Woodside Energy

Consultation Information Sheet
October 2025

Angel CCS Geophysical and Geotechnical Surveys Environment Plan

North West Shelf, North-West Australia

Activity Overview

The Angel Carbon Capture and Storage (CCS) Geophysical and Geotechnical (GPGT) Surveys EP covers:

- Geophysical and geotechnical surveys involving seafloor sampling and scanning.
- Project vessel operations.

The Angel CCS GPGT Surveys will provide data for aspects of the Angel CCS Project, an opportunity identified In the North-West region of Western Australia (WA).

Data from the surveys is intended to inform the design of pipeline and umbilical routes, subsea structure foundation locations and planning for mobile offshore drilling unit (MODU) anchoring or jack-up rig placement.

Location

- In Commonwealth waters between approximately 35km and 140km to Dampier (**Figure 1**).

Water depth

- ~35m - 125m deep.

Timing and duration

- Survey activities are planned to be conducted as multiple campaigns over the five-year approval period of the EP with activities estimated to start In Q1 2027.
- Duration is estimated to take ~100 days.
- Timing and duration is subject to change due to factors including approvals, weather, project vessel availability, and other unforeseen circumstances.

Joint Venture

- Operator – Woodside Energy Ltd.
- Joint Venture Participants – Woodside Energy Ltd, BP Developments Australia Pty Ltd, Japan Australia LNG (MIMI) Pty Ltd, Shell Australia Pty Ltd, and Chevron Australia Pty Ltd.

We would like to hear from you

We would like relevant persons whose functions, interests or activities may be affected by the proposed activity to have the opportunity to provide feedback on our proposed activity, in accordance with the intended outcome of consultation.

Woodside must consult relevant persons when developing an Environment Plan (EP) to confirm current measures or identify additional measures, which could lessen or avoid potential adverse effects of the proposed activity on the environment.

Woodside aims to ensure the proposed activity is consistent with the principles of ecologically sustainable development, by which the environmental impacts and risks of the activity are reduced to as low as reasonably practicable (ALARP) and of an acceptable level.

If you are an individual, organisation or community group and believe your functions, interests or activities may be impacted by the activities under this EP, we would like your feedback by **31 October 2025**.

consultation@feedback.woodside.com
Toll free: 1800 442 977
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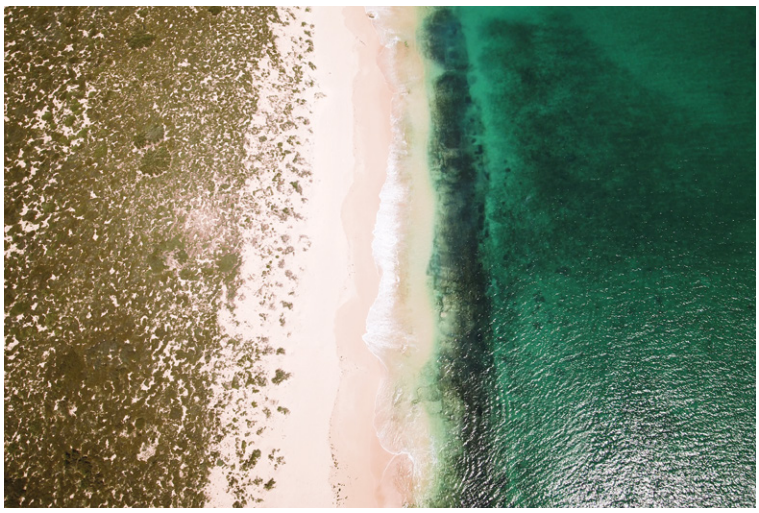
A summary of the activity and location is found in **Table 1** and **2**.



Woodside Energy recognises Aboriginal and Torres Strait Islander peoples as Australia's First Peoples. We acknowledge their connection to land, waters and the environment and pay our respects to ancestors and Elders, past and present. We extend this recognition and respect to First Nations peoples and communities around the world.

