

UNITED STATES GOVERNMENT
MEMORANDUM

October 06, 2026

To: Public Information

From: Plan Coordinator, FO, Plans section (MS 5231)

Subject: Public information copy of plan

Control # S08236

Type Supplemental Development Operations Coordinations Document

Lease(s) - OCS-G16661 Block - 941 Mississippi Canyon Area
OCS-G22919 Block - 984 Mississippi Canyon Area
OCS-G31534 Block - 940 Mississippi Canyon Area
OCS-G35348 Block - 939 Mississippi Canyon Area

Operator - Shell Offshore Inc.

Description - Commence production and install seafloor equipment, primary wells HH and II will be renamed to VA013 and VA013-Alt., also allow future well work for all Vito wells VA001, VA002, VA003, VA004, VA005, VA006, VA007, VA008, VA009, VA010, VA011, VA012..

Rig Type - Not Found

Attached is a copy of the subject plan.

It has been deemed submitted and is under review for approval.

Henry Emembolu
Plan Coordinator



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PUBLIC INFORMATION COPY

July 23, 2026

Ms. Michelle Picou, Section Chief
Bureau of Ocean Energy Management
1201 Elmwood Park Boulevard
New Orleans, LA 70123-2394

Attn: Plans Group GM1053C

SUBJECT: Revised Development Operations Coordination Document (RDOCD)
Mississippi Canyon Blocks 939, 940, 941, and 984
RUE OCS-G 30379, 31534, 16661, & 22919
Unit Number 754312007
Offshore Louisiana

Dear Ms. Picou:

In compliance with 30 CFR 550.241 and NTLs 2008-G04, 2009-G27, and 2015-N01 and BOEM 2020-G01, giving DOCD guidelines, Shell Offshore Inc. (Shell) requests your approval of this Supplemental DOCD to commence production and install a new jumper and associated seafloor equipment for wells HH and II from SEP S-7858. We are also covering future well work for all Vito wells.

This Plan consists of a series of attachments describing our intended operations. The attachments we desire to be exempted from disclosure under the Freedom of Information Act are marked "Confidential" and excluded from the Public Information Copies of this submittal.

Should you require additional information, please contact me as indicated above.

Sincerely,

A handwritten signature in blue ink, appearing to read "Robin Voosen".

Robin Voosen

Regulatory Specialist

SHELL OFFSHORE INC.

Supplemental Development Operations Coordination Document

for

**Mississippi Canyon Blocks 939, 940, 941, and 984
OCS-G 30379, 31534, 16661, & 22919
Offshore Louisiana & Alabama**

Unit Number 754312007

PUBLIC INFORMATION COPY

JULY 2026

PREPARED BY:

Robin Voosen
Regulatory Specialist

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REVISIONS TABLE

<u>Date of Request</u>	<u>Plan Section</u>	<u>What was Corrected</u>	<u>Date Resubmitted</u>
7/28/2026	Sec. 1	Pg. 11 - New Technology is being used	7/29/2026
Shell Initiated	Sec. 1 & 6	Shell initiated RFI to add installation of jumpers to the plan (pages 11, 45, 46, 47 and 58) - Also provided is a full copy of the plan	9/1/2026

**Supplemental Development Operations Coordination Document (SDOCD)
Offshore Louisiana**

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SECTION 1: PLANS CONTENT

A. DESCRIPTION, OBJECTIVES & SCHEDULE

Plans Recap

The Initial DOCD N-10018 was approved March 14, 2019 to install a new Semi-submersible Floating Production System (FPS) and to produce from nine wells from one subsea drill center tied back to the host facility. It also included the setting of 12 Mud Mats on the seafloor to be used to store tension spacers and chain. Supplemental DOCD S-8053 was filed in 2021 to drill/complete six new wells and install a new subsea manifold and associated jumpers.

