



ExxonMobil

CONSULTATION

Gippsland Basin Decommissioning

Decommissioning Campaign #1 - Impacts and risks update

INFORMATION BULLETIN
September 2024

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

Information bulletins have been issued in March and June 2024 as part of Esso's commitment to keep relevant persons and other stakeholders informed of planned activities in Bass Strait and to provide them with sufficient information about the nature and scale of the activity as well as its potential risks and impacts, so that they can make an informed decision as to whether their functions, interests or activities are affected.

This information bulletin provides further information on the potential environmental impacts and risks associated with the activities planned to be conducted as part of Decommissioning Campaign #1, including those to be undertaken offshore in Bass Strait and onshore at the Onshore Reception Centre.

Overview

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

After delivering energy to Australia for over 50 years, many of the Bass Strait fields are now reaching the end of their productive life. As a result, Esso is undertaking the first Bass Strait decommissioning campaign. Activities proposed as part of the Decommissioning Campaign #1 Project include 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 (SPJ) facilities.

↑ Cover: Allseas *Fortitude* (example of CSV)

→ Next page: Map of activity location

Esso has awarded an execution contract to Allseas Marine Contractors Australia. The Allseas Heavy Lift Vessel (HLV) *Pioneering Spirit*, along with support vessels, will be used to remove and transport the topsides and steel substructures via barges or heavy transport vessels to an Onshore Reception Centre within the existing Barry Beach Marine Terminal for dismantling. Once dismantled, materials will be transported from the Onshore Reception Centre to appropriate licenced facilities for recycling or disposal.

Activity location

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

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

If the transfer of removed topsides and jacket sections is made onto barges, the barges will be towed by tugs individually from the transfer location, through the Corner Inlet shipping channel, before being moored at Barry Beach Marine Terminal for offloading. Heavy transport vessels will follow the same route – but will not require towing. It is anticipated there will be approximately twenty barge (accompanied by tugs) or heavy transport vessel movements in and out of Corner Inlet over the approximate four-month period the HLV (and CSVs) are undertaking removal activities.

While conducting removal and transport activities, the HLV, CSVs, barges/ tugs and heavy transport vessels will potentially be visible from the shore at some locations.

Activity timing

Estimated commencement and duration of activities is outlined below but will be contingent on regulatory approvals, suitable weather conditions and vessel schedules:

