

NON-TECHNICAL SUMMARY

Draft Environmental and Social Impact Assessment for Proposed Offshore Drilling Activities in Namibia in PEL 82

Proponent: Chevron Namibia Exploration Limited II



PURPOSE OF THIS DOCUMENT: This document provides a non-technical summary of the Draft Environmental and Social Impact Assessment (ESIA) Report. It outlines the potential exploration activities, describes the current environmental and socio-economic conditions in the project area and assesses the potential impacts. It also explains how stakeholders can participate in the ESIA process.

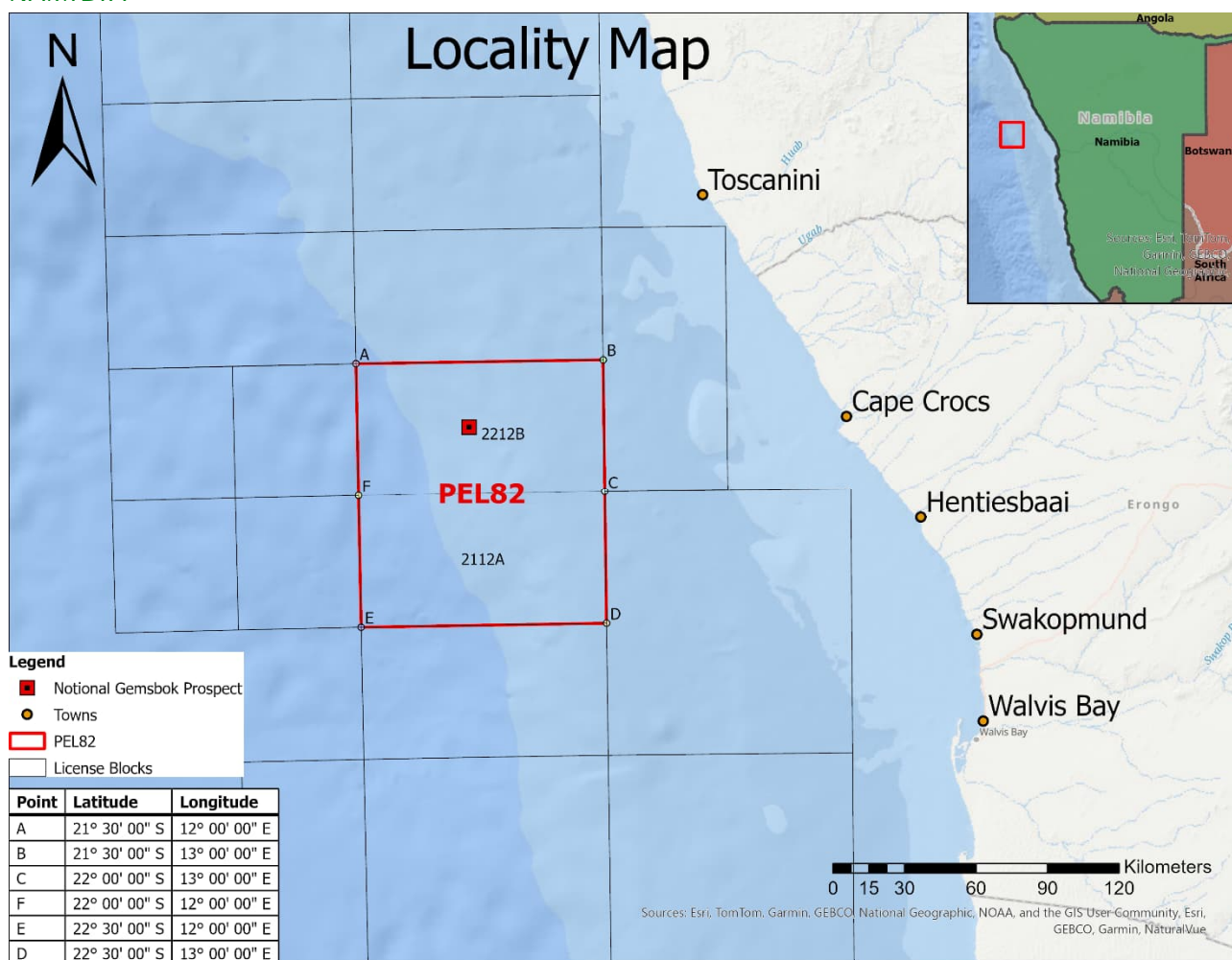
PROJECT OVERVIEW AND DESCRIPTION

Chevron Namibia Exploration Limited II (CNEL) is considering conducting offshore oil and gas exploration activities within the Walvis Basin, located 72-300 km off the coast of Namibia. This area, known as Petroleum Exploration License (PEL) 82, includes two blocks, namely: 2112B and 2212A.

The exploration project is being considered in the 2026/2027 timeframe, in a location called the Gemsbok prospect. Based on the results of this initial well, it may be followed by an appraisal well. Additional drilling campaigns of up to 3 to 4 wells could potentially start from late 2027 to 2028 over a 3 to 5 year period for a total of up to 10 wells (exploration or appraisal). These activities are part of a broader effort to understand whether there are commercially viable oil and gas resources in the area.