- RDOCD R-6842 (June 2019) – update Air Emissions and install equipment earlier than expected
- RDOCD R-6883 (July 2019) – update Air Emissions
- RDOCD R-7000 (September 2020) – update Air Emissions
- RDOCD R-7077 (August 2021) – update Air Emissions + Waste/Discharge tables
- SDOCD S-8053 (November 2021) – 6 new wells + seafloor equipment + future well work
- RDOCD R7232 (June 2023) – update Air Emissions and Waste/Discharge tables
- RDOCD R7351 (May 2025)– New Seafloor Equipment + future well work

Shell Offshore Inc. (Shell) is submitting this supplemental DOCD (SDOCD/Plan) to commence production and install seafloor equipment to support two new wells from SEP S-7858 for the continued Vito development in Mississippi Canyon Block 940. The primary wells are HH and II and will be renamed to VA013 and VA013-Alt. This SDOCD will also allow future well work for all Vito wells.

The wells that have been drilled for production are as follows:

Well	API Number	Plan
OCS-G 31534 VA001	6081741384	S7858 DD
OCS-G 22919 VA002	6081741204	S7480 I - (OCS-G 31534 No. 2)
OCS-G 31534 VA003	6081741383	S7858 FF
OCS-G 31534 VA004	6081741379	S7858 JJ
OCS-G 31534 VA005	6081741388	S7858 BB
OCS-G 16661 VA006	6081741387	S7858 AA
OCS-G 31534 VA007	6081741378	S7858 CC
OCS-G 31534 VA008	6081741382	S7858 KK
OCS-G 31534 VA009	6081741385	S7858 GG
OCS-G 31534 VA010	6081741477	S8053 VA010
OCS-G 31534 VA011	6081741475	S8053 VA011
OCS-G 31534 VA012	6081741478	S8053 VA012

B. LOCATION

See attached BOEM forms.

C. RIG SAFETY AND POLLUTION FEATURES:

The rig to be used (a DP semi-submersible or Drill Ship) will comply with the regulations of the American Bureau of Shipping (ABS), International Maritime Organization (IMO) and the United States Coast Guard (USCG). All drilling operations will be conducted under the provisions of 30 CFR, Part 250, Subpart D and other applicable regulations and notices, including those regarding the avoidance of potential drilling hazards and safety and pollution prevention control. Such measures as inflow detection and well control, monitoring for loss of circulation and seepage loss and casing design will be our primary safety measures. Primary pollution prevention measures are contaminated and non-contaminated drain system, mud drain system and oily water processing. Below is a list of drains that are typical for rigs in Shell's fleet.

DRAIN SYSTEM POLLUTION FEATURES

Drains are provided on the rig in all spaces and on all decks where water or oil can accumulate. The drains are divided into two categories, non-contaminated and contaminated. All deck drains are fitted with a removable strainer plate to prevent debris entering the system.

Deck drainage from rainfall, rig washing, deck washing and runoff from curbs and gutters, including drip pans and work areas, are discharged depending on if it comes in contact with the contaminated or non-contaminated areas of the Rig.

1) Non-contaminated Drains

Non-contaminated drains are designated as drains that under normal circumstances do not contain hydrocarbons and are mostly located around the main deck and outboard in places where it is unlikely that hydrocarbons will be found. Non-Contaminated drains can be directed overboard or to Non-Hazardous storage tanks. Drains are normally directed to storage tanks and only sent overboard if static sheen test is completed.

All drains that have the ability to go overboard are plugged and labeled and are lined up to normally go into Hazardous and Non-Hazardous storage tanks. Any deviation from this requires a Request for Approval Drain Plug Removal Form to be filled out prior to any plug being pulled. The rig's drain plug program consists of a daily check of all deck drains leading to the sea to verify that their status is as designated.

In the event a leak or spill on deck, the event shall be contained as all drains are lined up to the holding tanks. Emergency spill kits are located around the vessel and kit deployment and notifications will be implemented as needed.

Rig personnel shall ensure that the perimeter kick-plates on weather decks are maintained and drain plugs are in place as needed to ensure a proper seal.

2) Contaminated Drains

Contaminated drains are designated as drains that may contain hydrocarbons, drains from likely zones (rig floor, active mud tanks, etc.) cannot be discharged overboard and are directed to hazardous storage tanks. Drains from zones less likely to be contaminated (BOP setback areas, well test deck, etc.) have the option to go overboard or to the hazardous storage tanks, drains are always directed to storage tank for this system. When oil-based mud is used for drilling it will be collected from decks via a mud vac system or pumped from storage tanks to portable tanks and sent to shore for processing.