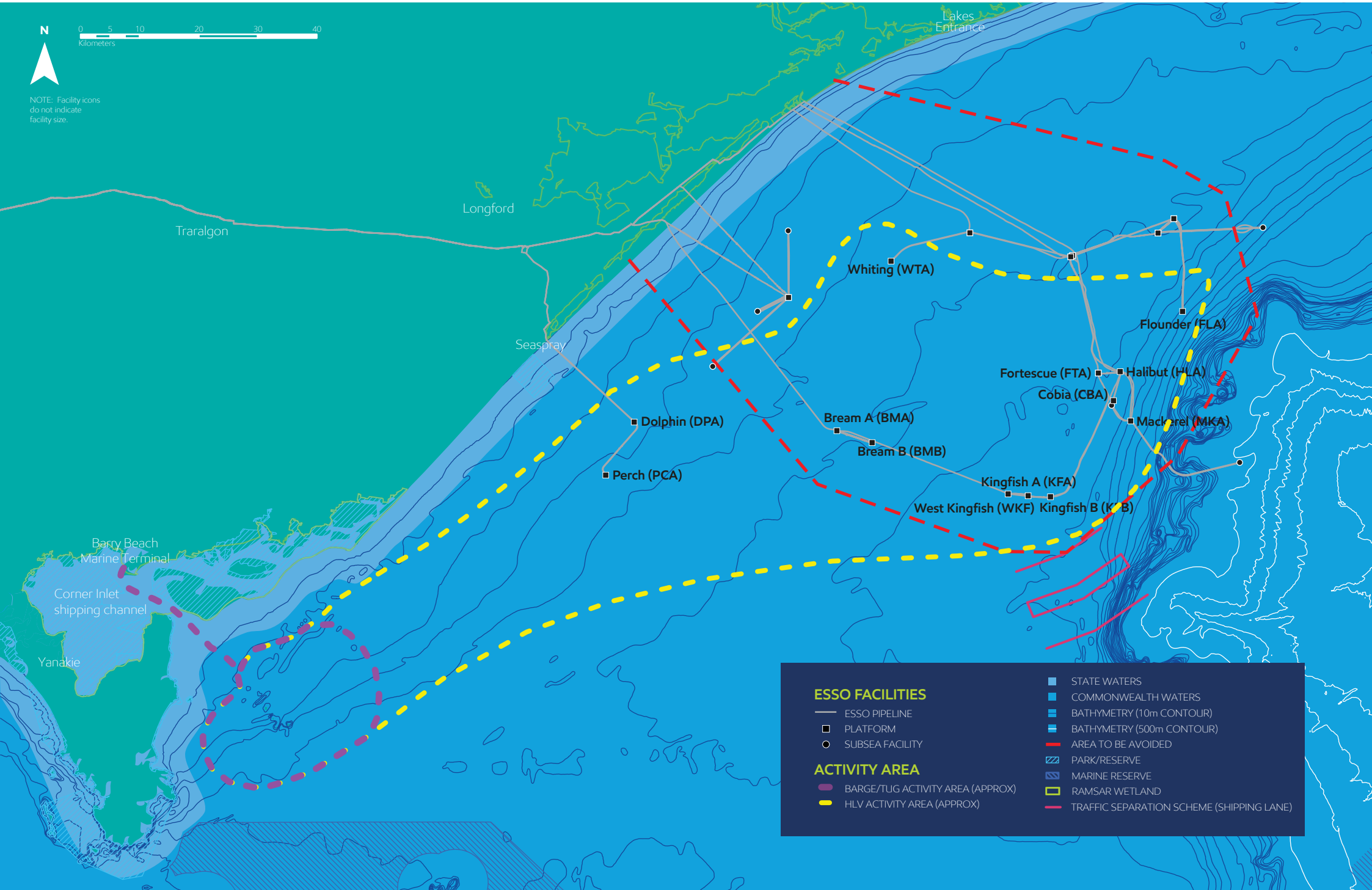
- Removal preparation activities using a CSV expected to commence 4Q 2026.
- HLV *Pioneering Spirit* is expected to arrive in the field in the 3Q 2027 and is estimated to be in the field for approximately four months, until early 2028.
- Marine activities will be conducted on a 24 hour per day basis.
- Load-in and dismantling activities at the Onshore Reception Centre are expected to take place over 3-4 years, commencing 3Q 2027.
- Site readiness activities will be completed in the 2-3 years prior.

Activity description

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

Decommissioning Campaign #1 is the first of the decommissioning campaigns for the Bass Strait oil and gas facilities and involves facilities that are either at or near the end of their production life.

Esso is also planning for the eventual decommissioning of all producing facilities and associated infrastructure (such as pipelines) in Bass Strait, while continuing to safely operate producing offshore platforms and subsea facilities.



NOTE: Facility icons do not indicate facility size.

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

A summary of the scope of Decommissioning Campaign #1, is as follows:

