Final Environmental and Social Impact Assessment (ESIA) and Environmental and Social Management Plan (ESMP) for Proposed Offshore Drilling Activities in Namibia in PEL 82

Non-Technical Summary

PREPARED FOR

CHEVRON NAMIBIA EXPLORATION LIMITED II

IN COLLABORATION WITH

3 DECEMBER 2025

INTRODUCTION

PURPOSE OF THIS DOCUMENT

This non-technical summary of the Final Environmental and Social Impact Assessment (ESIA) and Environmental and Social Management Plan (ESMP) Report outlines potential exploration activities, current environmental and socio-economic conditions and likely impacts. It describes stakeholder involvement in the ESIA process, complies with Section 15(2) of the EIA Regulations (2012) and incorporates feedback from the public participation period (1 October–11 November 2025). Major changes from the draft are highlighted by underlining and Arial font.

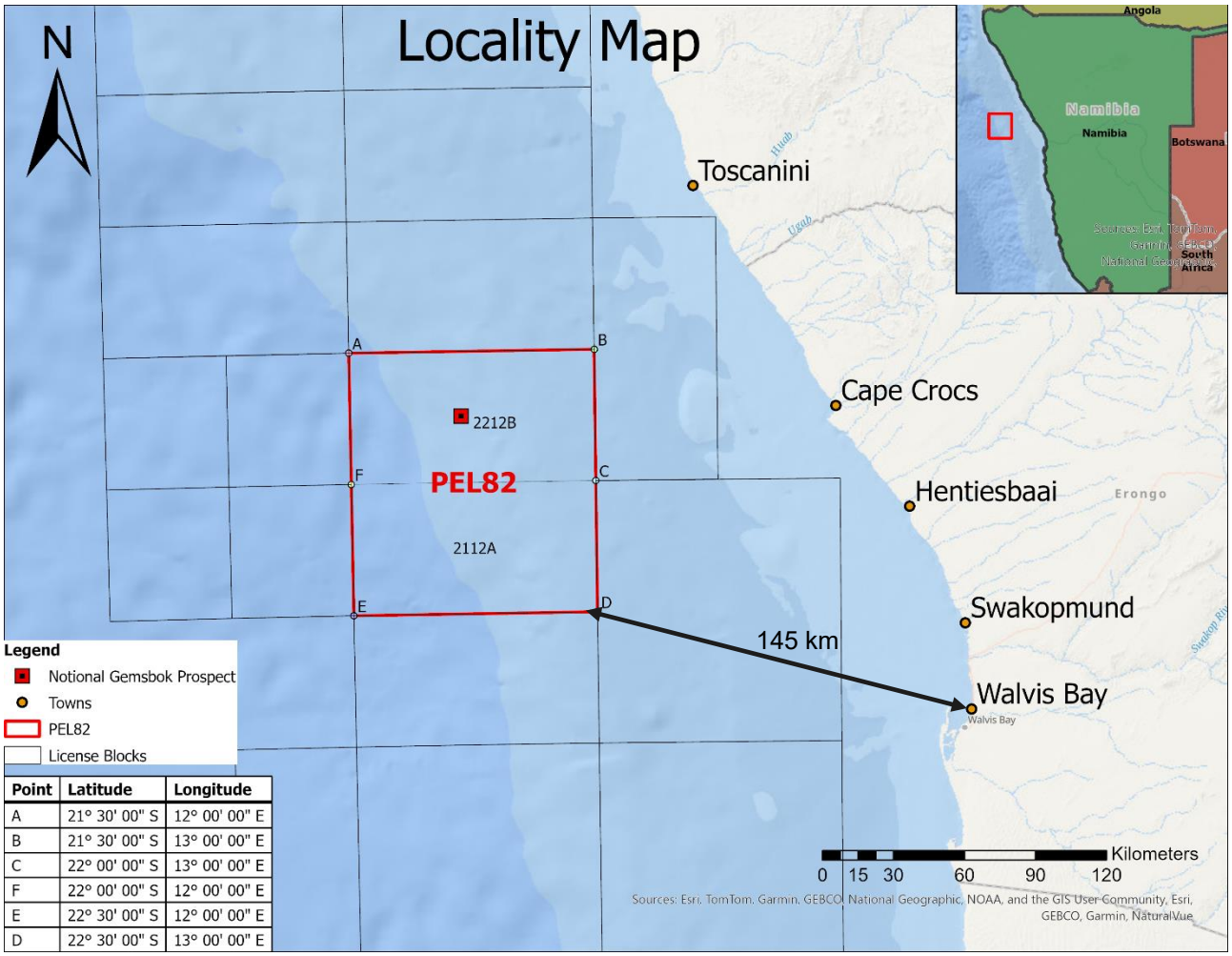
PROJECT OVERVIEW AND DESCRIPTION

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



Point	Latitude	Longitude
A	21° 30' 00" S	12° 00' 00" E
B	21° 30' 00" S	13° 00' 00" E
C	22° 00' 00" S	13° 00' 00" E
F	22° 00' 00" S	12° 00' 00" E
E	22° 30' 00" S	12° 00' 00" E
D	22° 30' 00" S	13° 00' 00" E

PROJECT COMPONENTS

