



# Report and recommendations of the Environmental Protection Authority



## Wheatstone Development - Gas Processing, Export Facilities and Infrastructure – inquiry under section 46 of the *Environmental Protection Act 1986* to amend Ministerial Statement 873

Chevron Australia Pty Ltd

Report 1653

November 2019

## **Inquiry under section 46 of the *Environmental Protection Act 1986***

The Minister for Environment has requested that the Environmental Protection Authority (EPA) inquire into and report on the matter of changing the implementation conditions in Ministerial Statement 873 relating to Chevron Australia Pty Ltd's Wheatstone Development – Gas Processing, Export Facilities and Infrastructure proposal. The change will facilitate the transfer of conditions relevant to the operation of port facilities from Chevron Australia Pty Ltd to the Pilbara Ports Authority via a new Ministerial Statement.

Section 46(6) of the *Environmental Protection Act 1986* requires the EPA Report and Recommendations to include:

1. a recommendation on whether or not the implementation conditions to which the inquiry relates, or any of them, should be changed
2. any other recommendations that it thinks are appropriate.

The following is the EPA's Report and Recommendations to the Minister pursuant to s. 46(6) of the *Environmental Protection Act 1986*.

Chevron Australia Pty Ltd has also submitted a request to the EPA to change the Wheatstone Development – Gas Processing, Export Facilities and Infrastructure proposal under s. 45C of the *Environmental Protection Act 1986*. This Report and Recommendations also includes the EPA's advice to the Minister following its consideration of the requested change to the proposal.



Dr Tom Hatton  
Chairman

4 November 2019

ISSN 1836-0483 (Print)  
ISSN 1836-0491 (Online)  
Assessment No. 2178

# Contents

	<b>Page</b>
<b>1. The proposal .....</b>	<b>1</b>
<b>2. Requested changes to the proposal .....</b>	<b>4</b>
2.1 The six aspects to be considered.....	4
2.2 Recommendations .....	9
<b>3. Requested changes to the conditions .....</b>	<b>10</b>
3.1 Inquiry findings.....	11
3.2 Conclusions and recommendations .....	12
<b>References.....</b>	<b>14</b>
<b>Appendix 1: Identified Decision-Making Authorities.....</b>	<b>15</b>
<b>Appendix 2: Recommended Attachment 5 to Ministerial Statement 873 .....</b>	<b>16</b>
<b>Appendix 3: Recommended environmental conditions.....</b>	<b>22</b>

# 1. The proposal

The Wheatstone Development – Gas Processing, Export Facilities and Infrastructure proposal (the proposal) is located in the proposed Ashburton North Strategic Industrial Area (ANSIA), 12 kilometres south-west of Onslow. The proposal includes a 25 million tonne per annum Liquefied Natural Gas (LNG) facility and associated Domestic Gas (Domgas) facility. The nominated proponent for the proposal is Chevron Australia Pty Ltd (Chevron). The proposal consists of:

- a subsea gas trunkline to bring produced hydrocarbons onshore to the LNG and Domgas plants
- product loading facility
- materials offloading facility
- LNG and Domgas plants
- accommodation facilities
- Domgas pipeline to transport natural gas to the Dampier to Bunbury Natural Gas Pipeline.

The EPA assessed the proposal at the level of Environmental Review and Management Programme (ERMP) and released its Report and Recommendations (Report 1404) in June 2011. In Report 1404, the EPA considered the following key environmental factors relevant to the proposal:

- Sub-tidal Benthic Habitat
- Intertidal Benthic Primary Producer Habitat
- Marine Fauna
- Flora and Vegetation
- Greenhouse Gases
- Air Emissions
- Recreation and Aesthetics
- Tourism and Fishing Related Industry.

In Report 1404, the EPA concluded that it was likely that the EPA's objectives would be achieved, provided there was satisfactory implementation by the proponent of the EPA's recommended conditions.

Four appeals were received by the Appeals Convenor against Report 1404. The appeals related to the adequacy of the assessment and the adequacy of the conditions recommended by the EPA. The main concerns regarding the adequacy of the assessment related to the adequacy of management plans, strategic assessment and cumulative impacts. The Minister allowed appeals in part by changing the recommended implementation conditions. The Minister determined not to remit the proposal to the EPA for further assessment as requested by two of the appellants. However, the Minister acknowledged the concerns that were raised in these appeals

and comments from the EPA that, given the ERMP level of assessment, the proponent should have provided more detailed plans for public review. The Minister considered that the management plans for marine environment, marine fauna, coastal processes, terrestrial elements of the proposal and greenhouse gas abatement should be made available to the public in draft form for comment. The Minister indicated that this requirement would provide consistency with the ERMP level of assessment and provide members of the public with the opportunity to have input into the development of the management plans before they are submitted for approval.

The then Minister for Environment approved the proposal for implementation on 30 August 2011, subject to the implementation conditions of Ministerial Statement (MS) 873.

The proposal was also determined to be a controlled action by the then Commonwealth Department of Sustainability, Environment, Water, Population and Communities (DSEWPC) under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) as it had the potential to impact on listed threatened species and communities (s. 18 and s. 18A), listed migratory species (s. 20 and s. 20A) and Commonwealth marine areas (s. 23 and s. 24A). The environmental impact assessment of the proposal was undertaken by using a parallel/coordinated approach by the Commonwealth and State Governments.

The DSEWPC granted approval for the proposal (EPBC 2008/4469) on 22 September 2011 under s. 130(1) and s. 133 of the EPBC Act. On 3 July 2012, the DSEWPC issued a Variation to Conditions Attached to Approval under s. 143 of the EPBC Act. Additional Variation to Conditions Attached to Approval were issued by the DSEWPC for the proposal on 22 January 2013 and 9 April 2013.

The proposal has been constructed, commissioned and is currently in operation.

### **Previously approved changes to the proposal**

There have been four changes to the proposal under s. 45C of the *Environmental Protection Act 1986* (EP Act):

- 1) Amendment to the turning basin illustrated in Figure 6 in Schedule 1 of MS 873 – approved on 14 January 2013 and defined by Attachment 1 in MS 873.
- 2) The deletion of references to utilities and discharges and capacity limits in Schedule 1 of MS 873 – approved on 28 February 2013 and defined by Attachment 2 in MS 873.
- 3) The inclusion of an offshore sand borrow area as a source of backfill for the trunkline installation in the Key Characteristics Table in Schedule 1 of MS 873 – approved on 18 March 2013 and defined by Attachment 3 in MS 873.
- 4) Amendment of the overflow control zones coordinates detailed in Table 2 in Schedule 1 of MS 873 due to a minor reconfiguration of the shipping channel following confirmation of the design of the marine offloading facility in the Marine Infrastructure Plan – approved on 18 March 2013 and defined by Attachment 4 in MS 873.

## **Previously approved changes to the conditions**

There have been three changes to the conditions under s. 46 of the EP Act:

- 1) Amendment of Condition 19 (Greenhouse Gas Abatement) via the removal of Conditions 19-1 to 19-8 because the conditions were not complementary to the Commonwealth Government's Clean Energy Future legislation. The EPA assessed this change in Report 1462, which was published in December 2012. The change to Condition 19 is detailed in MS 922, which was published on 11 January 2013.
- 2) Amendment of Condition 6-1 (Construction of Marine Facilities) and Condition 8-7 (Trunkline Installation), or any other relevant conditions to allow for the revision of the Environmental Protection Outcomes in circumstances other than that originally provided for in MS 873. The EPA assessed these changes in Report 1440, which was published in June 2012. The changes to Conditions 6 and 8 are detailed in MS 903, which was published on 6 July 2012.
- 3) Amendment of Condition 8 (Trunkline Installation) to define a specific anchor disturbance corridor, increase the direct disturbance footprint of the trunkline for the nearshore component and remove the requirement for the direct disturbance footprint to be centred over the trunkline for the nearshore component. The EPA assessed these changes in Report 1464, which was published in January 2013. The change to Condition 8 is detailed in MS 931 which was published on 30 January 2013.