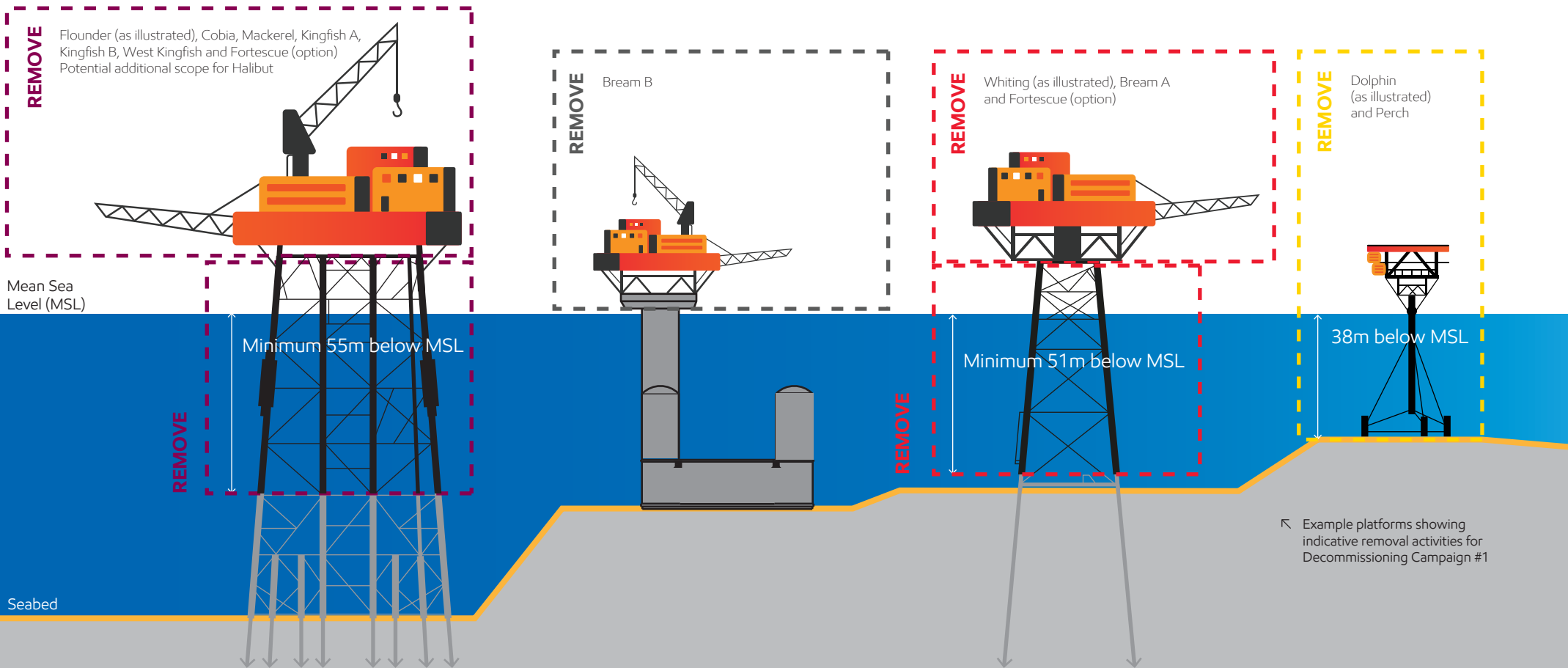
- full removal of two monotowers (Perch, Dolphin)
- removal of the topsides and module support frame from the Bream B platform that sits on a concrete gravity structure (CGS). The Bream B CGS base will remain in place, with appropriate navigational aids installed, until a decision is made on the final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

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

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

The lower sections of the SPJs in deeper water below -55 meters will remain in place on the seabed. Esso will undertake the removal of these remaining lower sections as part of a future decommissioning campaign, unless an alternative end state is proposed and accepted by the Regulator.

The removed topsides and upper jacket sections will be transferred from the HLV or CSV to barges or heavy transport vessels and transported through the Corner Inlet shipping channel to Barry Beach Marine Terminal. The structures will be offloaded at the Onshore Reception Centre at Barry Beach Marine Terminal, where they will be dismantled and the resulting material then sent offsite for recycling or disposal.



Barry Beach Marine Terminal is an existing port facility, which has been part of South Gippsland’s industrial precinct for over six decades. It is where most of the Esso offshore facilities were constructed since the 1960s and has been continuously operating as the supply depot for Bass Strait oil and gas operations since this time.

The activities at the Onshore Reception Centre will be managed under relevant Commonwealth and State legislation and contractor and site environmental management processes and plans. Site readiness works will be completed at the Onshore Reception Centre prior to any structures being loaded-in. There is no plan to modify the depth or width of the shipping channels in Corner Inlet via dredging to allow transport or load-in of the structures.

Separate regulatory applications and permits will be attained for the Onshore Reception Centre activities.



- Campaign #1 includes removal of approximately 60,000 tonnes of offshore facilities (topsides and jackets).
- The facilities are predominantly comprised of steel (>80%) with the remainder primarily construction materials such as concrete, stainless steel, copper, wood and plastic.
- Over 95% of the materials brought to shore are planned to be recycled.
- All waste will be handled, transported and tracked through to disposal in accordance with applicable legislative requirements.



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). The broadest extent of the EMBA takes into consideration planned and unplanned activities and for this activity, is determined by the worst case potential spill scenario of a release of marine gas oil to the environment in the highly unlikely event of a vessel collision. The EMBA is defined for every project carried out offshore.

The EMBA represents the total area that could be exposed to hydrocarbon, including trace concentrations of oil in the water column, as a result of any spill from this activity.

This area takes into account the merged areas of many possible paths which a highly unlikely hydrocarbon release could travel depending on the weather and ocean conditions at the time of the release. This means that in the highly unlikely event a hydrocarbon release does occur, the entire EMBA will not be affected. The specific part of the EMBA that is affected can only be known at the time of the release.

