ENVIRONMENTAL IMPACT ASSESSMENT "3D" OFFSHORE SEISMIC RECORD CAN_100, CAN_108 AND CAN_114 AREAS ARGENTINA

DISCLOSURE DOCUMENT

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CRISTINA GOYENECHEA
Directora Área Ambiente
SERMAN & ASOCIADOS S.A.

DISCLOSURE DOCUMENT

It is aimed at providing basic information regarding location, technology used, logistics and schedule, a basic notion of the environmental baseline, a brief summary of the assessed environmental impacts, and a list of Mitigation Measures along with an Environmental Management Plan.

1. AIM AND SCOPE OF THE ENVIRONMENTAL IMPACT ASSESSMENT

This report constitutes a public disclosure document corresponding to the Environmental Impact Assessment of the 3D Offshore Seismic Record of CAN_100, CAN_108 and CAN_114 areas; developed by the Consultant SERMAN & ASOCIADOS SA for EQUINOR ARGENTINA S.A. SUCURSAL ARGENTINA. The scope of the EIA includes the environmental assessment of the seismic acquisition that includes: mobilization of the vessels, seismic campaign and demobilization.

2. PROJECT LOCATION

The project involves a 3D Seismic Record in the Argentine Sea, more specifically in CAN_100, CAN_108 and CAN_114 Areas, located in the North Argentine Basin of the Argentine Continental Shelf.

The acquisition shall cover up to 6,245 km2 of seismic data for the CAN_100-108 Area, which is located more than 300 km offshore from the nearest coastal town, Mar del Plata, in the province of Buenos Aires. On the other hand, the surface that is planned to be explored in the CAN_114 Area comprises 3,443km2, and is located approximately 400 km from the town of Necochea, in the Province of Buenos Aires. The CAN_100-108 seismic data acquisition area is located 162 km from the CAN_114 acquisition area in a straight line.

The following figure shows the seismic data acquisition areas under study, and their distances to the Argentine coast.

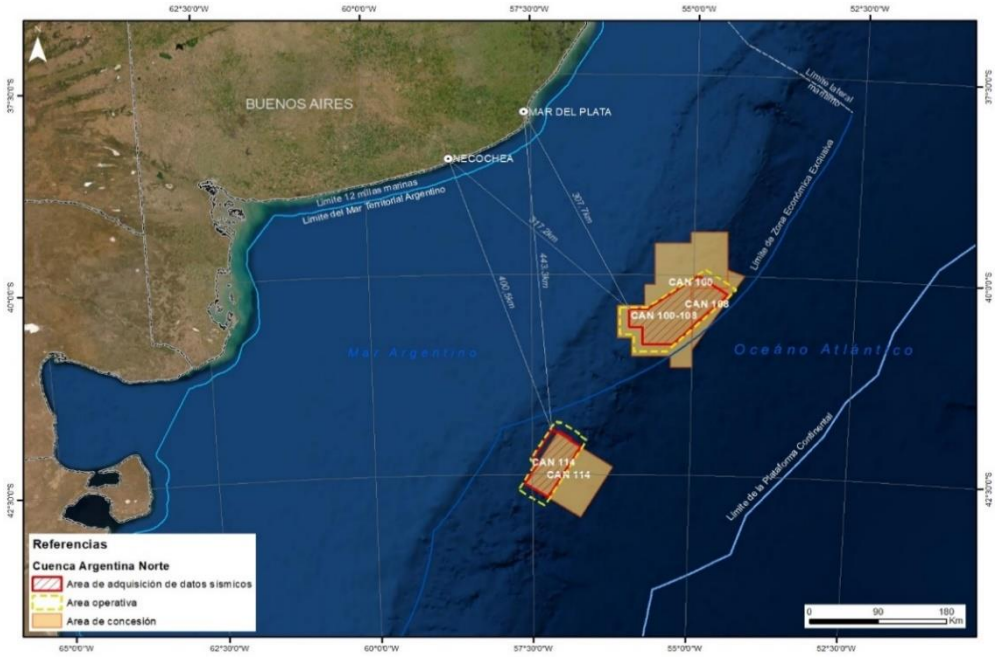

Figure 1. Location of the CAN_100, CAN_108 and CAN_114 Exploration Areas. The areas where seismic data shall be recorded are shown in red and the operational areas that include the seismic vessel turns are shown in yellow.

3. PROJECT JUSTIFICATION

Seismic data provide detailed information on the geology of the subsurface that cannot be supplied by other geological and geophysical methods. The gathering of seismic data is also essential to provide a better understanding of the forward planning of the license and the potential existence of hydrocarbon reserves. This shall help the license operator to decide on the appropriateness of drilling exploration wells and their exact location.

In order to ensure future production of oil and gas resources, continued investment in exploration activities is necessary. As an initial stage of oil and gas exploration in the CAN_100, CAN_108 and CAN_11 areas, a 3D seismic data survey for the areas of interest is proposed.

