ExxonMobil

INFORMATION BULLETIN UPDATE
June 2026

CONSULTATION

Gippsland Basin Decommissioning

Bass Strait Pipeline Network - Campaign #1A Execution

Esso Australia Pty Ltd is committed to engaging with the communities where we operate and helping our stakeholders understand our business.

In 1Q 2026, the Campaign #1A Execution EP was submitted to the National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA) for assessment. During this assessment period, we completed our evaluation of decommissioning options and identified approximately 46 kilometres of additional selected subsea property for removal.

This updated information bulletin summarises the full campaign, including the additional selected subsea property for removal. This is 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 potential risks and impacts, so that they can make an informed decision as to whether their functions, interests or activities are affected.

Overview

After delivering energy to Australia for over 50 years, many of the Bass Strait fields have reached or are approaching, the end of their productive life. Esso and Gippsland Basin Joint Venture partner, Woodside Energy, have committed to the progressive decommissioning of the Bass Strait infrastructure safely and effectively.

The revised Campaign #1A Execution EP will now include the removal of:

- approximately 93 kilometres of selected subsea property, including umbilicals; flexible flowlines; flexible jumpers; pipe-in-pipe pipelines; and lightweight concrete coated pipelines. This subsea property has been selected as it contains continuous high volume lengths of polyurethane foam
- associated ancillary subsea infrastructure such as umbilical termination assemblies, grout bags and mattresses.

The revised Campaign #1A Execution EP will be resubmitted to NOPSEMA in 4Q 2026 for assessment.

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 and range in depths from approximately 40 metres to 95 metres, and the distance from the coast ranges from approximately 16 kilometres to 90 kilometres. Figure 1 shows the location of the proposed removal activities, within the scope of the revised Campaign #1A activity.

→ DEFINITIONS

Umbilicals are lines between platforms and subsea equipment that supply power, communications and fluids necessary to operate subsea infrastructure.

Flexible jumpers are short lengths of flexible pipe that connect pipelines to platforms, subsea facilities or sections of pipelines to transport hydrocarbon.

Flexible flow lines are longer flexible pipes that transport hydrocarbons to pipelines or platforms.

Pipe-in-pipe and **lightweight concrete coated pipelines** are non-flexible pipes that transport hydrocarbons from a facility to another facility.

Umbilical termination assemblies are subsea connection structures that interface between the umbilical and connected subsea systems.

Grout bags are filled with sand and cement grout and placed on the seabed to provide localised seabed support and protection.

Mattresses are made of concrete blocks connected by ropes and used to protect and stabilise subsea infrastructure.

Polyurethane foam is used for insulation within pipe-in-pipe pipelines and lightweight concrete coated pipelines.