For this activity, Esso has defined the EMBA by combining the potential spatial extent of surface and in-water (dissolved and entrained) hydrocarbons, resulting from a worst-case credible spill from a vessel collision at the Dolphin, Whiting, Fortescue, Kingfish A, Flounder facilities and barge/heavy vessel transfer locations.

Petroleum Safety Zones and Exclusion Zones

The facilities to be removed are within existing designated 500-metre Petroleum Safety Zones (PSZs), hence it is a legal requirement that the area is avoided during decommissioning activities, as has been the case throughout the facilities life cycle.

A temporary 500-metre exclusion zone is also intended to be in place around the HLV and CSVs when these vessels are undertaking removal and transfer operations. This exclusion zone will be communicated via a Notice to Mariners issued by the Australian Hydrographic Service and AUSCOAST warnings issued by the Australian Maritime Safety Authority.

Temporary restrictions on vessel movements within the Corner Inlet shipping channel may be required during transport of the removed structures from the transfer location to Barry Beach Marine Terminal and during load-in operations to the Onshore Reception Centre. These restrictions will be implemented in conjunction with the relevant port authority, short in duration and communicated to relevant persons prior to activities commencing.

Oil pollution response arrangements

Under Commonwealth environment legislation, Esso must demonstrate and document oil spill response arrangements. An Oil Pollution Emergency Plan (OPEP) forms part of an Environment Plan 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). Project vessels will also have a Shipboard Oil Pollution Emergency Plan (SOPEP) which outlines actions to be taken in the event of a hydrocarbon spill.

As the wells associated with the facilities to be removed will be plugged and abandoned prior to the commencement of removal activities, the worst-case potential spill scenario associated with Decommissioning Campaign #1 activities is a loss of marine gas oil from a vessel due to a very unlikely event such as a collision.

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 and the vessel SOPEP 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 and control measures

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

For impacts and risks identified, control measures are proposed, as summarised in Table 1 and Table 2, to reduce them to As Low As Reasonably Practicable (ALARP) and acceptable levels. Further details on the impacts and risks associated with the offshore removal activities, as well as relevant control measures, will be provided in the Environment Plan proposed to be submitted to NOPSEMA in 1Q 2025.

Esso is separately undertaking studies and assessments to support additional State and Commonwealth assessments and approvals required for site readiness, materials transit and operational activities associated with the Onshore Reception Centre.

Table 1: Potential key environmental impacts and control measures – Decommissioning Campaign #1 activities

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

POTENTIAL IMPACTS AND SOURCE	POTENTIAL CONSEQUENCES	POTENTIAL CONTROL MEASURES
<p><i>Physical presence of vessels – interaction with other marine users</i></p> <p>Activities will be undertaken using a range of project vessels (HLV, CSVs, barges/tugs, heavy transport vessels and supply vessels)</p> <p>Temporary exclusion zones and shipping lane restrictions will be in place to minimise the chance of interactions with other marine users.</p>	<ul style="list-style-type: none"> Changes to the function, interests or activities of other users through disruption to activities: <ul style="list-style-type: none"> commercial fishing recreational fishing other marine users. 	<ul style="list-style-type: none"> Removal activities such as cutting and lifting will take place within existing PSZs. Relevant persons whose activities are within activity locations outside of PSZs will be informed in advance of the commencement of activities. The removal methodology (single lift) minimises the number of vessel movements required, as infrastructure can be removed in large sections. Removed structures will be transported from the transfer location to the Onshore Reception Centre at Barry Beach Marine Terminal utilising existing shipping lanes. Any required restrictions on vessel movements in the shipping lanes during transit operations will be short in duration and communicated to relevant persons in advance (in collaboration with the port authority). Structures remaining on the seabed at the end of the removal campaign will continue to be marked on nautical charts to ensure other users of the sea are aware of their presence.
<p><i>Physical presence – seabed disturbance</i></p> <p>Resulting from:</p> <ul style="list-style-type: none"> creating/clearing access for cutting tools around structures post decommissioning sediment sampling and visual surveys (remotely operated vehicle (ROV) operating near the seabed). 	<ul style="list-style-type: none"> Smothering/alteration of benthic habitats. Localised and temporary increase in turbidity near the seabed. 	<ul style="list-style-type: none"> Seabed disturbance will be localised and minimised as far as reasonably practicable via cutting methods and locations. Platforms in shallower water will be removed to below seabed - where cuts can be executed inside jacket piles. If not feasible, cuts will be made as close to the seabed as possible, hence limiting seabed disturbance. Barges and heavy transport vessels will be selected to enable transport operations to take place in Corner Inlet without the need to modify the depth or width of the shipping channels beyond current conditions. Maintenance activities may be required.