Equinor, the operator of CAN_100, CAN_108 and CAN_114, is an international energy company present in more than 30 countries, committed to developing oil, gas, wind and solar energy, in a safe and sustainable way. It is aimed at turning natural resources into energy for people and progress for society. Equinor supports the Paris Climate Agreement and the United Nations Sustainable Development Goals. At the same time, it recognizes that the world's energy systems must be profoundly transformed to drive decarbonization, while guaranteeing universal access to affordable and clean energy. We know that global demand for oil has to decline, but even within the framework of the Paris Agreement, the world shall depend on oil for many years. That is why the company explores and produces oil and gas with the lowest possible emissions, replacing coal with gas and investing ambitiously in renewable energy.

The acquisition of seismic data is an agreement to be performed according to the resolutions by which the exploration permits were granted. The seismic survey is planned to begin in October 2021 and should have been completed by March 2022. The seismic data processing shall be developed later and would take more than 1 year.

4. SEISMIC TECHNOLOGY

The seismic survey is carried out with a ship that tows three power sources and ten 8,000 meters long submarine cables (streamers) where wave receivers (hydrophones) are located) (Figure 2).

Figure 2. Photograph of a seismic vessel, the emission sources, the seismic cable (streamers) and the tail buoy.

The energy sources use compressed air, which when released quickly generates sound waves. These waves are reflected in the different layers of the subsoil and return to the surface, where they are registered by the hydrophones. This process is repeated along navigation lines that end up covering the entire seismic data acquisition area. The time it takes for sound waves to propagate from the source to the receivers and their intensity are processed to generate three-dimensional

images of the subsoil (Figure 3). The information obtained is analyzed and interpreted to identify different types of rocks and possible accumulations of oil and gas (Figure 4).

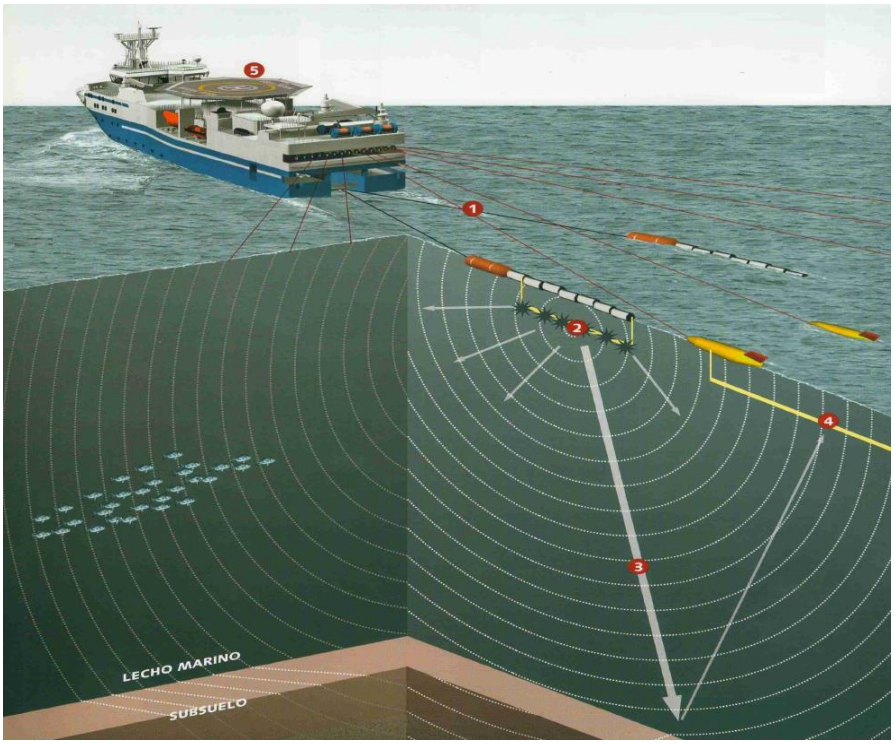

Figure 3. Display of a 3D seismic survey.

References: 1- Deployment of compressed air energy sources and streamers, 2- Generation of sound wave, 3- Transmission of energy, 4- Recording of reflected waves with hydrophones, 5- Data Digitalization on board.

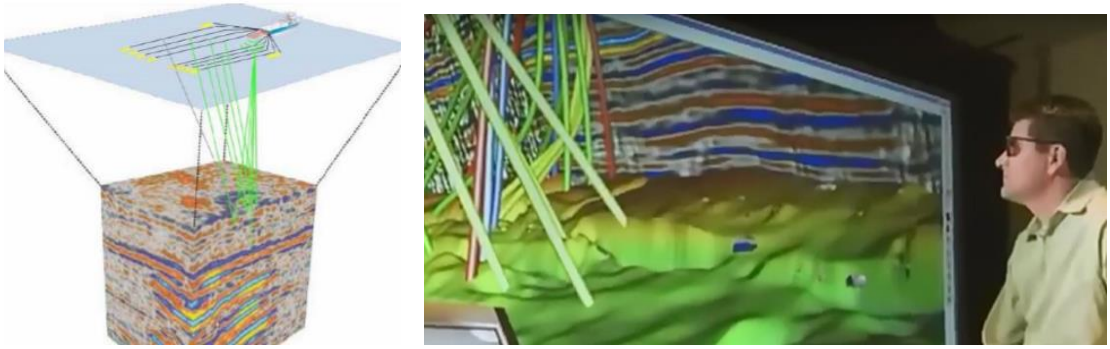

Figure 4. Current technology that allows "immersion" in the seabed.