Activity Location

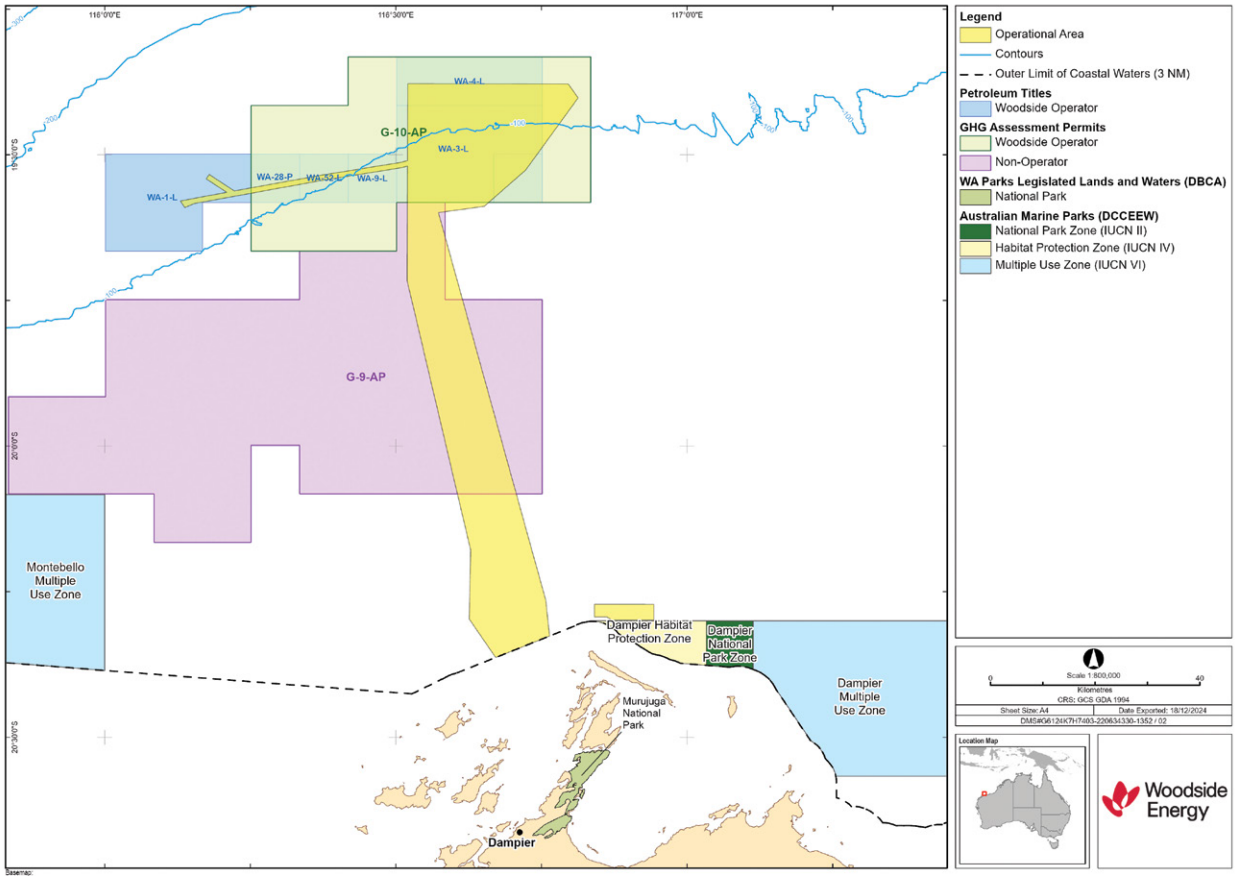


Figure 1. Operational Area for Angel CCS Geophysical and Geotechnical Surveys EP

Table 1 – Activity and Location Summary

Angel CCS Geophysical and Geotechnical Surveys EP	
Activity details	**Geophysical surveys:** • Geophysical surveys in this GPGT Survey Program involve acoustic measurements to characterise the seabed features and sub-seabed sediment types. • Geophysical survey techniques include but are not limited to; multibeam echo sounders, single beam echo sounders, altimeters; side scan sonar; magnetometers; sub-bottom profilers; refraction sub-bottom profiler (including mini airgun). **Geotechnical surveys:** • The geotechnical surveys will be performed using standard industry equipment and will consist of in situ testing and the recovery of soil/rock samples at locations within the Operational Area to ground truth existing geophysical data and provide geotechnical data for engineering design. • Geotechnical survey methods include but are not limited to; box cores/grab samplers; shallow cores and probes: piston cores/gravity cores/vibrocores; drilling core holes; piezocone penetrometer testing. **Other surveys:** • Other surveys using; water samplers; sound velocity sensors and multi-parameter conductivity-temperature-depth profilers (CTDs); ultra-short baseline (USBL) positioning system; doppler velocity log and inertial navigation systems; underwater cameras; underwater laser scanners; remotely operated vehicles (ROVs); autonomous underwater vehicles (AUVs).
Titles	**Operational Area includes operating title G-10-AP (Angel CCS title) and overlapping GHG and petroleum titles:** • Within G-10-AP: A-3-L, WA-4-L, WA-9-L, WA-52-L, WA-28-P *(Woodside as Operator).* • Outside G-10-AP: *WA-1-L (Woodside as Operator),* G-9-AP and WA-208-P *(other titleholders' license areas that may be subject to Access Authority and Special Prospecting Authority).* • Vacant acreage and vacant acreage release area W22-4.
Vessels	• Multi-purpose project vessel, supply vessel, geotechnical drilling vessel, uncrewed surface vessels controlled from a remote operations centre.
Operational area and exclusion zones	• Temporary 500m exclusion zone around vessels conducting survey activities to manage vessel movements. • No restrictions to other vessels within the Operational Area apart from being advised to take care during the survey vessel activities.