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

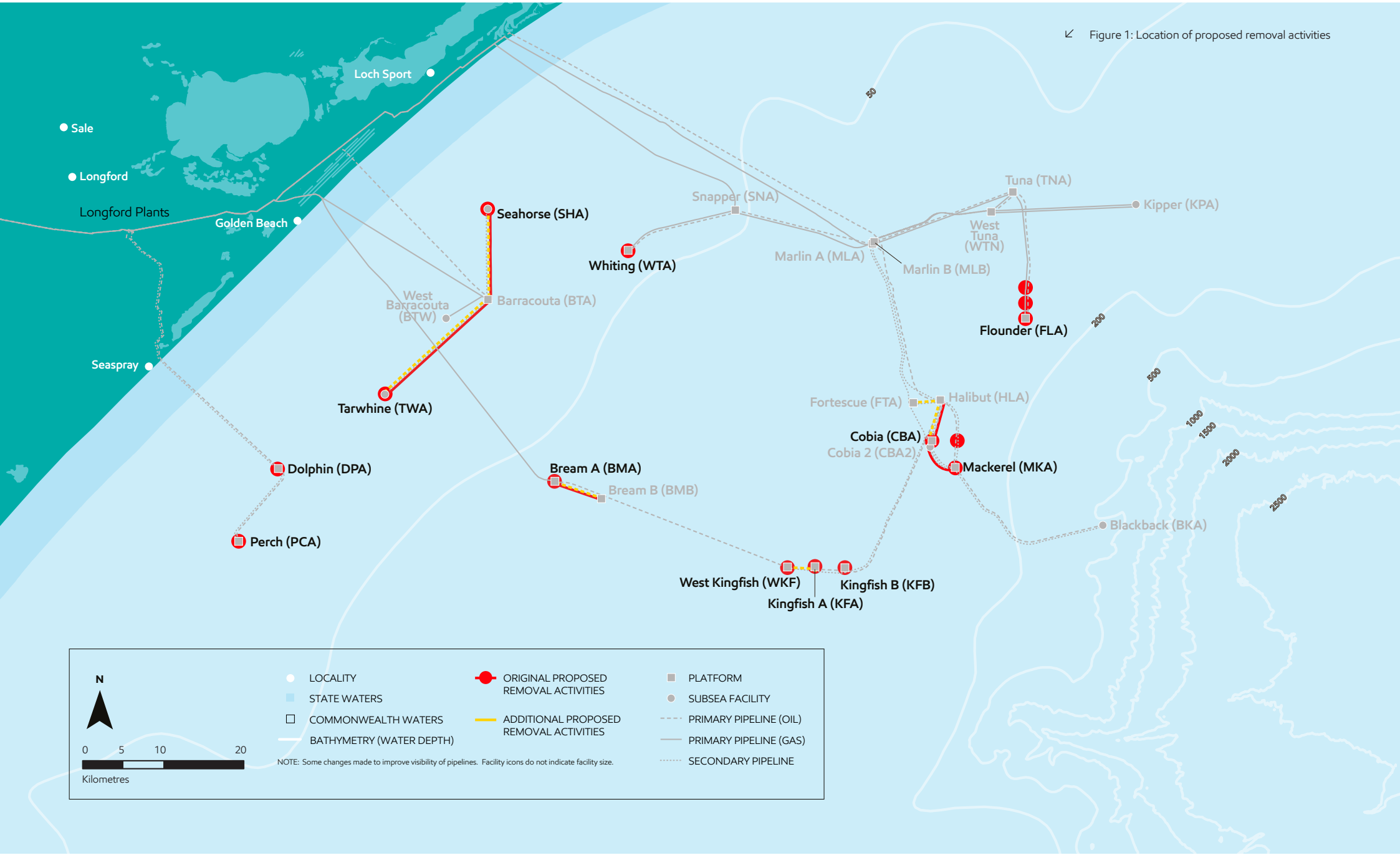


Figure 1: Location of proposed removal activities

Activity timing

~2028 - ~2032

Field activities estimated to take

~12 months

in total, during the activity timing

Activities will be conducted

24/7

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

Activity description

The activities include the removal of selected subsea property and associated ancillary subsea property. Additional activities required to support the removal of this infrastructure includes sediment relocation and unburial; marine growth removal; marine operations such as vessel and Remotely Operated Vehicle (ROV) operations; helicopter support and refuelling.

Infrastructure unburial and temporary laydown areas

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

Temporary laydown areas on the seafloor will also be required to facilitate the removal of infrastructure and will be in close proximity to or next to existing infrastructure.

Marine growth removal

Sections of infrastructure may have accumulated marine growth and may need to be removed. Marine growth removal could occur subsea, before entry into the recovery vessel's tensioning equipment, or during handling and storage of the infrastructure on the vessel deck. Marine growth will either be left in-situ or placed in the marine environment at the removal location or retained onboard the vessel for licensed disposal onshore.

Removal activities

Approximately 93 kilometres of selected subsea property will be removed using the 'cut and lift' or 'reverse lay' method, or a combination of both. Ancillary subsea infrastructure will be removed and placed on the recovery vessel deck using a crane, with ROV and recovery tool support.

CUT AND LIFT

The cut and lift method involves cutting pipes and umbilicals into sections subsea for removal to the recovery vessel.

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

↓ Example of the cut and lift removal method (Source: Utility ROV Services Ltd)

↑ Visual representation of a type of reverse lay removal method (generated using Microsoft Copilot)

REVERSE LAY

The reverse lay method involves removing pipes and umbilicals to the recovery vessel via a removal system supported by ROV(s). Once on the vessel deck, the pipes and umbilicals will be spooled onto a reel or will be cut into sections for storage and transport.

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 line/pipe recovery spread. Ad–hoc support will be provided by a support or supply vessel, as required. The recovery vessel may 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 12 months in total, during the activity timing. This safety exclusion zone will be communicated to other marine vessels via a Notice to Mariners issued by the Australian Hydrographic Office (AHO) and AUSCOAST warnings issued by the Australian Maritime Safety Authority (AMSA).

Environment Plan

Bass Strait decommissioning activities are executed in accordance with the principles of ecologically sustainable development, and accepted 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 NOPSEMA.

An EP is a comprehensive document that describes the existing environment, including relevant persons, and how the activities will be undertaken 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.

Removed infrastructure disposal

Removed infrastructure will be managed in accordance with the Project waste management plan, including application of the waste management hierarchy, classification and segregation of waste streams, appropriate storage, transportation requirements, record management (e.g. waste inventories and tracking), use of licensed contractors/facilities, and auditing. Removed infrastructure, will be handled, transported and disposed of in accordance with applicable legislative requirements. The location of the onshore facility will be dependent on the selected contractor 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.

