RELEVANT PERSON CONSULTATION

Petrel Survey Activities

January 2026

Petrel Survey Activities

Eni, through its subsidiary Eni Energy Bonaparte Pty Ltd, is the titleholder of the Petrel Gas Field (Petrel) in the Bonaparte Basin in North Western Australia. The Petrel field is located across two retention leases, NT/RL1 and WA-6-R, ~250km west of Darwin.

Eni is proposing to undertake surveys within the Petrel field in the Bonaparte Basin to support the Petrel development and exploration activities within the Petrel Field. The objective of the surveys is to acquire geophysical, geotechnical and environmental baseline data to better understand the existing environment and seabed characteristics of the Petrel Development area. This information will contribute to understanding the locations of development infrastructure and may support the planning of any future exploration activities within the Petrel field.

The proposed activities will take place in accordance with the ***Offshore Petroleum and Greenhouse Gas Storage Environment Regulations 2023 (Cth) (Environment Regulations)*** and Eni is preparing the Environment Plan to submit to the National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA).

As required by NOPSEMA, Eni must consult with people whose functions, interests and activities may be affected by the proposed survey activities. Environment Regulations refers to such people as relevant persons.

This fact sheet provides you with information to determine if you are a relevant person for the Petrel field survey activities.

You may be a relevant person if you or your organisation has functions, interests, or activities that may be affected by the offshore petroleum activities proposed under the environment plan being prepared. Interests that may be affected can include things like cultural and spiritual connections to the sea or interests in the protection of specific marine species.

FEEDBACK

If you think you may be a relevant person, please review this information and provide any feedback to Eni. Additional information can be found online at petreleni.com.au. You are invited to submit your advice on control measures to mitigate potential impact (if any) that the proposed activities may have on you. We are seeking feedback by **17 March 2026**.

CONTACT ENI

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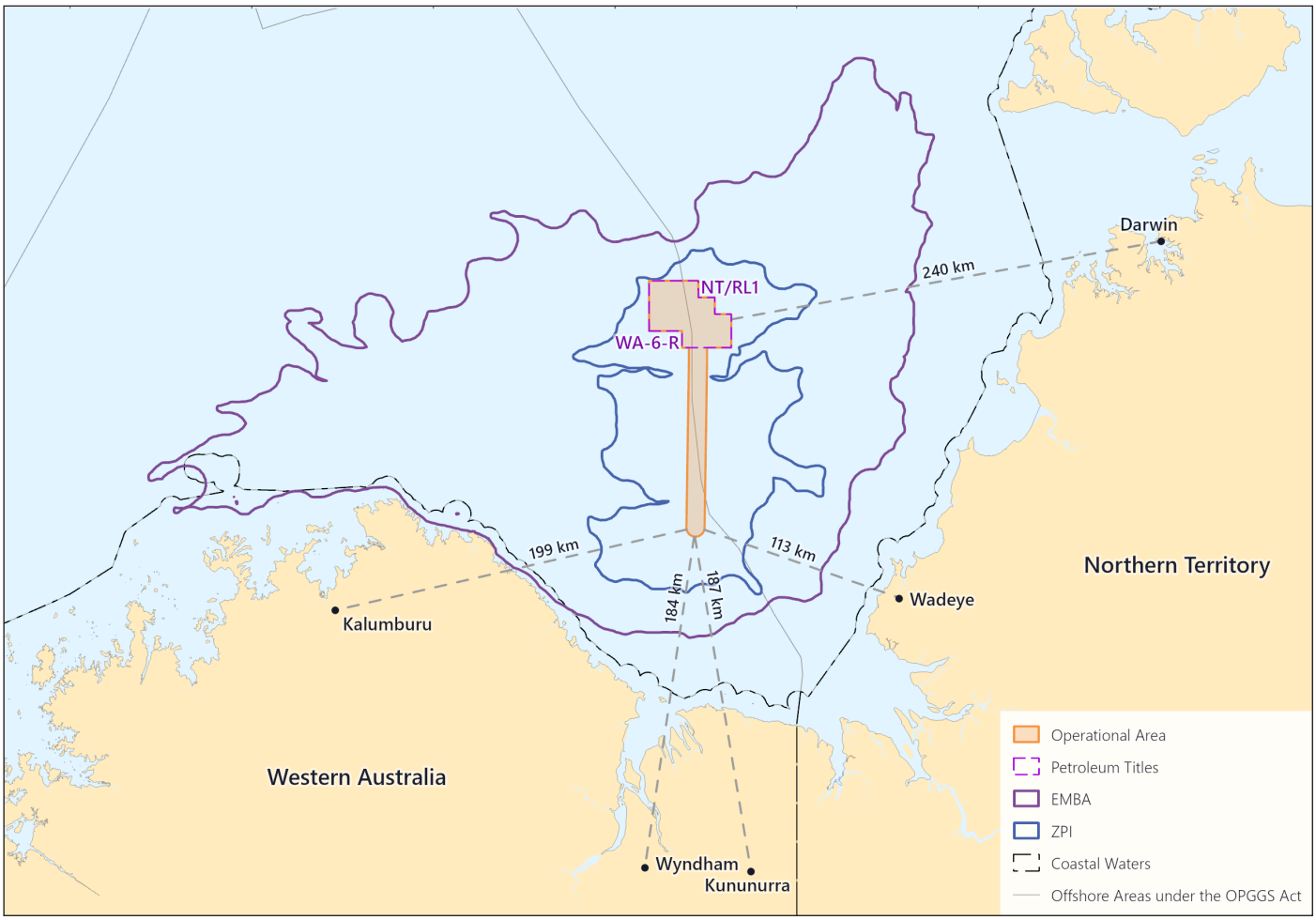
Figure 1: Operational Area, ZPI and EMBA