## **Other current s. 46 inquiries**

There are two other inquiries under s. 46 relating to the proposal that are currently being considered by the EPA. These include an inquiry into the suitability of Condition 19 (Greenhouse Gas) in MS 922 and an inquiry into a number of conditions to align them with relevant project facilities or activities, reduce duplication and improve clarity.

## 2. Requested changes to the proposal

In January 2019, Chevron requested the following changes the proposal:

- removal of the shipping channel (both the nearshore and offshore components), Materials Offloading Facility (MOF), and Dredge Spoil Disposal Site A from Schedule 1 in MS 873
- reduction in the disturbance footprint for onshore facilities detailed in Schedule 1 in MS 873 to account for a section of road that is located within the Port of Ashburton, and the onshore disturbance area associated with the MOF.

The basis for the proposed changes relates to a requirement in the Ashburton North State Development Agreement (Wheatstone Project) for Chevron to surrender ownership and control of the shipping channel, MOF and the section of road located within the Port of Ashburton to the Pilbara Ports Authority (PPA). The PPA now owns and controls the above-mentioned infrastructure. Chevron has also advised that Dredge Spoil Disposal Site A has not been used for the proposal and no longer forms part of the proposal.

Section 45C of the EP Act provides that the Minister may consent to changes to a proposal after a statement has been issued under s. 45(5) of the Act, provided the Minister does not consider that the change might have a significant detrimental effect on the environment in addition to, or different from, the effect of the original proposal.

Section 5.3 of the *Environmental Impact Assessment (Part IV Divisions 1 and 2) Procedures Manual* (EPA 2018a), identifies the EPA's process for undertaking an assessment under s. 45C of the EP Act; in particular, the "six aspects" to be considered when determining whether a change to a proposal can be approved.

In accordance with the *Statement of Environmental Principles, Factors and Objectives* (EPA 2018b), the relevant environmental factors applicable to this change to the proposal are:

- Benthic Communities and Habitats
- Coastal Processes
- Marine Environmental Quality
- Marine Fauna.

### 2.1 The six aspects to be considered

#### 1) Identification of the content of the original proposal.

MS 873 was published on 30 August 2011. Table 1 below summarises the status of the elements in the Key Characteristics Table listed in Attachment 3 in Schedule 1 of MS 873.

**Table 1: Status of elements in the Key Characteristics Table in Attachment 3 to MS 873**

Element	Status
<b>Nearshore facilities</b>	
Shipping channel (including product loading facility turning basin)	The construction of the shipping channel has been completed.
Product loading facility	Construction of an export facility for one LNG/condensate tanker has been completed. Additional export facilities to be built to complete the proposal.
Materials Offloading Facility (MOF)	The construction of the MOF has been completed.
Dredge Spoil Disposal Site A	Not used for the proposal.
Discharge lines	Two wastewater discharge lines have been installed.
<b>Offshore facilities</b>	
Shipping channel (including turning basin)	The construction of the shipping channel has been completed.
Dredge Spoil Disposal Sites B, C, D, and E	Dredge spoil placed. Additional dredge spoil placement will be required to complete the proposal.
Produced water outfall	Future works to support the proposal.
<b>Other marine facilities</b>	
Dredging	Foundation project capital dredging completed.
Trunkline	The trunkline has been installed.
Trunkline shore crossing	One micro-tunnel has been installed. Additional micro-tunnels to be installed in the future to complete the proposal.
Offshore accommodation vessel	Maybe required to complete the proposal.
Offshore sand borrow area	Maybe required to complete the proposal.
<b>Onshore facilities</b>	
Footprint	Some construction within the disturbance footprint has been undertaken. Additional construction within the disturbance footprint will be required in the future to complete the proposal. The section of land containing the road within the Port of Ashburton that will be handed over to PPA covers an area of approximately 53 hectares. The onshore disturbance area for the MOF is approximately 30 hectares.



<b>LNG plant</b>	
Components	Two LNG trains have been built.
No. of storage tanks	The construction of two LNG tanks and two condensate tanks has been completed.
No. of flares	Construction of one high pressure flare system, one low pressure flare system, and one marine flare system have been completed. Five additional elevated flare structures can be built.
Utilities	<p>Construction of the operations power generation facility to 160 megawatts capacity has been completed. The capacity of the facility maybe expanded up to 400 megawatts in the future if required.</p> <p>The produced water offshore outfall with a capacity of approximately 13,200 m<sup>3</sup>/day will be required from the starting of commissioning of LNG trains 3 to 6.</p>
<b>Domgas plants</b>	
Domgas pipeline	The construction of one pipeline has been completed by a third party. An additional pipeline can be constructed in the future to complete the proposal.
<b>Accommodation village</b>	
Accommodation village	The construction of the accommodation village has been completed.

The two LNG trains and associated infrastructure are currently undergoing commissioning. Construction of the Domgas facility is now complete and has entered the commissioning stage. The shipping channel, MOF and the section of road within the Port of Ashburton have been constructed and commissioned and have been transferred to the PPA which currently operates these facilities. Dredge Spoil Disposal Site A has not been used and no longer forms part of the proposal.

**2) Identification of the content of the relevant change(s) and determine whether the change(s) involves a revision of the original proposal.**

The proposed changes to the proposal will require Figure 6 in Attachment 1 of MS 873 to be replaced with a new version which clearly depicts the near shore marine facilities that will remain under the ownership and control of Chevron and those that will be owned and operated by the PPA.

The proposed changes are located within the currently authorised disturbance footprint depicted in Figure 6 in Attachment 1 of MS 873. Therefore, they are considered to be sufficiently connected and related to the original proposal. The

proposed changes constitute a revision of the original proposal for the purposes of s. 45C(1) of the EP Act.

**3) Determination as to whether the original proposal has had or will have any detrimental effect on the environment and, if so, what.**

Chevron submitted the seventh Project Compliance Assessment Report (WS0-0000-HES-RPT-CVX-000-00284) to the Department of Water and Environmental Regulation on 22 November 2018, covering the reporting period 31 August 2017 to 30 August 2018. Chevron has complied with all conditions during the reporting period and has implemented the proposal in accordance with MS 873. The implemented proposal is not considered to have had any detrimental environmental effects that were not assessed as part of the original proposal.

On 19 September 2018, Chevron advised the Department of Water and Environmental Regulation that the littoral sand transport management trigger identified in the Coastal Processes Monitoring and Management Plan was exceeded – greater than 200,000m<sup>3</sup> of sand had accumulated in the extraction relative to the 2013 baseline. No other management triggers were exceeded. The pre-nominated management action in the plan is to bypass sand, commencing within 12 months of reporting the exceedance. Chevron has commenced assessing sand bypass options along with consultation with stakeholders, particularly the PPA. Chevron will undertake the first sand bypassing event.

**4) Determination as to whether the change(s) to the original proposal might (in the Minister's opinion) have any detrimental effect on the environment and, if so, what.**

There are no detrimental environmental effects associated with the proposed changes as they are administrative only.

Condition 9 of MS 873 has been implemented to minimise the impact of the proposal on intertidal Benthic Primary Producer Habitat. The Coastal Processes Monitoring and Management Plan has been approved and Chevron has been monitoring in accordance with this plan. The approved plan will form part of the new Ministerial Statement referred to above, and will continue to be implemented by the PPA once they become the nominated proponent for the new proposal.

Given the proposed changes to the proposal are administrative, there will be:

- no additional or differential impact on the values, sensitivities and quality of the environment
- no change to the extent (intensity, duration, magnitude, and geographic footprint) of likely impacts
- no change to the resilience of the environment to cope with the proposal impacts.