4.1 REQUIRED EQUIPMENT

The survey plan contemplates that the ship tow three sources of compressed air, which alternately generate sound waves. Each of these sources is made up of two sub-arrays, 10 meters apart from each other, occupying a total area of 10 meters wide by 14 meters long. The distance between sources is 50 meters.

4.2 SEISMIC VESSEL, SUPPORT VESSELS AND LOGISTICS

A seismic vessel shall be used for the acquisition process supported by two other vessels, whose aims are to guarantee the seismic vessel (and its array) a safe navigation without interference with other vessels, to supply it with fuel, and to tow the seismic vessel in the event of an emergency in its propulsion system.

Figure 5. Seismic Vessel – BGP Prospector.

Figure 6. Support Vessel – Candela S.
Source: https://www.marinetraffic.com

The seismic vessel is expected to move to the seismic acquisition area from the Port of Buenos Aires, where it shall be boarded by the crew. Mar del Plata shall be the port used for logistics services during the execution of the project, when fuel, fresh food and supplies are required. The waste generated on board shall be disposed of at said Port and shall also be used for crew changes.

The mobilization, execution (seismic) and demobilization activities shall last up to 5 months. The acquisition schedule shall be adjusted to oceanographic conditions to ensure the safety of operations. The acquisition is planned to take place during the fourth quarter of 2021 and the first quarter of 2022. The operations shall be carried out 24 hours a day non-stop, every day of operation.

5. ENVIRONMENTAL BASELINE

A deep characterization of the environment was carried out by describing its general aspects (physical, biological and socioeconomic features). This is known as the Environmental Baseline (LBA).

5.1 AREA OF STUDY AND AREA OF INFLUENCE

An operational area (OA) of the project was defined, that is, the space in which the key actions of the project shall be performed, considering about 12 km beyond the limits of the seismic data acquisition area in the direction of the acquisition lines, as well as the Port of Mar del Plata and the routes connecting it with the registration area. Likewise, a Study Area was defined, which allows the determination of areas of greatest interest to focus on.

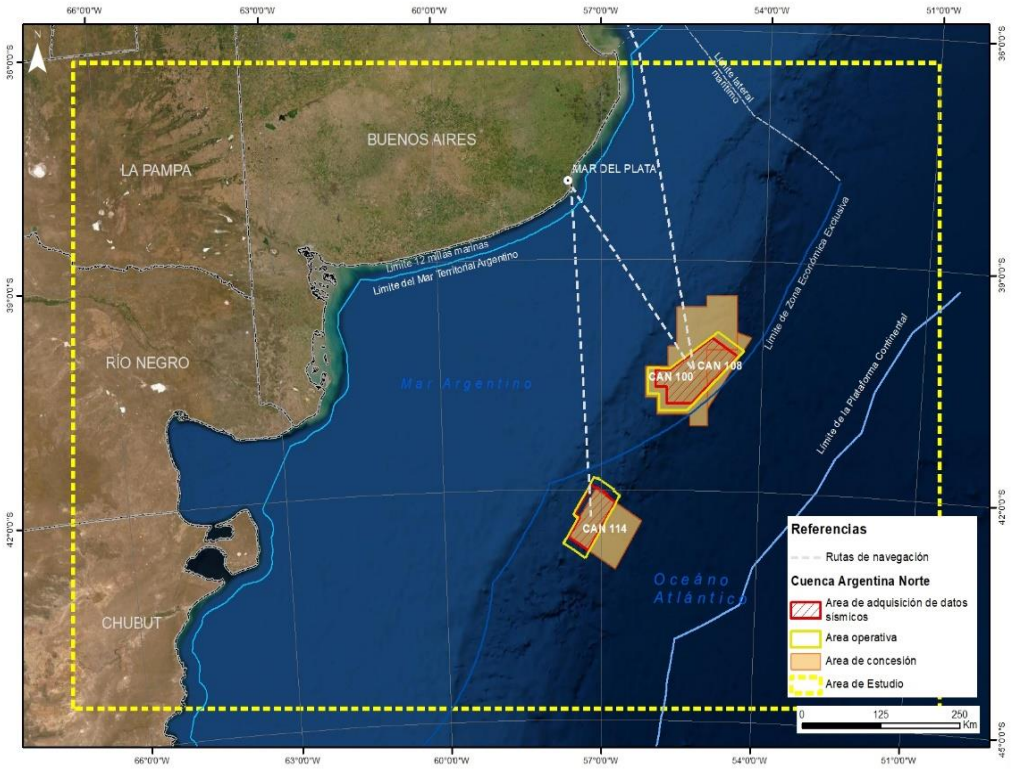

Figure 7. Operational Area and Study Area of the Project.

In addition, the areas of influence of the project were defined, that is, those which may suffer the consequences of the actions carried out. Depending on the direct or indirect impact, the area may be of direct (DIA) or indirect (IIA) influence. DIA and IIA of the biotic and anthropic components have been jointly defined.