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

TABLE 1: SUMMARY OF MAIN PROJECT COMPONENTS BEING CONSIDERED

Item	Detail
Purpose	To confirm and test the presence and quality of hydrocarbon resources
Potential number of exploration and appraisal wells	• 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 km² 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	• Mobilisation phase: up to 15 days
	• Drilling phase:
	  ◦ Well Exploration (including abandonment): up to 60 days
	  ◦ 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)	• Riserless stage: Water-Based Muds (WBM). • Risered stage: NADF in a closed-loop system.
Drilling and support vessels	• 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	• Crew accommodation in Walvis Bay area. • Helicopter transport from Walvis Bay. • Fixed-wing transport from Windhoek.
Staff requirements:	• 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.

FIGURE 2 EXAMPLE OF SUPPORT VESSEL (LEFT) AND SEMI-SUBMERSIBLE DRILLING UNIT (RIGHT)

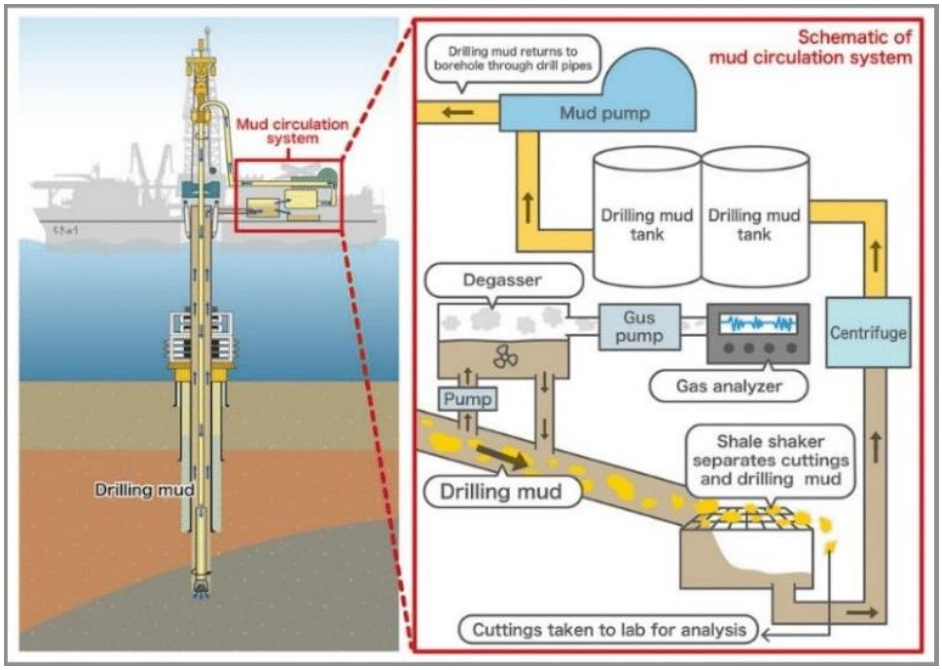
DRILLING PHASE

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 3 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 4 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.