Communication with mariners	• A 500m safety exclusion zone will apply around the project vessels conducting survey activities to manage vessel movements. • Commercial fishers and other marine users are permitted to use the Operational Area but should take care around operations by adhering to standard navigation rules and remain clear of the safety exclusion zone. • Marine notices will be issued prior to activity commencement to alert vessels which may be operating in waters nearby.
Distance to nearest marine park/nature reserve	• ~150 m north of Dampier Habitat Protection Zone (borrow ground) • ~7.5 km west of Dampier Habitat Protection Zone

Table 2 – Approximate locations of the Angel CCS Geophysical Geotechnical Surveys Operational Area

Latitude	Longitude
Survey Area	
19° 31' 34.359" S	116° 43' 22.354" E
19° 35' 18.320" S	116° 39' 06.558" E
19° 35' 57.638" S	116° 34' 23.093" E
20° 15' 54.774" S	116° 45' 27.037" E
20° 19' 33.990" S	116° 45' 50.227" E
20° 21' 46.789" S	116° 40' 16.961" E
20° 17' 49.079" S	116° 37' 33.362" E
20° 10' 42.448" S	116° 37' 42.242" E
19° 42' 58.071" S	116° 31' 09.470" E
19° 31' 10.091" S	116° 31' 11.574" E
19° 31' 19.011" S	116° 30' 38.038" E
19° 32' 39.510" S	116° 22' 16.080" E
19° 35' 01.321" S	116° 09' 14.078" E
19° 35' 26.418" S	116° 08' 14.970" E
19° 34' 45.208" S	116° 07' 47.574" E
19° 33' 52.082" S	116° 12' 33.998" E
19° 32' 28.487" S	116° 10' 27.117" E
19° 32' 01.775" S	116° 10' 46.702" E
19° 33' 43.511" S	116° 13' 21.128" E
19° 32' 07.493" S	116° 22' 09.990" E
19° 30' 47.223" S	116° 30' 30.517" E
19° 30' 36.276" S	116° 31' 11.673" E
19° 22' 40.255" S	116° 31' 13.073" E
19° 22' 42.119" S	116° 47' 45.355" E
19° 24' 08.149" S	116° 48' 46.696" E
19° 31' 34.359" S	116° 43' 22.354" E
Borrow Ground	
20° 16' 17.851" S	116° 56' 34.716" E
20° 17' 55.121" S	116° 56' 34.626" E
20° 17' 54.855" S	116° 52' 14.764" E
20° 17' 36.215" S	116° 51' 45.215" E
20° 17' 36.333" S	116° 50' 27.616" E
20° 16' 17.443" S	116° 50' 27.487" E
20° 16' 17.851" S	116° 56' 34.716" E

Environment that May Be Affected (EMBA)

The EMBA is the largest geographic area where an unplanned event could potentially have an environmental consequence. The broadest extent of the EMBA takes into consideration planned activities and unplanned events. The EMBA was developed combining numerous modelling outputs based on highly unlikely releases of hydrocarbons to the environment. The most credible modelling scenarios that inform the EMBA are based on a hydrocarbon release as a result of a vessel collision. The EMBA is depicted in **Figure 2**.

