Decommissioning Campaign #1 - Stage 2 Transportation and Offloading Operations

Application Number: **03287** Commencement Date: **22/12/2025** Status: **Locked**

1. About the project

1.1 Project details

1.1.1 Project title *

Decommissioning Campaign #1 - Stage 2 Transportation and Offloading Operations

1.1.2 Project industry type *

Exploration (mineral, oil and gas - non-marine)

1.1.3 Project industry sub-type

—

1.1.4 Estimated start date *

01/09/2027

1.1.4 Estimated end date *

29/02/2028

1.2 Proposed Action details

1.2.1 Provide an overview of the proposed action, including all proposed activities. *

After delivering energy to Australia for over 50 years, many of the Bass Strait (Gippsland Basin) oil and gas fields are now reaching the end of their productive life. Esso Australia Resources Pty Ltd (EARPL), a wholly owned subsidiary of ExxonMobil Australia Pty Ltd, is well underway in the planning and preparation process to remove non-producing platforms during Decommissioning Campaign #1. The platforms are in Commonwealth waters located between 21 and 77 km from the coast of Victoria and comprise the topsides – which includes components such as the production facilities, living quarters (if present) for the personnel working on the platform and a helicopter landing pad (known as 'the topside') - and the supporting steel jacket structures (known as 'the jacket').

Decommissioning Campaign #1 includes the removal of the topsides of up to 13 platforms from 10 steel piled jackets (SPJs) and one concrete gravity structure (CGS), the removal of the upper jacket sections of those 10 SPJs and the full removal of two monotowers, collectively referred to as 'structures'.

Stage 2 of Decommissioning Campaign #1 (the proposed action) involves the transport of structures by vessel from the Victorian Coastal waters limit to Barry Beach Marine Terminal (BBMT) for offloading and set-down, and short-term storage within the Onshore Reception Centre (ORC). The structures will be placed on either a Heavy Transport Vessel (HTV) or a barge for transit back to BBMT.

The proposed action has three components as follows:

1. *Vessel transportation of structures from Coastal waters limit to BBMT (i.e., State waters only).*

The proposed action involves up to 26 marine vessel transits. A transit is defined as the safe navigation of the operational convoy, consisting of a HTV (or barge during a contingency marine spread), accompanied by tugs, from the Transfer Location in Commonwealth waters into Corner Inlet to BBMT (including via Franklin Channel anchorage if unsuitable conditions for direct transit to BBMT), and then returning to Commonwealth waters (via Franklin Channel anchorage as required). Each platform will usually involve the transportation of two structures – the topside and the jacket. Some structures may be transported together on the same HTV or barge.

Each voyage from the Victorian Coastal waters limit to the ORC at BBMT will take approximately eight hours, and will be managed on a 24-hour basis, in accordance with safe navigation requirements.

Transits are scheduled to occur every two to three days, with occasional intervals of up to seven days between transits, depending on weather, operational requirements, and contingency planning. Vessels may remain moored at BBMT or use the anchorage site at Franklin Channel.

2. *Offloading of structures from the transport vessel and set-down within the ORC in dedicated laydown areas.*

Vessels will be moored at the BBMT wharf. Specialised ramps will be placed between the wharf and the vessel, positioned by cranes on the wharf, to enable self-propelled modular transporters (SPMTs) to board the vessel. Structures will be loaded onto the SPMTs, and the SPMTs will move the structures off the wharf and into the ORC to the designated laydown areas for final positioning and set-down.

The offloading and set-down operation is expected to take around five (5) hours, and is planned to occur during daylight hours, but occasionally at night as needed.

Following offloading, grillage resetting preparations will be carried out on the deck of the vessel or barge in preparation for receipt of the next structure. Grillage resetting will occur at the BBMT wharf or the Franklin Channel anchorage and primarily be conducted during the day.

3. *Short-term storage and management of structures until the commencement of dismantling (Stage 3).*

Following load-in, the structures will transition to 'short-term storage and management' which will continue until the relevant regulatory decisions have been received to allow for dismantling operations to commence.

During this interim period all stored infrastructure will be managed to ensure safety and environmental compliance, including odour management, waste handling, stormwater management and regular inspections.

The project area of the three components totals approximately 2615ha, noting no physical disturbance is planned as part of the proposed action.

1.2.2 Is the project action part of a staged development or related to other actions or proposals in the region?

Yes

1.2.3 Is the proposed action the first stage of a staged development (or a larger project)?

No

1.2.4 Related referral(s)

EPBC Number	Project Title
2025/10178	Decommissioning Campaign #1 - Onshore Reception Centre early works

1.2.5 Provide information about the staged development (or relevant larger project).

The removal of the Decommissioning Campaign #1 facilities is subject to a General Direction issued by National Petroleum Safety and Environment Management Authority (NOPSEMA) under Section 574 of the Commonwealth *Offshore Petroleum and Greenhouse Gas Storage Act 2006* (OPGGS Act), which includes the requirement for EARPL to "complete all preparatory decommissioning activities and commence the topside dismantling campaign as soon as reasonably practicable, and no later than 30 September 2027, for removal of all structures, property and equipment no longer in use...". The activities to be conducted in Decommissioning Campaign #1 include four components as follows:

Activities in Commonwealth waters

- Operations in the Operational Area within Commonwealth waters to remove the structures, regulated by NOPSEMA under the OPGGS Act. These activities do not form part of the action and are considered a related activity for the purposes of the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

Activities in State waters and on the mainland (three stages)

- Stage 1 - Onshore Reception Centre (ORC) early works. The activities required to establish and ready the ORC to receive the removed structures at the Barry Beach Marine Terminal (BBMT). This stage was referred under the EPBC Act in 2025 and determined to be not a controlled action on 8 July 2025.
- Stage 2 - Transportation and offloading operations. The activities required to transport the removed structures in State waters, offload and set-down of the structures at the laydown areas in the ORC within BBMT (the proposed action).
- Stage 3 - Dismantling operations. The activities required to dismantle the removed structures, segregate the waste materials for offsite recycling and disposal. Stage 3 will be the subject of a future referral under the EPBC Act and is not part of the proposed action.

The proposed action is the second stage. Stage 1 was referred under the EPBC Act in April 2025 and determined to be not a controlled action on 8 July 2025. The delegate of the Minister for the Environment and Water accepted the referral under the former section 74A of the EPBC Act.

Decommissioning Campaign #1 activities in Commonwealth waters will be managed in accordance with the Gippsland Basin Decommissioning Campaign #1 Execution Environment Plan (the Execution EP), which will be assessed in accordance with the OPGGS Act administered by NOPSEMA.

Under the Execution EP, structures required to be decommissioned will be removed from the ocean by the *Pioneering Spirit* (a heavy lift vessel) and delivered to the transfer location, a sheltered location within the Commonwealth Operational Area where the removed structures will be transferred onto a barge or HTV for transport to BBMT. Stage 2 commences once the transportation of the structures reaches the Coastal waters limit.

EARPL is working to timeframes that meet the General Direction 817 issued by NOPSEMA in 2021 under Section 574 of the OPGGS Act. In order to commence removal of the structures from Commonwealth waters no later than September 2027 as required by the General Direction, it is critical that Stage 2 is also ready to commence before the *Pioneering Spirit* mobilises to Bass Strait in the second half of 2027.

The design and logistical considerations for each stage, including regulatory requirements, are being finalised progressively in line with sequential timeframes for completion of each stage, to allow for efficient planning and implementation in an orderly manner. The logistics and operational planning for Stage 2 is being prioritised ahead of Stage 3 given the critical timeframes for removal of structures from the Bass Strait. Regulatory planning for Stage 3 will commence in 2026.

If the Stage 2 referral is not accepted in line with the project staging, and referral of a larger action is required by the Environment Minister, further information on Stage 3 would need to be available to inform the larger action referral. This would require design, execution planning and technical studies for Stage 3 to

be brought forward delaying submission of the larger action referral. Delayed submission of a larger action referral would mean Stage 2 would not be ready to commence by September 2027. In that case, EARPL would not be able to meet the requirements set by NOPSEMA.

In accordance with the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) Policy Statement Staged Developments—Split referrals: Section 74A of the EPBC Act, staged developments are supported under the EPBC Act where they are consistent with the objects of the Act. Through the staged approach, all relevant impacts on matters of national environmental significance (MNES) will be assessed through referrals of the individual actions. Avoidance of impacts on protected matters is a key objective of Decommissioning Campaign #1. Impact avoidance has been achieved for Stage 2 and is fundamental in planning for Stage 3.

The proposed approach ensures that all elements of Decommissioning Campaign #1 that are regulated by the Commonwealth will be referred for consideration under Part 7 of the EPBC Act (or otherwise considered through Part 10 of the EPBC Act).

EARPL has considered the potential to compromise the objects of the EPBC Act in the development of the proposed approach to staged referrals. At the time of the Stage 1 referral, EARPL completed a preliminary assessment of the overall impacts of the three stages, showing that there are no potential risks of unregulated impacts because of staged referrals and demonstrating that the impacts can be appropriately understood and managed on a stage-by-stage basis. Detailed assessments of the potential impacts of Stage 2 have now been completed and with the information now available, Esso has completed an updated preliminary assessment of the overall impacts of Stages 2 and 3 (Att1-SummaryReport.pdf, Section 9, pp212-218).

EARPL considers the activities in this referral are not likely to have a significant impact on any protected matters and are not likely to contribute to a significant impact when combined with Stage 3. The approach to staging does not “lessen” or divide any of the relevant impacts on MNES, and there would not otherwise be any greater implications for MNES if the three stages were considered as one. The results of the preliminary assessment support this conclusion and show that the risk of unregulated significant impacts is very low, as the potential impacts of the staged activities are different in nature, offset in time, and temporary, therefore unlikely to contribute to sustained or compounding impacts on MNES when considered together.

Accepting staged referrals will not prevent adequate assessment of all relevant impacts of the larger action and therefore, can be done consistently with the objects of the EPBC Act. Importantly, staging the activities and the referrals accordingly is a sensible approach to ensure EARPL meets Commonwealth timeframes for decommissioning and broader environmental and safety objectives underpinning General Direction 817.

1.2.6 What Commonwealth or state legislation, planning frameworks or policy documents are relevant to the proposed action, and how are they relevant? *

***Environment Protection and Biodiversity Conservation Act 1999* (Cth)**

The EPBC Act provides a framework for the protection and conservation of the environment and heritage in Australia. Under the EPBC Act, actions which are likely to have a significant impact on MNES require assessment and approval by the Minister for the Environment and Water prior to the commencement of the action. The EPBC Act is administered by the Australian Government Department of Climate Change, Energy, the Environment and Water (DCCEEW).

As the proposed action is located within and adjacent to the Corner Inlet Ramsar site and associated threatened species and listed migratory species, assessment of potential impacts on MNES has been undertaken. This referral and attached supporting technical studies include assessment of impacts on MNES with the conclusion that EARPL does not consider the impacts to be significant. Potential impacts on MNES as a result of the proposed action are discussed further in Section 4 of this referral.

***Environmental Effects Act 1978* (Vic)**

The *Environment Effects Act 1978* (EE Act) provides a framework for assessment of proposed works that may have a significant effect on the environment in Victoria. The EE Act allows the Victorian Minister for Planning to decide whether proposed works will cause a significant effect on the environment. If the Minister determines the proposed works are likely to have a significant effect, under section 4 of the Act, an environmental effects statement (EES) must be prepared and submitted to the Minister for assessment.

EARPL has undertaken a self-assessment of Decommissioning Campaign #1 and determined a referral under the EE Act is not required.

***Environment Protection Act 2017* (Vic)**

The *Environment Protection Act 2017* (Vic) provides the legislative framework for protection of human health and the environment from pollution and waste in Victoria. The Act introduced the General Environmental Duty which requires a person engaging in an activity that may give rise to risks of harm to human health or the environment from pollution or waste must minimize those risks, so far as reasonably practicable.

BBMT operates under an existing EPA Licence (Permission ID: OL000010294) for activities regulated by EPA, including A01 (Reportable priority waste management) and G04 (Bulk storage). BBMT also has an A13C registration (waste and resource recovery - small) permission. Qube Energy Pty Ltd (Qube), as the operator of BBMT on behalf of EARPL and Woodside Energy (Bass Strait) Pty Ltd, is the licence holder of these EPA permissions. Qube is working with EPA Victoria on the permissioning required for the receipt and short-term storage of the structures at the ORC. This permissioning is outside the scope of this referral.

***Planning and Environment Act 1987* (Vic)**

The *Planning and Environment Act 1987* (P&E Act) provides a framework for the use and development of land across the state. The P&E Act has the overarching procedures for the preparation and amendment of Victoria planning provisions and planning schemes.

The action does not involve any land development activities. A permit is not required for ‘use’ of the site as existing use rights under Section 97N of the P&E Act have been confirmed by South Gippsland Shire Council in a certificate issued under the section.

***Flora and Fauna Guarantee Act 1988* (Vic)**

The *Flora and Fauna Guarantee Act 1988* (Vic) (FFG Act) provides the legislative framework for the listing threatened species and communities with objectives to protect, conserve, restore and enhance biodiversity in Victoria. Licences, permits, or authorisations are required to take, trade in, keep, move or process protected flora, or to take, trade in or keep fish.

EARPL has assessed potential impacts to threatened species and communities listed under the FFG Act as a result of the proposed action. The proposed action does not involve any handling of protected flora or fish that would require a licence, permit or authorisation.

***Wildlife Act 1975* (Vic)**

The *Wildlife Act 1975* (Vic) provides a framework for the protection and conservation of wildlife, the prevention of wildlife from becoming extinct, the sustainable use of wildlife and the regulation of activities related to wildlife. The Wildlife (Marine Mammal) Regulations 2024 (Vic) prescribe minimum distances to whales and seals/seal colonies, restrictions on feeding/touching and restriction of noise within a caution zone of a marine mammal (dolphins (150m), whales (300m) and seals (50m)) and restrictions on entering the no-approach zone (dolphins (100m), whales (300m to the front and rear, 200m to the side) and seals (30m).

The action will comply with the requirements of the Act, with regard to minimum approach distances and caution zones to whales, dolphins and seals.

***Marine and Coastal Act 2018* (Vic)**

The *Marine and Coastal Act 2018* (Vic) (MACA) provides the framework for a coordinated approach to planning and managing the marine and coastal environment in Victoria. Under MACA, an application is required for consent to use or develop marine and coastal Crown land. Marine and coastal Crown land extends from up to 200 m inland of the high-water mark to Victorian territorial waters 3 n.m. or 5.5 km offshore.

MACA consent is not required for the proposed action as Stage 2 only involves transportation of the structures through State waters and offloading operations at the ORC. There is no requirement to develop marine and coastal Crown land in Stage 2.

Marine legislation

The following Acts provide for the protection of the marine environment and safety of marine vessel operations.

- *Australian Maritime Safety Authority Act 1990* (Cth)
- *Biosecurity Act 2015* (Cth)
- *Navigation Act 2012* (Cth)
- *Protection of the Sea (Harmful Anti-Fouling Systems) Act 2006* (Cth)
- *Protection of the Sea (Prevention of Pollution from Ships) Act 1983* (Cth)
- *Marine Safety Act 2010* (Vic)
- *Pollution of Waters by Oil and Noxious Substances Act 1986* (Vic)
- *Port Management Act 1995* (Vic)

This legislation regulates the operation of vessels in State waters, including domestic commercial vessels and Australian-flagged and foreign-flagged vessels, to be used in the proposed action. The application of this legislation is further detailed in the summary report (Att1-SummaryReport.pdf, Section 5, pp53-59 and Att1-SummaryReport.pdf, Appendix A, pp.233-239).

Heritage protection legislation

The following legislation provides for the protection of heritage, including Aboriginal cultural heritage and historic shipwrecks.

- *Aboriginal and Torres Strait Islander Heritage Protection Act 1984* (Cth)
- *Underwater Cultural Heritage Act 2018* (Cth)
- *Aboriginal Heritage Act 2006* (Vic)
- *Heritage Act 2017* (Vic)

EARPL has considered the potential for impacts to heritage as a result of the proposed action. No impacts to any heritage items, objects, areas, sites or values are expected, as the proposed action is non-intrusive and does not involve any ground disturbance or any major seabed disturbances.

Other relevant legislation is identified in the summary report (Att1-SummaryReport.pdf, Appendix A, pp.233-239).

1.2.7 Describe any public consultation that has been, is being or will be undertaken regarding the project area, including with Indigenous stakeholders. Attach any completed consultation documentations, if relevant. *

EARPL has engaged with the local Gippsland community as part of ongoing Bass Strait oil and gas production for more than 50 years.

Detailed consultation for Decommissioning Campaign #1 commenced in December 2023, including a Stage 2 consultation component and targeted consultation activities. Due to the scope of Decommissioning Campaign #1 activities, consultation for the offshore and onshore components of the proposed activities has mostly occurred at the same time.

EARPL consultation with stakeholders since December 2023 has included the following:

- Targeted consultation – Targeted consultation was undertaken to engage with Victorian, Commonwealth and local regulators and specific community interest groups (listed below) on the proposed decommissioning activities relevant to all stages of Decommissioning Campaign #1.
- Information bulletins - Five information bulletins have been circulated to stakeholders discussing Decommissioning Campaign #1. The *October 2025 Gippsland Basin Decommissioning Campaign #1 – Stage 2: Transportation and offloading operations* information bulletin was released to provide a consultation update on the transportation and offloading activities. This bulletin provided information on the timing of Stage 2 activities, vessel transit route, offshore to onshore workflow, and measures implemented to minimise environmental impacts in response to stakeholder feedback.
- Community information sessions - Over the course of the consultation period for Decommissioning Campaign #1 activities (since February 2024), EARPL has held a total of 41 Community Information Sessions in East and South Gippsland areas. This included 22 Community Information Sessions in 2025 which were attended by a total of approximately 224 stakeholders. All sessions included information on Stage 2 activities, with content on Stage 2 being a key focus of the presentations in the third and fourth quarter of 2025.
- Stakeholder forums - Six stakeholder forums were held in 2024 on Decommissioning Campaign #1 activities, all of which included information on the Stage 2 plans. Over 80 people attended these forums, from across a range of different backgrounds. These forums enabled stakeholders to participate in the identification of Decommissioning Campaign #1 impacts and risks relevant to their interests, and consider mitigations that may be required. Information gathered at the Stakeholder Forums, where applicable, informed the environmental impact and risk assessment undertaken as part of preparing regulatory submissions.
- Local events - In March and April 2024, EARPL staffed a booth and engaged with a wide variety of community members at the Sale Music Festival and Air Show in West Sale. In April 2025, EARPL also staffed a booth at the Golden Beach End of Summer Festival. Community members were provided with Decommissioning Campaign #1 Information Bulletins, as well as links to the EARPL Consultation Hub and Decommissioning webpage.
- Information sharing - Broad-based information sharing was undertaken through a variety of mechanisms. This included periodic updates via email, the ExxonMobil Australia Consultation Hub, the Esso Consultation Questionnaire, Connection magazine, ExxonMobil Australia Decommissioning website and the Annual Decommissioning Report. Over 25 email updates have been provided on EARPL's activities within Bass Strait including updates on Stage 2 plans. The 2023 and 2024 Decommissioning Annual Reports were also circulated to stakeholders.