ACTIVITIES AND DURATION

To better understand the existing environment and the seabed characteristics of the Petrel Development Area, Eni is proposing to undertake the following initial survey campaigns in Q3 and Q4 2026:

- Geotechnical survey, to help the design of the subsea structures.
- Geophysical survey, to get a baseline of what the seabed looks like, what's underneath, and any hazards. This helps Eni to plan activities such as drilling, installing subsea equipment, and building wells.
- Environmental surveys, to understand the environmental conditions of the Petrel field

The type of initial surveys, location, duration and expected timing can be found in the **Table 1** below.

Subsequent surveys could be undertaken between 2027 and 2030.

LOCATION

The Petrel field is located across two retention leases, NT/RL1 and WA-6-R, ~250km west of Darwin. Eni proposes to link the Petrel field to the existing Blacktip Gas Export Pipeline (GEP) by the proposed Petrel GEP. The Petrel field and proposed GEP route are situated in a water depth of between 50m and approximately 100m. Location details are summarised in **Table 2**. A location map is provided in **Figure 1**.

The general transit of the vessels to and from the Operational Area (OA) is not considered a petroleum activity and is excluded from the scope of this EP. These activities will be undertaken in accordance with the ***Navigation Act 2021 (Cth)***.

TIMING

The initial survey campaigns are proposed to occur in Q3 and Q4 2026. Additional surveys for additional hydrocarbon well locations could occur between 2027 and 2030. The actual timing of the activities will depend on a number of factors, including access approvals, vessel availability and weather conditions.