The EMBA does not represent the extent of the predicted impact of a highly unlikely hydrocarbon release. Rather, the EMBA represents the merged area of many possible paths that a highly unlikely hydrocarbon release could travel, which depends on the weather and ocean conditions at the time of a release. This means that in the highly unlikely event that a hydrocarbon release does occur, the whole EMBA will not be affected. The specific and minimal part of the EMBA that is affected will only be known if there is a release. To learn more about an EMBA, please see the National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA) video on oil spill modelling at **www.nopsema.gov.au**.

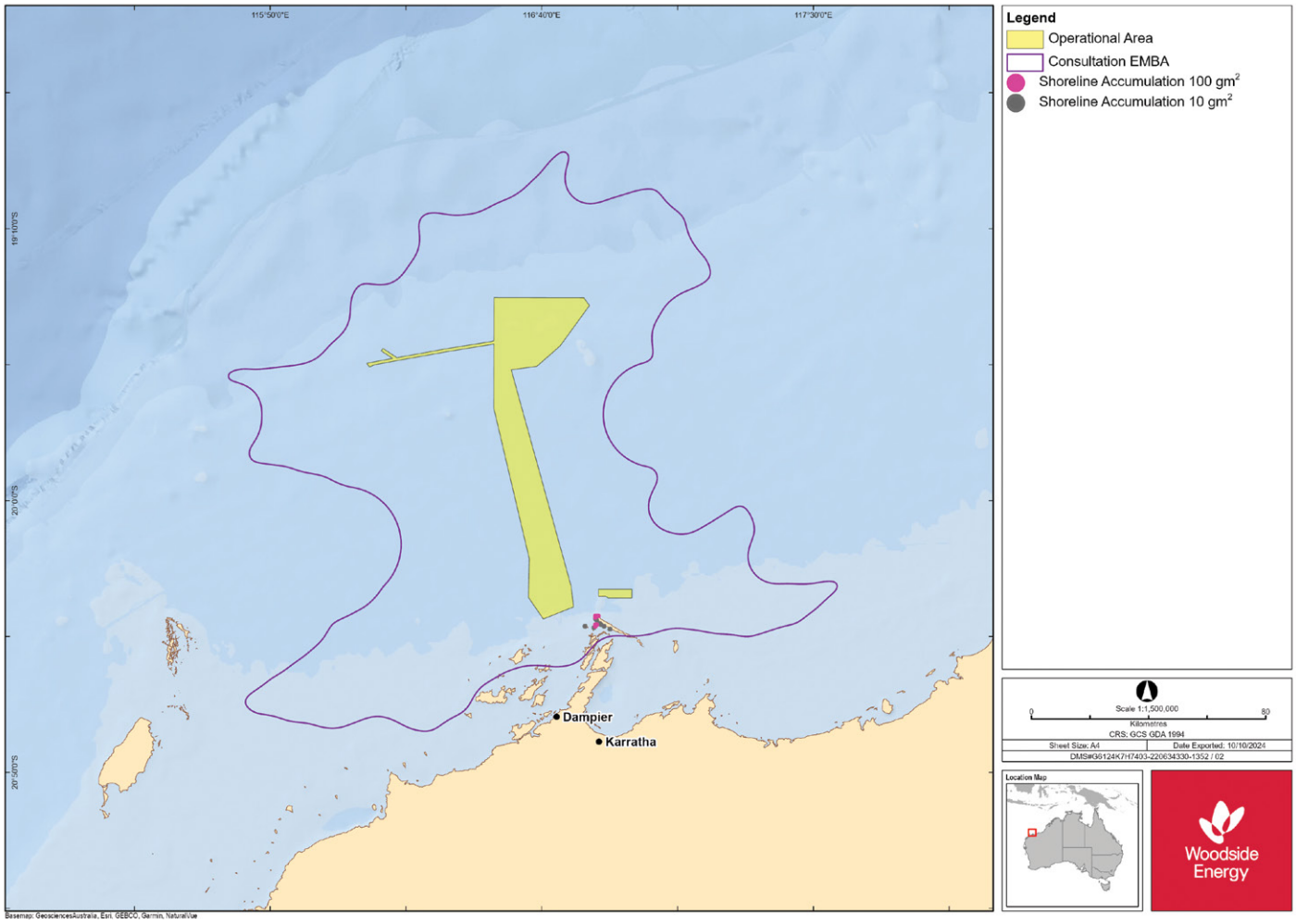


Figure 2. EMBA for Angel CCS Geophysical and Geotechnical Surveys EP

Impacts/Risks, and Mitigation and/or Management Measures

Woodside assessed the impacts and risks to the environment arising from the planned activities and unplanned events. This assessment considers the timing, duration and location of the activities. Proposed mitigation and management measures are summarised in **Table 3**. Further details will be provided in the EP.