Targeted consultation was undertaken with the following stakeholders:

- Commonwealth Department of Climate Change, Energy, the Environment and Water (DCCEEW; including wetlands and assessment sections)
- National Petroleum Safety and Environment Management Authority (NOPSEMA)
- Parks Australia
- EPA Victoria
- Parks Victoria
- Victorian Department of Transport and Planning (DTP)
- Victorian Department of Energy, Environment and Climate Action (DEECA)

- South Gippsland Shire Council
- Gippsland Ports
- Gunaikurnai Land and Waters Aboriginal Corporation (GLaWAC)
- Kurnai Aboriginal Corporation
- Commercial fishers
- Recreational fishers, including Game Fishing Association Victoria (GFAV) and Victorian Recreational Fishing Peak Body (VRfish)
- Unions, including the Australian Manufacturing Workers Union, Australian Workers Union, Electrical Trades Union, Maritime Union of Australia, and the Construction, Forestry and Maritime Employees Union
- Environmentally focused non-government organisations, including Friends of the Earth, The Wilderness Society and Birdlife Australia
- Offshore wind industry

EARPL is committed to ongoing communication with stakeholders to provide updates on the proposed action (transportation and offloading operations), and the broader Decommissioning Campaign #1 activities. Following regulatory submissions, EARPL will continue to communicate with stakeholders to provide activity updates on both activities within the scope of the regulatory submissions as well as broader EARPL operations. Planned ongoing consultation mechanisms include:

- Information-sharing materials regarding the outcome of regulatory submissions.
- Community Information Sessions advertised locally and statewide.
- Continuing to respond to specific feedback, ensuring the ExxonMobil Australia website is up to date and distributing regular newsletters.
- Conducting regularly scheduled meetings with Commonwealth and Victorian government departments and agencies, commercial fishing representatives, offshore wind industry representatives, unions, First Nations organisations and recreational fishing representatives.
- Notification of commencement of activities or vessel activities to relevant stakeholders, including marine users and relevant Government departments.
- Notification of proposed action activities to relevant regulatory agencies (e.g. NOPSEMA, Gippsland Ports), where required.
- Periodic review of relevant stakeholders to ensure new stakeholders are identified and consulted.

Consultation information is provided in the summary report (Att1-SummaryReport.pdf, Section 3.0 Consultation, pp.28).

1.3.1 Identity: Referring party

Privacy Notice:

Personal information means information or an opinion about an identified individual, or an individual who is reasonably identifiable.

By completing and submitting this form, you consent to the collection of all personal information contained in this form. If you are providing the personal information of other individuals in this form, please ensure you have their consent before doing so.

The Department of Climate Change, Energy, the Environment and Water (the department) collects your personal information (as defined by the Privacy Act 1988) through this platform for the purposes of enabling the department to consider your submission and contact you in relation to your submission. If you fail to provide some or all of the personal information requested on this platform (name and email address), the department will be unable to contact you to seek further information (if required) and subsequently may impact the consideration given to your submission.

Personal information may be disclosed to other Australian government agencies, persons or organisations where necessary for the above purposes, provided the disclosure is consistent with relevant laws, in particular the Privacy Act 1988 (Privacy Act). Your personal information will be used and stored in accordance with the Australian Privacy Principles.

See our Privacy Policy to learn more about accessing or correcting personal information or making a complaint.

Alternatively, email us at privacy@dcceew.gov.au.

☑ **Confirm that you have read and understand this Privacy Notice ***

1.3.1.1 Is Referring party an organisation or business? *

Yes

Referring party organisation details

ABN/ACN	31649738278
Organisation name	AESTRA PTY LTD
Organisation address	2614 ACT

Referring party details

Name	Kate Every
Job title	Director - Environmental Impact Assessment
Phone	0421868573
Email	submissions@aestra.com.au
Address	92 Cooper Street, Cootamundra NSW 9590

1.3.2 Identity: Person proposing to take the action

1.3.2.1 Are the Person proposing to take the action details the same as the Referring party details? *

No

1.3.2.2 Is Person proposing to take the action an organisation or business? *

Yes

Person proposing to take the action organisation details

ABN/ACN	62091829819
Organisation name	ESSO AUSTRALIA RESOURCES PTY LTD
Organisation address	3008 VIC

Person proposing to take the action details

Name	Richard Perry
Job title	Decommissioning Project Manager
Phone	0498318774
Email	richard.f.perry@exxonmobil.com
Address	Level 9, 664 Collins St, Melbourne, 3008

1.3.2.14 Are you proposing the action as part of a Joint Venture? *

Yes

Joint Venture Name	Business Address	ABN/ACN	Responsible Person	Email
WOODSIDE ENERGY (BASS STRAIT) PTY LTD	Mia Yellagonga, 11 Mount Street, Perth WA 6000	004228004	Jody Mahoney	Jody.Mahoney@woodside.com

1.3.2.15 Are you proposing the action as part of a Trust? *

No

1.3.2.17 Describe the Person proposing the action's history of responsible environmental management including details of any proceedings under a Commonwealth, State or Territory law for the protection of the environment or the conservation and sustainable use of natural resources against the Person proposing to take the action. *

EARPL has a satisfactory record of responsible environment management. EARPL has operated in Australia for over 50 years and has a demonstrated record of minimal impact on the environment. EARPL has clearly defined policies and practices, along with rigorously applied management systems, committing them to environmental responsibility.

For completeness, it is noted that EARPL receives services, including personnel, from its affiliate, Esso Australia Pty Ltd (EAPL).

EAPL has also operated in Australia for over 50 years and during that time has, among other things, acted as a service provider to EARPL. EARPL and EAPL are both wholly owned subsidiaries of ExxonMobil Australia Pty Ltd. EARPL is the operator of the assets in Bass Strait that are part of the Gippsland Basin Joint Venture (GBJV) between EARPL and Woodside Energy (Bass Strait) Pty Ltd (Woodside Energy).

Noting the length of time EARPL has operated, the length of time EAPL has provided services to EARPL and the inherent risks associated with onshore and offshore oil and gas operations, EARPL and EAPL have over time been issued with a range of regulatory notices or similar documents. These include clean up and pollution abatement notices issued by the Environment Protection Authority Victoria and general directions and notices issued by the National Offshore Petroleum Safety and Environmental Authority.

EARPL/EAPL has established practices for managing regulatory notices. Generally, EARPL/EAPL will have engaged with the relevant regulator in advance of a regulatory notice being issued in order to understand the regulator's concerns and how those concerns might be addressed. Where a regulatory notice is issued:

- it is stewarded by reference to specific action plans developed to comply with the requirements of the notice;
- progress is regularly reviewed with senior management to ensure adequate resourcing is available to close out the notice; and
- there is ongoing engagement with the relevant regulator to ensure that the actions being undertaken by EAPL in response to the notice are aligned with the regulator's expectations and result in progress towards the closing out of the notice.
- Where notices extend over long periods of time, EARPL/EAPL formally engages with the relevant regulator at regular intervals to discuss progress.

EAPL, acting as a service provider to EARPL, was convicted on 12 June 1992 of a pollution offence under the Victorian Environment Protection Act 1970 following a spill of 10,000 L of crude oil to land at its Victorian Long Island Point facility. EAPL was fined $5,000 plus $1,450 costs. Extensive remediation works were undertaken by EAPL to restore the land affected. This matter is resolved.

1.3.2.18 If the person proposing to take the action is a corporation, provide details of the corporation's environmental policy and planning framework

It is EARPL policy to conduct its business in a manner that is compatible with the balanced environmental and economic needs of the communities in which it operates. EARPL is committed to continuous efforts to improve environmental performance throughout its operations.

Accordingly, EARPL's policy is to:

- Comply with all applicable environmental laws and regulations and apply responsible standards where laws and regulations do not exist;
- Encourage concern and respect for the environment, emphasise every employee's responsibility in environmental performance and foster appropriate operating practices and training;
- Work with government and industry groups to foster timely development of effective environmental laws and regulations based on sound science and considering risks, costs, and benefits, including effects on energy and product supply;
- Manage its business with the goal of preventing incidents and of controlling emissions and wastes to below harmful levels; design, operate and maintain facilities to this end;
- Respond quickly and effectively to incidents resulting from its operations, in cooperation with industry organizations and authorised government agencies;
- Conduct and support research to improve understanding of the impact of its business on the environment, to improve methods of environmental protection and to enhance its capability to make operations and products compatible with the environment;
- Communicate with the public on environmental matters and share its experience with others to facilitate improvements in industry performance; and
- Undertake appropriate reviews and evaluations of its operations to measure progress and to foster compliance with this policy.

A copy of the environmental policy which has been adopted by EARPL is provided in Att2-EARPLEnvironmentalPolicy.pdf.

1.3.3 Identity: Proposed designated proponent

1.3.3.1 Are the Proposed designated proponent details the same as the Person proposing to take the action? *

Yes

Proposed designated proponent organisation details

ABN/ACN	62091829819
Organisation name	ESSO AUSTRALIA RESOURCES PTY LTD
Organisation address	3008 VIC

Proposed designated proponent details

Name	Richard Perry
Job title	Decommissioning Project Manager
Phone	0498318774
Email	richard.f.perry@exxonmobil.com
Address	Level 9, 664 Collins St, Melbourne, 3008

1.3.4 Identity: Summary of allocation

Confirmed Referring party's identity

The Referring party is the person preparing the information in this referral.

ABN/ACN	31649738278
Organisation name	AESTRA PTY LTD
Organisation address	2614 ACT
Representative's name	Kate Every
Representative's job title	Director - Environmental Impact Assessment
Phone	0421868573
Email	submissions@aestra.com.au
Address	92 Cooper Street, Cootamundra NSW 9590

Confirmed Person proposing to take the action's identity

The Person proposing to take the action is the individual, business, government agency or trustee that will be responsible for the proposed action.

ABN/ACN	62091829819
Organisation name	ESSO AUSTRALIA RESOURCES PTY LTD
Organisation address	3008 VIC
Representative's name	Richard Perry
Representative's job title	Decommissioning Project Manager
Phone	0498318774
Email	richard.f.perry@exxonmobil.com
Address	Level 9, 664 Collins St, Melbourne, 3008

Confirmed Proposed designated proponent's identity

The Person proposing to take the action is the individual or organisation proposed to be responsible for meeting the requirements of the EPBC Act during the assessment process, if the Minister decides that this project is a controlled action.

Same as Person proposing to take the action information.

1.4 Payment details: Payment exemption and fee waiver

1.4.1 Do you qualify for an exemption from fees under EPBC Regulation 5.23 (1) (a)? *

No

1.4.3 Have you applied for or been granted a waiver for full or partial fees under Regulation 5.21A? *

No

1.4.5 Are you going to apply for a waiver of full or partial fees under EPBC Regulation 5.21A?

No

1.4.7 Has the department issued you with a credit note? *

No

1.4.9 Would you like to add a purchase order number to your invoice? *

No

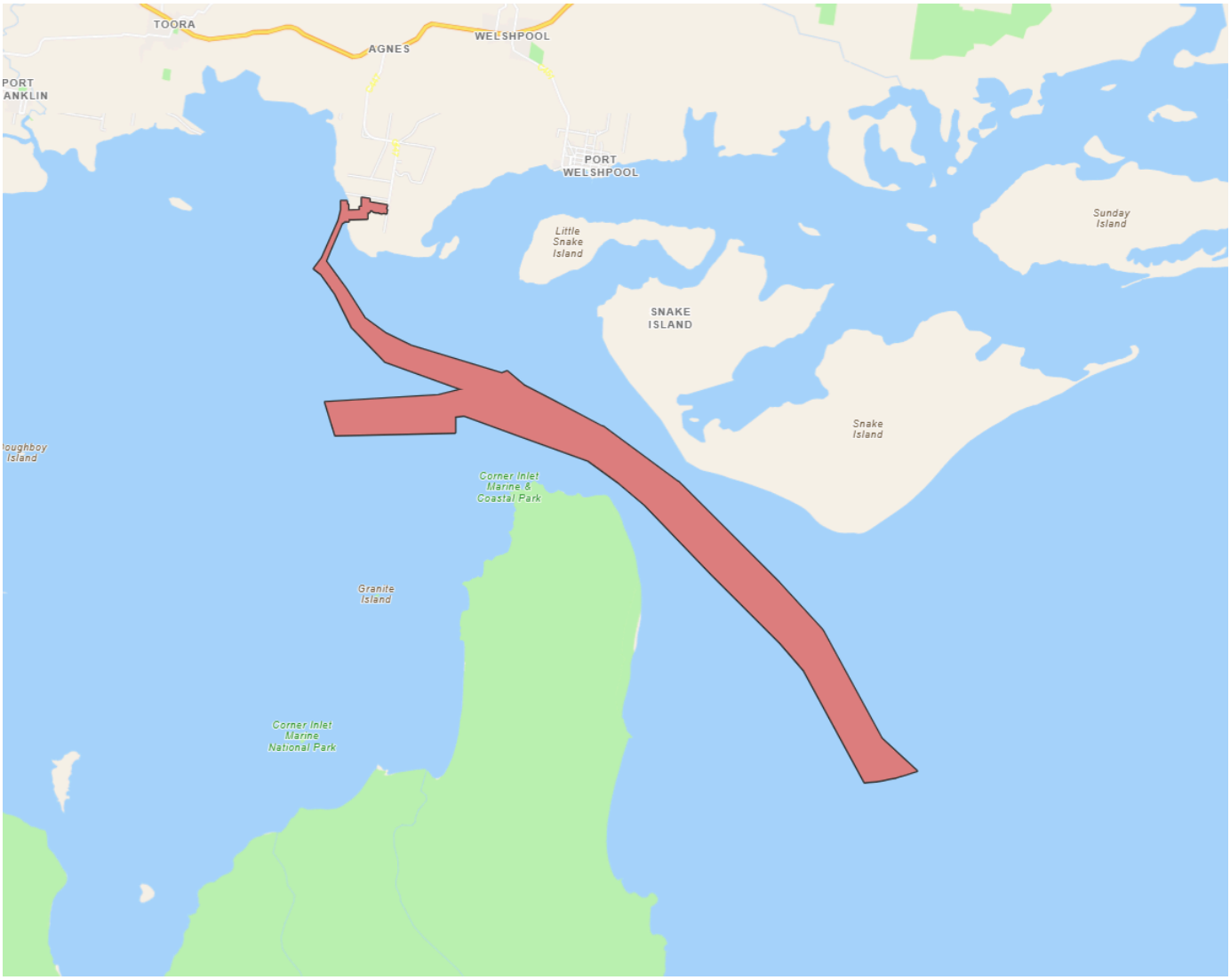
1.4 Payment details: Payment allocation

1.4.11 Who would you like to allocate as the entity responsible for payment? *

Referring party

2. Location

2.1 Project footprint



Project Area: 2616.15 Ha **Disturbance Footprint:** 2616.15 Ha

2.2 Footprint details

2.2.1 What is the address of the proposed action? *

Barry Beach Marine Terminal, 550 Barry Road, Agnes, VIC 3962, and Victorian State waters

2.2.2 Where is the primary jurisdiction of the proposed action? *

Victoria

2.2.3 Is there a secondary jurisdiction for this proposed action? *

No

2.2.5 What is the tenure of the action area relevant to the project area? *

The transportation component and some offloading components of the proposed action will occur in Victorian State waters. The waters within the Port of Corner Inlet and Port Albert are managed by Gippsland Ports. The project area does not include any waters of Corner Inlet within the Marine and Coastal Parks.

Offloading, set-down, and storage components will occur within the ORC at BBMT.

BBMT comprises freehold interests and a Crown lease and Crown licence (Att3-Figures.pdf, Figure 9) as follows:

- Lot 2 on Plan of Subdivision 501722S (84 ha), which is owned by the GBJV partners and leased to Qube Energy Pty Ltd.
- Crown lease 1508738 over Crown allotment 45B Section C Parish of Toora (4 ha), which is held by the GBJV partners and is ‘for the construction and operation of a marine operations terminal including boat servicing, quays, storage and construction facilities, warehouse and office buildings and other purposes associated therewith’. EARPL applied for a new Crown lease on 17 November 2025 and has ongoing dialogue with DEECA.
- Crown licence 1509965 over Crown allotment 45E Section C Parish of Toora, which is held by the GBJV partners and covers reserved and unreserved Crown land adjacent to BBMT. This annual licence is for maintenance dredging of the swing basin and Barry Beach Channel, and land reclamation for part of Barry Point.

The proposed action (Att3-Figures.pdf, Figure 2) will occur on part of Lot 2 on Plan of Subdivision 501722S and part of Crown allotment 45B Section C Parish of Toora to which Crown lease 1508738 applies.

3. Existing environment

3.1 Physical description

3.1.1 Describe the current condition of the project area’s environment.

The project area occurs within Corner Inlet, Victorian Coastal waters outside Corner Inlet, and the ORC within BBMT (Att3-Figures.pdf, Figure 2). A broader study area has been mapped around the project area for the purposes of the referral (Att3-Figures.pdf, Figure 3), which includes:

- the entire Corner Inlet Ramsar site
- marine waters comprising a 20 km radius from the Victorian Coastal waters limit (near navigation marker no.3 to the Corner Inlet entrance channel) encompassing the coastline of Wilsons Promontory in the south, Commonwealth waters, Seal Island and the southern side of the Corner Inlet Ramsar site.
- the ORC and terrestrial surrounds comprising land within the Barry Beach Marine Terminal (BBMT) and land areas within a 10 km radius of the BBMT boundary and transit corridor, which includes Wilsons Promontory National Park.

Corner Inlet is a tide dominated embayment located approximately 200 km southeast of Melbourne. The condition of Corner Inlet is influenced by human activities within the site and run-off from areas within the Corner Inlet and Nooramunga catchment. The State of the Marine and Coastal Environment Report 2021 rated the water quality for Corner Inlet as moderate but noted that it was relatively free of invasive species, with the exception of the seaweed wakame (*Undaria pinnatifida*), which was recorded in 2018. During periods of high-rainfall, nutrient load discharge into Corner Inlet can increase, leading to eutrophic conditions which increase the likelihood of algal blooms. The general turbidity of Corner Inlet is influenced by rainfall within the catchment and dredging activities that support the maintenance of the Port. There is the potential for climate change-related sea level rise, change in storm surge frequency and warming temperatures to impact the health of Corner Inlet. The area directly adjacent to BBMT has been heavily disturbed due to vessel activity and dredging to maintain the Barry Beach Channel, Swing Basin and berth pockets.

The Coastal waters are defined as the belt of water between the territorial sea baseline, which corresponds to the level of lowest astronomical tide (LAT), and a line 3 nautical miles seaward of the territorial sea baseline. The condition of the habitats of the Coastal waters was rated as “very good” in the Wilsons Promontory Landscape Conservation Action Plan, but is impacted by human activities, including port traffic and fishing, and run-off from the Corner Inlet and Nooramunga catchment.