To support responsible project development with reduced impact on the environment and local communities, CNEL has commissioned an Environmental and Social Impact Assessment process. This process is being led by Environmental Resources Management Southern Africa (ERM) in collaboration with Urban Dynamics (UD), an independent team of environmental experts.

FIGURE 1 MAP INDICATING THE LOCATION OF THE PROPOSED PROJECT SITUATED WITHIN PEL 82, ENCOMPASSING BLOCKS 2112B AND 2212A IN THE WALVIS BASIN, OFFSHORE NAMIBIA



PROJECT COMPONENTS

Table 1 below provides a summary of the main project components.

TABLE 1: SUMMARY OF MAIN COMPONENTS BEING CONSIDERED

Item	Detail
Purpose	To confirm and test the presence and quality of hydrocarbon resources
Potential number of exploration and appraisal wells	<ul style="list-style-type: none"> Up to 5 exploration wells Up to 5 appraisal wells
Size of Area of Interest for potential exploration drilling	Blocks 2112B and 2212A spanning approximately 11,400 km ² located between 72 km and 300 km offshore
Water depths across License area:	Between 200 m and 2,500 m across the license blocks
Well depth (below seafloor)	Variable depth of 1,500 to 4,000 m. A notional well depth of 4,000 m is assumed for the assessment.
Duration	<ul style="list-style-type: none"> Mobilisation phase: up to 15 days Drilling phase: <ul style="list-style-type: none"> Well Exploration (including abandonment): up to 60 days

Item	Detail
	<ul style="list-style-type: none"> ◦ Appraisal well: up to 60 days (including abandonment and testing) • Demobilisation phase: up to 15 days. • Total duration 90 days
Commencement of drilling and anticipated timing	The first well on the Gemsbok Prospect may be drilled in the 2026/2027 timeframe.
Potential drilling fluids (muds)	<ul style="list-style-type: none"> • Riserless stage: Water-Based Muds (WBM). • Risered stage: NADF in a closed-loop system.
Drilling and support vessels	<ul style="list-style-type: none"> • Drillship or semi-submersible drill rig. • Three to four support vessels. These vessels will be on standby at the drilling site, as well as moving equipment and materials between the drilling unit and the onshore base.
Operational safety zone	Minimum 500 m radius around drilling unit
Flaring	If hydrocarbons are discovered, one or two well tests may be performed per well.
Logistics base	Walvis Bay
Logistics base components	Office facilities, warehouse, laydown area, mud plant.
Support facilities	<ul style="list-style-type: none"> • Crew accommodation in Walvis Bay area. • Helicopter transport from Walvis Bay. • Fixed-wing transport from Windhoek.
Staff requirements:	<ul style="list-style-type: none"> • Specialised drilling staff supplied with hire of drilling unit. • Additional specialised international and local staff at logistics base.
Staff changes	Rotation of staff every four weeks with transfer by helicopter to shore.

PROJECT ACTIVITIES

The offshore drilling project will unfold in five main phases, as described below (i.e. Mobilization Phase, Drilling Phase, Well Logging Testing Phase, Well Plugging and Abandonment Phase and Decommissioning Phase).

MOBILIZATION PHASE

Before any drilling begins, a range of preparations must take place:

- Transport of equipment and vessels: The drillship and support vessels will be moved to the drilling site, either from a Namibian port or directly from international waters.
- Setup of the shore base: Walvis Bay will serve as the logistics hub, storing materials like pipes, drilling fluids, and fuel.
- Seabed surveys and safety checks: Remote Operated Vehicles (ROVs) will inspect the seabed to ensure it's safe for drilling. Navigation systems and safety drills will also be tested.