POTENTIAL IMPACTS AND SOURCE	POTENTIAL CONSEQUENCES	POTENTIAL CONTROL MEASURES
<p><i>Planned discharges to the marine environment</i></p> <p>Vessels including treated sewage and food waste, treated bilge and deck wash, cooling water and brine.</p>	<ul style="list-style-type: none"> • Temporary and localised impacts to water quality. • Temporary change to predator/prey dynamics. 	<ul style="list-style-type: none"> • 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).
<p><i>Planned discharges to the marine environment</i></p> <p>During lifting of jackets and cutting of pipelines and umbilicals:</p> <ul style="list-style-type: none"> • Some residual fluid in pipelines, skimmer piles and umbilicals will be released during cutting to allow removal of jackets. Fluid is seawater, with minor volumes of residual hydrocarbons, biocide, corrosion inhibitor and water based hydraulic fluid • Small quantities of metal particles and, titanium-iron oxide mineral sand (used during historical modifications of the Kingfish A and Kingfish B jackets) will also be released during cutting and lifting of the jackets. 	<ul style="list-style-type: none"> • Temporary and localised impacts to water quality. • Smothering/alteration of benthic habitats. 	<ul style="list-style-type: none"> • Hydrocarbon will be flushed and drained from all facilities and pipelines as part of the facility preparation scope prior to cutting and lifting. • Residual hydrocarbons within fluids that may be discharged will meet specified discharge limits (achieved during decommissioning preparation activities). • Residual chemicals will undergo an environmental assessment to confirm suitability for discharge.
<p><i>Noise emissions</i></p> <p>Vessels and cutting activities will generate underwater noise as a result of the use of vessel thrusters and cutting tools.</p> <p>Onshore Reception Centre site readiness and operational activities will also generate noise.</p>	<ul style="list-style-type: none"> • Temporary impacts to noise sensitive fauna and amenity. 	<ul style="list-style-type: none"> • 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. • Studies are being undertaken to inform the development of the Onshore Reception Centre environmental management plan.

POTENTIAL IMPACTS AND SOURCE	POTENTIAL CONSEQUENCES	POTENTIAL CONTROL MEASURES
<p><i>Light emissions</i></p> <p>Artificial light is required 24 hours a day on vessels during the activity to maintain operational and navigational safety.</p>	<ul style="list-style-type: none"> • Short term attraction of light sensitive species. 	<ul style="list-style-type: none"> • Lighting installed at the Onshore Reception Centre will be in accordance with the <i>National Light Pollution Guidelines for Wildlife</i>. • Lighting will be kept to a minimum while still meeting navigational and workplace safety requirements. • Light modelling for offshore marine operations is being undertaken to provide further guidance on potential impacts and controls.
<p><i>Air emissions</i></p> <p>Emissions to the air will occur as a result of fuel combustion on vessels.</p>	<ul style="list-style-type: none"> • Temporary and localised impacts to air quality. • Contribution to the global greenhouse gas effect. 	<ul style="list-style-type: none"> • Compliance with legislative and regulatory requirements for marine air pollution. • Vessels have been selected to ensure offshore activities are completed in the most efficient and expedient manner, so as to minimise air emissions. • Marine engines are routinely maintained.
<p><i>Dust emissions</i></p> <p>Generated during dismantling of the removed infrastructure at the Onshore Reception Centre.</p>	<ul style="list-style-type: none"> • Temporary and localised impacts to local air quality and amenity. 	<ul style="list-style-type: none"> • Dust suppression measures will be implemented to minimise potential impacts.
<p><i>Odour</i></p> <p>Generated as a result of the decay of marine growth presence on removed infrastructure at the Onshore Reception Centre.</p>	<ul style="list-style-type: none"> • Temporary impacts to amenity. 	<ul style="list-style-type: none"> • Odour impacts are expected to be intermittent and short term and in accordance with relevant site environmental licences. • An odour study is underway using marine growth samples from a steel piled jacket to confirm the nature and extent of any odour that may be generated. • Odour generating materials will be appropriately disposed of offsite.
<p><i>Traffic movements</i></p> <p>During dismantling of removed infrastructure at the Onshore Reception Centre.</p>	<ul style="list-style-type: none"> • Temporary impacts to amenity. 	<ul style="list-style-type: none"> • Traffic assessment will inform the development of the Onshore Reception Centre environmental management plan.
<p><i>Waste management</i></p>	<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 dismantling contractors which will incorporate consideration of the waste hierarchy and ensure waste is handled, monitored and tracked in accordance with applicable legislation and applicable transportation and Environment Protection Agency licencing requirements. • Over 95% of the material removed will be recycled. • Environmental and waste management plans will be developed and implemented at the Onshore Reception Centre, in accordance with site environmental licences.