An existing OPEP which covers production operations in Bass Strait is reviewed and revised as 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 (AMOSC), a co-operative national oil spill response organisation, which provides access to additional oil spill response resources, if required.

The OPEP interfaces with national, State and industry response plans prepared and implemented by the Australian Government via the AMSA (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 AMOSC.

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, an assessment to identify potential impacts, risks and consequences to the environment and relevant persons resulting from the proposed activities was undertaken.

For each potential impact and/or risk, control measures have been detailed 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 and consequences associated with the offshore removal activity, including for the additional selected subsea property, as well as relevant control measures, will be provided in the revised Campaign #1A EP and are summarised in Table 1 and Table 2.

Table 1: Potential key environmental impacts[1] 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 marine users.*	Changes to the function, interests or activities of some 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 AHO and AUSCOAST warnings issued by AMSA. • A temporary 500 metre safety exclusion zone will be established around the recovery vessel to minimise the chance of interactions with marine users, which will be communicated to marine users.
Physical presence – seabed disturbance and sediment displacement. *From removal activities, including unburial, marine growth removal and temporary subsea laydown areas.*	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 before the completion of activities. • An asset recovery inventory, including temporarily wet parked items, will be maintained. • Activities will comply with the requirements of *Underwater Cultural Heritage Act 2018* (Cth). • Unexpected finds of potential underwater cultural heritage sites/features, including First Nations underwater cultural heritage, will be managed in accordance with the unexpected find protocol.
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) (EPBC Regulation) 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, where possible, 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.

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

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

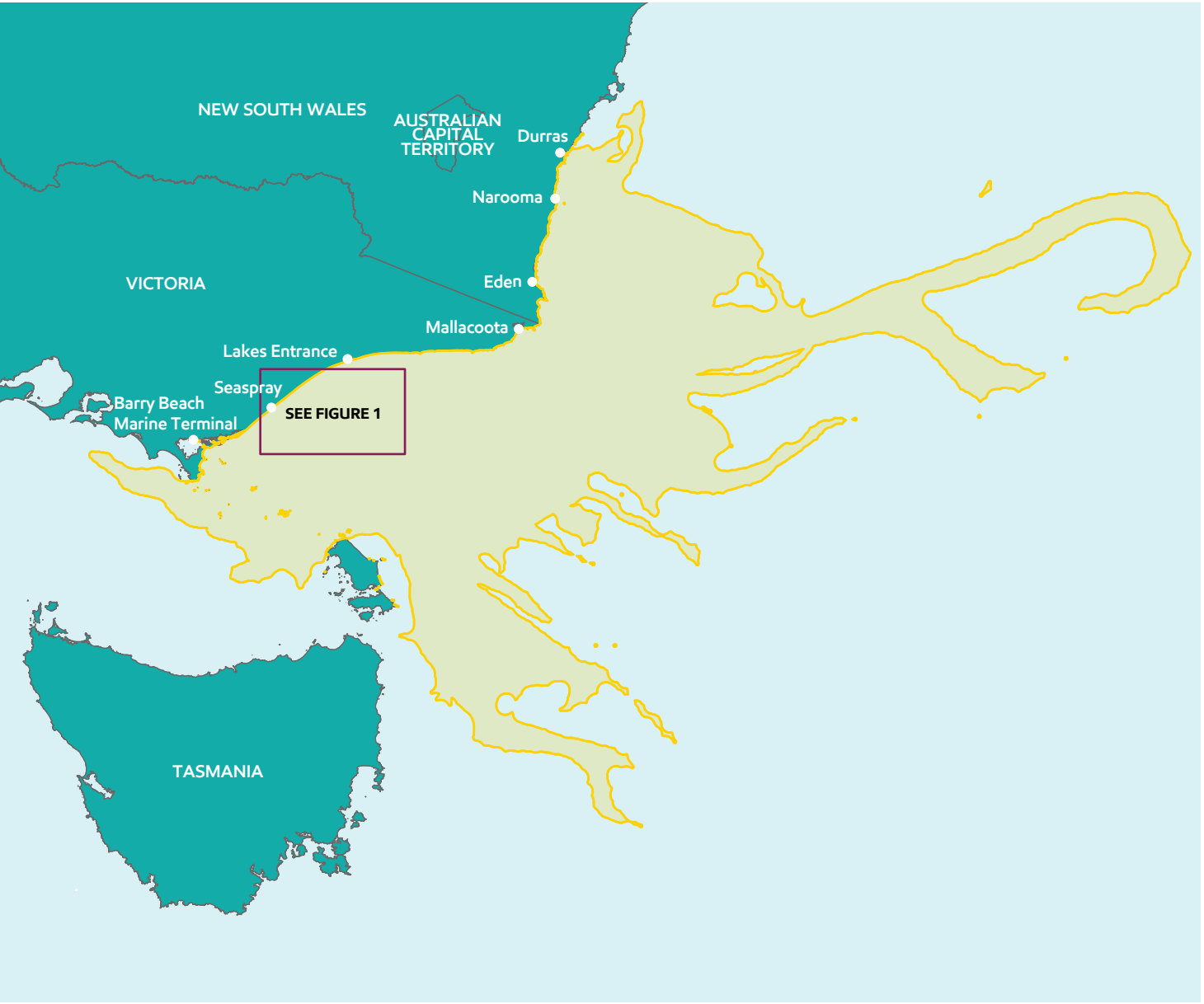
POTENTIAL IMPACTS	POTENTIAL CONSEQUENCES	POTENTIAL CONTROL MEASURES
Air emissions. *Emissions to the air will occur as a result of fuel combustion on vessels.*	Temporary and localised reduction in air quality; and contribution to the global greenhouse gas effect.	• Compliance with legislative and regulatory requirements for marine air pollution. • Vessels using low sulphur content fuel will be utilised. • Marine engines are routinely maintained.
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 pipes and umbilicals to the marine environment. *Release of metal, concrete and polyurethane foam swarf or spalling during cutting operations; unintentional release of particles, fragments or materials that detach or dislodge during removal activities; discharge of final flushed linefill from pipes, which may contain residual contaminants or discharge of residual fluids from umbilicals during removal activities.*	Temporary and localised impacts to water quality; temporary and localised smothering/alteration of benthic habitats; and potential toxicity impacts.	• Verify pipes were flushed and cleaned to displace and remove any bulk quantities of hydrocarbons and contaminants (e.g. scale, debris), before the start of activities. • Debris created during the activity will be removed, where safe and practicable. • Plugging or capping of umbilical and pipe ends to be left in place, if technically feasible.