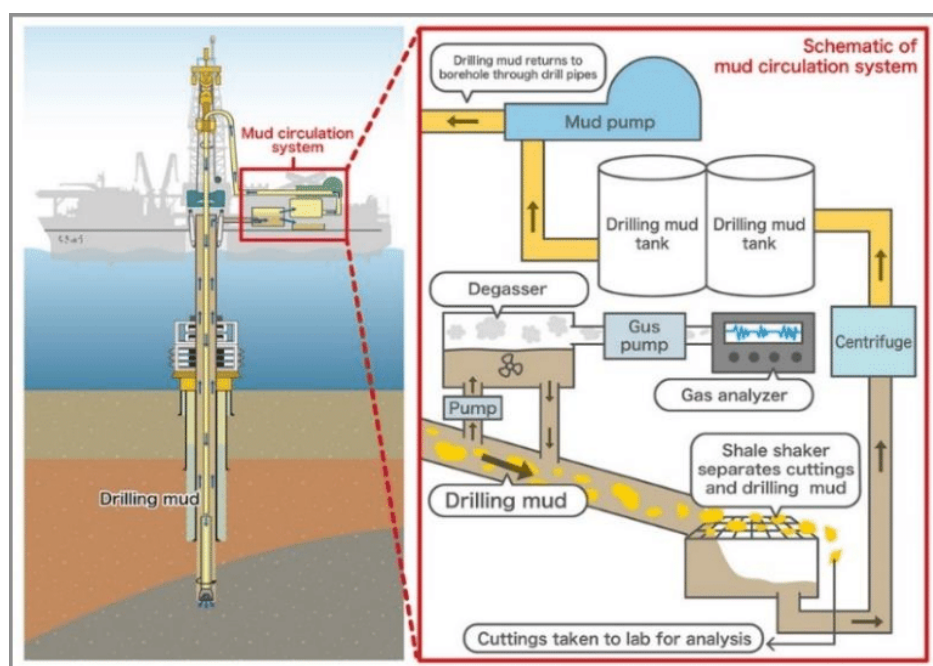
DRILLING PHASE

The offshore drilling process for CNEL's exploration project in Namibia's Walvis Basin involves two main stages: riserless drilling and risered (closed-loop) drilling. The operation begins with a drillship or semi-submersible rig positioned at sea using a dynamic positioning system, which

allows the vessel to remain stable without anchoring. In the first stage, known as riserless drilling, the upper sections of the well are drilled directly into the seabed without a return pipe (riser). During this phase, the drill cuttings (small fragments of rock created by the drill bit) are released directly onto the seafloor. Water-based drilling muds are used to aid the drilling process and stabilize the well.

Once the initial sections are complete, the operation transitions to the risered drilling stage. A marine riser, which is a large pipe, is installed to connect the wellhead on the seabed to the drilling unit on the surface. This creates a closed-loop system that allows drilling fluids and cuttings to be circulated back to the ship for treatment and recycling. In this phase, non-aqueous drilling fluids (NADF) are typically used due to their superior performance in deeper, more complex geological formations. The well is drilled to depths of up to 4,000 meters below the seabed, with metal casing and cement used to stabilize the borehole and isolate different geological layers. Throughout the process, strict environmental and safety protocols are followed to minimize impacts on the marine environment and ensure operational integrity.

FIGURE 2 DRILLING SCHEMATIC



WELL LOGGING / TESTING PHASE

During drilling, information about the underground rock layers is collected, with more detailed checks (known as wireline logging) planned only if the well shows signs of success. If oil or gas is discovered, a technique called Vertical Seismic Profiling (VSP) may be potentially used to create a clearer image of the underground formations.

Based on the results of the exploration well, a second well, known as an appraisal well, may be drilled and tested to further understand the hydrocarbon potential. Well testing involves the flaring (burning off excess gas).

WELL PLUGGING AND ABANDONMENT

After drilling and testing are complete, the well is permanently sealed to ensure safety and environmental protection. Cement plugs are placed at key points inside the well to block any

fluid movement, and a final cap is installed at the top. In deep waters, the wellhead may be left in place for possible future use. A remotely operated vehicle (ROV) performs a final inspection to confirm the site is clean and secure. This process follows strict safety standards and is carried out whether or not oil or gas is found.

FIGURE 3 EXAMPLE OF TYPICAL DRILLING UNIT (LEFT) AND ROV (RIGHT)



DEMOBILIZATION PHASE

Once operations are complete:

- The drillship and support vessels are removed from the site.
- Onshore facilities are cleared and returned to normal use.

Any remaining waste or equipment is transported to licensed disposal or recycling facilities.

PROJECT ALTERNATIVES

The ESIA Report compared different options for how the offshore drilling project could be carried out—like where to drill, when to drill, how many wells to drill, and what equipment or methods to use. Most of these options were either already optimized or had similar environmental impacts, so they weren't explored further. The only option looked at in more detail was the "No-Go" alternative, which means not drilling at all. This would avoid environmental and social impacts but also mean missing out on learning whether there are useful oil or gas resources in the area and potentially losing economic opportunities for Namibia.

EMERGENCY RESPONSE

CNEL, an affiliate of Chevron, is part of the Oil Spill Response Limited (OSRL) industry-funded cooperative for oil spill preparedness and response. This means CNEL has access to special equipment that can be used to control a potential subsea well control incident. This equipment works with most types of wells and can be mobilised, as needed. Instructions on how to access this equipment and the assistance that comes with it are included in CNEL's plans and agreements for dealing with potential, but unlikely, loss of containment events and other emergencies.