**5) Determination as to whether the detrimental effect (if any) which the change(s) might have on the environment is additional to, or different from, the detrimental effect (if any) which the original proposal has had or will have.**

In considering whether the detrimental effect which the changes might have on the environment is additional to, or different from, the original proposal, the EPA had regard to the nature and extent of the proposed changes relative to the detrimental effect of the original proposal on the key environmental factors.

The EPA considers that it is unlikely that the proposed changes will have a detrimental effect on Benthic Communities and Habitats, Coastal Processes, Marine Environmental Quality and Marine Fauna.

**6) Determination as to whether any detrimental effect which the change(s) to the original proposal might have on the environment, which is additional to, or different from, any detrimental effect which the original proposal has had or will have is, in the circumstances, significant.**

The EPA considers that it is unlikely that the proposed changes will have a detrimental effect on the environment in relation to the environmental factors of Benthic Communities and Habitats, Coastal Processes, Marine Environmental Quality and Marine Fauna which is significant because:

- the changes are administrative only as the ownership and control of the shipping channel, MOF, and the onshore disturbance area for the MOF and section of road located within the Port of Ashburton has been transferred from Chevron to the PPA
- there is no additional or different impact on the values, sensitivities and quality of the environment
- there is no change in the extent (intensity, duration, magnitude and geographic footprint) of the likely environmental impacts
- there is no change to the resilience of the environment to cope with the impacts of the changes to the proposal.

*Outcomes from the EPA's consideration of the six aspects*

The proposed changes will require Table 1 of Schedule 1 in Attachment 3 to MS 873 to be deleted and replaced with a new version which removes the references to the shipping channel, MOF and Dredge Spoil Disposal Site A, and includes revised disturbance areas to reflect the transfer of ownership of the section of access road and the onshore disturbance area for the MOF located within the Port of Ashburton from Chevron to the PPA. This amended version of Table 1 is included in Attachment 5 to MS 873 in Appendix 2 of this report.

The proposed changes will also require the creation of two new Ministerial Statements under s. 46 of the EP Act (refer to Appendix 3):

- The first Ministerial Statement will relate to the removal of Conditions 6-12, 9-1 to 9-5 inclusive, and 12-1 to 12-8 inclusive from MS 873.

- The second Ministerial Statement will relate specifically to the on-going operation of the shipping channel, MOF and the access road located within the Port of Ashburton, and will include appropriately updated versions of conditions 9-1 to 9-5 inclusive and 12-1 to 12-8 inclusive (refer to Section 3 and Appendix 3 of this report). Therefore, any environmental impacts and risks associated with the operation of the above-mentioned facilities will be managed by the conditions in this second new statement.

Although Chevron would be the nominated proponent in the second new Ministerial Statement initially, this could be changed to the PPA under s. 38(6a) of the EP Act.

In view of the assessment against each of the “six aspects”, and having regard to the objectives of the relevant key environmental factors for this change to proposal, the EPA considers there is a high degree of confidence that the proposed changes will not have a significant detrimental effect on the environment that is additional to, or different from, the effect of the original proposal, for the following reasons:

- the proposed changes are administrative only as the ownership and control of the shipping channel, MOF, and the onshore disturbance area for the MOF and section of road located within the Port of Ashburton has been transferred from Chevron to the PPA, and a change of proponent form is expected to be submitted to the EPA in due course
- there is no additional or different impact on the values, sensitivities and quality of the environment
- there is no change in the extent (intensity, duration, magnitude and geographic footprint) of the likely environmental impacts
- there is no change to the resilience of the environment to cope with the impacts of the changes to the proposal.

The EPA considers the proposed changes may be approved under s. 45C of the EP Act.

## 2.2 Recommendations

The EPA recommends that the Minister for Environment:

1. **Notes** that Chevron Australia Pty Ltd has proposed changes to the Wheatstone Development – Gas Processing, Export Facilities and Infrastructure proposal (MS 873) as detailed above.
2. **Notes** that the EPA considers that it is unlikely that the proposed changes will have a significant detrimental effect on the environment that is additional to, or different from, the effect of the original proposal.
3. **Approves** the changes to the proposal under s. 45C of the EP Act by signing Attachment 5 to MS 873 in Appendix 2.

### 3. Requested changes to the conditions

In August 2018, Chevron Australia Pty Ltd (Chevron) requested the following changes to the implementation conditions of MS 873:

- removal of Conditions 6-12 (Construction of Marine Facilities – turbidity), 9-1 to 9-5 inclusive (Coastal Processes), and 12-1 to 12-8 inclusive (Introduced Marine Pests) from MS 873
- transfer of Conditions 9-1 to 9-5 inclusive and 12-1 to 12-8 inclusive relating to the operation of the Port of Ashburton into a new Ministerial Statement with the Pilbara Ports Authority (PPA) as the nominated proponent.

In September 2018, the Minister for Environment requested that the EPA inquire into and report on the matter of changing the implementation conditions of MS 873 for the Wheatstone Development – Gas Processing, Export Facilities and Infrastructure proposal (the proposal). This report satisfies the requirements of the EPA's inquiry.

The EPA has discretion as to how it conducts this inquiry. The inquiry has considered:

- the currency of its original assessment (Report 1404)
- MS 873
- previous changes to the proposal pursuant to s. 45C of the EP Act
- previous changes to the conditions pursuant to s. 46 of the EP Act
- the currently proposed changes to the proposal pursuant to s. 45C of the EP Act referred to in section 2 in this report
- information provided by the proponent
- advice from relevant decision-making authorities
- any new information regarding the proposal's potential impacts on the environment.

These documents are instructive in determining the extent and nature of the inquiry under s. 46 of the EP Act.

#### **EPA policy and procedures**

In conducting this inquiry, the EPA has considered and given due regard to relevant current policy documents. The EPA followed the procedures in the *Environmental Impact Assessment (Part IV Divisions 1 and 2) Administrative Procedures 2016* and the *Environmental Impact Assessment (Part IV Divisions 1 and 2) Procedures Manual* (EPA 2018a).

### 3.1 Inquiry findings

Chevron has requested that Condition 6-12 be removed from MS 873 on the basis that:

- both offshore and nearshore capital dredging [excluding any future expansion of the Product Loading Facility (PLF)] and clean-up dredging activities have been completed
- the findings of post-development coral and non-coral surveys indicated that all coral and non-coral Management Objectives and Environmental Protection Outcomes (EPOs) were achieved, therefore demonstrating that the risk to sensitive receptors and benthic primary producer habitat is low
- maintenance dredging is unlikely to result in the non-achievement of Environmental Protection Outcomes set out in Condition 6-1 based on the findings of the post-development coral and non-coral surveys
- PPA has obtained a sea dumping permit under the Commonwealth *Environment Protection (Sea Dumping) Act 1981* and is now responsible for maintenance dredging of the Port (including the PLF) and the shipping channel.

Chevron has also requested that Conditions 9-1 to 9-5 inclusive (Coastal Processes) and Conditions 12-1 to 12-8 inclusive (Introduced Marine Pests) be transferred into a new Ministerial Statement with the PPA as the nominated proponent given that:

- as of 1 December 2018, the PPA owns and controls the shipping channel, MOF, and access road located within the Port of Ashburton
- although Chevron will retain ownership and control of the PLF and the discharge lines for the temporary and permanent marine outfalls, they are unlikely to impact on coastal processes
- both offshore and nearshore capital dredging (excluding any future expansion of the PLF) and clean-up dredging activities have been completed
- the PPA is now responsible for maintenance dredging of the Port (including the PLF) and the shipping channel
- the risk of introduced marine pests has declined significantly as there has been a substantial decline in marine vessel traffic, particularly high risk vessels from overseas, following the commencement of project operations
- it considers that introduced marine pests risk should be managed consistently with other port users by the PPA, and as the Port of Ashburton is a multiuser facility, it would be appropriate for introduced marine pests monitoring requirements to be transferred to the PPA.