BBMT, which wholly contains the ORC, is located in South Gippsland approximately 160 km southeast of Melbourne. BBMT consists of a wharf, storage and construction facilities, warehouses and office buildings. The ORC/BBMT is adjacent to the Corner Inlet Ramsar Site, located to the east of BBMT, and Port Franklin-Port Welshpool Coastal Reserve to the north and south of BBMT. BBMT is primarily zoned as Industrial Zone 1, with the southwest corner of BBMT zoned as Special Use Zone – Schedule 3. BBMT is also subject to Environmental Significance Overlay - Schedule 3 (ESO3) and Public Conservation and Resource Zone (PCRZ) of the South Gippsland Shire Planning Scheme. ESO3 applies to the entire South Gippsland coastline to protect against inappropriate development and the PCRZ applies to the western edge of BBMT where it is adjacent to Corner Inlet and protects areas of environmental, historic, landscape, habitat or cultural significance. Access to the site is via Barry Road.

BBMT is a highly modified and disturbed site, with approximately 60 per cent of the site being cleared for facilities and operations. High-threat or noxious weeds have been identified within BBMT. Prior to the proposed action commencing, Stage 1 ORC early works will be undertaken, including up to 0.911 ha of vegetation clearing of planted and immature regrowth native vegetation, as well as wharf strengthening and refurbishment of the existing hardstand areas. Low-level contaminated soils have been identified at BBMT. The area within Corner Inlet adjacent to BBMT has been heavily disturbed by both vessel activity and previous dredging to maintain the Barry Beach Channel, Swing Basin and berth pockets.

3.1.2 Describe any existing or proposed uses for the project area.

The Port of Corner Inlet and Port Albert, managed by Gippsland Ports, encompasses the waters of Corner Inlet and the surrounding Coastal waters, and includes several commercial ports and shipping facilities. The main commercial and shipping facilities are BBMT, and the adjacent Port Anthony Marine Terminal, which service Bass Strait oil and gas projects and cargo vessels moving between wider Gippsland and Tasmania. Other facilities located in the Port of Corner Inlet and Port Albert include Port Welshpool, Port Albert and Port Franklin, which provide infrastructure such as jetties, boat ramps and mooring facilities that are used by commercial and recreational vessels.

Corner Inlet commercial fishery is Victoria's largest bay fishery and predominantly uses seine and mesh netting practices. It produces approximately 230 to 350 tonnes of fresh seafood annually and is worth approximately $3 million annually in Gross Value of Production. Recreational fishing is popular within Corner Inlet and is a notable tourist attraction for the region. Corner Inlet is also a popular destination for recreational boating, bushwalking and scuba diving. The Commonwealth waters adjacent to the project area are used extensively for commercial and recreational uses. Wilsons Promontory, adjacent to the project area, is a highly popular tourist destination, with more than 400,000 visitors each year. Visitor activities include camping, hiking, fishing, kayaking, rock climbing and swimming.

BBMT has been operating since the 1960s and was where most of the oil and gas structures located in the Gippsland Basin were constructed and loaded out. Currently, BBMT is managed by Qube on behalf of the GBJV and provides operation and maintenance support for oil and gas activities in the Gippsland Basin, including decommissioning activities. Activities at BBMT include temporary berthing, bunkering, cargo transfer, ship waste collection and vessel maintenance. BBMT is a restricted area, and the wharf area is only available to approved users.

The land around BBMT is predominantly used for agricultural activities. Milk production is the major commodity in the area, followed by cattle and calves. Other terrestrial land uses surrounding the project area include urban areas, residential properties, and industrial/commercial areas. Tourist activities are popular in the area due to the close proximity to Melbourne.

3.1.3 Describe any outstanding natural features and/or any other important or unique values that applies to the project area.

No notable outstanding or important natural features or values occur within the ORC as it is within BBMT, a marine terminal. The ORC comprises hardstand, access roads, existing warehouses, a small patch of remnant vegetation, and small patches of planted and regrowth native vegetation. Within BBMT but outside of the ORC, there is 15.234 ha of remnant native vegetation that is of ecological value comprising four different EVCs.

Corner Inlet, located adjacent to BBMT, is a tide dominated embayment and is Victoria's most dynamic coastal system, with 68 percent of the system consistently prograding or receding. Corner Inlet was listed as a Wetland of International Importance in 1982 under the Ramsar Convention in recognition of its outstanding coastal wetland values and importance for migratory shorebird species. The Corner Inlet Ramsar site covers 67,186 ha and meets six of the nine criterion for listing as a Ramsar Site:

- Criterion 1: Representative, rare, or unique example of a natural or near-natural wetland.
- Criterion 2: Supports vulnerable, endangered, or critically endangered species.
- Criterion 4: Supports plant and/or animal species at a critical stage in their life cycles.
- Criterion 5: Regularly supports 20,000 or more waterbirds.
- Criterion 6: Supports one percent of the individuals in a population of one species or subspecies of waterbird.
- Criterion 8: Important source of food for fishes, spawning ground, nursery and/or migration path on which fish stocks, either within the wetland or elsewhere, depend.

Corner Inlet is considered one of the most important sites for migratory shorebirds in Victoria, consistently supporting approximately 29,000 shorebirds (both migratory and resident species) for feeding and roosting. Corner Inlet also supports extensive *Posidonia* seagrass beds, which are the largest in the bioregion.

The nearshore State waters of the study area is partially within the Wilsons Promontory Marine Park, which has several natural features, including marine granite habitats, which are unusual in Victoria, and distinct biological communities within the marine habitats, including the subtidal reefs, rocky shores and subtidal soft substrates. The Marine Park is an outstanding example of underwater seascapes, which contributes to tourist appeal and scientific research opportunities. The proposed action will not occur within the Wilsons Promontory Marine Park. The marine area of the State waters in the project area is home to diverse flora and fauna species and is important breeding and foraging habitat for the Australian fur seals, shorebirds and seabirds.

The adjacent Commonwealth marine area is located in the Southeast Marine Region and contains two key ecological features within the study area, the Bass Cascade and shelf rocky reefs and hard substrates. The Bass Cascade is an "underwater waterfall effect" caused by warmer waters from the Bass Strait flowing north in winter which are warmer than the surrounding waters. The cascading water flows down the continental slope of the northeast Bass Strait, forcing cool nutrient rich waters to rise. Consequently, there is a noticeable increase in primary productivity during this time, and subsequently more frequent larger marine fauna. The shelf rocky reefs and hard substrates habitat can occur in depths as shallow as 50 m on the continental shelf and provides attachment sites for macroalgae and sessile invertebrates, which are important for productivity and marine diversity.

Wilsons Promontory is the southern-most point of mainland Australia and has several natural values of significance within the study area. This includes diverse vegetation communities, the occurrence of 21 per cent of Victoria's vascular plants, biogeographically significant species, unmodified rivers and streams, threated fauna species, a large proportion of Victoria's bird species and intertidal mudflats that are internationally important habitat. Chinaman Creek Delta, located on the western side of Wilsons Promontory and flows into Corner Inlet, is a site of national geological and geomorphological significance. The Entrance Point reference area is a coastal succession area which has successional stages from dunes to woodlands.

The coastal island habitat on the Seal Islands is a conservation asset listed in the Wilsons Promontory Park Landscape Conservation Action Plan. Subtidal rocky reefs, soft sediments and the water column are listed as marine habitat conservation assets.

3.1.4 Describe the gradient (or depth range if action is to be taken in a marine area) relevant to the project area.

The gradient of BBMT is generally flat with a gradual increase in surface elevation from approximately 2.4 m Australian Height Datum (AHD) at the western edge of the site (wharf deck) to 7 m AHD in the northeast part of the site.

The coastline around Corner Inlet has a low relief, except for some areas of rocky outcrops. Within Corner Inlet, the depth of the water is tide dependent, with some sand banks emerging at low tides. The channels within the Inlet vary in depth and become shallower in the north and western sections of the inlet.

The proposed action will utilise the Corner Inlet Entrance Channel, Toora Channel and Barry Beach Channel for access between Bass Strait and Barry Beach Marine Terminal and will use Franklin Channel for anchoring and mooring vessels depending on operational requirements. Corner Inlet Entrance Channel is the main channel into Corner Inlet and has a maximum depth of 40 m, and ranges in navigable width from 277 to 2407 m. Toora Channel ranges in depth between 11 to 18 m with a minimum width of 280 m. Barry Beach Channel, which is adjacent to BBMT, has a least depth of 5.2 m and a minimum width of 100 m. The berth pockets and swing basin adjoining the BBMT wharf have been previously dredged to 8 m lowest astronomical tide (LAT). Franklin Channel, which is a recommended anchorage, extends westward from the Corner Inlet main channel, and ranges in depth from 11.0 to 26.0 m.

Nearshore State water depth extends from 0-20 m, followed by a continued slope from 20-60 m in a southeast direction towards the continental shelf. There are increases in depth at the entrances to Corner Inlet, with steep slopes between 10 to 15 m in depth along the sides of the channels. The Seal Islands, located in State waters, are characterised by steep rocky cliffs and some areas of gentle slope to the sea.

The depth of the Commonwealth waters adjacent to the project area ranges from 20-70 m. It is characterised by a sloped seafloor towards the continental shelf break, approximately 130 km southeast of the study area.

3.2 Flora and fauna

3.2.1 Describe the flora and fauna within the affected area and attach any investigations of surveys if applicable.

Corner Inlet is characterised by 14 different types of wetlands, of which the most dominant are permanent shallow marine waters, marine subtidal aquatic beds and intertidal mud, sand or salt flats. There are 28 different Ecological Vegetation Classes (EVCs) (Att3-Figures.pdf, Figure 8) that have been identified within Corner Inlet, exclusive of seagrass vegetation and open marine waters. Some heathland, tussock grassland and woodland communities are present on the larger islands within the Inlet. A total of 390 flora species and 160 vertebrate fauna species have been identified within the Inlet.

Corner Inlet supports approximately 29,000 migratory and resident shorebirds for feeding and roosting, with a significant portion of migratory birds being present in the summer months as a stopover for the East Asian-Australian Flyway. During long-term shorebird monitoring surveys conducted at Corner Inlet and Nooramunga Marine Park between 1982-2011 (summer) and 1983-2011 (winter), the area was found to support a much higher abundance of shorebirds in summer than winter, averaging over 33,000 birds in summer over a 30-year period and averaging just over 5,500 shorebirds in winter across the 29-year period. The tidal flats are an important feeding area for many birds and roosting generally occurs above the high water mark on the sandy islands and coast and in some saltmarsh areas.

Seagrass meadows form a notable component of Corner Inlet, and four key species occur in the site: *Halophila australis* (paddle weed), *Heterozostera nigricaulis* (black stemmed eelgrass/Australian grass wrack), *Posidonia australis* (fibre-ball weed) and *Zostera muelleri* (swan grass). Seagrass meadows are an important habitat for many aquatic species and stabilise the sediment.

Mangrove and saltmarshes with intertidal mudflats fringe most of the shorelines within the Inlet. There is only one mangrove species present in the Inlet, the grey mangrove (*Avicennia marina* subsp. *australasica*), but a variety of different shrubs and grasses form the saltmarshes. The saltmarshes are tidally flooded and are one the major contributors to the Ramsar listing as they provide important habitat for wading birds. The intertidal mud flats comprise 24,950 ha of Corner Inlet and are an essential habitat for migratory and resident birds, invertebrates and fish.

Collectively, the habitats of Corner Inlet support a variety of benthic invertebrates, fish, turtles and birds. Whilst over 390 species of marine invertebrates have been recorded, key benthic invertebrate species types include filters feeders within seagrasses and on port infrastructure, sea star and brittle star species and sea cucumbers, and worms, bivalves and crabs within the intertidal mud flats. There are 33 species of bony fish species listed under the EPBC Act that may occur within Corner Inlet, and two turtle species have been reported within Corner Inlet: the leatherback turtle (*Dermochelys coriacea*) and the green turtle (*Chelonia mydas*).

The benthic habitats within the Coastal waters outside Corner Inlet are predominantly subtidal reefs and unvegetated soft sediments, with some small patches of seagrass in sheltered and inshore areas. The high wave energy of the Coastal waters prevents the growth of dense seagrass habitats. The subtidal reefs generally only rise 1-2 m above the seabed and support macroalgae communities, sessile and non-sessile invertebrates, sponges and some corals. The soft sediments have supporting communities of sponges, bryozoans, crustaceans and meiofauna, and feature bottom-dwelling fish including skates and rays. At low tide in nearshore areas, the exposed soft sediments are an important feeding site for many shorebirds and waders. The coastline which is adjacent to the Coastal waters consists of long sandy beaches broken by rocky headlands estuary entrances.

The Bass Strait is characterised by a benthic habitat of patches of rocky reefs and soft sediments. The rocky reefs rise 1-2 m above the seabed, feature various macroalgae and are inhabited by sessile and non-sessile invertebrates, sponges and some corals. The soft sediments, which largely consist of silt and sand, have supporting communities of sponges, bryozoans, crustaceans and meiofauna.

The water column in the Coastal waters outside Corner Inlet and adjacent Commonwealth waters supports many large fauna, including large fish species, fur seals and penguins. Larger marine mammals that have been recorded include the humpback whale, Andrews beaked whale, sperm whale, pilot whale, bottlenose dolphin and common dolphin.

The Seal Islands are a haul-out and breeding site for the Australian fur seal. Rag Island has the largest breeding colony of the Seal Islands and there are an estimated 330 pups born each year. The soil on the islands is sufficiently deep to support burrowing seabirds, and the islands are a significant breeding colony for several seabirds, including the common diving-petrel, short-tailed shearwater, silver gull, fairy prion, cape barron goose, Pacific gull, crested tern and black-faced shag.

Various fauna species have been recorded at BBMT, including native and exotic bird species, possums, the white-striped freetail bat and grey-headed flying-fox. Common frog species are likely to use the wetland area. Wilsons Promontory has a diverse range of flora and fauna, supporting an estimated total of 2,400 species.

3.2.2 Describe the vegetation (including the status of native vegetation and soil) within the project area.

Native remnant vegetation within BBMT comprises four different EVCs: EVC 8 – Wet Heathland (1.853 ha), EVC 14 – Banksia Woodland (9.035 ha), EVC 53 – Swamp Scrub (2.164 ha), and EVC 48 – Heathy Woodland (2.182 ha). The native vegetation is predominantly located on the southeastern corner of BBMT. Native species have been planted in BBMT where previous native vegetation clearance has occurred. Habitat within BBMT consists of patches of high-quality woodland, native regrowth, planted vegetation and a small wetland associated with the swamp scrub of EVC 53.

The terrestrial study area is broadly defined as a Coastal Plain land system. As the area has been heavily cleared for agricultural activities, remnant vegetation generally occurs in relatively small areas. Adjacent to BBMT at Barry Point, two EVCs have been documented: EVC 8 – Wet Heathland and EVC 9 – Coastal Saltmarsh (ELA 2026). Att3-Figures.pdf, Figure 8 provides an overview of the modelled EVCs in the broader study area.

3.3 Heritage

3.3.1 Describe any Commonwealth Heritage Places Overseas or other places recognised as having heritage values that apply to the project area.

An EPBC Act protected matters search (Att1-SummaryReport.pdf, Appendix B, p240) found no Commonwealth heritage areas within the project area or the 20 km marine or 10 km terrestrial search buffer surrounding it.

No historic heritage sites, including registered historic heritage places or sites, were identified in the project area. BBMT has some relict sand dunes on site that are located outside the project area and are located adjacent to Barry Road.

Given the ongoing industrial activities at the ORC and existing vessel traffic in the indicative transit route through Corner Inlet and Coastal waters, it is unlikely that any sites more than 75 years old that would qualify as historic heritage (under Victorian law) are present within the project area.

3.3.2 Describe any Indigenous heritage values that apply to the project area.

Indigenous cultural heritage in and around the ORC was investigated during the Stage 1 (ORC early works) cultural heritage assessment. The study area for this assessment encompassed the ORC project area and remnant vegetation to the south of the Main Access Road within BBMT.

No registered Aboriginal cultural heritage places listed on the Victorian Aboriginal Heritage Register are located within the ORC project area or BBMT.

As no previous archaeological surveys have been conducted within the study area, broader literature and archaeological surveys were reviewed. This was to provide wider context for occupation and site types within the area.

BBMT and the majority of the project area for Stage 2 falls within areas of cultural heritage sensitivity as defined under Section 2, Aboriginal Heritage Regulations 2018 (Vic). This is due to BBMT intersecting:

- Declared Ramsar wetlands (Regulation 29 of the Aboriginal Heritage Regulations 2018 (Vic))
- Coastal crown land (Regulation 30)
- Coastal land (Regulation 31)
- Koo Wee Rup Plain (Regulation 34)
- Dunes (Regulation 40)

Relevant to the Stage 2 project area, the seascape of Corner Inlet has cultural significance to the Gunaikurnai, Boonwurrung and Bunurong Aboriginal groups. Corner Inlet was historically used for hunting and gathering, and there is evidence of burial sites, camps, artefact scatters and shell middens throughout the area.

Wilsons Promontory is an important cultural landscape for the Gunaikurnai, Boonwurrung and Bunurong groups that is still used today.

The Coastal waters of the study area are important Sea Country for the Gunaikurnai and Boonwurrung Indigenous people. The waters were historically important for hunting and gathering, both from the shore and from bark canoes.

The assessment conducted for Stage 1 found that, due to significant ground disturbance from the construction of BBMT and ongoing activity, Aboriginal cultural heritage is unlikely to be present within the ORC project area. The Stage 1 cultural heritage assessment concluded that a mandatory cultural heritage management plan under the Aboriginal Heritage Regulations 2018 (Vic) is not required.

The Gippsland Land and Waters Aboriginal Corporation (GLaWAC) Registered Aboriginal Party was consulted during preparation of the Stage 1 cultural heritage assessment. GLaWAC advised that a compulsory cultural heritage management plan is not required. As the proposed action of Stage 2 does not involve any additional ground disturbance, a cultural heritage management plan will not be required.

A large portion of the study area, including parts of the Coastal waters and Corner Inlet, BBMT and surrounding land is within the Gunaikurnai Native Title determination. The GLaWAC is the prescribed body corporate for the Native Title area.

The eastern side of Corner Inlet, predominantly Nooramunga Marine and Coastal Park, and other Coastal waters in the study area, are currently subject to the development of a Sea Country Indigenous Protected Area (IPA) that would be managed by the GLaWAC.

3.4 Hydrology

3.4.1 Describe the hydrology characteristics that apply to the project area and attach any hydrological investigations or surveys if applicable. *

BBMT is located within the Corner Inlet and Nooramunga catchment, however no watercourses occur on the site. BBMT has six defined sub catchments, with surface water flows captured by the existing stormwater management system. The stormwater management system discharges to Corner Inlet through three outfalls, which have stormceptors (triple inceptors) to capture hydrocarbons.