In preparing the EP, Woodside's intent is to minimise environmental, social and cultural impacts and risks associated with the proposed activities, and Woodside seeks your feedback to inform our decision-making.

Table 3 – Summary of key impacts and risks and proposed management measures

Impact/Risk	Description of Source of Impact/Risk	Description of Impact/Risk	Proposed Mitigation and/or Management Measure
Planned activities (routine and non-routine)			
Physical presence: ***interaction with other marine users***	• The physical presence and movement of project vessels within the Operational Area has the potential to interfere with/ displace other marine users. • The following vessels will be involved in survey activities: - multi-purpose project vessels - geotechnical vessels (geotechnical drilling vessels) - uncrewed surface vessels (USVs). • Survey activities are planned to be conducted as multiple campaigns over the five-year approval period of the EP (2026 – 2030).	• Displacement of commercial fishing activities and commercial shipping vessels. • Other marine users may be present in the Operational Area. These include recreational fishing areas, tourism, and commercial shipping fairways. • Due to the localised nature of the activity, any displacement is expected to be negligible with no lasting effect.	• Establish a temporary 500 m safety exclusion zone around the project vessels which is communicated to marine users. • Vessels to adhere to the navigation safety requirements including the Navigation Act 2012 and any subsequent Marine Orders. • Notify Australian Hydrographic Office (AHO) of activities and movements. • Notify relevant government departments, fishing industry representative bodies and licence holders (where requested during consultation) of activities. • Consult with marine users so they are informed of the proposed activities.
Physical presence: ***disturbance to seabed from geotechnical and geophysical surveys***	• Geotechnical survey activities are likely to result in localised and temporary physical modification and disturbance to a small area of the seabed. • The source of impact from geotechnical surveys are: - box cores/grab samplers - shallow cores and probes: piston/ gravity/vibrocores - cored bore holes - penetrometer testing (CPT/PCPT/CPTu). • The geotechnical seabed coring may result in the indirect discharge of a small quantity of drill cuttings and fluid at the seafloor. • Placing the geotechnical equipment on the seafloor will result in minor localised physical disturbance to the seafloor beneath the equipment.	• Environmental values potentially impacted: - seabed habitat - key ecological features (KEFs) - marine primary producers - cultural heritage. • The Operational Area is expected to consist mainly of sandy substrate. • The Operational Area overlaps the Ancient Coastline and Glomar Shoal Key Ecological Features (KEFs). • Activities will be localised and of short duration, physical impacts to the seabed are expected to be negligible.	• No routine anchoring will occur during surveys. • Monitor inventory deployed to the field and track removal of equipment during activity. • Chemicals will be selected with the lowest practicable environmental impacts and risks subject to technical constraints and approved through the Woodside chemical assessment process. No seabed disturbance will occur on shoals within the Operational Area. • An Unexpected Finds Procedure will be in place in the event of the discovery of what appears to be Underwater Cultural Heritage. • Desktop heritage assessment prior to starting the activities. • Comply with regulatory requirements for Underwater Cultural Heritage.