### Assessment of the proposed changes to conditions

The EPA notes the information provided by Chevron to support its request for the above-mentioned changes to the conditions in MS 873 to be implemented. In relation to the removal of Condition 6-12, the EPA is aware that both offshore and nearshore capital dredging (excluding any future expansion of the PLF) and clean-up dredging activities have been completed. The EPA is also aware that maintenance dredging is

unlikely to result in the non-achievement of EPOs set out in Condition 6-1 based on the findings of the post-development coral and non-coral surveys. Given that the extent and duration of maintenance dredging activities are anticipated to be relatively small, the EPA considers that the risk of significant environmental impacts associated with these activities is likely to be low. Accordingly, the EPA considers that the removal of Condition 6-12 from MS 873 is acceptable. The EPA understands that the requested changes are required in order to reflect the fact that the PPA now owns and controls the shipping channel, MOF and access road located within the Port of Ashburton, and to facilitate the change of proponent for these facilities from Chevron to the PPA under s. 38(6a) of the EP Act.

The EPA is aware that the PPA has advised the Department of Water and Environmental Regulation that it supports Chevron's requested changes and would accept being the nominated proponent in a new Ministerial Statement covering the operation and management of the shipping channel, MOF, and access road located within the Port of Ashburton which includes the requirements of Conditions 9-1 to 9-5 inclusive (Coastal Processes), and 12-1 to 12-8 inclusive (Introduced Marine Pests).

## **3.2 Conclusions and recommendations**

### **Conclusions**

In relation to the environmental factors and considering the information provided by the proponent and relevant EPA policies and guidelines, the EPA concludes that:

- the requested changes to the conditions in MS 873 that were considered in this report are acceptable
- there is no significant new or additional information that changes the conclusions reached by the EPA under any of the relevant environmental factors since the proposal was assessed by the EPA in Report 1404 (EPA 2011)
- no new significant environmental factors have arisen since its assessment of the proposal
- the impacts to the key environmental factors are considered manageable, based on the requirements of existing conditions, and the changes to the conditions as suggested in the attached statements.

### **Recommendations**

Having inquired into this matter, the EPA submits the following recommendations to the Minister for Environment under s. 46 of the EP Act:

1. It is appropriate to delete condition 6-12 of MS 873.
2. If the Minister approves the requested changes to the proposal under s. 45C of the EP Act as recommended in Section 2.2 of this report, then it is appropriate to delete implementation Conditions 9-1 to 9-5 inclusive, and 12-1 to 12-8 inclusive from MS 873, and insert them into a new statement.

3. After complying with s. 46(8) of the EP Act, the Minister issues Statements of decision to change the implementation conditions applying to the proposal in the manner provided for in the attached recommended statements (Appendix 3).



## References

EPA 2011, *Wheatstone Development – Gas Processing, Export Facilities and Infrastructure*, Report 1404, Environmental Protection Authority, Perth, WA.

EPA 2012a, *Wheatstone Development – s46 changes to conditions 6 and 8 of Ministerial Statement 873*, Report 1440, Environmental Protection Authority, Perth, WA.

EPA 2012b, *Wheatstone Development – inquiry under s46 of the Environmental Protection Act 1986 to change Condition 19 of Ministerial Statement 873*, Report 1462, Environmental Protection Authority, Perth, WA.

EPA 2013, *Wheatstone Development – inquiry under s46 of the Environmental Protection Act 1986 to change Condition 8 of Ministerial Statement 873*, Report 1464, Environmental Protection Authority, Perth, WA.

EPA 2018a, *Environmental Impact Assessment (Part IV Divisions 1 and 2) Procedures Manual*, Environmental Protection Authority, Perth, WA.

EPA 2018b, *Statement of Environmental Principles, Factors and Objectives*, Environmental Protection Authority, Perth, WA.

## Appendix 1: Identified Decision-Making Authorities

Section 46(8) of the *Environmental Protection Act 1986*, as applied through s. 45, requires the Minister to consult with decision-making authorities in regard to whether or not the implementation conditions to which the report relates, or any of them, should be changed.

The following decision-making authorities have been identified:

1. Minister for State Development
2. Minister for Environment
3. Minister for Planning
4. Minister for Water
5. Minister for Mines and Petroleum
6. Minister for Lands
7. Minister for Aboriginal Affairs
8. Minister for Transport
9. Chief Executive Officer, Department of Water and Environmental Regulation
10. Chief Dangerous Goods Officer, Department of Mines, Industry Regulation and Safety
11. Chief Executive Officer, Shire of Ashburton
12. Chief Health Officer, Department of Health.

## Appendix 2: Recommended Attachment 5 to Ministerial Statement 873

### Attachment 5 to Ministerial Statement 873

#### Change to proposal approved under Section 45C of the *Environmental Protection Act 1986*

---

This Attachment replaces the proposal description, Table 1, and Figure 6 of Schedule 1, and Attachments 1, 2, and 3 of Ministerial Statement 873

---

**Proposal:** Wheatstone Development – Gas Processing, Export Facilities and Infrastructure

**Proponent:** Chevron Australia Pty Ltd

---

#### **Changes:**

Deletion of the Shipping Channel (both nearshore and offshore component), Materials Offloading Facility, access road located within the Port of Ashburton, and Dredge Spoil Disposal Site A, and a reduction in the associated disturbance footprint.

---

### **Schedule 1**

#### **The Proposal (Assessment 2178)**

The Proposal is to construct and operate a 25 million tonne per annum Liquefied Natural Gas (LNG) facility and associated Domestic Gas (Domgas) facility in the Ashburton North Strategic Industrial Area (ANSIA) 12 kilometres south-west of the town of Onslow. The Proposal includes:

- Subsea gas trunkline to bring produced gas onshore to the LNG and Domgas plants;
- Product loading facility (PLF);
- LNG and Domgas plants;
- Accommodation facilities; and
- Domgas pipeline to transport natural gas to the Dampier to Bunbury Natural Gas Pipeline.

The location of the various Proposal components is shown in Figures 1 to 7.

**Table 1: Summary of Key Proposal Characteristics**

Element	Description of proposal	Description of approved change to proposal
<b>Nearshore Facilities</b>	(Figure 6)	(Figure 6)
Shipping Channel	Up to 18 km long navigation channel and turning basin for access to the PLF (nearshore component of the shipping channel shown in Figure 6).	<b>Transferred to Ministerial Statement XXXX.</b>
Product Loading Facility (PLF)	Up to 2.5 km long, with export facilities for up to 3 LNG tankers or up to 2 LNG tankers and 1 condensate tanker. Includes jetty and mooring dolphins.	Up to 2.5 km long, with export facilities for up to 3 LNG tankers or up to 2 LNG tankers and 1 condensate tanker. Includes jetty and mooring dolphins.
Materials Offloading Facility (MOF)	Includes the associated breakwater, access channel, turning circle and basin, roll on, roll off facilities and tug berths.	<b>Transferred to Ministerial Statement XXXX.</b>
Dredge Spoil Disposal Site A	Up to 1.5 Mm <sup>3</sup> in 4 km <sup>2</sup> .	<b>Removed – no longer part of the proposal.</b>
Discharge Lines	Up to 2 x wastewater lines from the onshore facilities to the PLF or within the area designated as Moderate Level of Environmental Protection.	Up to 2 x wastewater lines from the onshore facilities to the PLF or within the area designated as Moderate Level of Environmental Protection.
<b>Offshore Facilities</b>		
Shipping Channel	Up to 18 km long navigation channel and turning basin for access to the PLF (offshore component of the shipping channel shown in Figure 6).	<b>Transferred to Ministerial Statement XXXX.</b>
Dredge Spoil Disposal Sites B C D E	<p>Up to 3 Mm<sup>3</sup> in 5 km<sup>2</sup>  Up to 40 Mm<sup>3</sup> in 24 km<sup>2</sup>  Up to 40 Mm<sup>3</sup> in 9 km<sup>2</sup>  Contingency only</p> <p>Note: Although the combined available capacity of the approved Dredge Spoil disposal sites exceed 48 Mm<sup>3</sup>, the maximum of dredge spoil authorised for disposal by this Statement shall not exceed 48 Mm<sup>3</sup>.</p>	<p>Up to 3 Mm<sup>3</sup> in 5 km<sup>2</sup>  Up to 40 Mm<sup>3</sup> in 24 km<sup>2</sup>  Up to 40 Mm<sup>3</sup> in 9 km<sup>2</sup>  Contingency only</p> <p>Note: Although the combined available capacity of the approved Dredge Spoil disposal sites exceed 48 Mm<sup>3</sup>, the maximum of dredge spoil authorised for disposal by this Statement shall not exceed 48 Mm<sup>3</sup>.</p>