BBMT is located on the Quaternary Aquifer, with a general groundwater flow from the northeast to the southwest that discharges into Corner Inlet. Groundwater recharge is through direct infiltration and rainfall, and whilst groundwater flows and levels are generally consistent, there are some fluctuations as a result of rainfall. Expected depth to groundwater is approximately 5 m below ground surface (mbgs) on the western side of the site and ranges between 5-10 mbgs on the eastern side of BBMT. The major groundwater resource in the area is the Yarram Water Supply Protection Area, which is a deep confined sand aquifer with silts and clays. It is the major water source for irrigation, industry and town water.

The land adjacent to BBMT is located in the Corner Inlet and Nooramunga local area catchment within the West Gippsland Regional Catchment. There are three large watercourses in the study area, including the Franklin River, Agnes River and Shady Creek, each of which discharge into Corner Inlet. Surface water supports some agricultural and domestic uses within the local area.

The Albert, Tarra, Jack, Franklin and Agnes Rivers drain into Corner Inlet from the South Gippsland coast, which contribute to sediment and nutrient flow into Corner Inlet. Chinamans Creek, Tin Man Creek, Cow Creek and Barry Creek also flow into Corner Inlet but originate from the Wilsons Promontory catchment which has a higher water quality due to the unmodified nature of its rivers and streams. As these river systems are relatively short, stream flows into Corner Inlet are strongly influenced by rainfall which can result in large flows. Groundwater recharge into Corner Inlet represents a very minor percentage of flow in comparison to surface stream flow.

There are five permanent entrances from Corner Inlet to the Bass Strait which facilitate water exchange. Tides within Corner Inlet drain into and from the Bass Strait and the tidal variance can differ by up to 3 m. Currents within Corner Inlet are largely tide driven and flow velocities are greater than one metre per second, resulting in a large exchange of water both throughout the Inlet and to the Bass Strait. Wave height within Corner Inlet is relatively low with an average of 0.34 m, largely attributable from the protection offered from Wilsons Promontory to the south.

Coastal waters within the study area are linked to two catchments, Wilsons Promontory catchment and the Corner Inlet and Nooramunga catchment, however impacts to water quality are mostly influenced by currents and conditions of the Bass Strait. The Coastal waters are a high energy environment impacted by wind and tides with a generally well-mixed water column. Currents in the Coastal waters are stronger in deeper water, including the channels in the entrances to Corner Inlet, which experience the highest tidal current speeds.

The hydrology of Bass Strait is characterised by shallow water and tidal currents with a slow easterly flow of waters in an anticlockwise direction. The eastern areas of the Bass Strait, including the study area, are influenced by the East Australia Current, which flows southward bringing with it warm equatorial waters.

At a local scale, the Commonwealth waters in the study area are a high energy environment where currents are predominantly tide and wind driven. Strong winds can create large surface waves that can lead to significant turbidity, especially near sediment heavy areas such as near estuary entrances.

Wilsons Promontory forms its own sub-catchment within the WGCMA area. The rivers and streams of Wilsons Promontory are significant as they are largely unmodified and are free of introduced aquatic flora and fauna species. Chinamans Creek, which is within the study area, drains into Corner Inlet Marine National Park.

4. Impacts and mitigation

4.1 Impact details

Potential Matters of National Environmental Significance (MNES) relevant to your proposed action area.

EPBC Act section	Controlling provision	Impacted	Reviewed
S12	World Heritage	No	Yes
S15B	National Heritage	No	Yes
S16	Ramsar Wetland	Yes	Yes
S18	Threatened Species and Ecological Communities	Yes	Yes
S20	Migratory Species	Yes	Yes
S21	Nuclear	No	Yes
S23	Commonwealth Marine Area	Yes	Yes
S24B	Great Barrier Reef	No	Yes
S24D	Water resource in relation to large coal mining development or coal seam gas	No	Yes
S26	Commonwealth Land	No	Yes
S27B	Commonwealth Heritage Places Overseas	No	Yes
S28	Commonwealth or Commonwealth Agency	No	Yes

4.1.1 World Heritage

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

—

4.1.1.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? *

No

4.1.1.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. *

There are no World Heritage sites located within 10 km of the proposed action. The nearest World Heritage property is the Royal Exhibition Building and Carlton Gardens in Melbourne, approximately 160 km northwest of the project area.

4.1.2 National Heritage

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

—

4.1.2.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? *

No

4.1.2.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. *

There are no National Heritage sites located within 10 km of the proposed action. The nearest National Heritage place is the Australian Alps National Parks and Reserves, approximately 85 km north of the project area.

4.1.3 Ramsar Wetland

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

Direct impact	Indirect impact	Ramsar wetland
No	Yes	Corner Inlet

4.1.3.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? *

Yes

4.1.3.2 Briefly describe why your action has a direct and/or indirect impact on these protected matters. *

Corner Inlet is a large tide-dominated embayment located on the southeast coast of Victoria. The Corner Inlet Ramsar site covers an area of 67,186 ha. It consists of a submerged plain covered by sand or mud flats with well-developed seagrass beds, and large sand islands. A radiating system of deeper channels supports efficient tidal exchange over the flats and the areas between the islands. Due to its large area and the diversity of habitats present, Corner Inlet supports internationally significant populations of a number of aquatic and semi-aquatic species.

The project area is partly located within the Corner Inlet Ramsar site. Corner Inlet encompasses four ports, including the Barry Beach Marine Terminal (BBMT). The proposed action will involve transportation of structures through the existing Corner Inlet channels, offloading operations at the BBMT wharf, and temporary anchorage in the Franklin Channel (the Gippsland Ports recommended anchorage site).

A detailed assessment of the potential impacts of the proposed action on the Corner Inlet Ramsar site is outlined in the EPBC Act referral summary report (Att1-SummaryReport.pdf, Section 8.1, pp127-134). The detailed impact assessment is informed primarily by the Marine Ecology Report (Att1-AppD-MarineEcologyReport.pdf) and the supporting technical studies (Artificial Light Modelling Report (Att1-AppF-ArtificialLightModellingReport.pdf), Airborne Noise Report (Att1-AppG-AirborneNoiseReport.pdf), Underwater Noise Report (Att1-AppH-UnderwaterNoiseReport.pdf), Environmental Chemical Risk Assessment Report (Att1-AppI-EnvironmentalChemicalRiskAssessmentReport.pdf) and Marine Biosecurity Risk Report (Att1-AppJ-MarineBiosecurityRiskReport.pdf)).

The proposed action will generate artificial light, underwater noise and airborne noise during transit and offloading activities. Airborne noise and light emissions have the potential to cause temporary behavioural disturbances to native fauna dependent upon the wetland, including breeding seabirds and migratory shorebirds.

Sources of artificial light will be limited to navigational lighting on vessels, as well as lighting of worksites when required if the operation extends into night-time hours, which are necessary for safe navigation and worksites. Corner Inlet supports a number of known waterbird roosting and breeding sites, the closest being Barry Beach approximately 1.3 km from the BBMT wharf, Snake Island approximately 1.2 km from the transit route and Granite Island approximately 8.3 km from the transit route. Elevated light levels will be perceived at these avifauna locations.

The main activities that will generate airborne noise are grillage resetting at the Franklin Channel anchorage or on the wharf and material or equipment placement at BBMT involving forklifts and cranes. Airborne noise modelling for the proposed action concludes that the predicted noise levels are below the avifauna behavioural response thresholds of 70 dB (equivalent to road traffic or loud conversation) and are of a similar magnitude to the predicted existing short-term noise events generated at BBMT.

Continuous underwater noise from vessels during transit has the potential to effect behavioural disturbances and hearing impairment in fish species dependent upon the wetland. However, underwater noise modelling results for the proposed action indicate that underwater noise generated by project vessels will be below the impairment thresholds for recoverable injury and temporary threshold shift for fish with a swim bladder.

Localised seabed disturbances and resuspension of sediments may occur due to vessel operations, such as anchoring in Franklin Channel or propeller wash in shallow waters, in limited areas where there may be less than 2 m under the vessel keel. The existing channels provide sufficient under-keel clearance and the shallower bank outside the entrance is marked with navigation lights, and other shallower areas are charted. Vessel anchoring activities are only planned to occur in the Franklin Channel (the preferred anchorage for Gippsland Ports within Corner Inlet), which is unlikely to support seagrass habitat due to water depth.

Structures that will be transported to the ORC have some elements of residual contamination due to their construction materials and industrial history. While the structures will be de-inventoried and flushed/purged, residual hydrocarbons or other chemicals may remain in low volumes. The likelihood of contamination being released from the structures into Corner Inlet has been assessed as unlikely to occur (Att1-AppI-EnvironmentalChemicalRiskAssessmentReport.pdf, p4). All areas of contamination associated with the topsides are considered to be isolated and as such do not pose a risk to the environment in their contained state. The only potential release mechanism is through accidental structural failure of the structures, or failure of drip containment structures (which are to be installed) leading to a loss of containment.

Jacket structures have been sitting within the marine environment for a number of decades and are encrusted with marine growth. As a result of the decomposition process, there is potential for the release of organic matter from the structures during transport and short-term storage at BBMT. If mobilised into Corner Inlet, organic matter has the potential to affect water quality through locally increased levels of nutrients. While some material may fall directly into marine waters during transit, this would represent a negligible amount given the load-in design of structures which minimises any overhang beyond the bounds of the vessels. Similarly, the design of the ORC does not provide for direct movement of decomposing marine growth into the marine environment as a result of surface run-off.

The ecological risks related to potential introduction of invasive marine species from marine growth on structures have been assessed as very highly unlikely (Att1-AppJ-MarineBiosecurityRiskReport.pdf, Section 8.3, p68).

Vessels discharges (including sewage, putrescibles, bilge), run-off from BBMT and biosecurity risks (biofouling and ballasting) are highly regulated under Commonwealth and Victorian legislation and Gippsland Port protocols, to prevent pollution and protect the wetland from harm. Unplanned discharges (such as accidental spills and leaks of fuel and oil or other substances, and deck wash containing residual chemicals or organic matter), are unlikely to occur but any minor releases would be rapidly diluted and dispersed.

4.1.3.4 Do you consider this likely direct and/or indirect impact to be a Significant Impact? *

No

4.1.3.6 Describe why you do not consider this to be a Significant Impact. *

The proposed action does not involve any planned removal or disturbance of any key wetland habitat types (seagrass, intertidal sand or mud flats, mangroves, saltmarshes or permanent shallow marine water), and there are no impact pathways associated with the proposed action that would lead to modification or reduction in the extent of those habitats across the Corner Inlet Ramsar site.

The proposed action will be occurring at locations that already support a baseline level of commercial and industrial activities such as vessel movements through channels and industrial works at BBMT.

Artificial light and airborne noise emissions generated by the proposed action are temporary and localised around the source, and are not dissimilar to existing light and noise emissions in Corner Inlet. For all waterbird species associated with the ecological character of the Corner Inlet Ramsar site, predicted impacts were limited to localised and temporary behavioural disturbances such as possible avoidance of noisy or heavily lit locations (or attraction to elevated levels of artificial light for light sensitive species), but only while those activities are occurring (and at night in the case of artificial light).

Certain breeding islands (Boxbank, Clonmel and Dream Islands) are too far from these locations for birds to be affected by artificial light or airborne noise emissions from the proposed action occurring at BBMT or Franklin Channel anchorage. Elevated light may be perceived by birds at Snake Island, a known roosting and breeding island that is closer to BBMT and Franklin Channel anchorage. However, the levels of artificial light that may be observed will be limited to short periods during vessel transits and offloading operations at BBMT and is unlikely to affect breeding success, and airborne noise is not predicted to impact that location. Light modelling indicates that birds on Granite Island may observe elevated light levels when on the island during temporary anchorage of vessels whilst undertaking night grillage works, however any potential behavioural disturbance of the birds will be minor and temporary, and will not affect breeding success.

Neither elevated levels of artificial light nor airborne noise from the proposed action have potential to cause a reduction in waterbird breeding within Corner Inlet.

The ten threatened species (including nine waterbirds and one fish) supported by the Corner Inlet Ramsar site are assessed in detail in the EPBC Act referral summary report (Att1-SummaryReport.pdf, Section 8.2, pp134-190). The assessments conclude that there are unlikely to be significant impacts on any threatened species, having regard to the significant impact criteria for Critically Endangered and Endangered, and Vulnerable species.

There are extensive tidal flats available for foraging when exposed at low tide, so minor disturbances due to the proposed action will not affect foraging to the degree that it could lead to any waterbird species no longer inhabiting Corner Inlet or any waterbird declines across the whole Inlet. Similarly, roosting locations exist throughout Corner Inlet, and in particular on the barrier islands some distance away, so minor behavioural disturbances in the vicinity of BBMT are not likely to result in waterbird species not being recorded in Corner Inlet or reduction in waterbird abundance for the whole wetland.

As there is a low number of transits (26) with a maximum duration of approximately eight hours, spread over the 150-day operational period, the potential for sediment disturbance is restricted and will not cause a measurable increase over current vessel operations in the port and approaches. The potential volumes of sediment resuspended will be very low and any existing contaminants contained within sediments will be rapidly dispersed and diluted through natural hydrodynamic processes. Impacts are unlikely given the rapid dispersion of any resuspended sediments, minimal sedimentation due to low volumes of sediments, low numbers of vessel transits and the highly localised nature of any disturbances. There are unlikely to be any significant impacts associated with setting up and retrieving anchors or moorings, due to rapid dispersion of resuspended sediments, the low volumes of sediments and the selection of deeper anchoring areas without seagrass habitats. Therefore, it is unlikely that the proposed action will cause any measurable changes to water quality, and as such will not lead to any indirect decline or degradation of seagrass or other habitat types. Any disturbances from anchoring or propellor wash will be temporary and minor, and fauna habitats are unlikely to be seriously affected.

Due to the high capacity of the receiving environment to rapidly dilute discharges that may reach Corner Inlet waters, any localised effects will be indiscernible from the background within metres of the source, recognising the current and historic vessel use of the working port waters and transit routes.

The proposed action will not impact the catchments draining into Corner Inlet and therefore will not affect the Australian grayling being supported within those catchments. Based on the nature and location of the proposed action, there is no potential for impacts to habitat features such as bays, creeks or estuaries, and mangrove and seagrass habitat are unlikely to be affected as discussed above. Therefore, the proposed action is unlikely to affect the outstanding fish habitat values, diversity of fish communities, or fish abundance of the Corner Inlet Ramsar site. Fish species are able to move away from underwater noise sources so will avoid injury or mortality that would impact on catch rates. No mortality of individuals is expected and any effects on behaviours would be temporary.

Potential effects of airborne noise and artificial light on fauna, including threatened species, breeding waterbirds, and migratory shorebirds, and potential impacts of underwater noise on fish, are temporary and minor. It is unlikely that noise and light will have serious impacts on breeding, foraging, roosting or migrations, and therefore unlikely to seriously affect the lifecycle of any native species.

4.1.3.7 Do you think your proposed action is a controlled action? *

No

4.1.3.9 Please elaborate why you do not think your proposed action is a controlled action. *

The proposed action involves vessel operations within the existing shipping channels of the Corner Inlet Ramsar site and at the existing port, which has been in operation for over 50 years. Vessel transit is governed by existing port procedures, safety controls and other state and Commonwealth regulatory requirements to protect the wetland from harm.

An assessment against the significant impact criteria set out in the EPBC Act Matters of National Environmental Significance Significant impact guidelines 1.1 was completed (Att1-SummaryReport.pdf, Section 8.1, Table 24, p133). The assessment determined that the proposed action, which involves a limited number of marine vessels transits (<26) through Corner Inlet over a short-term period (September to February), is unlikely to result in a significant impact on the ecological character of a declared Ramsar wetland. The activities will not destroy or substantially modify the wetland, result in substantial or measurable changes to the hydrological regime of the wetland, result in the habitat or lifecycle of native species being seriously affected, result in substantial and measurable change in water quality of the wetland, nor result in harmful invasive species establishing in the wetland.

The detailed assessment is provided in the EPBC Act referral summary report (Att1-SummaryReport.pdf, Section 8.1, pp127-134). As the ecological character of the Corner Inlet Ramsar site is unlikely to be significantly impacted, the proposed action is not a controlled action.

4.1.3.10 Please describe any avoidance or mitigation measures proposed for this action and attach any supporting documentation for these avoidance and mitigation measures. *

Avoidance measures for the proposed action have been designed to avoid impacts to Corner Inlet Ramsar site from identified impact pathways. As all applicable avoidance measures are relevant to the Corner Inlet Ramsar site, a complete list of controls that apply to the proposed action is provided in Att1-SummaryReport.pdf, Appendix K, pp451-454, as space constraints prevent their inclusion here in full.

Avoidance measures relevant to Corner Inlet include compliance with existing regulatory requirements and relate to:

- Maritime safety
- Prevention of pollution from ships
- Biosecurity
- Protection of the environment from pollution and waste

Avoidance measures relevant to Corner Inlet include avoidance through design and relate to:

- Preparatory activities to minimise residual contaminants on structures
- Longitudinal loading of structures
- Vessel exclusion zones
- Restrictions on vessel speed
- Safe navigation and operations
- Stormwater Management System
- Drip containment from structures
- Artificial light regime

Avoidance measures relevant to Corner Inlet include general avoidance measures and relate to:

- Spill response plan
- Waste management plan
- Marine growth collection
- Chemicals storage, selection and management
- Fuel management.