3) Oily Water Processing

Oily water is collected in an oily water tank. It must be separated and cannot be pumped overboard until oil content is <15 ppm. The separated oil is pumped to a dirty oil tank and has to be sent ashore for disposal. On board the MODU an oil record log is kept according to instructions included in the log. All waste oil that is sent in to be disposed of is recorded in the MODU's oil log book.

All discharges will be in accordance with applicable NPDES permits. See Section 18, EIA.

4) Lower Hull Bilge System

- The main bilge system is designed to have drains directed to bilge pockets in lower machinery rooms or directly to the FWD and Aft bilge storage tanks. They are electrically driven, self-priming centrifugal pumps – forward and aft that automatically pump bilge pockets to storage tanks when high level is sensed.
- Bilge water is stored onboard and pumped overboard via the Oily Water Separator if below 15 PPM.

The Bilge pumps are manual/automatic type pumps. They are equipped with sensors that give a high and a high alarm. They are set to a point at which the water gets to a certain point they will automatically turn on to pump water out in order to keep flooding under control. The pumps are also capable of being put in manual mode in which they can be turned on by hand.

5) Emergency Bilge System

The Vessel has specific procedures for emergency bilge operations. It has emergency bilge pumps forward and aft for secondary response of de-watering vessel areas. For emergency purposes these overboard valves are kept open at all times. The pumps are manually controlled by the engine room operator in the Engine control room and all bilge pockets can be pumped and controlled from this area. In addition to this there is a third means of dewatering the vessel utilizing saltwater pumps and ballast pumps in various aft spaces. These valves must be manually operated in the affected machinery room.

6) Oily Water Drain/Separation System

Oily water/engine room bilge water is collected in an oily water tank. It must be separated and not pumped overboard until oil content is <15 ppm. The separated oil is pumped to a dirty oil tank and will to be sent ashore for disposal. On board all drilling Units, an oil record log is kept according to instructions included in the log.

The rig floor drains go to the hazardous or non-hazardous drain system. From there they are pumped through a 15ppm meter before going overboard or being diverted to a drain holding tank. Once the drain holding tank is full it is processed through a decanting and centrifugal separation system. The heavy solids that cannot pass are pumped to a tote and sent in for processing, the remaining fluid is either sent back to the holding tank or if under 15ppm it is diverted overboard.

7) Drain, Effluent and Waste Systems

- The rig's drainage system is designed in line with our environmental and single point discharge policies. Drains are either hazardous, i.e. from a hazardous area as depicted on the Area Classification drawings, or non-hazardous drains from nonhazardous areas.
- To prevent migration of hazardous materials and flammable gas from hazardous to non-hazardous areas, the drainage systems are segregated.
- The rig drainage systems tie into oily water separators that take out elements in the drainage that could harm the environment.

8) Rig Floor Drainage

The rig floor drains to the hazardous or non-hazardous drain system as described above. A dedicated mud vacuum system is also installed to remove any mud that may go down the drain.

9) Cement unit Drains

The drains in the containment for the mixing skid and chemical tanks are directed to a dedicated overboard line. This line is controlled by two gate valves for double isolation and is kept normally closed with locks.

10) Main Engine Rooms

The engine rooms have their own drainage and handling system. The engine rooms are outfitted with a dirty oil tank and the drainage in the tank is processed through the separator, the waste from the separator goes back to the dirty oil tank and the clean water (<15 ppm) goes overboard.

11) Helideck Drains

The helideck has a dedicated drainage system around its perimeter to drain heli-fuel from a helicopter incident. The fuel can be diverted to the designated heli fuel recovery tank which is located under the Helideck structure.

Operating configurations are as follows:

- The overboard piping valves and hydrocarbons take on valves are closed and locked. To unlock overboard or take on valves a permit or a Bulk Transfer Certificate must be filled out.
- The oily water separator continuously circulates the oily water collection tank. Waste oil is discharged into the waste oil tank and oily water is re-circulated back into the oily water collection tank. Clean water is pumped overboard, which is controlled/monitored by the oil content detector, set at 15 ppm.
- The solids control system is capable of being isolated for cuttings collection.