Produced Water Outfall	1 x produced water line up to 50 km long from onshore facilities to 20 m depth contour.	1 x produced water line up to 50 km long from onshore facilities to 20 m depth contour.
<b>Other Marine Facilities</b>		
Dredging	Up to 18 km long navigation channel, turning basin and MOF and tanker berths with up to 45 Mm <sup>3</sup> of dredge spoil.  Up to 3 Mm <sup>3</sup> dredge spoil for the trunkline.	Up to 18 km long navigation channel, turning basin and MOF and tanker berths with up to 45 Mm <sup>3</sup> of dredge spoil.  Up to 3 Mm <sup>3</sup> dredge spoil for the trunkline.
Trunkline	One subsea partially buried pipeline to the shore crossing.	One subsea partially buried pipeline to the shore crossing.
Trunkline Shore Crossing	Up to 6 tunnels installed by micro-tunnelling technique up to 1,400 m long.	Up to 6 tunnels installed by micro-tunnelling technique up to 1,400 m long.
Offshore Accommodation Vessel	Vessel for accommodation for marine construction workers.	Vessel for accommodation for marine construction workers.
Offshore Sand Borrow Area	Up to 2.5 Mm <sup>3</sup> from an area of 6.51 km <sup>2</sup> .	Up to 2.5 Mm <sup>3</sup> from an area of 6.51 km <sup>2</sup> .
<b>Onshore Facilities</b>		
Footprint	Total disturbance onshore – approximately 3,300 ha comprised of: <ul style="list-style-type: none"> <li>• LNG plant approximately 1,010 ha;</li> <li>• Shared Infrastructure Corridor (including construction village area) approximately 1,000 ha;</li> <li>• Roads and fill sources approximately 980 ha; and</li> <li>• Domgas line approximately 320 ha.</li> </ul>	<b>Total disturbance onshore – approximately 3,217 ha comprised of:</b> <ul style="list-style-type: none"> <li>• <b>LNG plant approximately 980 ha;</b></li> <li>• Shared Infrastructure Corridor (including construction village area) approximately 1,000 ha;</li> <li>• <b>Roads and fill sources approximately 927 ha; and</b></li> <li>• Domgas line approximately 320 ha.</li> </ul>
<b>LNG Plant</b>	Located in Ashburton North Strategic Industrial Area (ANSIA)	
Throughput	Up to 25 MTPA (foundation plant up to 9 MTPA).	Up to 25 MTPA (foundation plant up to 9 MTPA).
Components	Up to 6 LNG trains.	Up to 6 LNG trains.
No. of Storage Tanks	Up to 4 x 180,000 m <sup>3</sup> LNG tanks.	Up to 4 x 180,000 m <sup>3</sup> LNG tanks.
	Up to 4 x 120,000 m <sup>3</sup> condensate tanks.	Up to 4 x 120,000 m <sup>3</sup> condensate tanks.

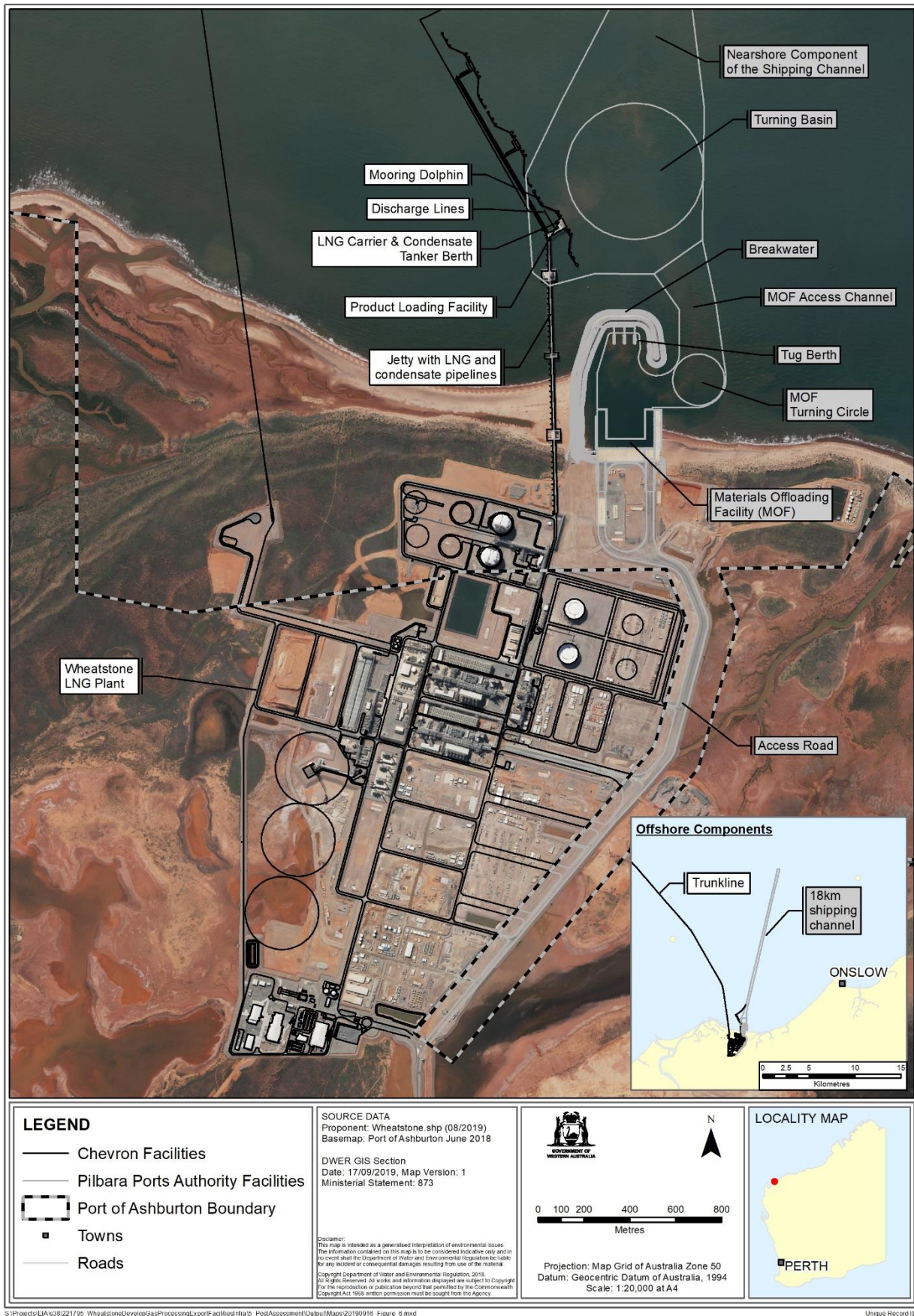
No. of Flares	Up to 8 elevated flare structures: <ul style="list-style-type: none"> <li>• 3 x high pressure (approximate height 125 m);</li> <li>• 3 x low pressure (approximate height 45 m); and</li> <li>• 2 marine flares (approximate height 45 m).</li> </ul>	Up to 8 elevated flare structures: <ul style="list-style-type: none"> <li>• 3 x high pressure (approximate height 125 m);</li> <li>• 3 x low pressure (approximate height 45 m); and</li> <li>• 2 marine flares (approximate height 45 m).</li> </ul>
Discharges	Produced Water (PW) offshore outfall approximately 13,200 m <sup>3</sup> /day (starting from commissioning of LNG trains 3 to 6).	Produced Water (PW) offshore outfall approximately 13,200 m <sup>3</sup> /day (starting from commissioning of LNG trains 3 to 6).
<b>Domgas Plants</b>	Up to four	
Capacity	Approximately 15% of heating value of LNG produced.	Approximately 15% of heating value of LNG produced.
Domgas Pipeline	Up to 2 pipelines in a 60 m wide corridor approximately 75 km long connecting to the existing Dampier to Bunbury Natural Gas Pipeline (DBNGP).	Up to 2 pipelines in a 60 m wide corridor approximately 75 km long connecting to the existing Dampier to Bunbury Natural Gas Pipeline (DBNGP).
<b>Accommodation Village</b>		
Location	Approximately 12 km inland from LNG Plant by road.	Approximately 12 km inland from LNG Plant by road.

