine user activities.</li> <li>• Compliant navigation lighting.</li> <li>• Seafarer certification.</li> <li>• Constant bridge watch.</li> <li>• Floating asset tow plan.</li> </ul>
<b>Light emissions</b>	
<p><b>Description of potential impacts</b></p> <p>Light emissions in the marine environment will occur as a result of:</p> <ul style="list-style-type: none"> <li>• Safety and navigational lighting.</li> <li>• Operational lighting.</li> <li>• ROV operational lights.</li> </ul>	<p><b>Compliance with the following key management measures</b></p> <ul style="list-style-type: none"> <li>• Lighting will be used as required, for safe work conditions and to meet navigational requirements.</li> <li>• Premobilisation review and planning of lighting on vessels prior to IMMR activities commencing.</li> </ul>
<b>Planned Chemical and hydrocarbon discharges</b>	
<p>Planned discharges include discharges due to:</p> <ul style="list-style-type: none"> <li>• Treated seawater during floating asset removal activities from cutting of the riser.</li> <li>• Marine and calcareous growth removal.</li> <li>• IMMR activities.</li> </ul>	<p><b>Compliance with the following key management measures</b></p> <ul style="list-style-type: none"> <li>• Santos chemical selection procedure.</li> <li>• Onshore reuse, recycling or disposal of floating assets (including risers) by contractors at a licensed waste facility.</li> </ul>

**Table 3. Activity impacts and risk management ... continued**

<b>Operational discharges</b>	
<p><b>Description of potential impacts</b></p> <p>Planned discharges from vessels to the marine environment include:</p> <ul style="list-style-type: none"> <li>• Sewage and grey water.</li> <li>• Putrescible waste.</li> <li>• Desalination brine.</li> <li>• Cooling water.</li> <li>• Boiler blowdown water.</li> <li>• Deck drainage.</li> <li>• Bilge water.</li> </ul>	<p><b>Compliance with the following key management measures</b></p> <ul style="list-style-type: none"> <li>• Waste (garbage) management plan.</li> <li>• Deck cleaning product selection procedure.</li> <li>• General chemical management procedure.</li> <li>• Chemical selection procedure.</li> <li>• Sewage treatment system.</li> <li>• Oily water treatment system.</li> <li>• Disposal of any hazardous waste associated with the floating assets will comply with relevant state and Commonwealth legislation.</li> </ul>
<b>Seabed and benthic habitat disturbance</b>	
<p><b>Description of potential impacts</b></p> <p>Disturbance to the seabed and benthic habitats could potentially occur as a result of the following activities:</p> <ul style="list-style-type: none"> <li>• Temporary placement of infrastructure (production risers, mooring lines and umbilicals) on the seabed.</li> <li>• Placement of ROV installation aid, ROV basket or testing manifold on the seabed.</li> <li>• Temporary wet storage of equipment infrastructure (e.g. temporary laydown mooring lines).</li> </ul>	<p><b>Compliance with the following key management measures</b></p> <ul style="list-style-type: none"> <li>• Pre and post floating asset removal seabed ROV surveys of wet storage locations.</li> <li>• Wet storage positioning.</li> </ul>

**Table 3. Activity impacts and risk management ... continued**

<b>Potential risks - unplanned activities</b>	
<b>Unplanned oil spill resulting from a vessel collision</b>	
<p><b>Description of potential risks</b></p> <p>The maximum credible spill scenario as a result of a vessel collision is the release of 325 m<sup>3</sup> of marine diesel oil.</p>	<p><b>Compliance with the following key management measures</b></p> <ul style="list-style-type: none"> <li>• In the event of a hydrocarbon spill, an activity specific Oil Pollution Emergency Plan (OPEP) will be implemented to mitigate environmental impacts.</li> <li>• The OPEP sets out environmental protection priorities and appropriate response measures for a range of spill scenarios.</li> <li>• The OPEP is developed in accordance with National, State and Territory marine pollution plans.</li> </ul>
<b>Unplanned oil spill resulting from a loss of well control</b>	
<p><b>Description of potential risks</b></p> <p>The maximum credible spill scenario as a result of a loss of well control is a release of 1,225 m<sup>3</sup> of crude oil.</p>	<p><b>Compliance with the following key management measures</b></p> <ul style="list-style-type: none"> <li>• In the event of a hydrocarbon spill, an activity specific OPEP will be implemented to mitigate environmental impacts.</li> <li>• The OPEP sets out environmental protection priorities and appropriate response measures for a range of spill scenarios.</li> <li>• The OPEP is developed in accordance with National, State and Territory marine pollution plans.</li> </ul>
<b>Unplanned hazardous liquid release (non-hydrocarbon)</b>	
<p><b>Description of potential risks</b></p> <p>Sources of risk from minor hazardous liquid releases may occur as a result of:</p> <ul style="list-style-type: none"> <li>• transferring, storing or using bulk products.</li> <li>• mechanical failure of equipment.</li> <li>• hose or hose connection failure or leak.</li> <li>• lifting – dropped objects damaging liquid vessels (containers).</li> <li>• ROV operations.</li> <li>• Loss of umbilical contents.</li> </ul>	<p><b>Compliance with the following key management measures</b></p> <ul style="list-style-type: none"> <li>• General Chemical Management Procedure.</li> <li>• Hazardous Chemical Management Procedure.</li> <li>• Chemical selection procedure.</li> <li>• Vessel spill response plans (shipboard oil pollution emergency plan (SOPEP)/ shipboard marine pollution emergency plan (SMPEP)).</li> <li>• Dropped object prevention procedure.</li> </ul>