Table 1 – Planned Activities

	Development			Exploration		
Survey Type/ Campaign	**Location**	**Duration**	**Expected Timing**	**Location**	**Duration**	**Expected Timing**
Geophysical	Whole OA	40 days	Q3/Q4 2026	Retention leases only	20 days	Q3/Q4 2026
Environmental baseline	Whole OA	20 days	Q3/Q4 2026	Retention leases only	10 days	Q3/Q4 2026
Geotechnical	Whole OA	40 days	Q3/Q4 2026	Retention leases only	10 days	Q3/Q4 2026

Table 2 – Location Details

Permits	**NT/RL1 and WA-6-R**	
Operational Area	The **Operational Area** (OA) is a defined area within which all petroleum activities associated within this EP occur, and which allows impact assessment of those activities. It includes the extent of all planned activities within the EP, and is defined to cover the spatial extent of: • Retention leases (WA-6-R and NT/RL1); • 5km radius around the proposed GEP route; from the boundary of the retention lease to the Blacktip GEP tie-in point; and • 5km radius around the Blacktip GEP tie-in point.	
Nearest proximity to Key Regional Features		
Permit Boundary (Eastern)	Darwin	240km
Gas Export Pipeline (Southern Point)	Wadeye	113km
	Kununurra	187km
	Wyndham	184km
	Kalumburu	199km
Worst case hydrocarbon spill	Maximum credible volume ~130m^3 marine diesel in the event of a ruptured fuel tank (full).	

ENVIRONMENT THAT MAY BE AFFECTED (EMBA)

The Environment That May Be Affected (EMBA) is the area where the activity could potentially affect the environment, including in the unlikely event of an unplanned incident. The outermost boundary of the EMBA for this activity is based on an accidental release of marine diesel oil (MDO) to the environment in the unlikely event of a vessel collision damaging a fuel tank.

The environmental impacts from planned activities will mostly be limited to within the Operational Area. The zone of potential impact (ZPI) or moderate exposure zone is smaller than the EMBA and represents the area where biological impacts may occur due to hydrocarbons released to the environment in the event of a vessel collision.

The loss of hydrocarbons to the environment is highly unlikely, and Eni implements a range of preventative measures to minimise the risk. The EMBA is shown in **Figure 1**.

Scientific modelling is used to assess the potential impacted zone should an unplanned hydrocarbon spill occur (eg: vessel collision). The EMBA is derived from this spill modelling, which incorporates hundreds of simulations across a range of wind and ocean current conditions. Refer to NOPSEMA's website for more information on oil spill modelling.

ENVIRONMENTAL MANAGEMENT

Eni will conduct an Environmental Impact Identification workshop to confirm and assess impacts, risks and management measures for the activity. A table of risks and assessments generated based on existing knowledge and experience, is provided in **Table 3**. A detailed list of the identified risks, assessment and mitigation can be found in the published Environment Plan (EP). This will become available upon approval by the regulator.

RELEVANT PERSON COMMENT AND FEEDBACK

Eni is seeking comment from relevant persons in relation to any potential impact that the proposed activities, covered by the Petrel Survey Environment Plan, may have on your functions, interests or activities as a relevant person.

If you wish to provide any comment or feedback on these activities, please do so by **17 March 2026** to the contact details provided. If you know anyone who may be a relevant person, we ask that you make them aware of our consultation.

Eni treats all information provided by you as confidential, with the exception of providing information to NOPSEMA. Eni is required to provide NOPSEMA with details of all correspondence with relevant persons, including copies of written correspondence. NOPSEMA routinely publish environment plans under assessment or accepted on their website.

Personal information (other than name and contact details) is sensitive information and will not be published in the EP. You can request that any material provided to Eni, including your name and contact details, be treated as sensitive information not to be published in the Petrel Survey Environment Plan.

All comments provided will be considered in the Petrel-Survey Environment Plan to be submitted to NOPSEMA, in accordance with the ***Offshore Petroleum and Greenhouse Gas Storage (Environment) Regulations 2023***.

Please let us know if your feedback for this activity is sensitive and we will make this known to NOPSEMA in order for this information to remain confidential to NOPSEMA. If you wish to opt out of our consultation process after reviewing the information in this letter, please let us know via email. Please consider NOPSEMA's advice in Consultation on Offshore Petroleum Environment Plans – Information can also be found at the project landing page at petreleni.com.au.