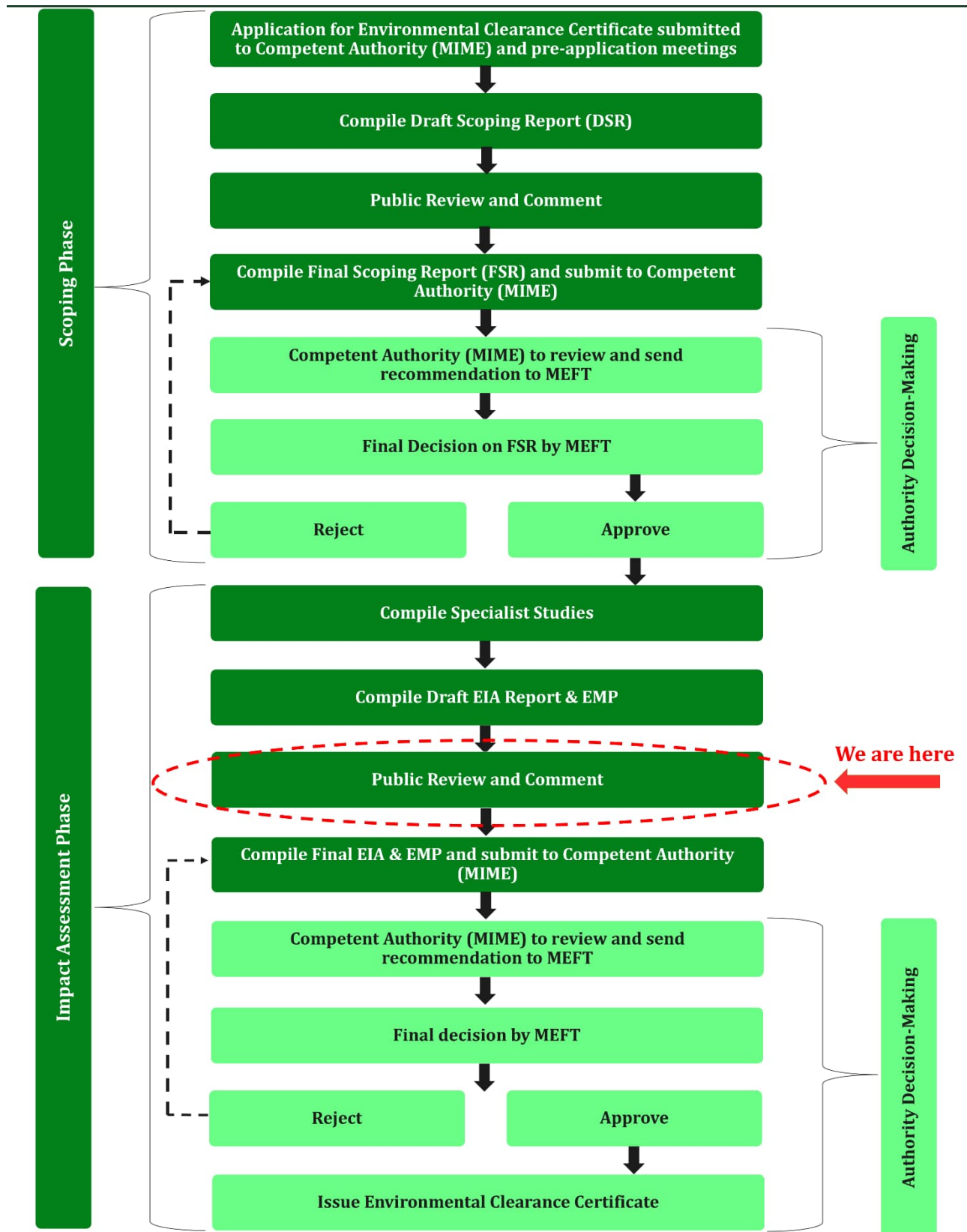
The key environmental and social conditions and sensitivities for the potential project area are summarised in Table 2 below. For a full description of potential environmental and social sensitivities refer to Section 4.6 of the ESIA Report.

Category	Sensitivity	Description
Physical Environment	Upwelling & Low Oxygen Events	Perennial upwelling near Walvis Bay; periodic low oxygen and sulphur eruptions affecting marine life.
	Sediment Transport	Strong winds and swells mobilize sediments; 'berg' winds can transport dust 150 km offshore.
	Ocean Currents & Circulation	Influenced by Benguela and Angola currents; episodic Benguela Niños bring warm water and species shifts.
	Bathymetry & Geology	Complex seabed with Walvis Ridge and phosphate-rich sediments; potential for marine archaeology.
Biological Environment	Pelagic Habitat	North-eastern PEL 82 is 'Endangered'; rest is 'Least Threatened'.
	Fish	Includes endangered and vulnerable species (e.g., kob, sharks, tuna); spawning grounds for hake and monkfish.
	Benthic Communities	Poorly known understood beyond 450 m depth; some areas rated 'Vulnerable' or 'Endangered'.
	Demersal Fish & Invertebrates	Includes commercially important species (e.g., hake, monkfish, red crab); sensitive to oxygen levels.
Social Environment	Artisanal Fishers	Vulnerable livelihoods; dependent on access to marine resources; Topnaar community may be potentially vulnerable.
	Employment & Skills	Limited availability of skilled workforce in oil and gas industry
	Vulnerable Groups	Includes elderly, disabled, and people living on low incomes.
	Cultural Heritage	Potential for unrecorded marine archaeology (e.g., shipwrecks)
	Marine Traffic & Use	PEL 82 lies in trawling lanes and shipping routes; potential for user conflict.
	Conservation Areas	PEL 82 overlaps with Ecological Support Areas (ESAs), Marine IBAs, and is adjacent to EBSAs and Ramsar sites. Six coastal IBAs lie inshore of the license block; of which, two (Walvis Bay Wetland and Sandwich Harbour) are designated RAMSAR sites.