**Table 3. Activity impacts and risk management ... continued**

<b>Minor hydrocarbon release</b>	
<p><b>Description of potential impacts</b></p> <p>Sources of risk from minor hydrocarbon releases may occur as a result of:</p> <ul style="list-style-type: none"> <li>• ROV equipment failure.</li> <li>• Loss of primary containment.</li> <li>• Spills or leaking machinery.</li> <li>• Potential discharge fluids from a rupture or leak from a flowline, service line, or umbilical.</li> </ul>	<p><b>Compliance with the following key management measures</b></p> <ul style="list-style-type: none"> <li>• General chemical management procedure.</li> <li>• Hazardous chemical management procedure.</li> <li>• Chemical selection procedure.</li> <li>• Hazardous chemical management procedures.</li> <li>• Vessel spill response plans (shipboard oil pollution emergency plan (SOPEP)/ shipboard marine pollution emergency plan (SMPEP)).</li> <li>• ROV inspection and maintenance procedures.</li> <li>• OPEP.</li> </ul>
<b>Unplanned release of solid objects</b>	
<p><b>Description of potential risks</b></p> <p>Solid objects, such as those listed below, can be accidentally released to the marine environment, and potentially impact on sensitive receptors:</p> <ul style="list-style-type: none"> <li>• Non-hazardous solid and liquid wastes such as paper, packaging, and non-hazardous liquid waste containers.</li> <li>• Hazardous solid and liquid wastes such as batteries, fluorescent tubes, hazardous liquid waste containers and aerosol cans.</li> <li>• Equipment and materials such as hard hats, tools, or infrastructure parts.</li> <li>• DTM and riser recovery and towing of the DTM (operational area to port).</li> </ul>	<p><b>Compliance with the following key management measures</b></p> <ul style="list-style-type: none"> <li>• Dropped object prevention procedures.</li> <li>• Waste (garbage) management procedure.</li> <li>• Recovery procedures.</li> <li>• Floating asset tow plan.</li> </ul>

**Table 3. Activity impacts and risk management ... continued**

<b>Unplanned Introduction of invasive marine species (IMS)</b>	
<p><b>Description of potential risks</b></p> <p>Introduction of invasive marine species (IMS) may occur due to:</p> <ul style="list-style-type: none"> <li>• Biofouling on vessels and external/internal niches (such as sea chests, seawater systems).</li> <li>• Biofouling on equipment that is routinely submerged in water (such as ROVs).</li> <li>• Discharge of high-risk ballast water.</li> <li>• Discharge of marine growth of DTM/risers as part of the asset removal.</li> </ul>	<p><b>Compliance with the following key management measures</b></p> <ul style="list-style-type: none"> <li>• Implementation of the management controls in the Santos Invasive Marine Species Management Plan (IMSMP).</li> <li>• Anti-foulant system.</li> </ul>
<b>Unplanned interaction with marine fauna</b>	
<p><b>Description of potential risks</b></p> <p>There is the potential for vessels or equipment (for example, ROV, AUV) involved in IMMR activities to interact with marine fauna, including potential strike or collision, potentially resulting in severe injury or mortality.</p>	<p><b>Compliance with the following key management measures</b></p> <ul style="list-style-type: none"> <li>• Procedure for interacting with marine fauna.</li> <li>• Constant bridge watch.</li> <li>• Floating assets tow plan.</li> </ul>

## Consultation

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Consultation provides Santos with an opportunity to receive feedback from authorities, persons and organisations whose functions, interests or activities may be affected by proposed petroleum activities.

This feedback helps us to refine or change the management measures we are planning to address potential activity impacts and risks. Santos' objective for proposed activities is to reduce environmental impacts and risks to a level that is ALARP and acceptable over the life of the activity.

Consultation also helps us to identify values and sensitivities where information is not publicly available, such as spiritual and cultural connection to land and sea country, as well as first-hand feedback on commercial and recreational fishing, tourism and local community activities and interests.

## Providing feedback

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You might be a relevant person if, for example, you have spiritual or cultural connections to land and sea country in accordance with Indigenous tradition that might be affected by our activity, if you otherwise carry out recreational or commercial fishing, tourism or other activities that might be affected by our proposed activity, or if you are part of a local community that might be affected by our proposed activity.

If you consider you may be a relevant person, please contact us by **15 May 2024** to allow Santos time to initiate consultation with you, so you can tell us how you would like to be consulted throughout this process or if you need additional information.

The merits of relevant person feedback provided through the consultation process will be considered during EP development, with a summary of responses summarised and included in the EP submitted to NOPSEMA for assessment. Please let us know if you would like your personal/organisational details or any part of your feedback to remain private and we will ensure this remains confidential to NOPSEMA.

More information about how community members can participate in environmental approvals for activities proposed in Commonwealth waters has been published in a [brochure](#) by NOPSEMA.

## Contact

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