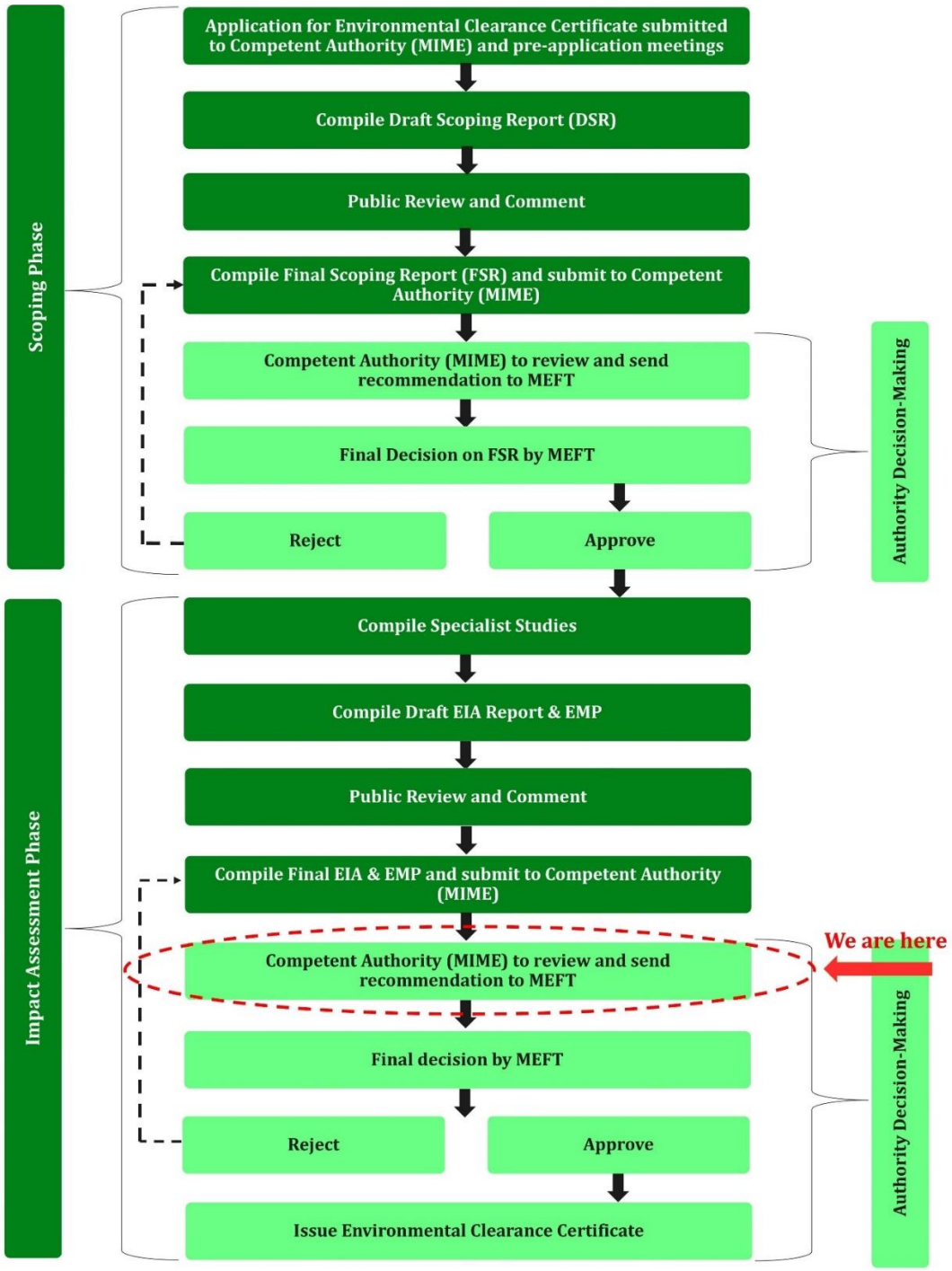
EMERGENCY RESPONSE

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.

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 potential project are informed, consulted and provided with meaningful opportunities to participate.

FIGURE 5 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.
- Obtained Endorsement from MIME 28 March 2025.
- 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 held on 9 October 2025 at 17:30 at Protea Hotel Walvis Bay Indongo.
- The online stakeholder focus meeting was set for 27 October by request but was adjourned due to lack of attendance.

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

NEXT STEPS IN THE ESIA PROCESS

The current Final ESIA Report has been submitted to the Namibian authorities for review and approval. Copies of the Final ESIA Report and Non-technical Summary are available on the project website: cnel-esia (https://www.erm.com/public-information-sites/cnel-esia/).