In the case of the physical environment, since the physical variables (geological and oceanographic) shall not be affected by the actions of the project, they have been described on a general scale, and the specific variables that affect aspects of the project or of the assessment, such as the winds, currents, tides and waves, the temperature, salinity and speed of sound propagation in the water, the bathymetry and the sediments of the seabed have been defined.

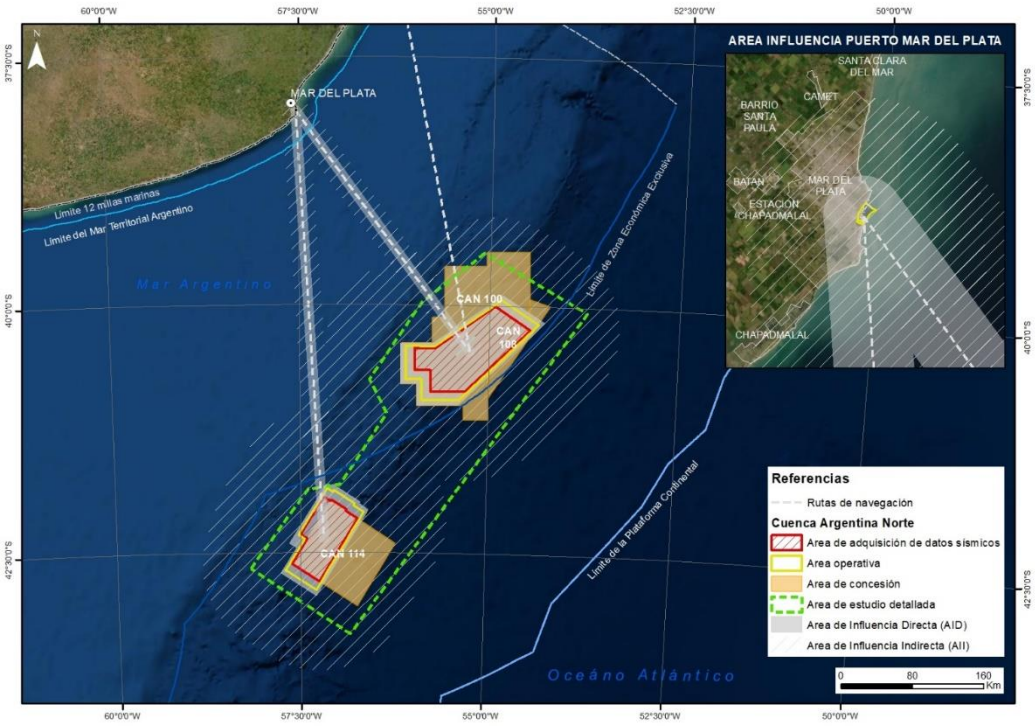

Figure 8. Area of Influence of the Biotic Component.

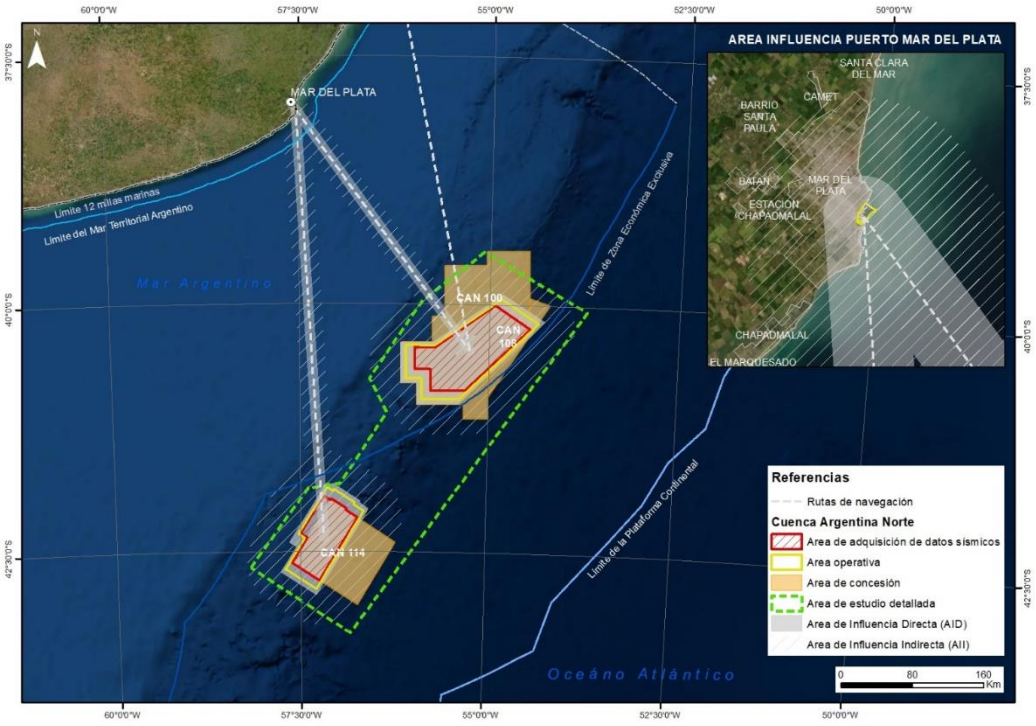

Figure 9. Area of Influence of the Anthropic Component.