4.1.3.11 Please describe any proposed offsets and attach any supporting documentation relevant to these measures. *

As the proposed action is unlikely to have a significant impact on the ecological character of a Ramsar wetland, no offsets are proposed

4.1.4 Threatened Species and Ecological Communities

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

Threatened species

Direct impact	Indirect impact	Species	Common name
No	No	Amphibromus fluitans	River Swamp Wallaby-grass, Floating Swamp Wallaby-grass
No	Yes	Antechinus minimus maritimus	Swamp Antechinus (mainland)
No	No	Anthochaera phrygia	Regent Honeyeater
No	No	Ardenna grisea	Sooty Shearwater
No	Yes	Arenaria interpres	Ruddy Turnstone
No	No	Balaenoptera musculus	Blue Whale
No	No	Botaurus poiciloptilus	Australasian Bittern
No	No	Caladenia orientalis	Eastern Spider Orchid
No	No	Caladenia tessellata	Thick-lipped Spider-orchid, Daddy Long-legs
No	Yes	Calidris acuminata	Sharp-tailed Sandpiper
No	Yes	Calidris canutus	Red Knot, Knot
No	Yes	Calidris ferruginea	Curlew Sandpiper
No	Yes	Calidris tenuirostris	Great Knot
No	No	Callocephalon fimbriatum	Gang-gang Cockatoo
No	Yes	Carcharodon carcharias	White Shark, Great White Shark
No	No	Caretta caretta	Loggerhead Turtle
No	Yes	Charadrius leschenaultii	Greater Sand Plover, Large Sand Plover
No	Yes	Charadrius mongolus	Lesser Sand Plover, Mongolian Plover
No	No	Chelonia mydas	Green Turtle
No	No	Climacteris picumnus victoriae	Brown Treecreeper (south-eastern)
No	No	Dasyurus maculatus maculatus (SE mainland population)	Spot-tailed Quoll, Spotted-tail Quoll, Tiger Quoll (southeastern mainland population)

Direct impact	Indirect impact	Species	Common name
No	No	Dermochelys coriacea	Leatherback Turtle, Leathery Turtle, Luth
No	No	Diomedea antipodensis	Antipodean Albatross
No	No	Diomedea antipodensis gibsoni	Gibson's Albatross
No	No	Diomedea epomophora	Southern Royal Albatross
No	No	Diomedea exulans	Wandering Albatross
No	No	Diomedea sanfordi	Northern Royal Albatross
No	Yes	Eubalaena australis	Southern Right Whale
No	No	Falco hypoleucos	Grey Falcon
No	No	Fregetta grallaria grallaria	White-bellied Storm-Petrel (Tasman Sea), White-bellied Storm-Petrel (Australasian)
No	No	Galaxiella pusilla	Eastern Dwarf Galaxias, Dwarf Galaxias
No	No	Gallinago hardwickii	Latham's Snipe, Japanese Snipe
No	No	Glycine latrobeana	Clover Glycine, Purple Clover
No	No	Grantiella picta	Painted Honeyeater
No	No	Halobaena caerulea	Blue Petrel
No	No	Hirundapus caudacutus	White-throated Needletail
No	No	Isoodon obesulus obesulus	Southern Brown Bandicoot (eastern), Southern Brown Bandicoot (south-eastern)
No	No	Lathamus discolor	Swift Parrot
No	Yes	Limosa lapponica baueri	Nunivak Bar-tailed Godwit, Western Alaskan Bar-tailed Godwit
No	No	Limosa limosa	Black-tailed Godwit
No	No	Lissolepis coventryi	Swamp Skink, Eastern Mourning Skink
No	No	Litoria aurea	Green and Golden Bell Frog
No	No	Litoria raniformis	Southern Bell Frog, Growling Grass Frog, Green and Golden Frog, Warty Swamp Frog, Golden Bell Frog
No	No	Macronectes giganteus	Southern Giant-Petrel, Southern Giant Petrel
No	No	Macronectes halli	Northern Giant Petrel

Direct impact	Indirect impact	Species	Common name
No	No	Mastacomys fuscus mordicus	Broad-toothed Rat (mainland), Tooarrana
No	No	Neophema chrysogaster	Orange-bellied Parrot
No	Yes	Neophema chrysostoma	Blue-winged Parrot
No	Yes	Numenius madagascariensis	Eastern Curlew, Far Eastern Curlew
No	No	Pachyptila turtur subantarctica	Fairy Prion (southern)
No	No	Petauroides volans	Greater Glider (southern and central)
No	No	Petaurus australis australis	Yellow-bellied Glider (south-eastern)
No	No	Phoebetria fusca	Sooty Albatross
No	Yes	Pluvialis squatarola	Grey Plover
No	No	Potorous tridactylus trisulcatus	Long-nosed Potoroo (southern mainland)
No	No	Prasophyllum spicatum	Dense Leek-orchid
No	Yes	Prototroctes maraena	Australian Grayling
No	No	Pseudemoia rawlinsoni	Glossy Grass Skink, Swampland Cool-skink, Rawlinson's Window-eyed Skink
No	No	Pseudomys novaehollandiae	New Holland Mouse, Pookila
No	No	Pterodroma leucoptera leucoptera	Gould's Petrel, Australian Gould's Petrel
No	Yes	Pteropus poliocephalus	Grey-headed Flying-fox
No	No	Pterostylis chlorogramma	Green-striped Greenhood
No	No	Pterostylis cucullata	Leafy Greenhood
No	No	Pycnoptilus floccosus	Pilotbird
No	No	Rostratula australis	Australian Painted Snipe
No	No	Senecio psilocarpus	Swamp Fireweed, Smooth-fruited Groundsel
No	No	Seriolella brama	Blue Warehou
No	No	Stagonopleura guttata	Diamond Firetail
No	Yes	Sternula albifrons	Little Tern
No	Yes	Sternula nereis nereis	Australian Fairy Tern

Direct impact	Indirect impact	Species	Common name
No	No	Thalassarche bulleri	Buller's Albatross, Pacific Albatross
No	No	Thalassarche bulleri platei	Northern Buller's Albatross, Pacific Albatross
No	No	Thalassarche carteri	Indian Yellow-nosed Albatross
No	No	Thalassarche cauta	Shy Albatross
No	No	Thalassarche chrysostoma	Grey-headed Albatross
No	No	Thalassarche impavida	Campbell Albatross, Campbell Black-browed Albatross
No	No	Thalassarche melanophris	Black-browed Albatross
No	No	Thalassarche salvini	Salvin's Albatross
No	No	Thalassarche steadi	White-capped Albatross
No	No	Thesium australe	Austral Toadflax, Toadflax
No	Yes	Thinornis cucullatus cucullatus	Eastern Hooded Plover, Eastern Hooded Plover
No	Yes	Tringa nebularia	Common Greenshank, Greenshank
No	No	Xenus cinereus	Terek Sandpiper
No	No	Xerochrysum palustre	Swamp Everlasting, Swamp Paper Daisy

Ecological communities

Direct impact	Indirect impact	Ecological community
No	No	Natural Damp Grassland of the Victorian Coastal Plains
No	No	Subtropical and Temperate Coastal Saltmarsh

4.1.4.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? *

Yes

4.1.4.2 Briefly describe why your action has a direct and/or indirect impact on these protected matters. *

The protected matters search tool identified two (2) threatened ecological communities and 94 threatened species potentially occurring within the search area (see PMST report at Att1-SummaryReport.pdf, Appendix B, p240). Of those, two species are listed as Conservation Dependent and were not considered further. Database searches (Victorian Bird Atlas, Birdata, and Atlas of Living Australia) identified an additional seven (7) threatened species with previous records in the study area. Preliminary assessment identified 20 threatened species considered likely to occur in the study area and potentially impacted by the proposed action (Att1-SummaryReport.pdf, Appendix C, pp246-315); including 14 threatened shorebirds and seabirds, three threatened terrestrial fauna species and three marine and freshwater fauna species. These species were subject to detailed assessment in the EPBC Act Summary Report (Att1-SummaryReport.pdf, Section 8.2, pp134-190). An additional preliminary assessment was undertaken following listing of the glossy grass skink (*Pseudemoia rawlinsonii*) as Vulnerable on 6 February 2026, which identified a detailed assessment was not required as no potential impact pathways arising from the proposed action are likely to be relevant for this species ((Att1-AppL-Preliminary Assessment Addendum.pdf).

The detailed impact assessment is informed primarily by the Marine Ecology Report (Att1-AppD-MarineEcologyReport.pdf), the Terrestrial Ecology Report (Att1-AppE-TerrestrialEcologyReport.pdf) and the supporting technical studies (Artificial Light Modelling Report (Att1-AppF-ArtificialLightModellingReport.pdf), Airborne Noise Report (Att1-AppG-AirborneNoiseReport.pdf), Underwater Noise Report (Att1-AppH-UnderwaterNoiseReport.pdf)). A full list of the 20 threatened species, including an ecological summary, is provided in detail in the EBPC Act Summary Report (Att1-SummaryReport.pdf, Section 8.2, pp134-190).

The proposed action does not involve vegetation clearing. Ecological Communities and threatened flora species are unlikely to be affected by the proposed action (as detailed in the preliminary assessment Att1-SummaryReport.pdf, Appendix C, pp246-315).

The key potential impacts of the proposed action on threatened fauna are limited to artificial lighting, airborne noise, and underwater noise.

Transport and offloading operations are planned to occur primarily during daylight hours, however they may be conducted on a 24-hour basis. Sources of light from the proposed action will include navigational light on vessels as well as lighting of worksites when required if the operation extends into nighttime hours. Lighting of vessels and worksites will be limited to that required for safe navigation and safe work requirements for night work. As nighttime vessel movements may not be required for every transit and lighting of worksites may not be required for each transit and load-in, artificial light will not be continuous for the duration of the proposed action and will not occur every night. BBMT and Corner Inlet are subject to existing artificial light emissions as vessels that currently use BBMT will transit during the night if required to suit operational conditions (e.g. tides) and BBMT has existing security lighting that is in operation up to 24-hours in accordance with its designation as a maritime security zone. As day length increases over the summer months the window within which operations can continue without artificial light is greater and the level of artificial light required is reduced.

Artificial light modelling indicates that elevated light may be observed by birds at various roosting or breeding sites in Corner Inlet, including Snake Island, a breeding location for resident seabirds and shorebirds, and Barry Point shorebird aggregation area, as well as Toora Beach and Granite Island (and beyond) from activities undertaken at night. Light spill over water reaching roosting, nesting foraging or other habitats may cause changes to fauna behaviour including disturbance, disorientation or attraction. Terrestrial fauna species that are utilising habitat at BBMT are likely habituated to artificial lighting associated with the existing operations at BBMT, however the temporary increase in lighting could deter foraging behaviour in vegetation adjacent to the ORC. Some species of pelagic fish and cephalopods are attracted to light or are visual predators that are strongly influenced by diel light patterns.

Airborne noise may be continuous or short-term. Airborne noise generated by transiting vessels or SPMT operations is characterised by steady state (continuous) noise emissions. This level of noise is unlikely to be significantly greater than existing levels of natural ambient noise (wind and waves) and vessel noise within Corner Inlet or Coastal waters. The potential for airborne noise effects from vessels or SPMTs is limited to highly localised, transitory behavioural disturbances for individuals foraging in the vicinity of a vessel as it transits past or immediately adjacent to BBMT. Short-term airborne noise may be generated by grillage resetting at the Franklin Channel anchorage or at BBMT wharf, or during load-in and set-down of structures at BBMT. These sources of airborne noise will be short-term and limited to periods where specific tasks are underway.

Airborne noise modelling indicates that airborne noise generated by the proposed action is well below the behavioural response reference level of 70 dB at all modelled fauna receiver locations. Elevated noise above 70 dB may only be experienced in the margins of terrestrial fauna habitat at BBMT, however resident terrestrial fauna communities are likely to be exposed and accustomed to similar noise levels prior to the commencement of the proposed action due to the industrial operations at BBMT for over 50 years. A small number of birds in Corner Inlet may be exposed to elevated airborne noise whilst in the immediate vicinity of the noise sources, and other waterbirds may be exposed to low levels of airborne noise at roosting and foraging sites.

Underwater noise generated by the proposed action is limited to continuous underwater noise from vessel propellors and engine noise transmitted through the vessel hulls. Underwater noise generation will be limited to up to 26 transits, which will occur every two to three days over the operational period, with a maximum transit duration of approximately eight hours. The proposed action will occur in an area with existing vessel traffic and underwater noise is considered a regular event in the study area.

Underwater noise modelling indicates that the maximum distances to the marine mammal behavioural response criterion of 120 dB re 1 µPa ranged between 1.39 km and 3.17 km. Elevated underwater noise can affect marine mammals by causing direct physical effects, including permanent or temporary hearing impairment, through disturbance leading to behavioural changes, and by masking or interfering with other biologically important sounds used by marine mammals. For sea turtles, the maximum distance to the temporary threshold shift of hearing impairment was 0.2 km and the permanent threshold shift was not reached. None of the thresholds for fish criteria were reached for any of the modelled scenarios.

Other potential impact pathways associated with the proposed action including the mobilisation of residual contaminants or organic matter from the structures into the marine environment, the introduction or spread of IMS, and planned or unplanned marine discharges, are unlikely to impact threatened species. The introduction of disease to the marine environment is also not considered a relevant pathway, as there are no mechanisms for this to occur as a result of the proposed action.

4.1.4.4 Do you consider this likely direct and/or indirect impact to be a Significant Impact? *

No

4.1.4.6 Describe why you do not consider this to be a Significant Impact. *

No direct impacts to threatened species will occur as a result of the proposed action. Indirect impacts on threatened species could occur and are limited to artificial lighting, airborne noise and underwater noise. A detailed assessment is provided in Att1-SummaryReport.pdf, Section 8.2, pp134-190.

Threatened shorebirds and seabirds

A summary of the detailed impact assessment for the 14 threatened shorebirds and seabirds is outlined below, with the detailed assessment provided in the EPBC Act referral summary report (Att1-SummaryReport.pdf, Section 8.2, pp134-138, pp158-163 and pp172-190).

Artificial light generated from the proposed action may be observed by birds at various roosting or breeding sites in Corner Inlet, including Barry Point, Snake Island, Toora Beach and Granite Island (and beyond) from activities undertaken at night. Artificial light generated by the proposed action will be limited to short periods while specific nighttime activities are underway (intermittent, between September 2027 and February 2028) with any associated change to observed lighting limited to areas close to vessels transiting through Coastal waters and near the temporary Franklin Channel anchorage, which together constitute a small area of the Corner Inlet Ramsar site.

Increased light levels that may affect a relatively small proportion of the total number of shorebirds. Detectable but transitory behavioural disturbance/attraction may occur in areas within ~3 km of vessels moored in the anchorage when using high levels of light (in the case of night grillage works). The behavioural response to light on moored vessels is not likely to affect migration or breeding success. Behavioural disturbance to a small number of shorebirds within Corner Inlet will not result in measurable population level effects.

Artificial light was considered for threatened seabird species and was assessed as not relevant as an applicable impact pathway (see Att1-AppD-MarineEcologyReport.pdf, Appendix D, pp144.).

Airborne noise generated by the proposed action above the behavioural response threshold of 70 dB is highly localised and limited to small areas within the immediate vicinity of noise source. A small number of individual seabirds within the affected areas may exhibit behavioural responses to elevated airborne noise, such as avoidance or increased diving activity, resulting in short-term alterations in foraging behaviour or displacement. However, displacement of a small number of seabirds within highly localised areas of increased noise across large foraging grounds will not result in measurable population level effects for any species given the naturally high variability in seabird foraging patterns and the availability of alternate foraging habitat within large foraging ranges.

Threatened migratory shorebirds may be exposed to low levels of airborne noise emitted from the proposed action at roosting and foraging sites, but below the behavioural response threshold by at least 9 dB at all modelled receiver locations. In the event small numbers of shorebirds are disturbed within highly localised areas of foraging grounds there will be no measurable population level effects to species. Displacement of a small number of resident waterbirds within highly localised areas of foraging grounds will not result in measurable population level effects given the extensive alternate foraging and roosting habitat within foraging range. Shorebirds have been exposed to noise-generating activities for over 50 years of BBMT operation. Given that shorebirds are relatively site faithful to roosting and feeding habitats (noting there may be some temporal variation in habitat use across the wetland), it is probable there will be a degree of pre-exposure and habituation to non-threatening anthropogenic noise.

Diving seabirds are unlikely to experience any impacts from underwater noise due to the low likelihood of sustained exposure to the underwater noise at close proximity, the substantial area of available foraging grounds and variability in foraging patterns.

Threatened terrestrial fauna

A summary of the detailed impact assessment for the three threatened terrestrial fauna is outlined below, with the detailed assessment provided in the EPBC Act referral summary report (Att1-SummaryReport.pdf, Section 8.2, pp149-158 and pp163-166).

The proposed action will result in a temporary increase in lighting that could deter foraging behavioural of terrestrial fauna species in vegetation immediately adjacent to the ORC. However, terrestrial fauna species that are utilising habitat at BBMT are likely habituated to artificial lighting associated with the existing operations at BBMT. Any light impacts associated with the proposed action will be short-term, temporary and consistent with the industrial activities which are already undertaken at the site, and will therefore not substantially change the nature of anthropogenic light existing in areas of potential foraging habitat.

Airborne noise has been modelled to be above the behavioural response level of 70 dB in marginal areas of potential habitat adjacent to the ORC. However, resident fauna communities are likely to be exposed and accustomed to similar noise levels prior to the commencement of the proposed action and fauna which persist in the area are likely to be habituated to these levels of anthropogenic noise disturbance. Therefore, temporary and short-term airborne noise generated from the proposed action is predicted be minor and will not substantially change the nature of anthropogenic noise existing in areas of potential foraging habitat.

There are no potential impacts from underwater noise on terrestrial fauna as a result of the proposed action.

Threatened marine and freshwater fauna

A summary of the detailed impact assessment for the three threatened marine and freshwater fauna is outlined below, with the detailed assessment provided in the EPBC Act referral summary report (Att1-SummaryReport.pdf, Section 8.2, pp139-149 and pp166-171).

Artificial light impacts to fish species are limited to the immediate vicinity of the light sources (because, at an increasing distance most of the light is reflected by the water surface and not visible to marine fauna) and when light sources are stationary (because light from transiting vessels will be constantly moving and will not attract fish). The impact of artificial lighting to mobile fishes at any stage of the action is assessed to be negligible, given the naturally high variability in predatory fish and cephalopod foraging patterns and the very limited size of the area lit, any impacts will be highly localised and limited to the short duration of the light-generating activities. No impacts from artificial light are expected on cetaceans or sharks.

Airborne noise will not impact any threatened fish, cetaceans or sharks.

The activities resulting in underwater noise are expected to be short-term as they are limited to the duration of vessel transit and use of DP and highly localised. Underwater noise is not expected to impact fish as underwater noise modelling indicates that none of the thresholds for injury for fish with a swim bladder were reached for any of the modelled scenarios. Thresholds for fish larvae have not been set, however the risk of injury or mortality is low as vessel activity will be intermittent in an area with existing vessel traffic and underwater noise impacts highly localised and limited to the close proximity of the vessel. Therefore no mortality or injury of to fish is predicted and any behavioural impacts are expected to be temporary. Underwater noise impacts to sharks are not expected as sharks do not have a swim bladder, which reduces their susceptibility to underwater noise compared to fish with a swim bladder, and the species are highly mobile and able to swim away from sources of underwater noise.

The underwater noise modelling conducted found that distances to behavioural disturbance thresholds for marine mammals, including the southern right whale, ranged between 1.39 km and 3.17 km. Based on the underwater noise modelling, no thresholds for permanent hearing impairment were reached and temporary hearing impairment distances ranged between 0.22 and 0.5 km.

The proposed action will partially overlap with the migration period of the southern right whale in the project area between 1 September and 31 October, however the areas of vessel movement for the proposed action do not represent historic high-use areas for southern right whales and sightings are rare and considered highly unlikely despite being a possible occurrence. Additionally, there are a variety of existing

anthropogenic underwater noise sources in the Gippsland area to which southern right whales would be routinely exposed. Based on the limited number of transits that will occur during the overlap between the proposed action and the migration period of the southern right whale, the low likelihood of occurrence of the species and the limited maximum distances for behavioural disturbance, it is unlikely that underwater noise will result in a significant impact on the southern right whale.

4.1.4.7 Do you think your proposed action is a controlled action? *

No

4.1.4.9 Please elaborate why you do not think your proposed action is a controlled action. *

The proposed action is short-term in nature, involving up to 26 transits over a 150 day operational period in an area with existing anthropogenic light, airborne noise and underwater noise.

A preliminary assessment was conducted of the 92 threatened species and two threatened ecological communities identified in the PMST and an additional seven threatened species identified from database searches. Ecological Communities and threatened flora species are unlikely to be affected by the proposed action (as detailed in the preliminary assessment Att1-SummaryReport.pdf, Appendix C, pp246-315). The preliminary assessment found that 56 threatened species were unlikely to occur in the study area, and of the 43 threatened species that are likely to occur, only 20 may potentially be impacted by the proposed action.