After submission, the following steps will be undertaken:

- The authorities will review the FESIA and decide whether to approve the project and issue an Environmental Clearance Certificate (ECC).
- Stakeholders and/or interested parties will be informed of the final decision.
- Following issuance of the ECC, the pre-mobilization phase will commence with continued project planning, stakeholder engagement and implementation of the grievance mechanism to receive, respond to and monitor concerns.

DESCRIPTION OF THE RECEIVING ENVIRONMENT

⚠ KEY ENVIRONMENTAL AND SOCIAL CONSIDERATIONS

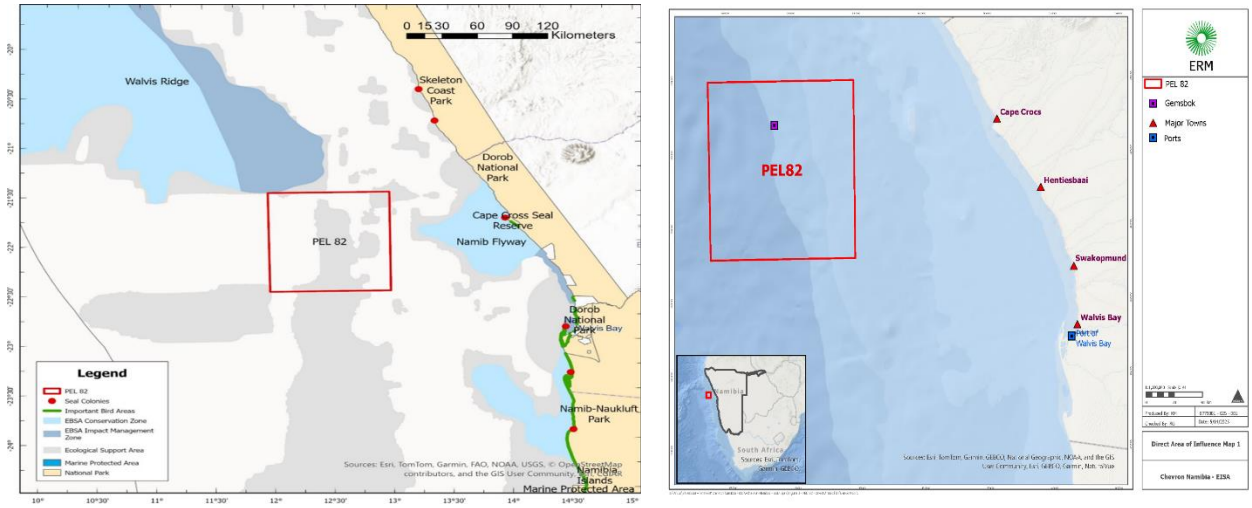
The key environmental and social conditions and sensitivities for the potential project area are summarised in Table 2 below. For a full description of potential environmental and social sensitivities refer to Section 4.6 of the ESIA Report.

TABLE 2: KEY ENVRONMENTAL 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.
	Bathymetry & Geology	Complex seabed with Walvis Ridge and phosphate-rich sediments; potential for marine archaeology.
Biological Environment	Pelagic Habitat and Species	The northeastern half of PEL 82 falls within a pelagic habitat classified as 'Endangered', while the remainder is rated as 'Least Threatened'. Large migratory pelagic species such as tunas, billfish and sharks are likely to be encountered in the license area. Many of these are listed as threatened by the IUCN due to overfishing.
	Spawning Grounds	The license area overlaps with spawning grounds for monkfish (northeastern corner) and orange roughly (southeastern corner), which are of economic and ecological importance to local fisheries.
	Marine Mammals	Up to 33 species of whales and dolphins inhabit central Namibian waters. The humpback whale, sperm whale and pilot whale may be encountered in the license area, but this is 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
	Seabirds	PEL 82 overlaps with the range of incubating Atlantic Yellow-Nosed Albatrosses from Gough Island and Black-browed Albatrosses from Bird Island (South Georgia), making potential interactions possible, particularly during periods of seasonal movement. Six coastal Important Bird Areas are located inshore of the license area, two of which are designated as RAMSAR sites. The nearest to Walvis Bay Airport are the Walvis Bay Wetlands and Bird Island guano platform, both of which could intersect helicopter flight paths.
	Ecological Support Areas	The license area does not overlap with adjacent EBSAs' impact management or conservation zones, but about 37.4% of it intersects Ecological Support Areas that aid broader ecosystem function.
	Benthic Habitat	Most of the license area overlaps with benthic habitat classified as 'Least Concern', but areas along the 500 m depth contour in the east are 'Vulnerable' and those closer to the 100 m contour are '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	Several fisheries operate within the license area, including demersal trawl (targeting hake and monk), mid-water