## Abbreviations

ha	hectares	LNG	Liquefied natural gas
hr	hours	m	metres
kg	kilograms	m <sup>3</sup>	cubic metres
km	kilometres	Mm <sup>3</sup>	million cubic metres
km <sup>2</sup>	square kilometres	MW	megawatts (10 <sup>6</sup> watts)

## Figures (attached)

Figure 6: Onshore, nearshore, and offshore facilities



**Figure 6: Onshore, nearshore, and offshore facilities**

## **Schedule 2**

### **Geographic spatial data coordinates**

Coordinates defining the following are held by EPA Services of the Department of Water and Environmental Regulation:

- the onshore, nearshore, and offshore facilities that are owned and operated by Chevron Australia Pty Ltd as depicted in Figure 6 – Document reference number (DWERDT222080), dated 8 November 2019
- the onshore, nearshore, and offshore facilities that are owned and operated by the Pilbara Ports Authority as depicted in Figure 6 – Document reference number (DWERDT222082), dated 8 November 2019.

Hon Stephen Dawson MLC  
**MINISTER FOR ENVIRONMENT**



## Appendix 3: Recommended environmental conditions

Statement No. XXXX

### RECOMMENDED ENVIRONMENTAL CONDITIONS

#### STATEMENT TO CHANGE THE IMPLEMENTATION CONDITIONS APPLYING TO A PROPOSAL

(Section 46 of the *Environmental Protection Act 1986*)

#### WHEATSTONE DEVELOPMENT – GAS PROCESSING, EXPORT FACILITIES AND INFRASTRUCTURE SHIRE OF ASHBURTON

**Proposal:** The Proposal is to construct and operate a 25 million tonne per annum Liquefied Natural Gas (LNG) facility and associated Domestic Gas (Domgas) facility in the Ashburton North Strategic Industrial Area (ANSIA) 12 kilometres south west of the town of Onslow.

**Proponent:** Chevron Australia Pty Ltd  
Australian Company Number: 086 197 757

**Proponent Address:** 250 St Georges Terrace  
PERTH WA 6000

**Report of the Environmental Protection Authority:** 1653

**Preceding Statement/s Relating to this Proposal:** 873, 903, 922, and 931

Pursuant to section 45 of the *Environmental Protection Act 1986*, as applied by section 46(8), it has been agreed that the implementation conditions set out in Ministerial Statement No. 873, be changed as specified in this Statement.

1. Condition 6-12 of Ministerial Statement 873 is deleted.
2. Conditions 9-1 to 9-5 inclusive are deleted.
3. Conditions 12-1 to 12-8 inclusive are deleted.

Statement No. XXXX

RECOMMENDED ENVIRONMENTAL CONDITIONS

**STATEMENT TO CHANGE THE IMPLEMENTATION CONDITIONS APPLYING TO  
A PROPOSAL  
(Section 46 of the *Environmental Protection Act 1986*)**

WHEATSTONE DEVELOPMENT – SHIPPING CHANNEL, MATERIALS  
OFFLOADING FACILITY, AND ACCESS ROAD  
SHIRE OF ASHBURTON

**Proposal:** The proposal is for the on-going operation of the following onshore, nearshore, and offshore facilities located within the Port of Ashburton approximately 12 kilometres south-west of the town of Onslow. The proposal includes a shipping channel, materials offloading facility and access road, and is further documented in Schedule 1 of this statement.

**Proponent:** Chevron Australia Pty Ltd  
Australian Company Number: 086 197 757

**Proponent Address:** 250 St Georges Terrace  
PERTH WA 6000

**Report of the Environmental Protection Authority:** 1653

**Preceding Statement/s Relating to this Proposal:** 873, 903, 922, and 931

This Statement authorises the implementation of the proposal described and documented in Tables 1 and 2 of Schedule 1. The implementation of the proposal is subject to the following implementation conditions and procedures and details definitions of terms and phrases used in the implementation conditions and procedures.

**1 Proposal Implementation**

- 1-1 When implementing the proposal, the proponent shall not exceed the authorised extent of the proposal as defined in Table 2 in Schedule 1, unless amendments to the proposal and the authorised extent of the proposal has been approved under the EP Act.

**2 Contact Details**

- 2-1 The proponent shall notify the CEO of any change of its name, physical address or postal address for the serving of notices or other correspondence within twenty eight (28) days of such change. Where the proponent is a corporation or an association of persons, whether incorporated or not, the postal address is that of the principal place of business or of the principal office in the State.

### **3 Compliance Reporting**

- 3-1 The proponent shall prepare, submit and maintain a Compliance Assessment Plan to the CEO at least six (6) months prior to the first Compliance Assessment Report required by condition 3-6, or prior to implementation, whichever is sooner.
- 3-2 The Compliance Assessment Plan shall indicate:
- (1) the frequency of compliance reporting;
  - (2) the approach and timing of compliance assessments;
  - (3) the retention of compliance assessments;
  - (4) the method of reporting of potential non-compliances and corrective actions taken;
  - (5) the table of contents of Compliance Assessment Reports; and
  - (6) public availability of Compliance Assessment Reports.
- 3-3 After receiving notice in writing from the CEO that the Compliance Assessment Plan satisfies the requirements of condition 3-2 the proponent shall assess compliance with conditions in accordance with the Compliance Assessment Plan required by condition 3-1.
- 3-4 The proponent shall retain reports of all compliance assessments described in the Compliance Assessment Plan required by condition 3-1 and shall make those reports available when requested by the CEO.
- 3-5 The proponent shall advise the CEO of any potential non-compliance within seven (7) days of that non-compliance being known.
- 3-6 The proponent shall submit to the CEO the first Compliance Assessment Report fifteen (15) months from the date of issue of this Statement addressing the twelve (12) month period from the date of issue of this Statement and then annually from the date of submission of the first Compliance Assessment Report, or as agreed in writing by the CEO.

The Compliance Assessment Report shall:

- (1) be endorsed by the proponent's CEO or a person delegated to sign on the CEO's behalf;
- (2) include a statement as to whether the proponent has complied with the conditions;
- (3) identify all potential non-compliances and describe corrective and preventative actions taken;

- (4) be made publicly available in accordance with the approved Compliance Assessment Plan; and
- (5) indicate any proposed changes to the Compliance Assessment Plan required by condition 3-1.

#### **4 Public Availability of Plans and Reports**

- 4-1 Subject to condition 4-2, within a reasonable time period approved by the CEO of the issue of this Statement and for the remainder of the life of the proposal the proponent shall make publicly available, in a manner approved in writing by the CEO, all environmental plans and reports required under this statement.
- 4-2 If any parts of the plans and reports referred to in condition 4-1 contains particulars of:
  - (1) a secret formula or process; or
  - (2) confidential commercially sensitive information;

the proponent may submit a request for approval from the CEO to not make those parts of the plans and reports publicly available. In making such a request the proponent shall provide the CEO with an explanation and reasons why the data should not be made publicly available.