ESIA PROCESS

The ESIA process evaluates potential project impacts, both positive and negative, with input from Interested and Affected Parties. It identifies necessary management measures to mitigate negative effects. The process includes Scoping and Impact Assessment phases and is currently in the Impact Assessment Phase. The purpose is to provide a process so that individuals and groups affected by or interested in the project are informed, consulted and provided with meaningful opportunities to participate.

FIGURE 4 ESIA PROCESS PHASE AND STEPS



STAKEHOLDER ENGAGEMENT

A Stakeholder Engagement Plan (SEP) has been developed to guide this process. It includes a grievance mechanism (GM) and will be updated as the project progresses to reflect changes in the stakeholder context and Project requirements. Key features include:

- Public meetings in affected area.
- Information sharing in local languages (English, Afrikaans, Oshivambo).
- Use of local media (newspapers, radio) to announce meetings and share updates.
- Distribution of Background Information Documents (BIDs) to help people understand the project.
- Recording feedback and concerns during meetings.
- Inclusion of vulnerable groups, such as the elderly, disabled, or low-income households, using tailored approaches to ensure that they can participate.
- Receiving and responding to community grievances.

ENGAGEMENT ACTIVITIES

To date, the following stakeholder engagement activities have been undertaken:

- Distribution of the Scoping phase Non-Technical Summary (NTS) with meeting invitations.
- Invitations sent to all stakeholders in the project database, with access to the Scoping Report (DSR) and NTS via a dedicated website.
- Meeting details advertised in The Namibian and New Era newspapers over two consecutive weeks.
- Public comment period for the DSR from 26 May to 19 June 2025.
- Public meeting held on 12 June 2025 at 17:30 at the Walvis Bay Town Hall.
- Focus group meeting held on 03 July 2025 with Ms. La-Toya Shivute from the Ministry of Fisheries and Marine Resources (MFMR).
- Distribution of the ESIA phase Non-Technical Summary (NTS) with meeting invitations.
- Invitations sent to all stakeholders in the project database, with access to the Scoping Report, ESIA and NTS via a dedicated website.
- Meeting details advertised in The Namibian and New Era newspapers over two consecutive weeks.
- Public comment period for the ESIA Report and appendixes from 1st October to 11th November 2025.
- Public meeting will be held on 09th October 2025 at 17:30 at the Protea Hotel.

Key Issues raised by stakeholders during the scoping phase public meetings are summarised within Table 5-5- and Table 5-6 of the ESIA Report.

HOW YOU CAN GET INVOLVED IN THE PROJECT?

If you're interested in the project or think it might affect you, you can take part by registering as an Interested and/or Affected Party (I&AP). This means you'll receive updates and have the chance to share your thoughts, ask questions, or raise concerns.

You can also comment on the ESIA Report and appendixes and be part of the public consultation process. Getting involved is easy, just reach out using any of the contact details below (or scan the QR code below):

📍 Contact Person: Heidri Nel

📮 Postal Address: PO Box 20837, Windhoek

📞 Phone /SMS/WhatsApp: +264 81 124 5188 or +264 81 651 7336

✉ Email: cnel.pel82esia@udanam.com



🕒 NEXT STEPS IN THE ESIA PROCESS

The current draft ESIA Report has been submitted to the Namibian authorities for review and approval. Copies of the Draft ESIA Report and Non-technical Summary are available on the project website: [cnel-esia](https://www.erm.com/public-information-sites/cnel-esia/) (<https://www.erm.com/public-information-sites/cnel-esia/>) and hard copies are available at the Walvis Bay Municipality and Kuisebmond Library.

After this period, the following steps will be undertaken:

- A Final ESIA Report will be prepared, incorporating feedback from the authorities and stakeholders.
- The final documents will be submitted to the competent authorities for consideration.
- After final revisions, the authorities will decide whether to approve the project and issue an ECC.
- Stakeholders and/or interested parties will be informed of the final decision.

DESCRIPTION OF THE RECEIVING ENVIRONMENT

⚠ KEY ENVIRONMENTAL AND SOCIAL CONSIDERATIONS

The key environmental and social conditions and sensitivities for the potential project area are summarised in Table 2 below. For a full description of potential environmental and social sensitivities refer to Section 4.6 of the ESIA Report.

TABLE 2: KEY ENVIRONMENTAL AND SOCIAL SENSITIVITIES FOR POTENTIAL PROJECT AREA

Category	Sensitivity	Description
Physical Environment	Upwelling & Low Oxygen Events	Perennial upwelling near Walvis Bay; periodic low oxygen and sulphur eruptions affecting marine life.
	Sediment Transport	Strong winds and swells mobilize sediments; 'berg' winds can transport dust 150 km offshore.
	Ocean Currents & Circulation	Influenced by Benguela and Angola currents; episodic Benguela Niños bring warm water and species shifts.
	Bathymetry & Geology	Complex seabed with Walvis Ridge and phosphate-rich sediments; potential for marine archaeology.