5.2 PHYSICAL ENVIRONMENT

Geology: The Argentine continental margin is determined by the submerged natural extension of the continent to the abyssal plain or the seabed and includes, broadly speaking: the platform, the slope and the continental rise, as well as numerous underwater canyon systems.

The operative area of the CAN_100 - CAN_108 areas is located on the middle and lower sector of the slope and the operative area of CAN_114 area is situated on the middle slope.

Oceanography: Oceanography: The Argentine continental margin is dominated by Antarctic water masses that circulate from south to north, corresponding to the Malvinas current. In front of the Province of Buenos Aires 38 ° S, these bodies of water meet others coming from equatorial zones that circulate from north to south (current of Brazil) finally meeting at the confluence area. In this way, the Brazil / Malvinas confluence zone (Subtropical Front) is generated in the deep-water environment of the slope, one of the regions with the highest concentration of energy of the worlwide oceans.

The wind generates a very rough sea all year round bringing about waves of varying height and direction within the study area. The storms coming from the west rapidly generate increases in the sea state, but they do not last more than 2 or 3 days, unless the area is affected by a succession of consecutive storms (Upton and Shaw 2002).

Climatology: The local atmospheric circulation is controlled by weather changes in the study area through the combination of high-pressure systems of the South Pacific and South Atlantic. The southwesterly circulation, associated with the high-pressure system of the South Atlantic, causes advection of warm and humid air from subtropical regions. Cold anticyclones over southern Argentina periodically (particularly in winter) drive cold maritime air masses from the Southwest Atlantic over the littoral area.

5.3 BIOTIC ENVIRONMENT

Benthic Communities: Benthic invertebrates play an essential role in marine ecosystems. Many represent commercially exploited species that support very important fisheries, such as shrimp, scallops or spider crab. Furthermore, they have a close relationship with fish species of commercial interest, either because they are components of their diets as they generate habitats for the deposition of eggs or because they constitute shelter or food for larval or juvenile stages. When biomasses greater than 10 kg 1,200 m-2 are recorded in these groups, the habitats are framed in Vulnerable Marine Ecosystems (VMEs). The direct area of influence for the CAN_114 zone partly overlaps with the north of VMEs areas.

The project's direct area of influence does not overlap with the areas bearing the highest coral density.

Five species are registered for the project's area of influence: the gregarious Munida lobster, the spider crab, the lobster, the red crab and the swimming crab. Regarding its conservation status, only the lobster (Thymopsbirsteini) is categorized by IUCN as Least Concern (IUCN 2020).

Fish, Cephalopods and their Fisheries: the richness of fish totals about 69 species in the study area and its surroundings. A total of 33 species of fish are particularly registered in CAN_100, CAN_108 and CAN_114 areas.

Most of the species present in the project area are demersal. These resources correspond to species that inhabit the waters near the bottom, making vertical migrations for feeding purposes.

As for cephalopods, their highest concentration is associated with the presence of subantarctic waters and mainly the Malvinas current, which is why it is mainly distributed 80 to 400 m deep on the edge of the slope. As for the study area, significant concentrations are observed between May and July corresponding to the Buenos Aires-North Patagonian subpopulation (SBNP), which then migrate to deeper waters in the oceanic region, where the reproduction and subsequent death of the spawning individuals take place.

In relation to the main species of fishing interest in the project's area of influence, the presence of Hake, Blue Grenadier (Hoki), pollock, cod, black hake, southern hake, Polish and squid stands out. Only the pollock, toothfish and squid fisheries are considered relevant for the area of direct influence of the CAN_100-108 and CAN_114 areas.

Reptiles: Sea turtles are the only reptiles present in this region, and only 3 of them have been reported for the study area. All species of sea turtles are included in the IUCN (International Union for Conservation of Nature) red list. In Argentina, National Law 22,421, Decree 666/97 and resolutions 1089 (dated 1998), 3 (dated 2001) and 91 (dated 2003) protect sea turtles at the national level. Besides, Uruguay and Argentina have signed various international agreements for the protection and conservation of different species, including sea turtles (CITES, IUCN, among others).

The project's area of influence is not a breeding zone for sea turtles with a probable presence in the area, since there are no breeding areas for them in our country. CAN_100-108 and CAN_114 seismic data acquisition areas are located in the migratory corridor of the sea turtle species.

Seabirds: 49 potentially present species were counted within the project area with confirmed occurrences for 46 of them in recent years. The bird species present in the region are not under any CITES appendix. According to the categorization of birds in Argentina (2017), 8 of the identified species are under some category of threat of extinction and 9 are almost threatened. According to the most recent publication of the IUCN Red List (2020), 12 species appear in threat categories and 7 as near threatened.

Marine Mammals: 41 potentially present species were counted for AID, with confirmed occurrences for only 13 of them. Four of the checked species in the study area are threatened.

According to the bibliography surveyed, the project area would be a transit area and, a seasonal feeding site. It would not be a breeding area for marine mammals likely to be present in the area. In the case of the two-haired sea lion, it is important to mention that a seasonal colony has been registered in Mar del Plata since 1987; although important concentrations have also been seen in Necochea recently.