Category	Sensitivity	Description
		trawl, large pelagic longline, demersal longline and deep-sea crab fisheries. Given that the license area overlaps with primary trawling lanes and key maritime routes leading to and from Walvis Bay, both coastal shipping vessels and fishing craft may be present. Fishing operations such as small pelagic purse seining, rock lobster harvesting and mariculture are unlikely to be impacted by drilling activities, as these are conducted in shallower, nearshore waters.
	Employment & Skills	Employment in Erongo Region is dominated by wholesale, manufacturing, agriculture, forestry and fishing sectors. The Swakopmund Constituency and Walvis Bay Urban precinct have high population densities (386.7 to 2708.8 people/km²), with 62% of residents being of working age. However, 57% of the population has completed secondary education and only 9% tertiary, limiting availability of skilled labour for drilling operations.
	Vulnerable Groups	Includes elderly, disabled and people living on low incomes.
	Cultural Heritage	Unlikely chance of marine archaeology (e.g., shipwrecks) offshore, within the license area.
	Marine Traffic & Use	Offshore areas within and surrounding the license area are shared with fishing industries, oil and gas license holders and areas licensed for marine diamond mining creating potential conflicts. PEL 82 is located in trawling lanes and shipping routes near Walvis Bay, increasing the likelihood of interactions with ships and fishing vessels.
	Conservation Areas	The 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.

FIGURE 6 BIOLOGICAL (LEFT) AND SOCIAL (RIGHT) AREA OF IMPORTANCE WITHIN AND AROUND PEL 82



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 provides a summary of the potential impact assessment findings from the current ESIA phase. 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	**Summary of Assessment**
Planned Events	
Marine Environment /Biodiversity	Drill Cuttings and Fluids Discharges Drilling and equipment installation may disturb or bury marine animals on the seabed and change habitats. Modelling shows that drill cuttings above the environmental threshold are mostly within 50–500 m of the well. Recovery is faster in shallow areas but may take years in deep water. Sensitive species such as deep-water corals are most at risk however the project design includes measures to avoid these habitats. Most of the seabed consists of soft sand and mud which supports species that recover quickly. Overall, the potential impact is localised reversible and small in scale. Noise Noise from drilling, helicopter, flights, flaring and seismic profiling can affect marine mammals, fish and sea turtles. It may cause hearing damage, temporary hearing changes or behavioural disturbance. Modelling showed that zones for potential hearing injury are generally within 100 m of the source. Behavioural disturbance can extend up to 11 km for marine mammals up to 1 km for fish and about 100 m for sea turtles. Overall impacts are temporary and limited in range.
Fisheries	Restricted Access Drilling will require safety zones around the drillship and seabed infrastructure where fishing and other marine activities cannot take place. These zones are small compared to the overall fishing grounds so the effect on annual catch is very low. Increased vessel activity and use of the Port of Walvis Bay The potential project will also increase vessel movements between Walvis Bay and the drilling area with one drillship and up to four support vessels making a few trips each week. This may cause short-term disruption for other marine users but the number of vessels is small compared to existing traffic and the potential impact will be temporary and reversible.
Climate Change/Greenhouse Gas Emissions	Greenhouse Gas Emissions Fuel use by ships, helicopters, emergency flaring and survey vessel operations will produce greenhouse gas emissions during the project. If up to four wells are drilled in a year the total emissions are estimated at about 44,208 tonnes of CO_2 equivalent. This is less than 0.2% of Namibia's annual emissions and less than 0.4% of the country's reduction target. The potential impact is considered small because it is short-term and minor compared to national emissions. Offshore ecosystems are expected to remain stable and resilient with low sensitivity to indirect climate impacts from this short-term activity.
Economy and Employment	Job Creation The potential project will create a small number of direct jobs during mobilisation drilling and demobilisation mainly for support vessels and shore-based roles. Most specialised drilling jobs will be filled by