An assessment against the significant impact criteria set out in the EPBC Act Matters of National Environmental Significance Significant impact guidelines 1.1 was completed (Att1-SummaryReport.pdf, Section 8.2, Tables 25, 26, 28-36, 39-42, 44 and 45, pp136-190). The assessment determined that the proposed action is unlikely to result in a significant impact on any threatened species as there are no direct impacts and indirect impacts are minor and temporary.

The impacts will not cause a long-term decrease in the size of a population, fragment a population, reduce the area of occupancy, affect habitat critical to the survival of the species, disrupt breeding cycles of an important population, destroy, reduce or degrade habitat, introduce diseases, or interfere with the recovery of a species.

The detailed assessment is provided in the EPBC Act referral summary report (Att1-SummaryReport.pdf, Section 8.2, pp134-190). As no threatened species or ecological communities are likely to be significantly impacted, the proposed action is not a controlled action.

4.1.4.10 Please describe any avoidance or mitigation measures proposed for this action and attach any supporting documentation for these avoidance and mitigation measures. *

The following avoidance measure will apply to the proposed action to avoid vessel strike with marine fauna:

- Vessel speeds in the project area (excluding emergencies) will be 8 knots or less, and in compliance with the Port Information Handbook for the Port of Corner Inlet and Port Albert or as directed by the Harbour Master for port-controlled waters.

The following avoidance measures apply to the proposed action to support safe operations and avoid vessel strike with marine fauna:

- Vessel transit from the Transfer Location to BBMT will not commence unless a safe and operationally suitable window has been identified.
- The safe and operationally suitable window as defined in the Allseas Weather Decision Procedure will consider such items as estimated activity duration, metocean conditions such as tides, current, waves and directions, weather forecast, operational window, meteorological warnings, Allseas or vessel specific operating requirements, in conjunction with BBMT operation/berth availability, and any other Gippsland Ports requirements or Harbour Master's directions.
- Vessels will be escorted and/or assisted by tugs (or other support vessels as required) to ensure safe navigation during transit and berthing in accordance with operational conditions, and Gippsland Port procedures in port-controlled waters.
- Mooring operations will be undertaken with the assistance of vessels as required, such as tugs, line-handling boats, and the mooring winch crew. Temporary fenders will be attached to the wharf to ensure proper spacing and to prevent damage to the vessel and wharf during mooring.
- If conditions are not suitable (or become not suitable) for marine activities (e.g. direct transit to BBMT and offloading), vessels will be redirected to the recommended anchorage at Franklin Channel (unless unsafe). Operations would resume once safe. Environmental conditions (water depth, wave height and direction, tidal flows, and wind speed and direction) will be monitored during transit.
- Anchoring and temporary mooring will only occur in the Gippsland Ports recommended anchorage site within Franklin Channel.

The following avoidance measures apply to the proposed action to avoid potential impacts to fauna as a result of artificial lighting:

- Lighting will be limited to that required for safe navigation and work requirements.
- In accordance with the National Light Pollution Guidelines for Wildlife, the project will:
    - reduce unnecessary lighting outdoors, deck lighting on all vessels and hardstand areas
    - minimise indoor vessel lighting reaching outdoor environment where possible (e.g. blinds or curtains installed in accommodation windows)
    - shield and orient outdoor project light sources to reduce light spill beyond the immediate vessel or other work area
    - use the lowest intensity lighting appropriate for the task for project night works
    - implement a Seabird Management Plan to monitor for and manage seabird groundings and bird strike for all night works
- A Seabird Management Plan (SMP) will be developed and implemented for Campaign#1 activities. The SMP will include actions to be implemented in the event of birds landing on vessels, including a rescue program. The purpose of the plan is to guide project personnel in monitoring for and managing seabird groundings and bird strike associated with the proposed action.

The following avoidance measures apply to the proposed action to avoid impacts to cetaceans from underwater noise and vessel strike:

- For the duration of the action, Trained Crew will be present on any project vessel. All bridge watch crew onboard any project vessel will be trained crew.
- Between 1 September and 31 October, at least two Marine Mammal Observers (MMO) will be present when HTV and tugs (or barge and tugs) are transiting in an operational convoy.

- Commencing at least 30 minutes prior to transit through Coastal waters or start up of dynamic positioning thrusters in Coastal waters, MMOs/Trained Crew will undertake continuous visual observation during day-time hours to detect, from onboard a project vessel, the presence and direction of movement of any southern right whale (SRW). MMOs will not undertake any other duty while undertaking visual observations.
- If one or more SRW has entered or appears likely to enter the precaution zone, where vessel and crew safety permits, vessels will:
    - consider an alternative route to maintain or increase distances to a SRW/s
    - reduce underwater noise-generating activities (e.g. dynamic positioning thrusters, propellers, engines) for individual vessels or vessel groupings. This may include adjusting operational configurations—for example, reducing engine use on the HTV and operating with tug support
    - reduce vessel speed to lower underwater noise emissions, noting that slower speeds significantly decrease propeller and engine-related acoustic output

until all whales have left the precaution zone, or until at least 30 minutes has elapsed since the most recent sighting of a whale.

- Precaution zones (as per Marine Ecology Assessment):
    - Transit from the Coastal waters limit to Barry Beach Channel: 3.5 km.
    - Barry Beach Channel to BBMT: 1.5 km
    - Franklin Channel anchorage, vessels holding station on DP, or slow transit (<3 kts): 2.5 km
- For the duration of the activity, where a SRW sighting has been confirmed in the project area in the previous 30 minutes, vessel departures (from the Transfer Area, BBMT or anchorage) will consider the SRW location and heading to minimise the likelihood of interaction.
- Vessels in transit will comply with Wildlife (Marine Mammals) Regulations 2019 (Victoria) with regard to minimum no-approach distances, and required actions in caution zones.

4.1.4.11 Please describe any proposed offsets and attach any supporting documentation relevant to these measures. *

As the proposed action is unlikely to have a significant impact on threatened species or ecological communities, no offsets are proposed.

4.1.5 Migratory Species

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

Direct impact	Indirect impact	Species	Common name
No	No	Actitis hypoleucos	Common Sandpiper
No	No	Apus pacificus	Fork-tailed Swift
No	No	Ardenna carneipes	Flesh-footed Shearwater, Fleshy-footed Shearwater
No	No	Ardenna grisea	Sooty Shearwater
No	Yes	Ardenna tenuirostris	Short-tailed Shearwater
No	Yes	Arenaria interpres	Ruddy Turnstone
No	No	Balaenoptera musculus	Blue Whale
No	Yes	Calidris acuminata	Sharp-tailed Sandpiper
No	Yes	Calidris alba	Sanderling
No	Yes	Calidris canutus	Red Knot, Knot
No	Yes	Calidris ferruginea	Curlew Sandpiper
No	No	Calidris melanotos	Pectoral Sandpiper
No	No	Calidris pugnax	Ruff
No	Yes	Calidris ruficollis	Red-necked Stint
No	Yes	Calidris tenuirostris	Great Knot
No	No	Caperea marginata	Pygmy Right Whale
No	No	Carcharias taurus	Grey Nurse Shark
No	Yes	Carcharodon carcharias	White Shark, Great White Shark
No	No	Caretta caretta	Loggerhead Turtle
No	Yes	Charadrius bicinctus	Double-banded Plover
No	Yes	Charadrius leschenaultii	Greater Sand Plover, Large Sand Plover
No	Yes	Charadrius mongolus	Lesser Sand Plover, Mongolian Plover

Direct impact	Indirect impact	Species	Common name
No	No	Chelonia mydas	Green Turtle
No	No	Dermochelys coriacea	Leatherback Turtle, Leathery Turtle, Luth
No	No	Diomedea antipodensis	Antipodean Albatross
No	No	Diomedea epomophora	Southern Royal Albatross
No	No	Diomedea exulans	Wandering Albatross
No	No	Diomedea sanfordi	Northern Royal Albatross
No	Yes	Eubalaena australis	Southern Right Whale
No	No	Gallinago hardwickii	Latham's Snipe, Japanese Snipe
No	No	Gallinago megala	Swinhoe's Snipe
No	No	Gallinago stenura	Pin-tailed Snipe
No	No	Hirundapus caudacutus	White-throated Needletail
No	Yes	Hydroprogne caspia	Caspian Tern
No	No	Lagenorhynchus obscurus	Dusky Dolphin
No	No	Lamna nasus	Porbeagle, Mackerel Shark
No	Yes	Limosa lapponica	Bar-tailed Godwit
No	No	Limosa limosa	Black-tailed Godwit
No	No	Macronectes giganteus	Southern Giant-Petrel, Southern Giant Petrel
No	No	Macronectes halli	Northern Giant Petrel
No	No	Megaptera novaeangliae	Humpback Whale
No	No	Motacilla flava	Yellow Wagtail
No	Yes	Numenius madagascariensis	Eastern Curlew, Far Eastern Curlew
No	No	Numenius minutus	Little Curlew, Little Whimbrel
No	Yes	Numenius phaeopus	Whimbrel
No	No	Orcinus orca	Killer Whale, Orca
No	No	Pandion haliaetus	Osprey
No	No	Phoebetria fusca	Sooty Albatross

Direct impact	Indirect impact	Species	Common name
No	Yes	Pluvialis fulva	Pacific Golden Plover
No	Yes	Pluvialis squatarola	Grey Plover
No	Yes	Sterna hirundo	Common Tern
No	Yes	Sternula albifrons	Little Tern
No	No	Thalassarche bulleri	Buller's Albatross, Pacific Albatross
No	No	Thalassarche carteri	Indian Yellow-nosed Albatross
No	No	Thalassarche cauta	Shy Albatross
No	No	Thalassarche chrysostoma	Grey-headed Albatross
No	No	Thalassarche impavida	Campbell Albatross, Campbell Black-browed Albatross
No	No	Thalassarche melanophris	Black-browed Albatross
No	No	Thalassarche salvini	Salvin's Albatross
No	No	Thalassarche steadi	White-capped Albatross
No	Yes	Thalasseus bergii	Greater Crested Tern
No	Yes	Tringa brevipes	Grey-tailed Tattler
No	No	Tringa glareola	Wood Sandpiper
No	Yes	Tringa nebularia	Common Greenshank, Greenshank
No	No	Tringa stagnatilis	Marsh Sandpiper, Little Greenshank
No	No	Xenus cinereus	Terek Sandpiper

4.1.5.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? *

Yes

4.1.5.2 Briefly describe why your action has a direct and/or indirect impact on these protected matters. *

The protected matters search tool identified 67 migratory species potentially occurring within the search area (see PMST report at Att1-SummaryReport.pdf, Appendix B, p240). Database searches (Victorian Bird Atlas, Birdata, and Atlas of Living Australia) identified an additional 14 migratory species with previous records in the study area. Preliminary assessment identified 11 migratory species that are not also listed as threatened considered likely to occur in the study area and potentially impacted by the proposed action (Att1-SummaryReport.pdf, Appendix C, pp316-443). Any migratory species that are also listed as threatened are assessed separately as Threatened species based on the principle that if a species is not significantly impacted as threatened, it is considered similarly unlikely to be significantly impacted as migratory. A full list of the 11 migratory species not also listed as threatened, including an ecological summary, is provided in detail in the EBPC Act Summary Report (Att1-SummaryReport.pdf, Section 8.3, pp191-204).

These migratory species were subject to detailed assessment in the EPBC Act Summary Report (Att1-SummaryReport.pdf, Section 8.3, pp191-204). The detailed impact assessment is informed primarily by the Marine Ecology Report (Att1-AppD-MarineEcologyReport.pdf) and the supporting technical studies (Artificial Light Modelling Report (Att1-AppF-ArtificialLightModellingReport.pdf), Airborne Noise Report (Att1-AppG-AirborneNoiseReport.pdf), and the Underwater Noise Report (Att1-AppH-UnderwaterNoiseReport.pdf)).

The key potential impacts of the proposed action on migratory species not also listed as threatened are limited to artificial lighting and airborne noise.

Transport and offloading operations are planned to occur primarily during daylight hours, however they may be conducted on a 24-hour basis depending on weather or operational constraints. Sources of light from the proposed action will include navigational light on vessels as well as lighting of worksites when required if the operation extends into nighttime hours. Lighting of vessels and worksites will be limited to that required for safe navigation and safe work requirements for night work. As nighttime vessel movements may not be required for every transit and lighting of worksites may not be required for each transit and load-in, artificial light will not be continuous for the duration of the proposed action and will not occur every night. BBMT and Corner Inlet are subject to existing artificial light emissions as vessels that currently use BBMT will transit during the night if required to suit operational conditions (e.g. tides) and BBMT has existing security lighting that is in operation up to 24-hours in accordance with its designation as a maritime security zone. As day length increases over the summer months the window within which operations can continue without artificial light is greater and the level of artificial light required is reduced.

Artificial light modelling indicates that elevated light may be observed by birds at various roosting or breeding sites in Corner Inlet, including Snake Island, a breeding location for resident seabirds and shorebirds, and Barry Point shorebird aggregation area. Light spill over water reaching roosting, nesting foraging or other habitats may cause changes to fauna behaviour including disturbance, disorientation or attraction.

Airborne noise generated by transiting vessels or SPMT operations is characterised by steady state (continuous) noise emissions. This level of noise is unlikely to be significantly greater than existing levels of natural ambient noise (wind and waves) and vessel noise within Corner Inlet or Coastal waters. The potential for airborne noise effects from vessels or SPMTs, which is anticipated to be no more than approximately eight hours and five hours respectively, is limited to highly localised, transitory behavioural disturbances for individuals foraging in the vicinity of a vessel as it transits past or immediately adjacent to BBMT. Short-term airborne noise may be generated by grillage resetting at the anchorage or at BBMT wharf, or during load-in and set-down of structures at BBMT. These sources of airborne noise will be short-term and limited to periods where specific tasks are underway.

Migratory shorebirds may be exposed to low levels of airborne noise emitted from the proposed action at roosting and foraging sites, however, airborne noise modelling indicates that airborne noise generated by the proposed action is well below the behavioural response reference level of 70 dB at all modelled fauna

receiver locations.

Other potential impact pathways associated with the proposed action including the mobilisation of residual contaminants or organic matter from the structures into the marine environment, the introduction or spread of IMS, and planned or unplanned marine discharges, are unlikely to impact migratory species. The introduction of disease to the marine environment is also not considered a relevant pathway, as there are no mechanisms for this to occur as a result of the proposed action.

4.1.5.4 Do you consider this likely direct and/or indirect impact to be a Significant Impact? *

No

4.1.5.6 Describe why you do not consider this to be a Significant Impact. *

No direct impact on habitat of migratory species will occur as part of the proposed action. Indirect impacts on migratory species could occur and are limited to artificial lighting and airborne noise. A summary of the detailed impact assessment for the 11 migratory species is outlined below, with the detailed assessment provided in the EPBC Act referral summary report (Att1-SummaryReport.pdf, Section 8.3, pp191-204).

Artificial light generated from the proposed action may be observed by birds at various roosting or breeding sites in Corner Inlet, including Barry Point, Snake Island, Toora Beach and Granite Island (and beyond) from activities undertaken at night. Artificial light generated by the proposed action will be limited to short periods while specific nighttime activities are underway (intermittent, between September 2027 and February 2028) with any associated change to observed lighting limited to areas close to vessels transiting through Coastal waters and near the temporary Franklin Channel anchorage, which together constitute a small area of the Corner Inlet Ramsar site. Artificial light generated by vessels would not be dissimilar to other vessels utilising the area, and BBMT has existing security lighting and frequently has periods of increased illumination to support nighttime load-in operations for equipment from vessels as these are tide dependent activities.

While the timing of the proposed action coincides with shorebird arrival to Australia it avoids the end of the non-breeding period when shorebirds are preparing for their outward migration to the northern hemisphere (March to April). The potential for elevated light levels to be observed by birds is limited in spatial extent and does not extend to the key shorebird habitats within the Nooramunga Marine and Coastal Park, inner channels and shallow flats surrounding the barrier islands. While increased light levels may affect a relatively small proportion of the total number of shorebirds, it will not result in measurable population level effects. Behavioural disturbance to a small number of birds within Corner Inlet will not result in measurable population level effects.

Artificial light impacts to migratory seabirds are limited to the short-tailed shearwater. The period over which the proposed action will occur partially overlaps with the arrival and breeding period of the short-tailed shearwater, however it avoids the outward migration period. As short-tailed shearwaters have a significant range in their foraging trips, with a preference for offshore and sub-Antarctic foraging grounds, Corner Inlet and the Coastal waters are not anticipated to provide suitable foraging habitat. Therefore, exposure to light will be limited to when breeding individuals are returning to the colonies in Corner Inlet at night and during the times in which activities are taking place at night. However, lighting is not expected to prevent birds from returning to the colony after dark, or impact them while they are in the colony at night. Detectable but transitory behavioural disturbance/attraction may occur in areas within ~3 km of vessels moored in the anchorage when using high levels of light, resulting in short-term alterations in nocturnal visitation or potential grounding within lit areas (particularly on foggy nights). However, this is anticipated to affect a small number of individuals and will not affect migration or breeding success of the population. Therefore, the impact of artificial lighting on short-tailed shearwaters has been assessed as minor.

Airborne noise generated by the proposed action above the behavioural response threshold of 70 dB is highly localised and limited to small areas within the immediate vicinity of noise source. The predicted noise levels from the airborne noise modelling were at least 9 dB below the behavioural response threshold at any sensitive avifauna location, such as breeding and roosting sites.

A small number of individual seabirds within the affected areas may exhibit behavioural responses to elevated airborne noise, such as avoidance or increased diving activity, resulting in short-term alterations in individual foraging behaviour or displacement. However, displacement of a small number of seabirds within highly localised areas of increased noise across large foraging grounds will not result in measurable population level effects for any species given the naturally high variability in seabird foraging patterns and the availability of alternate foraging habitat within large foraging ranges.

Migratory shorebirds may be exposed to low levels of airborne noise emitted from the proposed action, however, in the event small numbers of shorebirds are disturbed within highly localised areas of foraging grounds there will be no measurable population level effects to species. Displacement of a small number of

resident shorebirds within highly localised areas of foraging grounds will not result in measurable population level effects given the extensive alternate foraging and roosting habitat within foraging range. Shorebirds have been exposed to noise-generating activities for over 50 years of BBMT operation. Given that shorebirds are relatively site faithful to roosting and feeding habitats (noting there may be some temporal variation in habitat use across the wetland), it is probable there will be a degree of pre-exposure and habituation to non-threatening anthropogenic noise.

Diving seabirds are unlikely to experience any impacts from underwater noise due to the low likelihood of sustained exposure to the underwater noise at close proximity, the substantial area of available foraging grounds and variability in foraging patterns.

4.1.5.7 Do you think your proposed action is a controlled action? *

No

4.1.5.9 Please elaborate why you do not think your proposed action is a controlled action. *

The proposed action is short-term in nature, involving up to 26 transits over a 150 day operational period in an area with existing anthropogenic light, airborne noise and underwater noise.