D. Storage Tanks – Transocean Pontus (or similar) Drillship

Type of Storage Tank	Tank Capacity (bbls)	Number of Tanks	Total Capacity (bbls)	Fluid Gravity (Specific)
Marine Oil	14788	1	14788	Marine oil (0.85 SG)
Marine Oil	14482	2	28964	Marine oil (0.85 SG)
Marine Oil settling tank	2338	2	4676	Marine oil (0.85 SG)
Marine Oil settling tank	1415	2	2830	Marine oil (0.85 SG)
Marine Oil settling tank	1145	2	2290	Marine oil (0.85 SG)
Lube oil	214	1	214	Lube Oil (.9 SG)
Lube oil	381	1	381	Lube Oil (.9 SG)
Lube oil	127	1	127	Lube Oil (.9 SG)
Lube Oil	169	1	169	Lube Oil (.9 SG)

Storage Tanks – Development Driller III (or similar) DP Semi-Submersible:

Type of Storage Tank	Type of Facility	Tank Capacity (bbls)	Number of Tanks	Total Capacity (bbls)	Fluid Gravity (Specific)
Diesel Tank in stbd 1 80% fill in all hull tanks	Drilling Rig	3597	1		Marine Diesel (0.91 SG)
Diesel Tank in stbd 2	Drilling Rig	2713	1	2713	Marine Diesel (0.91 SG)
Diesel Tank in stbd 3	Drilling Rig	3456	1	3456	Marine Diesel (0.91 SG)
Diesel Tank in stbd 4	Drilling Rig	653	1	653	Marine Diesel (0.91 SG)
Diesel Tank in port 1	Drilling Rig	2090	1	2090	Marine Diesel (0.91 SG)
Diesel Tank in port 2	Drilling Rig	1366	1	1366	Marine Diesel (0.91 SG)
Diesel Tank in port 3	Drilling Rig	4787	1	4787	Marine Diesel (0.91 SG)
Diesel Tank in port 4	Drilling Rig	3456	1	3456	Marine Diesel (0.91 SG)
Total storage hull tanks	Drilling Rig			22,118	Marine Diesel (0.91 SG)
Diesel Settling Tanks	Drilling Rig	129	3	387	Marine Diesel (0.91 SG)
Diesel Settling Tanks	Drilling Rig	139	1	139	Marine Diesel (0.91 SG)

E. Pollution Prevention Measures

Pursuant to NTL 2008-G04 the proposed operations covered by this plan do not require Shell to specifically address the discharges of oils and greases from the rig during rainfall or routine operations. Nevertheless, Shell has provided this information as part of its response to 1(c) above.