Impact/Risk	Description of Source of Impact/Risk	Description of Impact/Risk	Proposed Mitigation and/or Management Measure
Routine acoustic emissions: ***generation of noise from survey vessels, and from geophysical and geotechnical survey equipment***	• Generation of underwater noise from project vessels. • Generation of acoustic signals from dynamic positioning systems. • The key sound sources during geotechnical surveys include the penetration tests and sampling boreholes undertaken at the seabed. • Underwater noise generated by geophysical sources during surveys and positioning equipment (transponders).	• Elevated underwater noise may affect marine fauna, including marine mammals, turtles and fish in three main ways: 1. By causing direct physical effects, including injury or hearing impairment. Hearing impairment may be temporary or permanent. 2. Through disturbance leading to behavioural changes or displacement from important areas. The occurrence and intensity of disturbance is highly variable and depends on a range of factors rating to the animal and situation. 3. By masking or interfering with other biologically important sounds (including vocal communication, echolocation, signals and sounds produced by predators or prey). • The frequency of the transponders is at the upper limit of the bandwidth of low frequency cetaceans. Low frequency cetaceans such as pygmy blue whales are therefore unlikely to be impacted by sound generated from the transponders. • The continuous noise generated by vessels is not expected to cause temporary or permanent change in hearing sensitivity to cetaceans due to the level of exposure required to trigger this. Impacts may relate to temporary behavioural changes such as avoidance with no lasting effect. • Biologically Important Areas (BIAs) overlapping the Operational Area include the pygmy blue whale distribution BIA, the humpback whale migration BIA. • The Operational Area overlaps internesting buffers for the hawksbill, loggerhead, green turtles and flatback turtles. Marine turtles may avoid the low-frequency sounds generated by vessel noise. • The Operational Area overlaps a foraging BIA for whale sharks however as the thresholds for impacts are higher than the noise generated by the activities, impacts are not expected.	• Comply with EPBC Regulations 2000 Part 8 Division 8.1 for interactions with marine fauna. • Comply with Biodiversity Conservation Regulations 2018 for whale sharks. • Project vessels will not travel greater than 6 knots within 300 m of a turtle (caution zone). If the turtle shows signs of being disturbed, project vessels will immediately withdraw from the caution zone at a constant speed of less than 6 knots. • Start-up of geophysical survey equipment will be delayed if a whale is sighted within the observation zone (150 m). • Implementation of an observation zone for 30 minutes prior to start up around geophysical survey equipment.

Impact/Risk	Description of Source of Impact/Risk	Description of Impact/Risk	Proposed Mitigation and/or Management Measure
Routine and non-routine discharges: ***from survey vessels***	• Routine discharge of sewage, grey water and putrescible wastes to marine environment from project vessels. • Routine discharge of deck and bilge water to marine environment from project vessels.	• The main impact associated with ocean disposal of sewage and other organic wastes (i.e., putrescible waste) is eutrophication. Eutrophication occurs when the addition of nutrients, such as nitrates and phosphates, causes adverse changes to the ecosystem including short-term, localised impacts to water quality. • No significant impacts are expected to water quality from planned discharges because of the minor quantities involved, the expected localised mixing zone, and the high level of dilution into the open water marine environment of the Operational Area. • Similarly, although some marine fauna may transit the Operational Area, potential for impacts remains low due to the localised nature of discharges and rapid dilution.	• Vessel discharges will be managed according to regulatory requirements. • Chemicals will be selected with the lowest practicable environmental impacts and risks subject to technical constraints and approved through the Woodside chemical assessment process.
Routine and non-routine discharges: ***drill cuttings and drilling fluids during geotechnical drilling***	• Drill cuttings and fluids will be discharged at the borehole location during geotechnical seabed coring. • Drilling fluid will consist primarily of seawater and may include low-toxicity additives.	• Geotechnical survey activities are likely to result in localised and temporary physical modification and disturbance to a small area of the seabed. Potential impacts include: - localised reduction in water and sediment quality - loss or damage to benthic habitats. • The Operational Area overlaps with the Ancient Coastline KEF and Glomar Shoals KEFs. Impacts to benthic marine fauna as a result of geotechnical surveying are expected to be highly localised to surface area of the borehole, drill cuttings and the footprint of the geotechnical equipment, which is a relatively small area compared to the regional extent of the Ancient Coastline KEF.	• All chemicals intended or likely to be discharged into the marine environment reduced to as low as reasonably practicable (ALARP) using Woodside's chemical assessment process.
Routine light emissions: ***external lighting on survey vessels***	• Project vessels will use external lighting to navigate and conduct safe operations at night, including to maintain good night visibility for crew members and to communicate the vessel's presence to other marine users.	• Light emissions may affect fauna (such as marine turtles and birds) in two main ways: 1. Behaviour: artificial lighting has the potential to create a constant level of light at night that can override natural levels and cycles. 2. Orientation: if an artificial light source is brighter than a natural source, the artificial light may override natural cues, leading to disorientation. • The Operational Area overlaps internesting buffers for the hawksbill, loggerhead, green turtles and flatback turtles. The Operational Area supports several breeding BIAs for the wedge-tailed shearwater, roseate tern, and fairy terns.	• Implementation of the Woodside Offshore Seabird Management Plan. • Lighting will be limited to the minimum required for navigation and safe operational requirements, with the exception of emergency events.