Category	Sensitivity	Description
Biological Environment	Pelagic Habitat	North-eastern PEL 82 is 'Endangered'; rest is 'Least Threatened'.
	Marine Mammals	Up to 33 different whale and dolphin species might be found in the potential project. Some of these species are endangered and need protection. Although humpback, sperm and pilot whales may be seen in the PEL 82 area, it's not very likely.
	Turtles	Leatherback and loggerhead turtles might be seen in the offshore waters of the license area, but this is not very likely. Both species are important to protect because they are considered threatened
	Fish	Includes endangered and vulnerable species (e.g., kob, sharks, tuna); spawning grounds for hake and monkfish.
	Seabirds	Most seabirds that nest along Namibia's coast usually feed close to shore, within 10 to 30 km. However, Cape Gannets and African Penguin can travel much farther (sometimes up to 140 km offshore). The nearest colonies of these birds to the PEL 82 area are located on Mercury and Ichaboe Islands, which are over 300 km to the southeast. Since the potential project area is about 72 km offshore and lies north of these islands, it's unlikely that these birds will be affected by exploration drilling activities
	Benthic Communities	Poorly understood beyond 450 m depth; some areas rated 'Vulnerable' or 'Endangered'.
	Demersal Fish & Invertebrates	Includes commercially important species (e.g., hake, monkfish, red crab); sensitive to oxygen levels.
Social Environment	Artisanal Fishers	Vulnerable livelihoods; dependent on access to marine resources; Topnaar community may be potentially vulnerable.
	Commercial Fishing	<p>Different types of fishing happen regularly in the PEL 82 license area:</p> <ul style="list-style-type: none"> • Bottom trawling for hake and monkfish. • Mid-water trawling. • Longline fishing for surface and deep-sea species. <p>Bottom longline fishing makes up about 15% of Namibia's national catch in this area, while bottom trawling contributes around 4.8%. Other types of fishing (for example mid-water trawl, pelagic longline and crab fishing) are also active but make up smaller portions. Fishing methods such as small pelagic purse seining, rock lobster harvesting, and mariculture are not expected to be affected by drilling, as they take place in shallower waters closer to shore.</p>
	Employment & Skills	Limited local employment and contracting opportunities during exploration.
	Vulnerable Groups	Includes elderly, disabled, and people living on low incomes.
	Cultural Heritage	Potential for unrecorded marine archaeology (e.g., shipwrecks); intangible heritage linked to ocean.

Category	Sensitivity	Description
	Marine Traffic & Use	PEL 82 lies in trawling lanes and shipping routes; potential for user conflict.
	Conservation Areas	The PEL 82 license area does not overlap with nearby protected marine zones, however a small proportion (less than 40 %) of it does fall within areas that help support marine life. Along the coast near the license area, there are six important bird areas, including Walvis Bay Wetland and Sandwich Harbour, which are internationally recognised for their conservation value.

ENVIRONMENTAL AND SOCIAL CONSIDERATIONS

The scoping process identified the key environmental and social impacts that required further assessment. These impacts were studied in detail during the drafting of the ESIA Report to allow appropriate mitigation and management measures to be reported. Table 3 outlines the impact categories, associated issues, causes or activities, why they matter and what was assessed. Details are provided in Chapters 7 to 10 of the ESIA Report.

TABLE 3: SUMMARY OF ENVIRONMENTAL AND SOCIAL CONSIDERATIONS ASSESSED IN THE CURRENT ESIA PHASE

Impact Category	Issue	Cause/Activity	What Was Assessed
Marine Environment	Seabed and water quality degradation	Seabed disturbance, discharge of drill cuttings and fluids during drilling, and release of residual cement	Seabed disturbance and spread and impact of cuttings and fluids on marine ecosystems
	Water quality changes from cement discharge	Disposal of excess cement during well casing	Volume and dispersion of cement and its environmental effects
	Disturbance to marine fauna from noise and lighting	Drilling operations, vessel movement, and potential vertical seismic profiling (VSP)	Noise levels and potential behavioural impacts on marine species
Fisheries & Navigation	Restricted access to fishing and navigation areas	Safety exclusion zones around drilling sites	Extent and duration of access restrictions and their socio-economic implications
	Seabed and water quality changes	Seabed disturbance, discharge of drill cuttings disrupting fish species caught by commercial fishers	Extent and duration of impacts on marine ecosystems and the socio-economic implications
	Disturbance to marine fauna from noise	Drilling operations, vessel movement, and potential vertical seismic profiling (VSP)	Extent and duration of impacts on marine ecosystems from noise and the socio-economic implications
	Disruption of marine traffic	Increase in vessel activity and increased use of the Port of Walvis Bay	Extent and duration of impacts from increase marine traffic