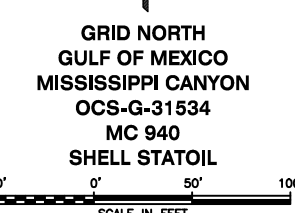
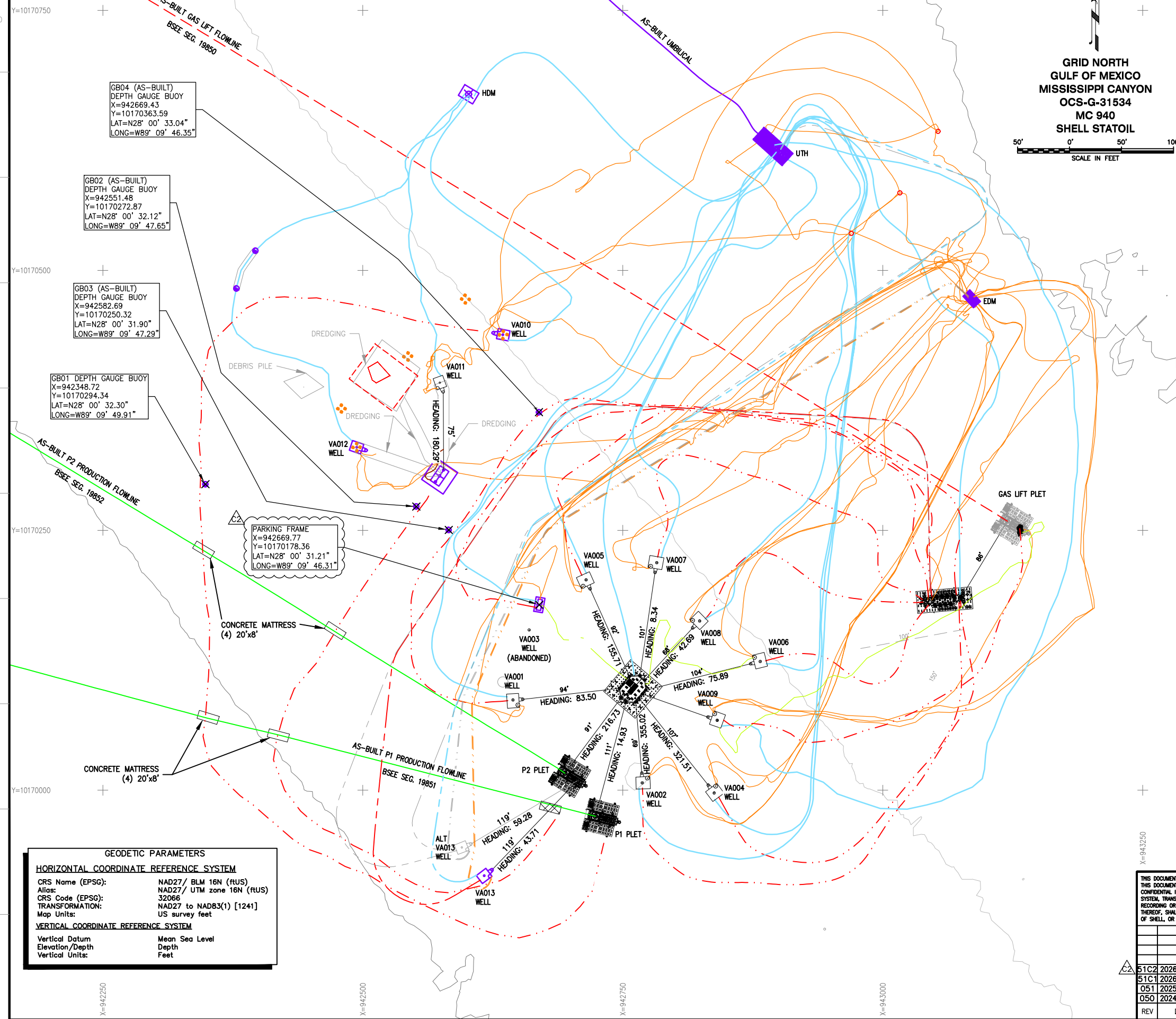
F. Additional Measures

- Health, safety, and environment (HSE) are the primary topics in pre-tour and pre-job safety meetings. The discussion around no harm to people or environment is a key mindset. All personnel are reminded daily to inspect work areas for safety issues as well as potential pollution issues.
- All tools that come to and from the rig have their pollution pans inspected and cleaned, and plug installation confirmed prior to leaving the dock and prior to loading on the boat.
- Preventive maintenance of rig equipment includes visual inspection of hydraulic lines and reservoirs on a routine scheduled basis.
- All pollution pans on rig are inspected daily.
- Containment dikes are installed around all oil containment, drum storage areas, fuel vents, and fuel storage tanks.
- All used oil and fuel is collected and sent to shore for recycling.
- Direct overboard drains on the rig are checked regularly to verify drain plugs are installed.
- All trash containers are checked and emptied daily, and trash containers are kept covered. Trash is collected in a compactor and shipped to shore for disposal.
- The rig is involved in a recycling program for cardboard, plastic, paper, glass, and aluminum.
- Fuel hoses are changed on an annual basis.
- Spill prevention fittings are installed on all liquid take-on hoses.
- Shell has obtained International Organization for Standardization (ISO) 14001 certification.
- Shell will use low-sulfur fuel to reduce air pollutant impact

G. Description of Previously Approved Lease Activities

Vito is an active producing field and Shell has had numerous EP/DOCD's filed for this location.