Table 3 – Summary of Potential Key Environmental Impact/Risks and Management Measures

The potential key environmental impacts listed below are assumptions based on existing experience in the region and conducting similar activities. Final impacts, risks and management measures will be updated on the activity landing page at petreleni.com.au.

Aspect	Description	Potential Impact / Risk	Proposed Management
Planned Impacts			
Seabed disturbance	Seabed disturbance will be caused by: • seabed sampling during the geotechnical survey	Seabed disturbance will cause a localised and temporary reduction in water quality, and disturbance to benthic habitat. There is no sensitive benthic habitat, Marine Parks or Key Ecological Features (KEFs) in the Operational Area.	• All deployed equipment will be recovered. • Post-activity ROV survey will be conducted.
Physical interaction – Other marine users	The movement of vessels within the Operational Area can interfere with other marine users by causing displacement from the area during activities.	The Operational Area is retention leases WA-6-R and NT/RL1 and a 10km wide corridor along the proposed GEP route; from the boundary of the retention lease to the Blacktip GEP tie-in point. Activities in the Operational Area are of short duration, expected to last up to 100 days. Six active fisheries overlap the Operational Area; however, these commercial fisheries have recorded limited historical catch effort data within the area. There are no tourism or recreational fishing activities expected in the Operational Area due to distance from shore, and no Maritime Defence Exercise areas.	• Navigation equipment and procedures, in accordance with legislative requirements. • Maritime notices will be complied with. • All the activities will occur within the Operational Area. • Other relevant notifications may be made, as requested by relevant persons. • Lighting will be used as required for safe work conditions and navigational purposes.
Atmospheric emissions and greenhouse gas (GHG)	Atmospheric and GHG emissions are generated by the vessels as a result of combustion for power generation. Vessels may also use ozone-depleting substances (ODS) in refrigeration systems. Waste incineration on vessels will be in accordance with legislative requirements.	Hydrocarbon combustion may result in a temporary, localised reduction of air quality in the environment immediately surrounding the release point. Non-GHG emissions (such as NOx and SOx) and GHG emissions can lead to a reduction in local air quality. Given the short duration of the campaigns (up to 100 days) and relatively low fuel usage, the contribution of atmospheric and GHG emissions to the global carbon budget is expected to be insignificant and is not evaluated further.	• Use low sulphur fuel on the vessels, in accordance with legislative requirements (e.g., Marine Orders). • Ozone-depleting substances (ODS) managed in accordance with MARPOL. • Compliance with regulatory requirements for marine air pollution and GHG missions reporting. • Vessel Planned Maintenance System (PMS) in place to maintain DP, engines and machinery.
Noise emissions - Continuous	Continuous noise emissions will be generated by the operation of support vessels, helicopters	Underwater noise emissions can cause: • a change in marine fauna behaviour • mask communication • temporary or permanent hearing loss. The greatest source of noise emissions is if Dynamic Positioning (DP) is used (from thruster noise) on vessels. The Operational Area does not overlap with any biologically important areas (BIAs) for marine mammals or fish/sharks, though it does for four species of marine turtles – any individuals present would be transitory. Potential impacts are likely to be restricted to localised and temporary avoidance behaviour. Given the short duration of the survey campaigns (up to 100 days), the potential impacts are considered low.	• Compliance with administrative controls (such as EPBC Regulations Part 8) to reduce interactions with marine fauna. • Documented maintenance program in place for equipment on vessels that provides a status on the maintenance of equipment. • Marine assurance standard in place.