Protected Areas: Given that the area of operation of the analyzed project is located more than 300 km from the coastal zone, the interaction with coastal marine protected areas (CMPA) is negligible. In this sense, only the National Protected Areas (NPA) near the support port of Mar del Plata are considered in the analysis, this being the only sector where some interference could eventually be registered. The National Protected Areas identified in the vicinity of said port are: Natural Reserve of Defined Geological and Faunal Objects “Restinga del Faro” and Natural Botanical, Faunistic and Educational Reserve “Puerto Mar del Plata”.

It is worth mentioning the settlement of sea lions in the Port of Mar del Plata, the species being declared a Natural Monument since 1994 by Ordinance 9440.

In this sense, only the marine AICA (Important Areas for the Conservation of birds) “Boca de la Albufera de Mar Chiquita”, close to the Port of Mar del Plata is considered. In relation to the Pelagic marine AICAs, the area “Aguas del Talud Patagonia Norte” stands out, which shall be crossed by the logistics route that connects the Port of Mar del Plata with the CAN_114 area.

The future proposed marine protected areas in Argentina close to the project are the following two: Front of the Slope (FT) located 30 km from the prospecting area (and 17 km from the area of direct influence) and therefore located in the area of indirect influence of seismic acquisition zones; and the Middle Platform Front (FPM), located 114 km away from the prospecting areas and outside its area of influence. The "Profundo" and "El Rincón" RCP are at greater distances. Both the Slope Front (FT) and the Middle Platform Front (FPM) shall be crossed by the logistics route that connects the CAN_114 area with the Port of Mar del Plata.

5.4 ANTHROPIC ENVIRONMENT

Due to the offshore nature of the seismic survey project, the analysis of the anthropic environment focused on the area of influence and its socio-economic use, including the Port of Mar del Plata, the logistical support port defined for the Project, CAN_100-108 area shall be located more than 300 km from Mar del Plata and CAN_114 more than 440 km from Necochea.

Port of Mar del Plata: it is the land support for very specific activities: change of crew and supplies. It is located on the Argentine Sea, on the coast of Mar del Plata, Province of Buenos Aires. It should be noted that the Port is a tourist destination as it is part of the Buenos Aires seaside resort.

Navigation: Navigation in the area of the Port of Mar del Plata presents a high intensity, as is to be expected for entry and exit of ships. Regarding the type of vessels present in the seismic data acquisition area, fishing boats stand out, followed by tankers and cargo ships; and to a lesser extent tugs and special vessels. Pleasure boats and passenger ships are only associated with the Port of Mar de Plata.

Fisheries: the fishing activity is of great importance in most of the cities located on the Argentine sea coast at a regional level. Employment opportunities and activity thereof can be highlighted; as well as its exports derived from the foreign exchange.

Hydrocarbon Activity: Argentina has an extensive submarine platform with great potential for hydrocarbon resources; However, the offshore is one of the least explored areas of the territory through which gas and oil reserves could be expanded worldwide.

Stakeholders: The main purpose of the stakeholder engagement process is to identify potential environmental and social contributions from relevant stakeholders and possible concerns related to the project. Equinor conducted extensive research and stakeholder analysis related to the planned offshore seismic programs in Argentina. It started by consulting with key stakeholders to grab their input. Equinor considers the disclosure of information and an open dialogue with the communities essential, and thus, it shall follow a gradual approach based on dialogue in all phases of the project.

6. ENVIRONMENTAL IMPACTS ASSESSMENT

The potential impacts of this project have been identified through a process by which the associated activities have been considered as to their potential to interact with environmental factors.

The following actions were taken into account among the activities associated with the project:

- Ordinary actions or planned events: a) Operation of seismic sources (compressed air emissions), b) navigation of seismic and support vessels and physical presence of seismic equipment, c) emissions, effluents and waste related to normal operation and maintenance of seismic and support vessels (and other operations) and d) demand for labor, goods and services.

- Unplanned, accidental events or contingencies: a) Oil spills and b) accidental discharge of chemical substances and / or solid, non-hazardous / hazardous waste.

Depending on the actions identified and the possibility of their interaction with the environment, the following were listed:

- Factors that are not expected to be affected by the project: a) geology, b) oceanography, c) hydrocarbon activity, d) offshore infrastructure, e) population and f) archaeological heritage.

- Environmental factors that are considered vulnerable or important in the context of marine seismic study activities in CAN_100 - 108 and 114 areas: a) surface water, b) air, c) marine mammals, d) fish and cephalopods, e) marine turtles, f) benthos and plankton, g) birds, h) protected and sensitive areas, i) fishing activity, j) maritime transit, k) economic activities and infrastructures, l) land resources and uses.

In general, **marine mammals** can avoid the damage described that noise from compressed air energy emissions can cause by moving away from the source, for which they must determine where said source is, being important that the noise level increases progressively, so that the animals are not surprised by a high intensity noise, being at a short distance from the source. Therefore, the Soft Start shall be applied, which is considered an adequate measure to minimize the risks for both individuals and animal populations. Based on the analyzes performed in the acoustic modeling, the distance to be considered in a more restricted way is about 391 meters from the source for CAN_100-108 areas and 377 meters for the CAN_114 area.