Attachment 1A - Drill Center Seafloor Layout



SUBSEA EQUIPMENT					
NO.	DESCRIPTION	X	Y	HEADING	STATUS
GAY-8120	PRODUCTION MANIFOLD	942759.71	10170097.45	310.4°	AS-BUILT
FLT-8131	P1 PLET	942723.71	10169975.01	104°	AS-BUILT
FLT-8132	P2 PLET	942894.46	10170016.49	122°	AS-BUILT
GAS-8140	GAS LIFT MANIFOLD	943059.23	10170182.82	265.1°	AS-BUILT
GFLT-8151	GAS LIFT PLET	943124.86	10170255.74	121°	AS-BUILT
QAY-8101	VA001 WELL	942644.41	10170086.87	86.3°	AS-BUILT
QAY-8102	VA 002 WELL	942768.71	10170007.15	357.7°	AS-BUILT
QAY-8103	VA 003 WELL	942660.08	10170154.08	N/A	ABANDONED
QAY-8104	VA 004 WELL	942837.88	10169997.41	323.0°	AS-BUILT
QAY-8105	VA 005 WELL	942714.73	10170202.36	155.9°	AS-BUILT
QAY-8106	VA 006 WELL	942882.13	10170123.89	256.3°	AS-BUILT
QAY-8107	VA007 WELL	942782.64	10170218.84	190.0°	AS-BUILT
QAY-8108	VA 008 WELL	942823.87	10170162.79	225.2°	AS-BUILT
QAY-8109	VA 009 WELL	942840.80	10170067.31	289.5°	AS-BUILT
QAY-8110	VA 010 WELL	942634.83	10170438.07	180.5°	AS-BUILT
QAY-8111	VA 011 WELL	942574.16	10170391.84	160.3°	AS-BUILT
QAY-8112	VA 012 WELL	942494.21	10170329.79	180.5°	AS-BUILT
UTH-8100	UMBILICAL UTH	942893.81	10170620.25	312°	AS-BUILT
HDE-8150	STEP-OUT HDM	942601.83	10170669.30	301°	AS-BUILT
EDM-8100	UMBILICAL EDM	943085.51	10170472.59	227°	AS-BUILT
GAY-8130	PHASE II PRODUCTION MANIFOLD	942573.85	10170302.25	34°	AS-BUILT
QAY-8113	VA 013 WELL	942616.87	10169917.76	44.90°	PROPOSED
QAY-8113	VA 013 WELL (ALTERNATE)	942595.34	10169945.01	55.63°	ALTERNATE

VA-13 SDH STUDY		
ITEM	STUDY LENGTH (ft)	PURCHASED LENGTH (ft)
EFL-A	900	1100
EFL-B	900	1100
SFL	1200	1200
GAS LIFT	1125	1500

LEGEND	
PRODUCTION FLOWLINE	AS-BUILT LEAD - HFL
GAS LIFT FLOWLINE	PROPOSED LEAD - HFL
UMBILICAL	FUTURE FLEXIBLE JUMPER
AS-BUILT FLEXIBLE JUMPER	FUTURE LEAD - SFL
AS-BUILT LEAD - SFL	FUTURE LEAD - EFL
PROPOSED LEAD - SFL	EFL SPLITTER
AS-BUILT LEAD - EFL	DEPTH GAUGE BUOY
PROPOSED LEAD - EFL	WELL MARKER BUOY

GEODETTIC PARAMETERS	
HORIZONTAL COORDINATE REFERENCE SYSTEM	
CRS Name (EPSG):	NAD27/ BLM 16N (RUS)
Alias:	NAD27/ UTM zone 16N (RUS)
CRS Code (EPSG):	32066
TRANSFORMATION:	NAD27 to NAD83(1) [1241]
Map Units:	US survey feet
VERTICAL COORDINATE REFERENCE SYSTEM	
Vertical Datum:	Mean Sea Level
Elevation/Depth:	Depth
Vertical Units:	Feet

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51C2	2026-05-13	ISSUED FOR APPROVAL	MGS	SP	SP
51C1	2026-04-06	CHECK OUT	MGS	ME	ME
051	2025-06-17	AS-BUILT	MGS	ME	CW
050	2024-04-04	APPROVED	MGS	ME	JS
REV	DATE	DESCRIPTION	DRAWN	CHK or TECH REF	DES ENG. PROJ. ENG.