Impact/Risk	Description of Source of Impact/Risk	Description of Impact/Risk	Proposed Mitigation and/or Management Measure
Routine and non-routine: ***atmospheric and GHG emissions***	• Atmospheric emissions and GHG emissions associated with project vessels. • Emissions are generated from internal combustion engines, machinery, and incinerators on vessels.	• Emissions associated with project vessels and could result in temporary, localised reductions in air quality in the immediate vicinity. • The exposed location of the project vessels is expected to result in the rapid dispersion of the low volumes of atmospheric emissions, as such the potential impacts are expected to be localised and of no lasting effect.	• Comply with regulatory requirements for GHG emissions reporting. • Vessel operations planned, where practicable, to minimise fuel consumption and associated GHG/ air emissions. • Fuel types will be selected to reduce expected GHG emissions (I.e., Project vessels will not use heavy fuel oil (HFO) or intermediate fuel oil (IFO)).
Unplanned events (accidents / incidents)			
Accidental introduction of invasive marine species (IMS)	• Project vessels have the potential to introduce IMS to the Operational Area through marine biofouling (containing IMS) on vessels, as well as within high risk ballast water exchange. • There is also a remote potential that cross contamination between vessels can also occur (such as IMS translocated between project vessels) or onto benthic habitat within shallower areas.	• It is not credible for IMS to be introduced and establish on the seabed or subsea structures in the Operational Area as these deep waters are not conducive to the settlement and establishment of IMS. • Given the low likelihood of IMS translocation to and colonisation within the Operational Area, project activities are unlikely to result in establishment of IMS, and as such will not adversely affect other marine user activities in the region.	• Project vessels will manage their ballast water using one of the approved ballast water management options, as outlined in the Australian Ballast Water Management Requirements. • Woodside's IMS risk assessment process will be applied to project vessels and immersible equipment undertaking the activities.
Unplanned interaction with marine fauna	• Vessel movements have the potential to result in collisions between project vessel (hull and propellers) and marine fauna. • Project vessels would typically be stationary or moving at low speeds when supporting the survey activities.	• BIAs overlapping the Operational Area include the pygmy blue whale distribution BIA, the humpback whale migration BIA, marine turtle internesting buffers, internesting, foraging, migration corridors, mating, and nesting BIAs, marine turtle critical habitat areas, and the whale shark foraging BIA. • Given the adopted controls, it is considered that if a collision or entanglement were to occur, it will not result in a potential impact greater than a localised impact to environmental receptors, with no lasting effect to marine fauna populations.	• Comply with EPBC Regulations 2000 - Part 8 Division 8.1 Interacting with Cetaceans to reduce the likelihood of an accidental collision occurring.

Impact/Risk	Description of Source of Impact/Risk	Description of Impact/Risk	Proposed Mitigation and/or Management Measure
Physical presence: ***disturbance to seabed from dropped objects, equipment loss***	• Dropped objects resulting in the disturbance of seabed habitat.	• Unplanned seabed disturbance may result in localised changes to water and sediment quality or a localised temporary impact to benthic communities and is therefore considered to present a negligible risk. • Potential impacts to KEFs which intersect the Operational Area are considered to have a temporary disruption and no lasting effects to a small area of the seabed, as they would be limited to the footprint of a dropped object resulting in potential highly localised and temporary change in habitat. Dropped objects within the Ancient Landscape could impact cultural heritage associated with this area, however, this would also comprise a small area.	• Project vessel inductions include control measures for dropped object prevention. • Dropped objects and geophysical/ geotechnical equipment to be recovered and relocated where safe and practicable to do so. • Apply safe work procedures to prevent dropped objects from survey vessels and during deployment and retrieval of equipment.
Unplanned discharges: ***loss of solid hazardous and non-hazardous wastes/ equipment***	• Accidental discharge of hydrocarbons/ chemicals from project vessels deck activities and equipment, from subsea ROV hydraulic leaks. • Unplanned release of chemicals or hydraulic fluid due to failure of subsea equipment. • Accidental loss of hazardous or nonhazardous solid wastes / equipment to the marine environment.	• The potential impacts of hazardous or non-hazardous solid wastes and equipment accidentally discharged to the marine environment include contamination of the environment as well as secondary impacts relating to potential contact of marine fauna with wastes.	• Comply with regulatory requirements for the prevention of marine pollution and handling of hazardous wastes (i.e., Marine Orders 95 and 94). • Implementation of vessel waste management plans. • Solid waste/equipment dropped to the marine environment is to be recovered where safe and practicable to do so.
Unplanned discharges: ***deck and subsea spills from geotechnical and geophysical survey vessels and equipment***	• Accidental discharge to the ocean of other hydrocarbons/ chemicals/ geotechnical drilling fluids from project vessels deck activities and equipment (e.g., cranes). • Unplanned release of chemicals or hydraulic fluid due to failure of geotechnical and geophysical survey equipment.	• Unplanned discharges of non-process chemicals and hydrocarbons may decrease the water quality in the immediate vicinity of the release. Only small volumes are anticipated, resulting in very short-term impacts to water quality, limited to the immediate release location. • As a result of a change in water quality, further impacts to receptors may occur, however impacts to marine fauna are expected to be limited to temporary irritation of sensitive membranes to individuals and are considered slight or less (negligible).	• Comply with regulatory requirements for the prevention of marine pollution for project vessels. • Liquid chemical and fuel storage areas are bunded or secondarily contained when they are not being handled/moved temporarily on project vessels. • Spill kits positioned in high-risk locations around the vessels (near potential spill points such as transfer stations). • Chemicals will be selected with the lowest reasonably practicable environmental impacts and risks subject to technical constraints and approved through the Woodside chemical assessment process.