A preliminary assessment was conducted of the 27 migratory species not also listed as threatened and an additional 14 migratory species identified from database searches. The preliminary assessment found that 24 migratory species not also listed as threatened were unlikely to occur in the study area, and of the 17 migratory species that are likely to occur, only 11 may potentially be impacted by the proposed action.

An assessment against the significant impact criteria set out in the EPBC Act Matters of National Environmental Significance Significant impact guidelines 1.1 was completed (Att1-SummaryReport.pdf, Section 8.3, Tables 46-48, pp195-203). The assessment determined that the proposed action is unlikely to result in a significant impact on any threatened species as there are no direct impacts and indirect impacts are minor and temporary.

The impacts will not substantially modify, destroy or isolate an area of important habitat for these species, result in invasive species harmful to these species becoming established in important habitat or seriously disrupt the lifecycle of an ecologically significant proportion of the population of these species.

The detailed assessment is provided in the EPBC Act referral summary report (Att1-SummaryReport.pdf, Section 8.3, pp191-204). As no migratory species are likely to be significantly impacted, the proposed action is not a controlled action.

4.1.5.10 Please describe any avoidance or mitigation measures proposed for this action and attach any supporting documentation for these avoidance and mitigation measures. *

The following avoidance measures apply to the proposed action to avoid potential impacts to fauna as a result of artificial lighting:

- Lighting will be limited to that required for safe navigation and work requirements.
    - In accordance with the National Light Pollution Guidelines for Wildlife, the project will:
    - reduce unnecessary lighting outdoors, deck lighting on all vessels and hardstand areas
    - minimise indoor vessel lighting reaching outdoor environment where possible (e.g. blinds or curtains installed in accommodation windows)
    - shield and orient outdoor project light sources to reduce light spill beyond the immediate vessel or other work area
    - use the lowest intensity lighting appropriate for the task for project night works
    - implement a Seabird Management Plan to monitor for and manage seabird groundings and bird strike for all night works
- A Seabird Management Plan (SMP) will be developed and implemented for Campaign#1 activities. The SMP will include actions to be implemented in the event of birds landing on vessels, including a rescue program. The purpose of the plan is to guide project personnel in monitoring for and managing seabird groundings and bird strike associated with the proposed action.

4.1.5.11 Please describe any proposed offsets and attach any supporting documentation relevant to these measures. *

As the proposed action is unlikely to have a significant impact on migratory species, no offsets are proposed.

4.1.6 Nuclear

4.1.6.1 Is the proposed action likely to have any direct and/or indirect impact on this protected matter? *

No

4.1.6.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. *

The proposed action is not a nuclear action.

4.1.7 Commonwealth Marine Area

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

—

4.1.7.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? *

Yes

4.1.7.2 Briefly describe why your action has a direct and/or indirect impact on these protected matters. *

The Commonwealth marine area adjacent to the project area is located in the Southeast Marine Region of the Commonwealth waters. The ecosystem of the Commonwealth marine area within the study area consists of a mix of rocky reef and soft sediment habitats that support a variety of marine wildlife, including pelagic animals, foraging seabirds and benthic species. The Commonwealth marine area contains important natural and physical resources, including deposits of oil and gas, and commercial fisheries, which support a number of secondary activities that contribute to the Gippsland region economy.

Direct and indirect impacts to the Commonwealth marine area from Decommissioning Campaign #1 activities conducted in Commonwealth waters have been assessed separately by NOPSEMA under the Execution EP and are subject to approval under Part 10 of the EPBC Act. Although the proposed action occurs outside the Commonwealth marine area, this referral has considered the indirect impacts, in addition to the assessment undertaken by NOPSEMA, to the environment of the Commonwealth marine area from activities undertaken as part of the proposed action occurring in adjacent State waters.

A detailed assessment of the potential impacts of the proposed action on the Commonwealth marine area is outlined in the EPBC Act referral summary report (Att1-SummaryReport.pdf, Section 8.4, pp204-211). The detailed impact assessment is informed primarily by the Marine Ecology Report (Att1-AppD-MarineEcologyReport.pdf) and the supporting technical studies (Artificial Light Modelling Report (Att1-AppF-ArtificialLightModellingReport.pdf), Airborne Noise Report (Att1-AppG-AirborneNoiseReport.pdf), Underwater Noise Report (Att1-AppH-UnderwaterNoiseReport.pdf), Environmental Chemical Risk Assessment Report (Att1-AppI-EnvironmentalChemicalRiskAssessmentReport.pdf), and Marine Biosecurity Risk Report (Att1-AppJ-MarineBiosecurityRiskReport.pdf)).

The proposed action will not have any direct impacts to habitat in the Commonwealth marine area, however spillover of artificial light, airborne noise and underwater noise into the Commonwealth marine area may cause minor temporary disturbances affecting pelagic habitats. The spillover impacts would be limited to vessel transit activities as impacts from offloading, mooring and anchoring at BBMT and Franklin Channel will not reasonably impact the Commonwealth marine area, given that light and noise from these sources will be localised to Corner Inlet and not extend to the Commonwealth waters.

Sources of artificial light will be limited to navigational and deck lighting on vessels which are necessary for safe navigation. Elevated light levels may be observed by fauna in the Commonwealth marine area depending on the proximity of the vessels to the Commonwealth marine area, with the potential for impacts to seabirds, fish and mobile invertebrates. Artificial light is not expected to impact cetaceans, pinnipeds, sharks, rays or marine turtles.

Airborne noise that may indirectly impact the Commonwealth marine area will be limited to continuous noise from vessels transiting the State waters. Airborne noise modelling for the proposed action concludes that that airborne noise levels were well below the behavioural response thresholds of 70 dB (equivalent to road traffic or loud conversation) and airborne noise generated in State waters was characterised by steady or gradual changes in airborne noise associated with variations in engine load that are not relevant to maximum noise levels that may disturb fauna.

Continuous underwater noise from vessels during transit has the potential to effect behavioural disturbances and hearing impairment in marine fauna that inhabit, forage or pass through the Commonwealth marine area. Generation of underwater noise in the Coastal waters near the Commonwealth marine area will be limited to only a few hours during each transit, which will occur approximately every two to three days, and therefore underwater noise impacts in the Commonwealth marine area will be short-term and intermittent. Underwater noise modelling results for the proposed action indicate that underwater noise generated by project vessels has a maximum distance to the marine mammal behavioural response criterion (120 dB re 1 µPa) of 3.01 to 3.17 km. For sea turtles, underwater noise modelling indicated that the maximum distance to a temporary threshold shift in hearing was 0.2 km.

Underwater noise will be below the impairment thresholds for recoverable injury and temporary threshold shift for fish with a swim bladder. Diving birds and the little penguin may be exposed to underwater noise whilst foraging.

Project vessels will require an exclusion zone during transit that may extend from the State waters into the Commonwealth marine area and impact users of the Commonwealth marine area. The exclusion zone is designed to prevent vessel strike with other vessels and minimise impacts to safety and potential marine discharges. Impacts to marine users may include diversion from navigation path, exclusion from commercial or recreational fishing grounds because of the presence of vessels and subsequent loss of catch, and disruption to other marine activities because of the presence of vessels.

Structures that will be transported to the ORC have some elements of residual contamination due to their construction materials and industrial history. While the structures will be de-inventoried and flushed/purged, residual hydrocarbons or other chemicals may remain in low volumes. All areas of contamination associated with the topsides are considered to be isolated and as such do not pose a risk to the environment in their contained state. The only potential release mechanism is through accidental structural failure of the structures, or failure of drip containment structures (which are to be installed) leading to a loss of containment, which is highly unlikely and would be of such low volumes that it will not result in accumulation of harmful chemicals in the marine environment such that they would adversely affect human or environmental health.

Jacket structures have been sitting within the marine environment for a number of decades and are encrusted with marine growth. As a result of the decomposition process, there is potential for the release of organic matter from the structures during transport. If mobilised into the Commonwealth marine area, organic matter has the potential to affect water quality through locally increased levels of nutrients. While some material may fall directly into marine waters during transit, this would represent a negligible amount given the load-in design of structures which minimises any overhang beyond the bounds of the vessels.

The ecological risks to the Commonwealth marine area related to potential introduction of invasive marine species from marine growth on structures have been assessed as very highly unlikely (Att1-AppJ-MarineBiosecurityRiskReport.pdf, Section 8.3, p68).

Vessel discharges (including sewage, putrescibles, bilge) and biosecurity risks (biofouling and ballasting) are highly regulated under Commonwealth and Victorian legislation to prevent pollution and protect the marine environment from harm. Unplanned discharges (such as accidental spills and leaks of fuel and oil or other substances, and deck wash containing residual chemicals or organic matter), are unlikely to occur but any minor releases (should it occur) would be rapidly diluted and dispersed.

4.1.7.4 Do you consider this likely direct and/or indirect impact to be a Significant Impact? *

No

4.1.7.6 Describe why you do not consider this to be a Significant Impact. *

The proposed action will not have any direct impacts to habitat in the Commonwealth marine area, and indirect impacts are limited to spillover of artificial light, airborne noise and underwater noise into the Commonwealth marine area from vessel transits in State waters. The spillover impacts would be limited to vessel transit activities and will therefore have a short duration of only a few hours, as impacts from offloading, mooring and anchoring at BBMT and Franklin Channel will not reasonably impact the Commonwealth marine area, given that light and noise from these sources will be localised to Corner Inlet and not extend to the Commonwealth waters.

The proposed action will not occur within the Commonwealth marine area and therefore will not modify, destroy, fragment or isolate any habitat in the Commonwealth marine area. Minor temporary disturbances to small areas of the pelagic habitat have the potential to occur as a result of artificial light and airborne and underwater noise emissions. As there is a low number of transits (26), each with a maximum duration of eight hours, spread over the 150-day operational period, exposure to artificial light and noise will be highly localised, intermittent and of a short duration. The proposed action will occur in an area with existing anthropogenic disturbance and therefore artificial light and noise emissions will not be dissimilar to existing light and noise conditions in the Commonwealth marine area. Therefore, the proposed action will not affect a substantial area of pelagic habitat such that it would have an adverse impact on ecosystem function or integrity.

Artificial light and airborne noise emissions are temporary, of a short duration and highly localised. Seabirds may experience temporary behavioural disturbance whilst foraging as a result of artificial light and airborne noise. However, based on the substantial size of the foraging grounds, variability in foraging patterns of seabirds, and the short duration of the emissions, the impact will be negligible to minor and limited to a few individuals. Such minor impacts will not affect the migration or life cycle of the seabirds. Artificial light from vessels is unlikely to attract to fish and invertebrates as both are constantly moving and impacts would be limited to only a few individuals, and therefore the impact is considered negligible.

Underwater noise generated by the vessels may disturb diving seabirds or the little penguins that forage in the Commonwealth marine area. However, due to the limited number of transits and the low likelihood of sustained exposure to underwater noise at close proximity, impacts from underwater noise to seabirds are not expected. Underwater noise modelling indicates the underwater noise will be below the impact threshold for fish and fish species are able to move away from underwater noise sources so will avoid injury or mortality. No mortality of individuals is expected and any effects on behaviours would be temporary. Underwater noise has the potential to impact the southern right whale during the two-month crossover period from September 1 to October 31 of the species' migration and the proposed action. Based on the limited number of transits that will occur during the crossover period and the constant movement of the vessels and the southern right whale, any hearing impairment and behavioural disturbance is highly unlikely.

It is highly unlikely that the artificial light and noise will impact on the breeding, migration or life expectancy of marine species, and therefore it is unlikely that the proposed action will have substantial effects on the life cycle or spatial distribution of any species, and no impacts will be experienced at a population level.

The four threatened species (including one cetacean, one shark and two seabirds) supported by the Commonwealth marine area are assessed in detail in the EPBC Act referral summary report (Att1-SummaryReport.pdf, Section 8.2, pp139-146, pp166-171 and pp179-183). The assessments conclude that there are unlikely to be significant impacts on any threatened species, having regard to the significant impact criteria for Critically Endangered and Endangered and Vulnerable species.

Potential effects of airborne noise and artificial light on fauna, including threatened species, seabirds and some fish and invertebrates, and potential impacts of underwater noise on diving seabirds, fish and cetaceans, are temporary and minor. It is unlikely that noise and light will have serious impacts on breeding, migration or life expectancy of marine species and therefore it is unlikely that the proposed action will have substantial effects on the life cycle or spatial distribution of any species.

Impacts to other marine users from exclusion from fishing grounds, subsequent loss of catch and disruption to marine activities are anticipated to be minor as any impacts will be short term and the relatively small impact area in relation to the size of the surrounding waters available.

Potential leakage of residual chemical contaminants from the structures during transit that reaches the Commonwealth marine area will be of such a low volume that it will not result in accumulation of harmful chemicals in the environment. Although there is potential for a very small amount of organic matter from the structures to mobilise into the ocean during transit, which may reach the Commonwealth marine area through wind and wave action, the organic matter will not be of sufficient volume to adversely affect water quality of the Commonwealth marine area. Unplanned discharges, such as fuel spill, would only occur in the event of a severe vessel collision or grounding resulting in the release of fuel into the marine environment, however this is highly unlikely. Other marine discharges, including bilge water, are highly regulated to ensure that discharges will not be of a harmful concentration, and therefore will not have an adverse environmental outcome. Therefore no changes to water quality or the accumulation of potentially harmful chemicals are expected such that biodiversity, ecological integrity, social amenity and human health may be adversely affected.

The proposed action is very highly unlikely to result in the introduction of a known or potential pest species becoming established in the Commonwealth marine area through biofouling of structures or vessels and ballast water exchange. There will be a limited number of viable species remaining on the organic matter attached to the structures during transit, which limits the possibility of mobilisation into the marine environment and subsequent establishment. Biofouling on vessels and ballast water are subject to regulatory controls and are therefore conducted in a way that limits the potential for the introduction of a pest species.

The heritage values of the Dunkeld shipwreck are unlikely to be affected by the proposed action, as there are no relevant impact pathways. There will be no physical impacts to the heritage item as a result of the proposed action, given the proposed action is not located in Commonwealth waters and the shipwreck lies almost 20 m below the surface where vessels will be transiting, it is not considered susceptible to any potential spillover or indirect impacts.

No impacts to Indigenous heritage values are anticipated as the proposed action is not located in Commonwealth waters and indirect impacts would not be meaningfully additional to the existing vessel traffic in the area.

4.1.7.7 Do you think your proposed action is a controlled action? *

No

4.1.7.9 Please elaborate why you do not think your proposed action is a controlled action. *

Impacts of activities occurring under the Execution EP inside the Commonwealth marine area are assessed separately by NOPSEMA and subject to approval under Part 10 of the EPBC Act.

The proposed action will not occur in the Commonwealth marine area and involves vessel operations in the adjacent State waters. Vessel transit is governed by safety controls and other state and Commonwealth regulatory requirements to protect the environment from harm. An assessment against the significant impact criteria set out in the EPBC Act Matters of National Environmental Significance Significant impact guidelines 1.1 was completed (Att1-SummaryReport.pdf, Section 8.4, Table 49, pp210-211). The assessment determined that the proposed action, which involves a limited number of marine vessels transits (<26) through State waters over a short-term period (September to February), is unlikely to result in a significant impact on the environment of the Commonwealth marine area. The activities will not result in the establishment of a known or potential pest species, will not modify, destroy, fragment, isolate or disturb an important or substantial area of habitat, will not have a substantial effect on a population of a marine species, result in a substantial change in air or water quality, result in persistent organic chemicals, heavy metals or other potential harmful chemicals accumulating in the environment, nor have a substantial adverse impact on heritage values.

The detailed assessment is provided in the EPBC Act referral summary report (Att1-SummaryReport.pdf, Section 8.4, pp204-211). As the environment of the Commonwealth marine area is unlikely to be significantly impacted, the proposed action is not a controlled action.

4.1.7.10 Please describe any avoidance or mitigation measures proposed for this action and attach any supporting documentation for these avoidance and mitigation measures. *

Avoidance measures for the proposed action have been designed to avoid impacts to the Commonwealth marine area from identified impact pathways. As most applicable avoidance measures are relevant to the Commonwealth marine area, a complete list of controls that apply to the proposed action is provided in Att1-SummaryReport.pdf, Appendix K, pp451-454, as space constraints prevent their inclusion here in full.

Avoidance measures relevant to the Commonwealth marine area include compliance with existing regulatory requirements and relate to:

- Maritime safety
- Prevention of pollution from ships
- Biosecurity

Avoidance measures relevant to the Commonwealth marine area include avoidance through design and relate to:

- Preparatory activities to minimise residual contaminants on structures
- Longitudinal loading of structures
- Vessel exclusion zones
- Restrictions on vessel speed
- Safe navigation and operations
- Artificial light regime

Avoidance measures relevant to the Commonwealth marine area include general avoidance measures and relate to:

- Spill response plan
- Waste management plan
- Marine growth collection
- Whale observations and maintenance of approach distances
- Chemicals storage, selection and management
- Fuel management.

4.1.7.11 Please describe any proposed offsets and attach any supporting documentation relevant to these measures. *

As the proposed action is unlikely to have a significant impact on the environment of the Commonwealth marine area, no offsets are proposed.

4.1.8 Great Barrier Reef

4.1.8.1 Is the proposed action likely to have any direct and/or indirect impact on this protected matter? *

No

4.1.8.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. *

The proposed action is not in or adjacent to the Great Barrier Reef. The proposed action will not have a direct or indirect impact on the Great Barrier Reef.

4.1.9 Water resource in relation to large coal mining development or coal seam gas

4.1.9.1 Is the proposed action likely to have any direct and/or indirect impact on this protected matter? *

No

4.1.9.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. *

The proposed action is not a large coal mining or coal seam gas development that will impact on a water resource.

4.1.10 Commonwealth Land

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

—

4.1.10.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? *

No

4.1.10.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. *

The proposed action will not occur on or adjacent to Commonwealth Land.

4.1.11 Commonwealth Heritage Places Overseas

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

—

4.1.11.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? *

No

4.1.11.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. *

The proposed action is not located overseas.

4.1.12 Commonwealth or Commonwealth Agency

4.1.12.1 Is the proposed action to be taken by the Commonwealth or a Commonwealth Agency? *

No

4.2 Impact summary

Conclusion on the likelihood of significant impacts

You have indicated that the proposed action will likely have a significant impact on the following Matters of National Environmental Significance:

None

Conclusion on the likelihood of unlikely significant impacts

You have indicated that the proposed action will unlikely have a significant impact on the following Matters of National Environmental Significance:

- World Heritage (S12)
- National Heritage (S15B)
- Ramsar Wetland (S16)
- Threatened Species and Ecological Communities (S18)
- Migratory Species (S20)
- Nuclear (S21)
- Commonwealth Marine Area (S23)
- Great Barrier Reef (S24B)
- Water resource in relation to large coal mining development or coal seam gas (S24D)
- Commonwealth Land (S26)
- Commonwealth Heritage Places Overseas (S27B)
- Commonwealth or Commonwealth Agency (S28)

4.3 Alternatives

4.3.1 Do you have any possible alternatives for your proposed action to be considered as part of your referral? *

Yes

4.3.2 Do you have an alternative timeline you are proposing for your proposed action? *

No

4.3.3 Briefly describe why an alternate timeline for your proposed action was not possible. *

In 2021, NOPSEMA issued a General Direction to EARPL under section 574 of the OPGGS Act to complete all preparatory decommissioning activities and commence the topside dismantling campaign no later than 30 September 2027 (see General Direction Number 817). EARPL has a legal obligation to comply with the General Direction. The *Pioneering Spirit* will mobilise from the North Sea in mid-2027 to arrive in Bass Strait in the second half of 2027 to commence removal of structures in the timeframe required by NOPSEMA. EARPL would not meet its obligations under General Direction Number 817 if this timeframe is not met. As the removal operation is a continuous safety-critical operation from lifting of the structure to its set down at the ORC, the Stage 2 activities that form the proposed action are on the same critical timeframe. An alternative timeframe for the proposed action is not possible.