Impact Category	Issue	Cause/Activity	What Was Assessed
Climate Change	Greenhouse gas emissions	Fuel use by ships, helicopters, and equipment	Total emissions and alignment with Namibia's climate goals
Economy and Employment	Job creation	Creation of direct and indirect (supply chain) employment	Extent of employment creation directly with the Project and through the procurement of goods and services
	Local economic growth	Employment creation, increased worker spending and supply chain activities in the local area	Extent of local economic growth opportunities
	Macro-economic growth	Increase in taxes, fees, and worker spending	Extent of macro-economic growth opportunities
Accidental Events	Major oil spill (loss of containment)	Loss of well containment leading to spill	Risk likelihood, emergency response readiness, and potential environmental and socio-economic consequences
	Vessel collisions	Support vessels of drillship involved in collisions with other marine users	Prevention measures and emergency response plans
	Helicopter incidents	Crew transport to and from offshore rigs	Safety procedures and emergency response plans
Cumulative Impacts	Atmospheric emissions	Project emissions contributing cumulatively to air quality changes	Extent of cumulative impacts
	Waste and effluent	Project effluent and waste discharges contributing cumulatively to degradation of marine environment	Extent of cumulative impacts
	Marine ecology	Project changes to marine environment contributing cumulatively to impacts on marine ecology	Extent of cumulative impacts
	Commercial fisheries	Cumulative drilling activities contributing to impacts on commercial fishing	Extent of cumulative impacts
	Economy and employment	Cumulative economic growth and job creation	Extent of cumulative impacts
	Shipping and navigation	Cumulative projects using the marine area increasing risk of vessel collisions	Extent of cumulative impacts

The ESIA assessment has yielded the following results, summarised in the tables below:

- Table 4 presents the potential environmental impacts from planned events, including effects on marine fauna, water quality, and climate change, with ratings before and after mitigation.

- Table 5 outlines the potential social impacts from planned events, such as impacts on fisheries, navigation, employment, and the local economy.
- Table 6 addresses potential impacts from unplanned events, including oil spills, vessel collisions, and helicopter incidents, with a focus on risk severity and mitigation effectiveness.
- Table 7 summarises cumulative impacts, considering the combined effects of multiple projects on marine ecology, fisheries, emissions, and socio-economic factors.

The assessment showed that with the implementation of the proposed mitigation measures, most impacts are reduced to minor or incidental levels, with robust systems in place to manage unplanned events.

The ESIA Report found that if the recommended safety and environmental measures are followed, the expected impacts from planned drilling activities, like effects on marine life, water quality and nearby communities, can be kept small and manageable. The biggest risk comes from an unexpected major oil spill, but this is very unlikely. Strong safety systems are in place to prevent and respond to such incidents, including international equipment and Chevron's emergency standards, which help keep risks as low as reasonably possible.

TABLE 4: POTENTIAL ENVIRONMENTAL IMPACT FROM PLANNED EVENTS

Impact Description	Pre-Mitigation Rating	Post-Mitigation Rating
Climate Change	Minor	Minor
Smothering and disturbance of benthic fauna on unconsolidated sediment	Moderate to Incidental	Minor to Incidental
Smothering and disturbance of benthic fauna on hard substrate	Minor to Incidental	Incidental
Bioaccumulation, toxicity and hypoxic effects on benthic fauna	Moderate to Minor	Incidental
Bioaccumulation, toxicity and hypoxic effects on pelagic fauna	Incidental	Incidental
Potential behavioural disturbance of marine fauna	Minor	Incidental
Potential injury of marine fauna	Minor	Incidental

TABLE 5: POTENTIAL SOCIAL IMPACTS FROM PLANNED EVENTS

Impact Description	Pre-Mitigation Rating	Post-Mitigation Rating
Impacts to fishing and navigation	Minor	Minor
Impacts of drilling on fishing operations	Moderate to Minor	Minor

Impacts of underwater noise on fishing operations	Minor	Incidental
Increase in marine traffic	Minor	Incidental
Increase in direct and indirect employment	Minor Positive	Minor Positive
Impacts to the local economy	Minor Positive	Minor Positive
Impacts to the macro-economy	Minor Positive	Minor Positive

TABLE 6: POTENTIAL IMPACTS FROM UNPLANNED EVENTS (UNLIKELY TO OCCUR)

Impact Description	Pre-Mitigation Rating	Post-Mitigation Rating
Impact of loss of containment on marine fauna	Catastrophic	Severe (ALARP)
Impact of loss of containment on commercial fishing	Moderate	Minor (ALARP)
Impact of loss of containment on communities (socio-economic)	Major	Minor (ALARP)
Impact of vessel collisions	Severe	Moderate (ALARP)
Impact of helicopter incidents	Minor	Minor (ALARP)