As for **sea turtles**, the area where the prospecting is planned does not constitute a breeding area for those with a probable presence, nor is it characterized by the especially frequent presence of sea turtles; Therefore, it would have a predominant function as a passage area and as a seasonal feeding area.

In relation to cephalopods, the sensitivity for the squid (Illex argentinus) would be low during the proposed seismic process (spring – summer). The impact upon eggs and larvae of this species, as indicated above, is subject to the drift that the Malvinas current may produce, since the project area does not overlap with the spawning area; and on the other hand, it is limited to the surroundings near the sources (5 m), so it can be considered that at the population level the effect is negligible, and in turn it is very localized (exact). Therefore, the impact on cephalopods would be, as for fish, of moderate importance.

Regarding **seabirds**, the project area is very important as a feeding area throughout the year and also as a transit area for migrants. However, the species present do not breed in the high seas, having their nesting and breeding sites hundreds or thousands of kilometers from their feeding areas, for which the project area is considered to have medium sensitivity throughout the year.

The execution of the seismic activity under study is proposed for the spring 2021 - summer 2022 period, that is, outside the period of greatest sensitivity for **fishing**. The importance of the impact of the seismic survey on the fisheries was classified as low.

7. MITIGATION MEASURES

The Mitigation Measures are presented below with the fundamental aim of developing the project with the least possible negative impact upon the environment.

- **Protective or preventive measures.** Intended to regulate activities on board vessels: General measures, Health and safety, Fuel and oil management, Waste management.

- **Mitigation measures for potential impacts on marine mammals, fish, birds and sea turtles.**
  - **Soft Start**: procedure aimed at alerting marine fauna and giving them time to move to another site.
  - **Visual and acoustic monitoring:** with professional marine fauna observers and acoustic monitoring operators.
  - **Prevention for birds:** by reducing external lighting whenever possible.
  - **Terminal buoys equipped with sea turtle guards:** designed to prevent turtles from being trapped in the structure of the terminal buoy.
  - **Mitigation of unforeseen impacts on species of occasional discovery:** Mitigation of unforeseen impacts on species of occasional discovery: they shall be characterized, checking if they belong to a vulnerable, endangered or threatened species; and they shall be added to the list of species already identified.
  - **Decrease in the speed of ships:** preventive measure to avoid possible incident / impact of ships and marine fauna.

- **Mitigation measures for potential interference with navigation.** A communication process shall be established with the key actors involved in maritime affairs (e.g. Argentine Coast Guard).

- **Mitigation measures for potential interference with fisheries and activities related to the fishing sector.** A communication process shall be set up with the key stakeholders involved in fisheries matters (e.g. Secretary of Fisheries, Argentine Coast Guard, INIDEP, representatives of companies or fishing associations).

- **Coordination with adjoining explorations.** In the first place, operations are planned to begin in the easternmost sector of the CAN_100-108 area in order to keep operations as far away as possible from the CAN-107 border block, since the exploration of the SHELL operator would temporarily overlap in the fourth quarter.

- **Coordination with adjoining operators.** The seismic data acquisition process of the CAN_114 area includes a marginal sector of the CAN_113 area. As part of the dialogue set up with the operator of the adjoining license (TOTAL AUSTRAL S.A.), Equinor has obtained the proper authorization to carry out these operations.

8. ENVIRONMENTAL MANAGEMENT PLAN

The Environmental Management Plan aims to provide the guidelines required for the implementation of the proposed mitigation measures, and the general procedures necessary to ensure that the project is carried out in compliance with current environmental regulations and good environmental practices. In this sense, the emerging programs are the following:

- Onboard Sea wildlife observers´ Program.
- Impact prevention Program on marine fauna.
- Programs for prevention of impacts due to potential interferences and coordination with adjoining activities.
- Environmental monitoring and follow-up Program.
- On-board waste and effluent management Program.
- Hydrocarbon Management Program.
- Onshore Logistics Base Operation Program.
- Emergency Response Program.
- Environmental training Program and staff conduct.
- Environmental and Social Communication Program.
- Consultation and claims Program.
- Local Staff Hiring and Local Purchasing Program.
- Identification and Verification of legal Compliance Program.
- Health, safety, environment and quality management in Equinor's operations.

9. CONCLUSIONS

All potential impacts of the planned seismic acquisition activities have been evaluated.

Equinor's goal is to reduce the impact as much as possible, to an acceptable level.

Mitigation measures shall be implemented for all impacts.

These measures are described in the relevant management plans and are considered as obligations for the seismic acquisition campaign.

El impacto residual de la adquisición sísmica se evalúa como BAJO o DESPRECIABLE.