4.3.4 Do you have an alternative location you are proposing for your proposed action? *

No

4.3.5 Briefly describe why an alternative location for your proposed action was not possible. *

In January 2024, EARPL nominated BBMT as the site for the ORC for Decommissioning Campaign #1. EARPL selected BBMT as the preferred ORC because:

- Its long history as a port facility and supply depot, including to support decommissioning activities, means most of the infrastructure needed to complete this next phase of decommissioning already exists at the site. This limits the early works required to get the ORC ready to receive the structures for dismantling.
- BBMT is an established and continuously operating port which means the proposed action avoids the need for any greenfield facilities to be established.
- It is close to the Bass Strait oil and gas fields which minimises potential risks associated with transporting the removed structures in water over long distances.
- BBMT is where most of the facilities were constructed and loaded out, which means it has the space to accommodate the Decommissioning Campaign #1 structures which will be delivered over a short period.
- In investigating potential sites for the ORC, EARPL considered major Victorian and Tasmanian ports, as well as ports in New South Wales and overseas in southeast Asia. EARPL also considered the feasibility of BBMT as it was where most of the structures were fabricated before being towed to and installed in the oil and gas fields.

Key reasons why the other sites were discounted include:

- Insufficient space to receive, store and dismantle the structures. BBMT has sufficient unused space that is immediately available. The other sites had limited space.
- A lack of infrastructure required to support the activities. BBMT is an operating marine terminal that almost exclusively supports offshore oil and gas exploration and production in Bass Strait. The infrastructure including wharf, laydown areas, and existing services avoid the need to develop those facilities as is required for some of the other sites investigated.
- Exclusive use of the facility. In their capacity as GBJV participants, EARPL and Woodside Energy (Bass Strait) Pty Ltd own BBMT and have priority use of the marine terminal avoiding potential clashes with commercial cargo and container vessels using other mainland ports. This is an important consideration given the decision to use a single lift method and remove and transport the decommissioned structures to BBMT over the 150-day operational period.
- Closest distance to the oil and gas fields. BBMT is the closest port to the Bass Strait (Gippsland Basin) oil and gas fields. This reduces the marine transport distances for the structures which materially reduces the environmental and safety risks of long sea voyages.

4.3.6 Do you have alternative activities you are proposing for your proposed action? *

No

4.3.7 Briefly describe why an alternative activity for your proposed action was not possible. *

Section 572 (3) of the OPGGS Act requires Esso to remove all structures, equipment and other property that is neither used nor to be used, in connection with operations, from the title area. The obligation to remove all property is subject to other provisions of the Act, regulations, directions and other applicable laws. Therefore there are no viable alternatives for the activity.

4.3.4 Alternatives: Impact and mitigation

4.3.4.1 Do these alternatives have a different impact, avoidance, or mitigation measure compared to what you have already provided? *

No

4.3.5 Alternatives: Considered alternatives

4.3.5.1 Do you have any other alternative actions, including not taking the action, that you have considered but are not proposing as part of this referral? *

Yes

4.3.5.2 Describe the details of this possible alternative that you have considered but are not proposing. *

Alternative options were considered for how best to complete activities as part of the proposed action to meet operational and safety requirements and to avoid and minimise environmental impacts. These alternative options include:

- Progression of a ‘single lift’ design eliminating the need for partial dismantling prior to transportation. Partial dismantling prior to transportation would have increased the number of vessel movements required and created additional health, safety and environment risks that needed to be managed.
- A marine spread including HTVs with supporting vessels was chosen as it reduced the number of vessels, and simplified the operational complexity required for transportation of the structures when compared to the use of barges (barges may be used in the event a suitable HTV is no longer available, and potential impacts associated with barge use have been considered in this assessment).

The ORC design was also developed to support Stage 2 activities with an objective to avoid impacts to the environment. The alternatives considered in this design are discussed in the Decommissioning Campaign #1 - Onshore Reception Centre early works Referral (EPBC Number: 2025/10178) and EPBC Summary Report (Att1-SummaryReport.pdf, Section 5.2.1, p59). This includes alternatives for load-in design and the use of self-propelled modular transporters (SPMT). The initial design considered replacing 160 m of the BBMT wharf and construction of a 400m long skidway to facilitate load in of the structures. Replacing a section of the wharf would have involved constructing a new quay wall in Corner Inlet adjacent to the existing quay wall. An alternative load-in method, utilising SPMTs at two strengthened load-in locations of approximately 80m width, negates the need to replace a larger section wharf, add significantly more piles, and also eliminated the skidway from the design which reduced environmental impacts associated with the development of the ORC.

5. Lodgement

5.1 Attachments

1.2.5 Information about the staged development

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	Att1-SummaryReport.pdf Decommissioning Campaign # 1 Stage 2: Transportation and offloading operations - EPBC Act Summary Report	09/02/2026	No	High

1.2.6 Commonwealth or state legislation, planning frameworks or policy documents that are relevant to the proposed action

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	Att1-SummaryReport.pdf Decommissioning Campaign # 1 Stage 2: Transportation and offloading operations - EPBC Act Summary Report	09/02/2026	No	High

1.2.7 Public consultation regarding the project area

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	Att1-SummaryReport.pdf Decommissioning Campaign # 1 Stage 2: Transportation and offloading operations - EPBC Act Summary Report	09/02/2026	No	High

1.3.2.18 (Person proposing to take the action) If the person proposing to take the action is a corporation, provide details of the corporation’s environmental policy and planning framework

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	Att2-EARPLEnvironmentalPolicy.pdf EARPL Environmental Policy	15/08/2019	No	High

2.2.5 Tenure of the action area relevant to the project area

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	Att3-Figures.pdf Figures	09/02/2026	No	High

3.1.1 Current condition of the project area's environment

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	Att3-Figures.pdf Figures	09/02/2026	No	High

3.2.1 Flora and fauna within the affected area

	Type	Name	Date	Sensitivity	Confidence
#1.	Document				

Att3-Figures.pdf Figures			09/02/2026	No	High

3.3.1 Commonwealth heritage places overseas or other places that apply to the project area

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	Att1-SummaryReport.pdf Decommissioning Campaign # 1 Stage 2: Transportation and offloading operations - EPBC Act Summary Report	09/02/2026	No	High

4.1.3.2 (Ramsar Wetland) Why your action has a direct and/or indirect impact on the identified protected matters

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	Att1-AppD-MarineEcologyReport.pdf Gippsland Basin Decommissioning Campaign #1 Stage 2 Transportation & Offloading Operations Marine Environmental Impact Assessment	08/02/2026	No	High
#2.	Document	Att1-AppF-ArtificialLightModellingReport.pdf Artificial Light Emissions Impact Assessment for Decommissioning – Campaign #1 (State Waters Stage 2)	10/02/2026	No	High
#3.	Document	Att1-AppG-AirborneNoiseReport.pdf Decommissioning Campaign # 1 Stage 2 EPBC Act Referral - Airborne Noise Modelling	04/02/2026	No	High
#4.	Document	Att1-AppH-UnderwaterNoiseReport.pdf Decommissioning Campaign # 1 - Stage 2 Transportation and Offloading Operations: Acoustic Modelling for Assessing Marine Fauna Sound Exposures	10/02/2026	No	High
#5.	Document	Att1-AppI-EnvironmentalChemicalRiskAssessmentReport.pdf Tier 1 environmental risk assessment for potential release of residual contaminants into the environment during Activity Group 2 — Decommissioning Campaign #1 summary report	04/02/2026	No	High
#6.	Document	Att1-AppJ-MarineBiosecurityRiskReport.pdf Desktop Assessment – Marine Biosecurity risks associated with Gippsland Basin Decommissioning	09/02/2026	No	High

Campaign #1 (activities within State waters)					
#7.	Document	Att1-SummaryReport.pdf Decommissioning Campaign # 1 Stage 2: Transportation and offloading operations - EPBC Act Summary Report	09/02/2026	No	High

4.1.3.6 (Ramsar Wetland) Why you do not consider the direct and/or indirect impact to be a Significant Impact

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	Att1-SummaryReport.pdf Decommissioning Campaign # 1 Stage 2: Transportation and offloading operations - EPBC Act Summary Report	09/02/2026	No	High

4.1.3.9 (Ramsar Wetland) Why you do not think your proposed action is a controlled action

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	Att1-SummaryReport.pdf Decommissioning Campaign # 1 Stage 2: Transportation and offloading operations - EPBC Act Summary Report	09/02/2026	No	High

4.1.3.10 (Ramsar Wetland) Avoidance or mitigation measures proposed for this action

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	Att1-SummaryReport.pdf Decommissioning Campaign # 1 Stage 2: Transportation and offloading operations - EPBC Act Summary Report	09/02/2026	No	High

4.1.4.2 (Threatened Species and Ecological Communities) Why your action has a direct and/or indirect impact on the identified protected matters

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	Att1-AppD-MarineEcologyReport.pdf Gippsland Basin Decommissioning Campaign #1 Stage 2 Transportation & Offloading Operations Marine Environmental Impact Assessment	08/02/2026	No	High
#2.	Document	Att1-AppE-TerrestrialEcologyReport.pdf Decommissioning Campaign #1 Stage 2 Terrestrial Ecology Assessment	05/02/2026	No	High
#3.	Document	Att1-AppF-ArtificialLightModellingReport.pdf Artificial Light Emissions Impact	10/02/2026	No	High

Assessment for Decommissioning – Campaign #1 (State Waters Stage 2)					
#4.	Document	Att1-AppG-AirborneNoiseReport.pdf Decommissioning Campaign # 1 Stage 2 EPBC Act Referral - Airborne Noise Modelling	04/02/2026	No	High
#5.	Document	Att1-AppH-UnderwaterNoiseReport.pdf Decommissioning Campaign # 1 - Stage 2 Transportation and Offloading Operations: Acoustic Modelling for Assessing Marine Fauna Sound Exposures	10/02/2026	No	High
#6.	Document	Att1-AppL -Preliminary Assessment Addendum.pdf Decommissioning Campaign # 1 Stage 2: Preliminary Assessment Addendum	15/02/2026	No	High
#7.	Document	Att1-SummaryReport.pdf Decommissioning Campaign # 1 Stage 2: Transportation and offloading operations - EPBC Act Summary Report	09/02/2026	No	High

4.1.4.6 (Threatened Species and Ecological Communities) Why you do not consider the direct and/or indirect impact to be a Significant Impact

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	Att1-AppD-MarineEcologyReport.pdf Gippsland Basin Decommissioning Campaign #1 Stage 2 Transportation & Offloading Operations Marine Environmental Impact Assessment	08/02/2026	No	High
#2.	Document	Att1-SummaryReport.pdf Decommissioning Campaign # 1 Stage 2: Transportation and offloading operations - EPBC Act Summary Report	09/02/2026	No	High

4.1.4.9 (Threatened Species and Ecological Communities) Why you do not think your proposed action is a controlled action

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	Att1-SummaryReport.pdf Decommissioning Campaign # 1 Stage 2: Transportation and offloading operations - EPBC Act Summary Report	09/02/2026	No	High

4.1.5.2 (Migratory Species) Why your action has a direct and/or indirect impact on the identified protected matters

	Type	Name	Date	Sensitivity	Confidence
#1.	Document				

		Att1-AppD-MarineEcologyReport.pdf Gippsland Basin Decommissioning Campaign #1 Stage 2 Transportation & Offloading Operations Marine Environmental Impact Assessment	08/02/2026	No	High
#2.	Document	Att1-AppF-ArtificialLightModellingReport.pdf Artificial Light Emissions Impact Assessment for Decommissioning – Campaign #1 (State Waters Stage 2)	10/02/2026	No	High
#3.	Document	Att1-AppG-AirborneNoiseReport.pdf Decommissioning Campaign # 1 Stage 2 EPBC Act Referral - Airborne Noise Modelling	04/02/2026	No	High
#4.	Document	Att1-AppH-UnderwaterNoiseReport.pdf Decommissioning Campaign # 1 - Stage 2 Transportation and Offloading Operations: Acoustic Modelling for Assessing Marine Fauna Sound Exposures	10/02/2026	No	High
#5.	Document	Att1-SummaryReport.pdf Decommissioning Campaign # 1 Stage 2: Transportation and offloading operations - EPBC Act Summary Report	09/02/2026	No	High

4.1.5.6 (Migratory Species) Why you do not consider the direct and/or indirect impact to be a Significant Impact

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	Att1-SummaryReport.pdf Decommissioning Campaign # 1 Stage 2: Transportation and offloading operations - EPBC Act Summary Report	09/02/2026	No	High

4.1.5.9 (Migratory Species) Why you do not think your proposed action is a controlled action

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	Att1-SummaryReport.pdf Decommissioning Campaign # 1 Stage 2: Transportation and offloading operations - EPBC Act Summary Report	09/02/2026	No	High

4.1.7.2 (Commonwealth Marine Area) Why your action has a direct and/or indirect impact on the identified protected matters

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	Att1-AppD-MarineEcologyReport.pdf Gippsland Basin Decommissioning Campaign #1 Stage 2 Transportation &	08/02/2026	No	High

Offloading Operations Marine Environmental Impact Assessment					
#2.	Document	Att1-AppF-ArtificialLightModellingReport.pdf Artificial Light Emissions Impact Assessment for Decommissioning – Campaign #1 (State Waters Stage 2)	10/02/2026	No	High
#3.	Document	Att1-AppG-AirborneNoiseReport.pdf Decommissioning Campaign # 1 Stage 2 EPBC Act Referral - Airborne Noise Modelling	04/02/2026	No	High
#4.	Document	Att1-AppH-UnderwaterNoiseReport.pdf Decommissioning Campaign # 1 - Stage 2 Transportation and Offloading Operations: Acoustic Modelling for Assessing Marine Fauna Sound Exposures	10/02/2026	No	High
#5.	Document	Att1-AppI-EnvironmentalChemicalRiskAssessmentReport.pdf Tier 1 environmental risk assessment for potential release of residual contaminants into the environment during Activity Group 2 — Decommissioning Campaign #1 summary report	04/02/2026	No	High
#6.	Document	Att1-AppJ-MarineBiosecurityRiskReport.pdf Desktop Assessment – Marine Biosecurity risks associated with Gippsland Basin Decommissioning Campaign #1 (activities within State waters)	09/02/2026	No	High
#7.	Document	Att1-SummaryReport.pdf Decommissioning Campaign # 1 Stage 2: Transportation and offloading operations - EPBC Act Summary Report	09/02/2026	No	High

4.1.7.6 (Commonwealth Marine Area) Why you do not consider the direct and/or indirect impact to be a Significant Impact

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	Att1-SummaryReport.pdf Decommissioning Campaign # 1 Stage 2: Transportation and offloading operations - EPBC Act Summary Report	09/02/2026	No	High

4.1.7.9 (Commonwealth Marine Area) Why you do not think your proposed action is a controlled action

	Type	Name	Date	Sensitivity	Confidence

#1.	Document	Att1-SummaryReport.pdf Decommissioning Campaign # 1 Stage 2: Transportation and offloading operations - EPBC Act Summary Report	09/02/2026	No	High

4.1.7.10 (Commonwealth Marine Area) Avoidance or mitigation measures proposed for this action

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	Att1-SummaryReport.pdf Decommissioning Campaign # 1 Stage 2: Transportation and offloading operations - EPBC Act Summary Report	09/02/2026	No	High

4.3.5.2 (Considered alternatives) Details of possible alternatives that you have considered but are not proposing

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	Att1-SummaryReport.pdf Decommissioning Campaign # 1 Stage 2: Transportation and offloading operations - EPBC Act Summary Report	09/02/2026	No	High

5.2 Declarations

Completed Referring party's declaration

The Referring party is the person preparing the information in this referral.

ABN/ACN	31649738278
Organisation name	AESTRA PTY LTD
Organisation address	2614 ACT
Representative's name	Kate Every
Representative's job title	Director - Environmental Impact Assessment
Phone	0421868573
Email	submissions@aestra.com.au
Address	92 Cooper Street, Cootamundra NSW 9590

☑ Check this box to indicate you have read the referral form. *

☑ Check this box to confirm these are the correct identification details. *

☑ By checking this box, I, **Kate Every of AESTRA PTY LTD**, declare that to the best of my knowledge the information I have given on, or attached to this EPBC Act Referral is complete, current and correct. I understand that giving false or misleading information is a serious offence. *

You may receive automated notifications that aim to assist you in tracking the progress of your project. You can opt out of these notifications by updating your communication preferences on your profile.

Completed Person proposing to take the action's declaration

The Person proposing to take the action is the individual, business, government agency or trustee that will be responsible for the proposed action.

ABN/ACN	62091829819
Organisation name	ESSO AUSTRALIA RESOURCES PTY LTD
Organisation address	3008 VIC
Representative's name	Richard Perry

Representative's job title	Decommissioning Project Manager
Phone	0498318774
Email	richard.f.perry@exxonmobil.com
Address	Level 9, 664 Collins St, Melbourne, 3008

☑ Check this box to indicate you have read the referral form. *

☑ Check this box to confirm these are the correct identification details. *

☑ I, **Richard Perry of ESSO AUSTRALIA RESOURCES PTY LTD**, declare that to the best of my knowledge the information I have given on, or attached to the EPBC Act Referral is complete, current and correct. I understand that giving false or misleading information is a serious offence. I declare that I am not taking the action on behalf or for the benefit of any other person or entity. *

You may receive automated notifications that aim to assist you in tracking the progress of your project. You can opt out of these notifications by updating your communication preferences on your profile.

✔ Completed Proposed designated proponent's declaration

The Proposed designated proponent is the individual or organisation proposed to be responsible for meeting the requirements of the EPBC Act during the assessment process, if the Minister decides that this project is a controlled action.

Same as Person proposing to take the action information.

☑ Check this box to indicate you have read the referral form. *

☑ Check this box to confirm these are the correct identification details. *

☑ I, **Richard Perry of ESSO AUSTRALIA RESOURCES PTY LTD**, the Proposed designated proponent, consent to the designation of myself as the Proposed designated proponent for the purposes of the action described in this EPBC Act Referral. *

You may receive automated notifications that aim to assist you in tracking the progress of your project. You can opt out of these notifications by updating your communication preferences on your profile.