SHELL INTERNATIONAL EXPLORATION AND PRODUCTION INC. - EPPROJECTS	
VITO	
VITO DRILL CENTER	
VITO - MISSISSIPPI CANYON BLOCK 940	
DRG No.	REV.
VITO-500-UA-4180-2501001-002-VTO-VA13	51C2

OCS PLAN INFORMATION FORM 1B

General Information													
Type of OCS Plan:				Exploration Plan (EP)			Development Operations Coordination Document (DOCD)				X		
Company Name: Shell Offshore Inc.						BOEM Operator Number: 0689							
Address: 701 Poydras St.						Contact Person: Robin Voosen							
New Orleans, LA 70139						Phone Number: 832.337.2168							
						Email Address: robin.voosen@shell.com							
If a service fee is required under 30 CFR 550.125(a) provide:					Amount Paid: \$11,130.00			Receipt Nos. 284C7KUR					
Project and Worst Case Discharge (WCD) Information													
Lease(s) OCS-G 22919				Area: MC			Block(s): 984			Project Name: Vito			
Objectives(s):		X	Oil		Gas		Sulphur		Salt	Onshore Support Base(s) Fourchon & Houma / Kiln & Gulfport MS			
Platform/Well Name: VA002 (Well H)					Total Volume of WCD: 314,000 BOPD					API Gravity: 25.9°			
Distance to Closest Land (Miles): 67					Volume from uncontrolled blowout: 48 MMBBL								
Have you previously provided information to verify the calculations and assumptions of your WCD?										x	Yes	No	
If so, provide the Control Number of the EP or DOCD with which this information was provided										S-7480			
Do you propose to use new or unusual technology to conduct your activities?										X	Yes	No	
Do you propose to use a vessel with anchors to install or modify a structure?											Yes	X	No
Do you propose any facility that will serve as a host facility for deep water subsea development?										X	Yes	No	
Description of Proposed Activities and Tentative Schedule (Mark all that apply)													
Proposed Activity					Start Date			End Date			No. of Days		
Exploratory drilling													
Development drilling													
Well completion													
Well test flaring (for more than 48 hours)													
Installation or modification of structure													
Installation of production facilities													
Installation of subsea wellheads and/or dry hole tree/manifolds													
Installation of lease term pipelines					2026			2027			120		
Commence production					2026			2048			45		
Other – Future well work – all wells					2027			2048			365		
Description of Drilling Rig					Description of Structure								
	Jackup	X	Drillship		Caisson		Tension Leg Platform						
	Gorilla Jackup		Platform rig		Fixed Platform		Compliant Tower						
	Semisubmersible		Submersible		Spar Other		Guyed tower						
X	DP Submersible		Other (attached descriptio)	X	Floating production system		Other (attached description)						
Drilling Rig Name (If known): DW Pontuss or similar Drillship, Development Driller III or similar DP semi													
Description of Lease Term Pipelines													
From (Facility/Area/Block)		To (Facility/Area/Block)		Diameter (Inches)		Length (Feet)							
Production Jumpers - MC940 (2)		Production Jumpers - MC940 (2)		6.625" (2)		120 ft (2)							
Gas Lift Jumpers - MC940 (2)		Gas Lift Jumpers - MC940 (2)		2.87" (2)		1,125 ft (2)							