Table 1. Overview of potential impact after mitigation measures

Action		Environmental factor	Mitigation measure / Environmental Management Program	RESIDUAL IMPACT
Operation of seismic sources (compressed air emissions)		Marine mammals Fish and cephalopod Sea turtles Birds Benthos and plankton Protected and sensitive areas	► ONBOARD SEA WILDLIFE OBSERVERS PROGRAM - General - Soft start procedure and visual (and acoustic) monitoring of marine mammals and turtles - Monitoring of seabirds, marine mammals and sea turtles - Mitigation of random impacts upon occasionally discovered species ► PROGRAM FOR PREVENTION OF IMPACTS DUE TO POTENTIAL INTERFERENCES AND COORDINATION WITH ADJOINING ACTIVITIES - Coordination with adjoining explorations (distancing from other prospects)	Low
		Fishing Activity	► ONBOARD SEA WILDLIFE OBSERVERS PROGRAM - General - Soft start procedure and visual (and acoustic) monitoring of marine mammals and turtles ► PROGRAM FOR PREVENTION OF IMPACTS DUE TO POTENTIAL INTERFERENCES AND COORDINATION WITH ADJOINING ACTIVITIES - Coordination with adjoining explorations (distancing from other prospects)	Low
Navigation of seismic and support vessels and physical presence of the seismic equipment		Marine mammals Sea turtles Birds Protected and sensitive areas	► IMPACT PREVENTION PROGRAM ON MARINE FAUNA. - Measures to reduce the speed of ships - Terminal buoys equipped with sea turtle guards - Prevention for birdlife - Monitoring of seabirds, marine mammals and sea turtles	Low
		Fishing activity Maritime transit	► PROGRAM FOR PREVENTION OF IMPACTS DUE TO POTENTIAL INTERFERENCES AND COORDINATION WITH ADJOINING ACTIVITIES Mitigation measures for potential interference with fisheries and activities related to the fishing sector - Mitigation measures for potential interference with navigation	Negligible
Emissions, effluents and waste associated with the normal operation and maintenance of seismic and support vessels (and other operations	Gaseous emissions	Air	► ENVIRONMENTAL MONITORING AND FOLLOW-UP PROGRAM - General (Maintenance of engines that ensure appropriate emission and noise levels) ► ENVIRONMENTAL EDUCATION AND STAFF CONDUCT PROGRAM	Low
	Light emissions from ships	Birds Protected and sensitive areas	► IMPACT PREVENTION PROGRAM ON MARINE FAUNA - Prevention for birdlife ► ONBOARD SEA WILDLIFE OBSERVERS PROGRAM - Monitoring of seabirds, marine mammals and sea turtles	Low
	Sound emissions from ships (and helicopters)	Marine mammals Fish and cephalopod Sea turtles Birds Protected and sensitive areas	► ENVIRONMENTAL MONITORING AND FOLLOW-UP PROGRAM - General (Maintenance of engines that ensure appropriate emission and noise levels) ► ENVIRONMENTAL EDUCATION AND STAFF CONDUCT PROGRAM	Negligible
Demand for labor, goods and services		Business Activities	► LOCAL STAFF HIRING AND LOCAL PURCHASING PROGRAM	Low
		Infrastructures, resources and land uses	► LOCAL STAFF HIRING AND LOCAL PURCHASING PROGRAM	Negligible
Oil Spills		Surface water Marine mammals Fish and cephalopod Sea turtles Seabirds Benthos and plankton Protected and sensitive areas	► HYDROCARBON MANAGEMENT PROGRAM - Handling of fuels and oils - Waste management ► ENVIRONMENTAL EDUCATION AND STAFF CONDUCT PROGRAM ► ON-BOARD WASTE AND EFFLUENT MANAGEMENT PROGRAM ► HYDROCARBON MANAGEMENT PROGRAM ► EMERGENCY RESPONSE PROGRAM	Low
		Fishing activity	► PROGRAM FOR PREVENTION OF IMPACTS DUE TO POTENTIAL INTERFERENCES AND COORDINATION WITH ADJOINING ACTIVITIES - Mitigation measures for potential interference with navigation ► HYDROCARBON MANAGEMENT PROGRAM	Low

Action	Environmental factor	Mitigation measure / Environmental Management Program	RESIDUAL IMPACT
		- Fuel and oil handling - Waste management ► ENVIRONMENTAL EDUCATION AND STAFF CONDUCT PROGRAM ► ON-BOARD WASTE AND EFFLUENT MANAGEMENT PROGRAM ► HYDROCARBON MANAGEMENT PROGRAM ► EMERGENCY RESPONSE PROGRAM	
	Infrastructures, resources and land uses	► ONSHORE LOGISTICS BASE OPERATION PROGRAM ► HYDROCARBON MANAGEMENT PROGRAM - Handling of fuels and oils - Waste management ► ENVIRONMENTAL EDUCATION AND STAFF CONDUCT PROGRAM ► ON-BOARD WASTE AND EFFLUENT MANAGEMENT PROGRAM ► HYDROCARBON MANAGEMENT PROGRAM ► EMERGENCY RESPONSE PROGRAM	Negligible
Accidental discharge of chemical substances and / or non-hazardous / hazardous solid waste	Surface water Marine mammals Fish and cephalopod Sea turtles Seabirds Benthos and plankton Protected and sensitive areas	► ON-BOARD WASTE AND EFFLUENT MANAGEMENT PROGRAM - Waste management ► ENVIRONMENTAL EDUCATION AND STAFF CONDUCT PROGRAM ► ON-BOARD WASTE AND EFFLUENT MANAGEMENT PROGRAM ► HYDROCARBON MANAGEMENT PROGRAM ► EMERGENCY RESPONSE PROGRAM	Negligible