Table 2: Potential key environmental risks and control measures – Decommissioning Campaign #1 activities

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.

POTENTIAL RISKS AND SOURCE	POTENTIAL CONSEQUENCES	POTENTIAL CONTROL MEASURES
<i>Unplanned interaction with marine fauna (vessel strike)</i>	<ul style="list-style-type: none"> Impacts to marine fauna. 	<ul style="list-style-type: none"> Vessels will comply with Environment Protection and Biodiversity Conservation Regulations 2000 (Cth) Part 8 Division 8.1 interacting with cetaceans. Any injury/mortality of <i>Environment Protection and Biodiversity Conservation Act 1999</i>-listed fauna will be reported to appropriate regulatory departments.
<i>Unplanned introduction of invasive marine species</i>	<ul style="list-style-type: none"> Displacement of native species and habitat domination. 	<ul style="list-style-type: none"> All vessels will be assessed and managed appropriately to prevent the introduction of invasive marine species. All vessels will comply with Australian biosecurity and ballast water requirements and guidance. Invasive marine species have not been identified on the submerged areas of the jackets during visual surveys undertaken during decommissioning planning.
<i>Unplanned release of hydrocarbons (marine gas oil) due to vessel collision</i>	<ul style="list-style-type: none"> Impacts to water quality and marine ecosystems. Temporary closure of areas (fishing grounds, beaches). Visual amenity. Physical harm to marine fauna resulting from ingestion, inhalation or skin contact with hydrocarbons. 	<ul style="list-style-type: none"> Compliance with legislative requirements for the prevention of vessel collisions and safety and emergency arrangements. Marine users will be informed (including Notices to Mariners and in conjunction with the relevant port authority) prior to commencement of the activities so they will be able to plan their activities and avoid unexpected interference. Emergency response preparedness including: OPEP, SOPEP and Operational and Scientific Monitoring Plan.
<i>Unplanned release of hydrocarbons (marine gas oil) during refuelling operations</i>	<ul style="list-style-type: none"> Impacts to water quality and marine ecosystems. Temporary closure of areas (fishing grounds, beaches). Visual amenity. Physical harm to marine fauna resulting from ingestion, inhalation or skin contact with hydrocarbons. 	<ul style="list-style-type: none"> Continuous visual monitoring of hoses, connections and tank levels during operations. Checklists and communication protocols followed. Refuelling will take place in a safe location and commencement will be contingent on suitable weather and sea state conditions.

POTENTIAL RISKS AND SOURCE	POTENTIAL CONSEQUENCES	POTENTIAL CONTROL MEASURES
<i>Accidental release of materials/waste</i>	<ul style="list-style-type: none"> • Temporary and localised: <ul style="list-style-type: none"> - increase in turbidity - burial of benthic habitat in immediate seabed area - potential toxicity impacts. 	<ul style="list-style-type: none"> • Vessels will comply with MARPOL Annex V which includes measures to prevent loss of waste to the marine environment. • Topside systems will be isolated and made safe (sea fastened) for removal and transportation. • Lifting equipment routinely maintained and inspected. • Detailed engineering of cutting and removal activities and testing of lift points.

Consultation

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

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

Your feedback and our response will be included in our Environment Plan for the proposed activities, which will be submitted to NOPSEMA for acceptance in accordance with the Offshore Petroleum and Greenhouse Gas Storage (Environment) Regulations 2023 (Cth) in 1Q 2025.

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

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



→ Fishing vessels at Lakes Entrance



How to contact us

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

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Scan to access the
Consultation Hub and
Esso Consultation Questionnaire

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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.