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

POTENTIAL RISKS AND SOURCE	POTENTIAL CONSEQUENCES	POTENTIAL CONTROL MEASURES
Unplanned interaction with other marine users[3]	Change to function, interests or activities of commercial trawl fishers	• South East Trawl Fishing Industry Association (SETFIA) rolling map information updates.
Unplanned interaction with marine fauna (vessel strike).	Impacts to marine fauna.	• Vessels will comply with EPBC Regulations 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 or translocation of marine pests.	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. • Marine growth located on the vessel deck will be managed in accordance with the marine growth procedure.
Accidental release – dropped objects.	Change in habitat, water quality or tangible underwater cultural values.	• Lifting equipment is certified and routinely maintained. • Implement lifting procedures during infrastructure removal, where required. • Dropped objects will be recovered, where safe and practicable to do so.
Accidental release or inappropriate disposal - waste.	Increase in turbidity; burial of benthic habitat in immediate seabed area; and potential toxicity impacts.	• Lifting equipment is certified and routinely maintained. • All removed infrastructure will be securely stored before transport in accordance with approved Cargo Securing Manual. • Disposal activities will comply with relevant legislation and be managed in accordance with the waste management plan. • Vessel waste handling, storage and disposal will meet MARPOL requirements. • Unplanned releases of waste 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. • Implement lifting procedures, where required, to mitigate the risk of dragged or dropped infrastructure during pipe removal to prevent a loss of containment of a non-producing pipeline (outside the scope of the Campaign #1A EP). • Refuelling will take place in a safe location and 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/death of species (e.g. fish, seabirds, marine reptiles, 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 AHO and AUSCOAST warnings issued by AMSA. • A temporary 500 metre safety exclusion zone will be established around the recovery vessel and communicated. • SETFIA rolling map information updates. • Emergency response preparedness including: OPEP, SOPEP and Operational and Scientific Monitoring Plan are in place.

[2] 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.
[3] (commercial trawl fishers) resulting in a temporary snag hazard during infrastructure unburial or temporary placement of equipment or infrastructure.

↙ Figure 2: EMBA



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. The EMBA is defined 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 us better understand the impacts and risks that may arise from the activities. As such, we're seeking your feedback as we revise the Campaign #1A EP.

Your feedback and our response will be included in our revised EP for the proposed activities, which will be resubmitted to NOPSEMA for acceptance in accordance with the Offshore Petroleum and Greenhouse Gas Storage (Environment) Regulations 2023 in Q4 2026. Submissions made on the original Campaign #1A activities will be included in the revised EP.

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. We 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.

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

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