#### **5 Coastal Processes**

- 5-1 The Proponent shall ensure that operation of the nearshore marine facilities (as defined in Schedule 1) achieve the following outcomes as far as is practicable as measured under the Coastal Processes Monitoring and Management Plan as approved by the CEO:
  - (1) minimise change to littoral sediment transport;
  - (2) minimise an erosion trend under non-cyclonic conditions in the position of the mean sea level shoreline and dune vegetation line between the nearshore marine facilities and Beadon Creek;
  - (3) maintain the functionality of Hooley Creek;
  - (4) maintain the functionality of the Ashburton delta and avoid destabilisation of the chenier that impounds the coastal lagoon east of Entrance Point;
  - (5) minimise the impacts on the recreational value of beaches between the nearshore marine facilities and Beadon Creek;
  - (6) minimise the reduction in the integrity and performance of the Onslow seawall; and

- (7) minimise the reduction in the integrity and values of heritage sites between the Ashburton Delta and Beadon Creek.
- 5-2 The Proponent shall implement the Coastal Processes Monitoring and Management Plan as approved by the CEO. The plan shall include:
  - (1) site inspection of beach, entrance bar and seawall condition between the Ashburton Delta and Beadon Creek;
  - (2) beach, chenier and spit/entrance bar width using a combination of topographic surveys and aerial photography/satellite imagery;
  - (3) beach profile using on-ground photography;
  - (4) mangrove habitat monitoring;
  - (5) hydrographic survey of the near-shore area;
  - (6) community liaison strategy to obtain feedback on impacts on recreational values;
  - (7) site inspection of heritage locations to assess the condition and potential threats to European heritage locations;
  - (8) a table showing the type of monitoring and monitoring frequency for each of the coastal features to be protected under condition 5-1;
  - (9) management triggers relevant to achieving the outcomes specified in condition 5-1; and
  - (10) management actions that will be implemented in the event that management triggers are likely to be exceeded.
- 5-3 The Proponent shall report any non-achievement of the management trigger referred to in condition 5-2, along with measures taken and/or proposed to be taken, and strategies to be implemented in response to the non-achievement, to the CEO within 21 days of the non-achievement being identified.
- 5-4 The Proponent shall make the Coastal Processes Monitoring and Management Plan (Rev 3) required under condition 5-2 publicly available in a manner approved by the CEO.

## **6 Introduced Marine Pests**

- 6-1 The Proponent shall manage non-trading vessel activities and immersible equipment activities whilst engaged for the implementation of the Proposal with the objective of preventing the introduction of marine pests into State waters. For the purpose of this condition, Introduced Marine Pests are those species known to be introduced marine pests, or any other species demonstrating invasive characteristics.

- 6-2 Prior to the departure of any non-trading vessels and associated immersible equipment engaged for the implementation of the Proposal (including dredges and pile driving barges), from any port into State waters, the Proponent shall:
- (1) undertake a risk assessment for Introduced Marine Pests. The risk assessment will be undertaken in accordance with a risk assessment procedure approved by Department of Primary Industries and Regional Development (Fisheries); and
  - (2) submit the risk assessment, including all inputted data and results to the Department of Primary Industries and Regional Development (Fisheries) for a determination of the risk level (high, or low) to be assigned to the vessels or associated immersible equipment.
- 6-3 The proponent shall ensure that any non-trading vessel or immersible equipment assessed in accordance with conditions 6-2(i) and (ii) and determined by the Department of Primary Industries and Regional Development (Fisheries) to be of high risk of Introducing Marine Pests, do not enter State waters unless and until:
- (1) the non-trading vessel or immersible equipment has been inspected by an Officer of the Department of Primary Industries and Regional Development (Fisheries), or a suitably qualified invasive marine pest expert approved by the Department of Primary Industries and Regional Development (Fisheries); and
  - (2) the proponent has provided evidence to the Department of Primary Industries and Regional Development (Fisheries), certifying that:
    - a. there is no sediment on or within the non-trading vessel and immersible equipment;
    - b. ballast water (if any) has been, or will be, managed according to the Australian Quarantine and Inspection Service ballast water requirements as amended or replaced from time to time;
    - c. no Introduced Marine Pests have been identified on or within any vessel or immersible equipment inspected or;
    - d. where an Introduced Marine Pest has been identified on or within any vessel or immersible equipment then;
      - i. the vessel has been subsequently cleaned and the cleaned vessel has been inspected by an Officer of the Department of Primary Industries and Regional Development (Fisheries) or a suitably qualified invasive marine pest expert approved by the Department of Primary Industries and Regional Development (Fisheries),

- ii. any cleaning or treatment activities undertaken to address Introduced Marine Pests risk, has been undertaken to an extent that the non-trading vessel or associated immersible equipment is determined by the Department of Primary Industries and Regional Development (Fisheries) to represent a low risk to the West Australian marine environment; and
- (3) vessel and immersible equipment inspections have been conducted no more than 7 days prior to vessel or immersible equipment departure for Ashburton North; or
- (4) If a vessel is determined by the Department of Primary Industries and Regional Development (Fisheries) to be of a high risk and has entered State waters, without meeting the requirements of conditions 6-3 (i), (ii) and (iii), then it must be inspected within 48 hours of arrival in State waters by an Officer of the Department of Primary Industries and Regional Development (Fisheries) or a suitably qualified invasive marine pest expert approved by the Department of Primary Industries and Regional Development (Fisheries).

Note: Arrangements for inspection within the Port of Onslow shall be carried out in consultation with the Harbour Master.

6-4 If non-trading vessels and associated immersible equipment are to be transferred without exemption (condition 6-5) from Ashburton North to other locations within State waters, the Proponent shall, at least 14 days prior to departure from the Port of Onslow, undertake an inspection or submit a demobilisation risk assessment report to the Department of Primary Industries and Regional Development (Fisheries) that is informed by the Introduced Marine Pests monitoring of Ashburton North. Introduced Marine Pests monitoring shall:

- (1) be consistent with monitoring design, implementation and reporting standards set out as part of the National Monitoring Network for the Prevention and Management of Marine Pest Incursions, as approved by the Monitoring Design Assessment Panel of the Marine Pest Sectoral Committee (MPSC), or as otherwise approved by the Department of Primary Industries and Regional Development (Fisheries);
- (2) include a review of target priority Introduced Marine Pest species prior to each monitoring survey;
- (3) include a range of sample sites focusing on habitats considered most capable of facilitating the establishment of priority target species throughout all areas of port activities including anchorages, wharves, jetties, slipways, harbours and natural substrates, within the waters of the marine leases held by the Proponent;

- (4) be undertaken a minimum of once each year for the life of the Proposal; and
  - (5) include suitable targeted sampling and analysis of specimens removed during port and vessel maintenance activities.
- 6-5 Specified vessels and immersible equipment and vessels used to undertake single or multiple bunkering or other routine operational activities at neighbouring ports such as Exmouth, Dampier and Port Hedland will be exempt from the Introduced Marine Pests risk mitigation measures referred to in condition 6-4 if, prior to arriving or departing from the Port of Onslow, the Department of Primary Industries and Regional Development (Fisheries), has issued a written exemption for that specified vessel and immersible equipment to enter and or leave the Port of Onslow prior to an identified date, based on comprehensive information submitted by the Proponent that includes a risk assessment supported by documentation demonstrating biofouling management actions and a vessel activity profile since the most recent drydock cleaning.
- 6-6 The Proponent shall, throughout the life of the Proposal notify the Department of Primary Industries and Regional Development (Fisheries), the Port of Onslow Harbour Master and the CEO of any known or suspected Introduced Marine Pests detected in the waters within the marine leases held by the Proponent at or adjacent to Ashburton North within 24 hours following detection, or following subsequent sample analysis undertaken as part of inspection or monitoring activities.
- 6-7 In the event that Introduced Marine Pests are detected during either the inspection of non-trading vessels and immersible equipment required by condition 6-3, or during monitoring surveys required by condition 6-4, and the introduction is a result of proposal related activities, the Proponent shall, in consultation with the Department of Primary Industries and Regional Development (Fisheries) and the CEO, develop and implement an Introduced Marine Pests Management Strategy to prevent wherever practicable, the establishment and proliferation of that organism, aiming to control and potentially eradicating that organism, and to minimise the risk of that organism being transferred to other locations within Western Australia.
- 6-8 The Proponent is to submit a report detailing the outcomes of the implementation of the Introduced Marine Pests Management Strategy to the Department of Primary Industries and Regional Development (Fisheries) and the CEO within a month of the commencement of the implementation of the Introduced Marine Pests Management Strategy and thereafter as required by the CEO.