TABLE 7: POTENTIAL CUMULATIVE IMPACTS

Impact Description	Pre-Mitigation Rating	Post-Mitigation Rating
Impacts from atmospheric emissions	Incidental	Incidental
Impacts from waste generation and effluent discharge	Incidental	Incidental
Impacts on marine ecology	Incidental	Incidental
Impacts on commercial fisheries	Moderate to Minor	Minor
Impacts on economy and employment	Minor Positive	Minor Positive
Impacts on shipping and navigation of other se users	Incidental	Incidental



MANAGEMENT OF POTENTIAL ENVIRONMENTAL AND SOCIAL IMPACTS

Following the assessment of potential impacts, mitigation measures have been proposed to ensure the post-mitigation rating is achieved. The Environmental and Social Management Plan provides a comprehensive framework for the management of environmental and social potential impacts throughout the project lifecycle. It details specific mitigation actions,

monitoring requirements, roles and responsibilities, stakeholder engagement processes, and mechanisms for continuous improvement and corrective action. The plan is designed as a “living document” to be updated as necessary in response to project changes, monitoring results, audit findings and stakeholder feedback.

KEY MITIGATION MEASURES BY IMPACT CATEGORY

AIR EMISSIONS

- Comply with the International Convention for the Prevention of Pollution from Ships (MARPOL) Annex VI, covering sulphur oxides, nitrogen oxides, volatile organic compounds, and incineration.
- Use low-sulphur fuel where available.
- Maintain engines and generators to minimise emissions.
- Implement leak detection and repair programmes.

MARINE ECOSYSTEM DISTURBANCE

- Conduct remotely operated vehicle (ROV) surveys before and after drilling to avoid sensitive habitats.
- Use water-based mud or low-toxicity non-aqueous drilling fluids
- Discharge cuttings below 10 metres depth to reduce surface dispersion.
- For non-aqueous drilling fluids, use low toxicity, low bioaccumulation and products that aren't persistent in the environment
- For non-aqueous drilling fluid cuttings, treat cuttings to reduce average content of oil retained on cuttings (ROC) to <6.9% prior to discharge.
- Maintain a 500-metre buffer from sensitive features.
- Monitor sediment deposition and hydrocarbon levels.
- Register abandoned wellheads and notify mariners and fishers.

NOISE AND VERTICAL SEISMIC PROFILING IMPACTS ON MARINE FAUNA

- Limit vessel speeds near coastlines.
- Implement soft-start procedures for seismic profiling, if conducted.
- Deploy trained marine mammal observers and passive acoustic monitoring during seismic profiling, if conducted.
- Shut down acoustic sources if sensitive species are detected.
- Avoid low-altitude flights over sensitive coastal areas.
- Use high-efficiency burners and monitor flare performance.

WATER QUALITY AND WASTEWATER

- Comply with MARPOL Annexes I (oil), IV (sewage), and V (garbage).
- Implement ballast water, waste, and hazardous substances management plans.

WASTE MANAGEMENT

- Follow MARPOL waste regulations.
- Implement a comprehensive waste management plan.

FISHERIES AND NAVIGATION

- Issue Notices to Mariners and Navtex alerts.
- Manage lighting and Automatic Identification System broadcasts for visibility.
- Notify nearby vessels via radio.
- Implement a grievance mechanism for affected stakeholders.
- Conduct detailed pre-drilling seabed surveys.

GHG EMISSIONS

- Use low-sulphur fuel and maintain engines.
- Prohibit incineration in port.
- Implement leak detection and repair.

MARINE TRAFFIC

- Engage with the Namibian Ports Authority for routing coordination.
- Use a Stakeholder Engagement Plan to coordinate with marine users.
- Monitor vessel traffic using data from the Ports Authority.

EMPLOYMENT AND LOCAL ECONOMY

- Engage local communities and advertise procurement opportunities.
- Reserve certain jobs and services for local suppliers.
- Apply Chevron's local content requirements.

MITIGATION MEASURES FOR UNPLANNED EVENTS

ALIEN INVASIVE SPECIES

- Adhere to IMO ballast water discharge standards.
- Implement Ballast Water Management Plan.

OIL SPILL / LOSS OF CONTAINMENT

- align drilling schedules with favourable weather conditions.
- Develop well-specific Oil Spill Contingency Plans and Source Control Contingency Plans aligned with national frameworks.
- Pre-mobilise dispersants and response equipment.
- Use low-toxicity dispersants approved by the Ministry of Fisheries and Marine Resources.
- Conduct oil spill exercises and wildlife response planning.
- Submit financial assurances to the Ministry of Mines and Energy.

IMPACT ON COMMERCIAL FISHING

- Tailor oil spill contingency plans to local conditions and sensitive areas.
- Maintain a grievance mechanism for fishers.
- Use search and rescue and drifter buoys for spill tracking.

COMMUNITY HEALTH & SAFETY (COLLISIONS, HELICOPTER INCIDENTS)

- Share flight and vessel schedules with communities.
- Conduct offshore emergency drills.
- Ensure helicopter airworthiness and pilot training.
- Restrict helicopter operations during poor conditions.
- Avoid offshore bunkering during high-risk conditions.