Impact Category	Summary of Assessment
	expatriates because of the technical skills required. Some indirect jobs may come from procurement of goods and services which will benefit local businesses and provide opportunities for skills development. Local Economic Growth The potential project will bring temporary positive benefits to the local and regional economy through worker spending procurement of goods and services and payment of port fees. People working on the drillship and support vessels will use Walvis Bay as a shore base and their spending on accommodation food and transport will support local businesses. Procurement of services such as logistics security fuel and maintenance will further benefit local suppliers. Macro-Economic Growth The potential project will have a small positive effect on Namibia's economy through payments of exploration licence fees rental charges and indirect taxes such as VAT and income tax from local employment and procurement. Although most specialised personnel will be expatriates local procurement and workforce spending will help increase tax revenue and improve the national balance of payments.
Unplanned Events	
	Major Oil Spill (Loss of Well Containment) In the unlikely event of a well blowout oil would move northwest with winds and currents. Based on the modelling results, there is no chance of shoreline oiling under the modelled scenarios and with the specified mitigation/ management in place. If uncontrolled; the spill could last up to 30 days and cause severe consequences. These include discharge of hydrocarbons fire or explosion and harm to marine life through toxicity habitat disruption and surface slicks that could affect birds and marine mammals. While most effects would occur offshore the potential impact could become regional if oil spreads over large distances or persists for weeks or months without containment. Vessel Collisions (Diesel Spill) The potential project will use up to four support vessels to service the drillship during a 90-day drilling period. This introduces a small risk of collision with other vessels. The likelihood of such an incident is very low and classified as seldom. If a collision occurs, then it could lead to a diesel spill and severe consequences, but the potential impact would be short-term, localised and of small magnitude. Helicopter Incidents The potential project will use helicopters for crew transfers two to four times per week during drilling. This introduces a small risk to community health and safety near Walvis Bay and coastal areas. The likelihood of an incident is very low based on international offshore safety data. If an incident occurs the consequences could be severe but the potential impact would be short-term localised and of small magnitude.
Cumulative Impact Events	
	Potential Impact of project emissions from fuel combustion by vessels and helicopters contributions on air quality Emissions from fuel combustion by vessels and helicopters are expected to be intermittent, small in volume and localized within the immediate project area. When considered cumulatively, they are not expected to cause any significant deterioration in local air quality or pose a risk to sensitive receptors. Potential Impact of Waste and Effluent Discharges on the Marine Environment The potential project's waste generation, including liquid and solid waste (hazardous and non-hazardous), is expected to be localized, small in

Impact Category	Summary of Assessment
	scale and short in duration. No other significant waste generators have been identified in the vicinity of the project area and cumulative impacts linked to waste generation and management by other sea users are considered negligible. Potential Impact of drilling activities on Marine Ecology The potential project's potential impacts on marine ecology, including seabed disturbance, residual cement or abandoned infrastructure and increased underwater noise, are expected to be localized, small in scale and short in duration. Most impacts are reversible and cumulative effects from other exploration activities are limited because only a small proportion of the seabed and bioregions will be disturbed. Residual cement and infrastructure may slightly increase hard surfaces for colonization, but this is minimal and unlikely to introduce invasive species due to depths greater than 200 m. Noise impacts will return to ambient levels after drilling. Potential Impact of drilling activities on Commercial Fisheries Cumulative impacts on commercial fisheries are expected during the demobilization phase, primarily due to permanent exclusion to trawling around abandoned wellheads. While future production phases or multiple exclusion zones could lead to significant impacts, the current exploration activities affect only a small area and are short-term. No other significant cumulative impacts on fisheries have been identified. Potential Impact of project activities on Economy and Employment Cumulative impacts on economy and employment are expected to be minor positive. While the current exploration phase will generate limited local benefits, future production phases could stimulate growth in the oil and gas sector, creating jobs and increasing income and spending in Walvis Bay and other coastal areas. This would lead to higher tax revenues and greater demand for goods and services. However, given the short-term nature and small scale of the current project, the cumulative impact remains limited. Potential Impact of project activities on Shipping and Navigation The vessels involved in project activities will temporarily increase shipping traffic in the area, which could increase the risk of collision with other vessels. However, given the limited number of project vessels, the short duration of operations and the absence of significant offshore mining or other activities in the project area, the potential impact is expected to be localized, small in scale and short in duration.