**Schedule 1****Table 1: Summary of the Proposal**

<b>Proposal Title</b>	Wheatstone Development – Shipping Channel, Materials Offloading Facility, and Access Road.
<b>Short Description</b>	<p>The Proposal is for the on-going operation of the following onshore, nearshore, and offshore facilities located within the Port of Ashburton approximately 12 kilometres (km) south-west of the town of Onslow:</p> <ul style="list-style-type: none"> <li>• Shipping Channel;</li> <li>• Materials Offloading Facility; and</li> <li>• Access Road.</li> </ul>

**Table 2: Location and authorised extent of physical and operational elements**

<b>Element</b>	<b>Location</b>	<b>Authorised Extent</b>
<b>Nearshore Facilities</b>		
Shipping Channel	Figure 1	Up to 18 km long navigation channel and turning basin for access to the Product Loading Facility (nearshore component of the shipping channel is shown in Figure 1).
Materials Offloading Facility	Figure 1	Includes the associated breakwater, access channel, turning circle and basin, roll on, roll off facilities and tug berths. Onshore disturbance area of up to 30 hectares.
<b>Offshore Facilities</b>		
Shipping Channel	Figure 1	Up to 18 km long navigation channel and turning basin for access to the Product Loading Facility (offshore component of the shipping channel is shown in inset section of Figure 1).
<b>Onshore Facilities</b>		
Access Road	Figure 1	Disturbance area of up to 53 hectares.

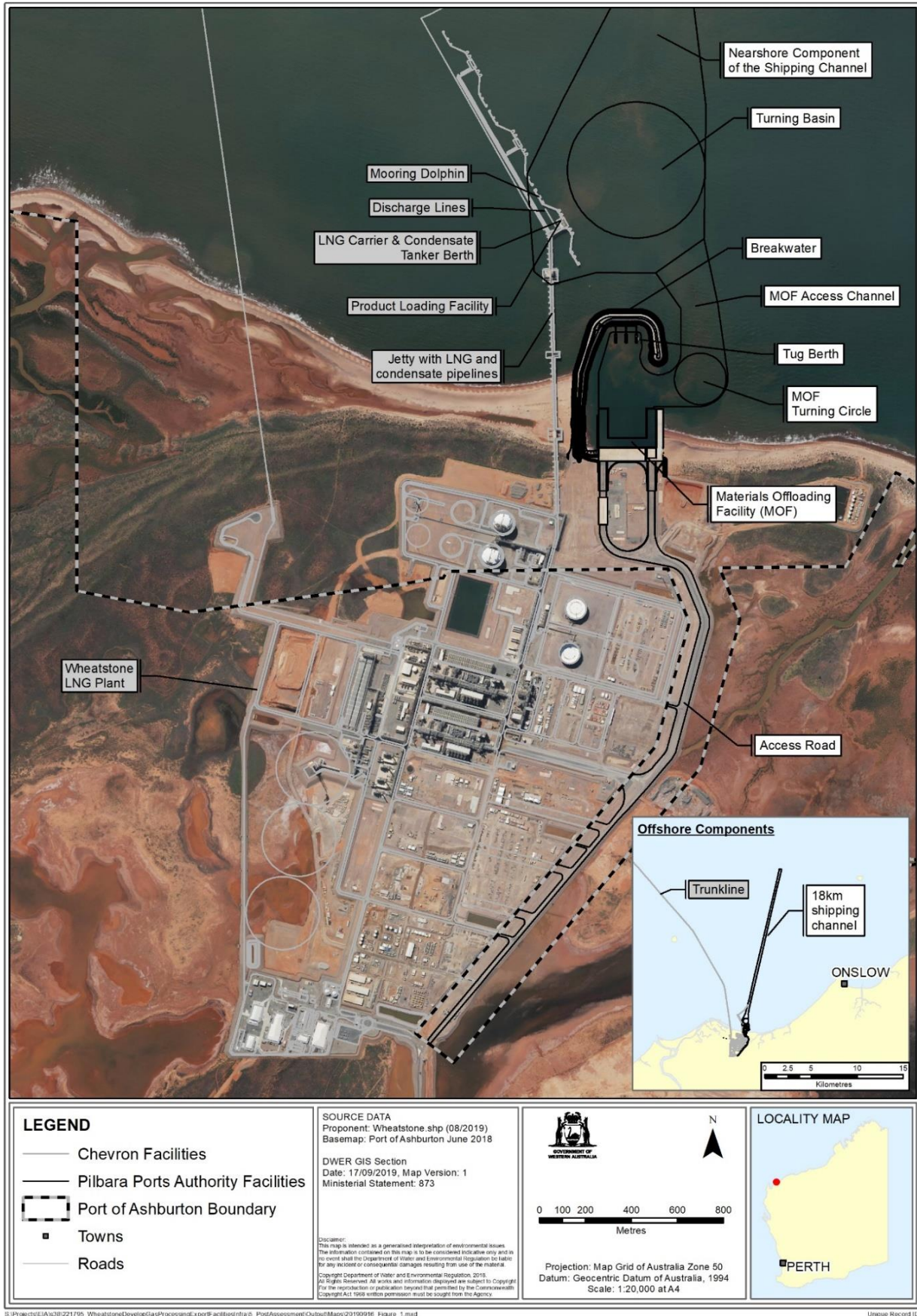
**Table 3: Definition of Acronyms, Abbreviations and Terms**

<b>Acronym, Abbreviation or Term</b>	<b>Definition</b>
CEO	The Chief Executive Officer of the Department of the Public Service of the State responsible for the administration of section 48 of the <i>Environmental Protection Act 1986</i> , or his delegate.
EP Act	<i>Environmental Protection Act 1986</i> .

Management actions	<p>Management activities, measures, actions, strategies, undertakings or directives which may, depending on the context in which the term is used in these conditions:</p> <ol style="list-style-type: none"> <li>1. Correct or improve upon management actions which have been ineffective;</li> <li>2. Attenuate, minimise, mitigate impacts the Proposal would otherwise have on the environment if the action were not taken; or</li> <li>3. Ensure compliance with conditions, or any monitoring or management triggers established by those conditions.</li> </ol>
Non-trading vessel	Those vessels included in the definition of non-trading vessels outlined in the <i>National System for the Prevention and Management of Marine Pest Incursions</i> , <i>National Biofouling Management Guidance for Non-Trading Vessels</i> .

### Figures (attached)

Figure 1: Shipping Channel, Materials Offloading Facility, and Access Road



**Figure 1: Shipping Channel, Materials Offloading Facility, and Access Road**

## Schedule 2

### Geographic spatial data coordinates

Coordinates defining the following are held by EPA Services of the Department of Water and Environmental Regulation:

- the onshore, nearshore, and offshore facilities that are owned and operated by Chevron Australia Pty Ltd as depicted in Figure 1 – Document reference number (DWERDT222080), dated 8 November 2019
- the onshore, nearshore, and offshore facilities that are owned and operated by the Pilbara Ports Authority as depicted in Figure 1 – Document reference number (DWERDT222082), dated 8 November 2019.