Aspect	Description	Potential Impact / Risk	Proposed Management
Noise emissions – Impulsive	Impulsive noise emissions generated by acoustic survey techniques during the geophysical survey – i.e. Multibeam echo sounder, side scan sonar, sub-bottom profiling, magnetometer, ultra-short baseline positioning system. Such equipment is designed to characterise the seabed topography, bathymetry, potential geohazards, and other seafloor features .	The Operational Area does not overlap with any biologically important areas (BIAs) for marine mammals or fish/ sharks, though it does for 4 species of marine turtles – any individuals present would be transitory. The impulsive noise emissions generated by the various acoustic survey instruments may result in localised and temporary behavioural changes to marine fauna.	• Compliance with administrative controls (such as EPBC Regulations 8 (Part 8) to reduce interactions with marine fauna. • Use of soft starts to minimise the sound intensity and exposure time of surveys.
Light emissions	Lights on the vessels will be required on a 24-hour basis during the activities for safety and navigational purposes, in accordance with navigational requirements.	Light emissions have the potential to result in changes to marine fauna behaviour, by acting as an attractant to light-sensitive species, leading to possible increased predation and/or disorientation. There is no potential to impact nesting females or hatchlings. The Operational Area does not overlap any BIAs for seabirds, and is >88 km from shore, meaning there is no potential to impact fledging behaviour. There is potential a small number of adult seabirds and migratory shorebirds may be attracted to the vessels, however given the short duration of the campaigns (up to 100 days), this is considered minor.	• Lighting will be used as required for safe work conditions and navigational purposes.
Planned discharges – Routine	Operation of vessels will routinely discharge the following to the marine environment: • sewage • greywater • putrescible waste • treated bilge • cooling water and brine • deck drainage	A temporary and localised impact on water quality may result in a change in water quality and changes to predator-prey dynamics. Given the relatively low volume and intermittent nature of planned vessel discharges, the short duration of the campaigns (up to 100 days), the water depth and open ocean environment of the Operational Area, the potential impact is expected to be localised to the immediate proximity of the release, and of short duration.	• All routine marine discharges will be managed according to legislative requirements. • Vessel PMS in place to maintain DP, engines and machinery.

Aspect	Description	Potential Impact / Risk	Proposed Management
Unplanned Risks			
Marine fauna interaction	There is the potential for vessels to collide with marine fauna, including marine mammals, fish, marine reptiles and seabirds. The main collision risk is through vessel collision with large, slow-moving cetaceans, potentially resulting in severe injury or mortality.	Given the short duration of the campaigns (up to 100 days), and the slow speeds at which vessels operate, collisions with marine fauna are considered highly unlikely. Eni will apply control measures to ensure the likelihood of the event occurring is reduced to ALARP and acceptable levels.	• Compliance with administrative controls (such as EPBC Regulations Part 8) to reduce interactions with marine fauna. • Any vessel strikes with cetaceans will be reported in the National Ship Strike Database. • Observations of the surroundings will be undertaken from the vessel/s for marine fauna.
Introduction of marine pest species	There is the potential for introduction and establishment of invasive marine pests to the Operational Area via vessels ballast water or biofouling on vessel hulls.	The risk of introducing IMS is limited by the depth of the Operational Area (>50 m), which is not directly adjacent to any shallow shoals or banks. The substrate in the Operational Area does not have any hard substrate to which IMS can attach. Eni will apply control measures to ensure the likelihood of the event occurring is reduced to ALARP and acceptable levels.	• All vessels will be assessed and managed as appropriate to prevent the introduction of marine pests. • Vessels will comply with biosecurity requirements for ballast water and biofouling and comply with the Maritime Arrivals Reporting System (MARS).
Accidental release – waste and solid objects	There is the potential for the accidental disposal of hazardous wastes (e.g. hydrocarbon contaminated materials, batteries, paint cans) and non-hazardous solid wastes (e.g. paper and cardboard, wooden pallets, scrap steel, rope, glass and plastics).	The accidental release of wastes can cause a temporary and localised reduction in water quality, and the potential for marine fauna to ingest or become entangled with solid waste (garbage). If equipment is dropped, this may cause disturbance or smothering of benthic habitats. This is a small area; and benthic habitats are known to rapidly recover. There are no KEFs or sensitive benthic habitat in the Operational Area. Eni will apply control measures to ensure the likelihood of the event occurring is reduced to ALARP and acceptable levels.	• Procedures to reduce the potential for loss of non-hazardous and hazardous waste and dropped objects to be followed. • Dropped objects to be retrieved where possible. • Lifting procedures will be implemented. • For hazardous chemicals, including hydrocarbons, hazardous chemical management procedures will be in place to reduce the risk of an accidental release to sea. • Chemical assessment procedure will be implemented.
Accidental release – Minor loss of containment	Minor volumes of hydrocarbon or other chemicals (e.g. hydraulic fluids, deck spills) may be accidentally released to the marine environment due to: • Loss of primary/secondary containment • Incorrect handling and storage • ROV failure.	Minor accidental releases of hydrocarbons or chemicals can cause a change in water quality. Expected volumes are small (<1 m^3), and there is no potential for injury or mortality to marine fauna. Eni will apply control measures to ensure the likelihood of the event occurring is reduced to ALARP and acceptable levels.	• Use of MDO rather than Heavy Fuel Oil (HFO) on vessels (MDO is lighter than HFO and will evaporate faster and persist less in the marine environment). • Response plans and equipment will be in place and maintained to manage spills to the environment (e.g. oil pollution emergency plans). • In the event of a minor loss of containment to sea, Oil Pollution Emergency Plan (OPEP) requirements will be implemented to mitigate environmental impacts. • Chemical assessment procedure will be implemented. • For hazardous chemicals, including hydrocarbons, hazardous chemical management procedures will be in place to reduce the risk of an accidental release to sea. • Remotely operated vehicle (ROV) inspection and maintenance procedures. • Procedures to reduce the potential for loss of non-hazardous and hazardous waste and dropped objects to be followed. • Vessel PMS in place to maintain DP, engines and machinery. • Where required, operational and scientific monitoring undertaken in accordance with Eni's Operational and Scientific Monitoring Plan.