KEY FINDINGS ESIA ASSESSMENT

The ESIA assessment has identified potential environmental, social and cumulative impacts from planned and unplanned project activities. These are summarised in Tables 4–7 below.

Environmental Impacts (Table 4)

Planned activities may affect marine fauna and contribute to climate change. Before mitigation, impacts range from Moderate to Incidental, with the highest ratings linked to smothering of benthic fauna and bioaccumulation effects. After mitigation, most impacts reduce to Minor or Incidental, showing that proposed measures are effective.

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**

Social Impacts (

Table 5)

Normal operations may affect fisheries, navigation and community well-being, while also providing positive contributions to employment and the economy. Negative impacts reduce from Moderate to Minor pre-mitigation to Minor or Incidental post-mitigation. Positive impacts remain Minor Positive, reflecting temporary benefits to jobs and local spending.

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**

Unplanned Events (Table 6)

Although unlikely, events such as oil spills, vessel collision and helicopter incidents could have severe consequences. The most significant risk is a major oil spill, rated Catastrophic before

mitigation for marine fauna. With mitigation measures and emergency response systems applied to keep risks As Low As Reasonably Practicable (ALARP), these risks reduce to Severe or Moderate, aligned with international best practice.

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	**Severe to Moderate**	**Moderate to Minor (ALARP)**
Impact of loss of containment on communities (socio-economic)	**Severe to Moderate**	**Moderate to Minor (ALARP)**
Impact of vessel collisions	**Severe**	**Moderate (ALARP)**
Impact of helicopter incidents	**Minor**	**Minor (ALARP)**

📊 Cumulative Impacts (Table 7)

Combined effects of multiple projects on marine ecology, fisheries, emissions and socio-economic factors are generally Incidental. Commercial fisheries show the highest potential cumulative impact, reducing to Minor after mitigation. Positive socio-economic contributions remain Minor Positive.

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 users	**Incidental**	**Incidental**

✅ Overall Conclusion

With the implementation of mitigation measures, most impacts are reduced to Minor or Incidental and robust systems are in place to manage unplanned events. The ESIA Report confirms that expected impacts from planned drilling activities (such as effects on marine life, fisheries, climate change and communities) can be kept small and manageable. The greatest risk is a major oil spill, but this is very unlikely due to strong safety systems and Chevron's emergency standards, which keep risks as low as reasonably practicable.

🎯 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

Mitigation Measures for Planned Events

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 are not 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 to less than 11 km/h between the drilling area and port and less than 18 km/h within 25 km of the coastline.
- 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 and keep altitude above 1,000 m over the Walvis Bay coastline.
- Design well test programmes to minimise flaring duration.
- 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 AND EFFLUENT DISCHARGES

- 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.

ECONOMY AND EMPLOYMENT

GHG EMISSIONS

- Comply with the International Convention for the Prevention of Pollution from Ships (MARPOL) Annex VI.
- All diesel motors and generators will undergo routine inspections and receive adequate maintenance to minimise soot and unburnt diesel released to the atmosphere.
- Use of a low sulphur fuel for project vessels, if available.
- Prohibition of waste incineration within port limits.
- Regular maintenance of engines to optimise performance and reduce emissions.
- Implementation of leak detection and repair programmes.

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.

- Oil spill response exercises.
- International best practice and Best Available Technology applied in all operations.
- Establish a grievance mechanism.

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.

CONCLUSION

The planned offshore drilling in PEL 82 supports Namibia's energy and economic goals while keeping environmental impacts low. With safeguards and best practices in place, impacts during normal operations will be minimal and well managed. Negative effects, such as minor disruptions to fishing or shipping, are expected to be very limited, while positive contributions include job creation and local economic benefits.

Major incidents like oil spills are highly unlikely and strong prevention and emergency response plans will keep risks as low as possible. Overall, combined impacts remain small and socio-economic benefits are positive.

The potential project is strategically important for Namibia, as it will improve geological knowledge, attract investment, create jobs and strengthen energy security. Chevron will operate responsibly, comply with Namibian laws and international standards and maintain open communication with stakeholders.