Impact/Risk	Description of Source of Impact/Risk	Description of Impact/Risk	Proposed Mitigation and/or Management Measure
Unplanned hydrocarbon release: *vessel collision*	• Vessels will use marine diesel fuel, meaning a collision involving a project vessel or third-party vessel during the activity may result in the release of marine diesel. • For an interaction to result in the worse-case scenario diesel release, several factors must occur: - Vessel interaction must result in a collision. - The collision has enough force to penetrate the vessel hull and must occur in the location of a fuel tank. • The fuel tank must have a sufficient amount of fuel so that the liquid level is higher than the point of damage.	• In the highly unlikely event of a vessel collision causing a release of hydrocarbon, impact to water quality and marine ecosystems could occur. • Marine diesel is a relatively volatile, non-persistent hydrocarbon. If released to the environment, up to approximately 40% evaporates within the first 24 hours. • In the event of a hydrocarbon release, potential impacts across the EMBA will be assessed including receptors such as plankton, fish, marine turtles, marine mammals, seabirds and migratory shorebirds, marine primary producers, tourism, recreation, commercial fisheries, commercial shipping and cultural heritage. • Considering receptor sensitivity, potential loss of containment volume(s) and potential spill locations, most receptors are expected to be rated as having a potential consequence level of 'Minor' or less (Slight or Negligible).	**Preventing marine vessel collisions:** • Comply with regulatory requirements for navigational safety and prevention of vessel collisions. • Notify relevant government departments, fishing industry representative bodies and licence holders of activities prior to commencement and on completion of activities. • Establish temporary exclusion zones around vessels which are communicated to marine users to reduce the likelihood of collision. • A management plan for simultaneous operations is in place when working in vicinity of other Woodside operations/activities. **Spill response arrangements:** • Arrangements supporting the Oil Pollution Emergency Plan (OPEP) will be tested so that the OPEP can be implemented as planned. • Emergency response activities would be implemented in line with the OPEP.

**These mitigation and management measures are subject to change through the consultation and subsequent assessment process and may not represent content in the publicly available EP or in the final plan once accepted.*

Feedback

Woodside consults relevant persons in the course of preparing Environment Plans to notify them of the activity and to obtain relevant feedback to inform its planning for greenhouse gas activities.

If you would like to comment on the proposed activities outlined in this information sheet, please provide feedback to Woodside by **31 October 2025** via:

consultation@feedback.woodside.com
Toll free: 1800 442 977

You can subscribe on our website to receive Consultation Information Sheets for proposed activities:
woodside.com/what-we-do/consultation-activities

Please note that stakeholder feedback will be communicated to NOPSEMA as required under legislation. Woodside will communicate any material changes to the proposed activity to affected relevant persons as relevant and appropriate.

Your feedback and our response will be included in our Environment Plan for the proposed activity, which will be submitted to NOPSEMA for acceptance in accordance with the *Offshore Petroleum and Greenhouse Gas Storage (Environment) Regulations 2023* (Cth) and support other regulatory processes associated with the planned activities (which may or may not be confidential).

Personal information collected in the course of consultation will be handled in accordance with Woodside's Environment Plan Privacy Collection Notice. To understand how personal information will be handled, please visit:
woodside.com/what-we-do/consultation-activities