Aspect	Description	Potential Impact / Risk	Proposed Management
Accidental release – MDO (vessel collision)	A release of up to130m^3 marine diesel oil (MDO) could occur from a collision between the activity vessels and a third-party vessel due to factors such as human error, poor navigation, vessel equipment failure or poor weather.	An accidental release of MDO can cause a change in water quality, a change in fauna behaviour, injury or mortality to marine fauna and an impact to other marine users. Potential impacts include those to plankton, fish, marine turtles, marine mammals, seabirds and migratory shorebirds, commercial fisheries, and cultural heritage. MDO is a relatively volatile, non-persistent hydrocarbon with rapid evaporation on the sea-surface (typically ~36% within the first 24 hours). Whilst there may be very low levels of suspended oil droplets in intertidal zones, spill modelling does not predict any accumulation or buildup of hydrocarbons on any shorelines. Six active fisheries overlap the Operational Area; however, these commercial fisheries have recorded limited historical catch effort data within the area. There are no tourism or recreational fishing activities expected. The Operational Area is located within a military exercise zone (Northern Australia Exercise Area) which is administered by the Australian Defence Force and includes restricted airspace. Eni will apply control measures to ensure the likelihood of the event occurring is reduced to ALARP and acceptable levels.	• Pre-start notifications will be issued. • Regulatory requirements for the prevention of vessel collisions and safety and emergency arrangements. • Use of MDO rather than Heavy Fuel Oil (HFO) on vessels. • In the event of an oil spill to sea, OPEP requirements will be implemented to mitigate environmental impacts. • Response plans and equipment will be in place and maintained to manage spills to the environment (e.g., oil pollution emergency plans). • Vessels selected and on-boarded are operated, maintained and manned in accordance with industry standards (Marine Orders) and regulatory requirements. • Where required, operational and scientific monitoring undertaken in accordance with Eni's Operational and Scientific Monitoring Plan.

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