Attachment 1C

Proposed Well/Structure Location										
Well or Structure Name/Number (If renaming well or structure, reference previous name): Vito Semi-Submersible Floating Production System (FPS)				Previously reviewed under an approved EP or DOCD?		X	Yes		No	
Is this an existing well or structure?		X	Yes		No	If this is an existing well or structure, list the Complex ID or API No.		Yes - 2690		
Do you plan to use a subsea BOP or a surface BOP on a floating facility to conduct your proposed activities?							Yes	X	No	
WCD Info	For wells, volume of uncontrolled blowout (Bbls/Day):			For structures, volume of all storage and pipelines (Bbls):			API Gravity of fluid			
	Surface Location			Bottom-Hole Location (For Wells)			Completion (For multiple completions, enter separate lines)			
Lease No.	RUE OCS-G 30379			OCS			OCS			
Area Name	Mississippi Canyon									
Block No.	939									
Blockline Departures (in feet)	N/S Departure: 7244.48' FSL			N/S Departure F __ L			N/S Departure:			
	E/W Departure: 6736.62' FEL			E/W Departure F __ L			E/W Departure:			
Lambert X-Y coordinates	X: 927,823.38			X:			X:			
	Y: 10,176,524.48			Y:			Y:			
Latitude/ Longitude	Latitude 28° 01' 31.39"			Latitude			Latitude			
	Longitude -89° 12' 33.17"			Longitude			Longitude			
Water Depth (Feet): 4170'				MD (Feet):		TVD (Feet):		MD (Feet)		MD (Feet)
Anchor Radius (if applicable) in feet: 8,500' with 1000' buffer										
Anchor Locations for Drilling Rig or Construction Barge (If anchor radius supplied above, not necessary)										
Anchor Name or No.	Area	Block	X Coordinate	Y Coordinate	Length of Anchor Chain on Seafloor					
ANCHOR 01	MC	939	933025.35	10182329.37	394'					
ANCHOR 02	MC	939	933336.90	10182038.00	394'					
ANCHOR 03	MC	939	933705.40	10181645.10	394'					
ANCHOR 04	MC	939	933615.10	10171482.20	394'					
ANCHOR 05	MC	939	933248.60	10171099.20	394'					
ANCHOR 06	MC	939	932856.00	10170743.80	394'					
ANCHOR 07	MC	939	922830.30	10170789.40	394'					
ANCHOR 08	MC	939	922449.80	10171150.90	394'					
ANCHOR 09	MC	939	922095.50	10171537.70	394'					
ANCHOR 10	MC	939	921999.40	10181594.80	394'					
ANCHOR 11	MC	939	922359.00	10181988.80	394'					
ANCHOR 12	MC	939	922746.40	10182356.10	394'					

Attachment 1D – New Well – commence production and future well work

[illegible]

Attachment 1E – New Well – commence Production and Future Well Work

[illegible]

Attachment 1F – Future well work

[illegible]

Attachment 1G – Future well work

[illegible]

Attachment 1H – Future Well work

[illegible]

Attachment 11 – Future well work

[illegible]

Attachment 1J – Future well work

[illegible]

Attachment 1K – Future well work

[illegible]

Attachment 1L – Future well work

[illegible]

Attachment 1M – Future well work

[illegible]

Attachment 1N – Future well work

[illegible]

Attachment 10 – Future Well Work

[illegible]

Attachment 1P – Future Well Work

[illegible]

Attachment 1Q – Future Well Work

[illegible]

Attachment 1R – Future Well Work

[illegible]

Attachment 1S – Future Well Work

[illegible]

Attachment 1T – Future Well Work

[illegible]

SECTION 2: GENERAL INFORMATION

A. Application and Permits

There are no individual or site-specific permits other than general NPDES Permit and rig move notification that need to be obtained. An approved Applications for permit to drill (APD) will be obtained from BSEE before rig activity takes place on a well.

B. Drilling Fluids (MODU)

See Section 7 of DOCD

C. Production

Type	Average Production Rate	Peak Production Rate	Life of Reservoir
Oil	Proprietary Data		
Gas			

D. Oil Characteristics

Provide the estimated chemical and physical characteristics of the oils that will be handled, stored, or transported on/by the facility.

Characteristic		Analytical Methodologies Should Be Compatible With:													
1. Gravity (API)	15/27	<u>ASTM D4052</u>													
2. Flash Point (°C)	N/A	<u>ASTM D93/IP 34</u>													
3. Pour Point (°C)	-30°C	<u>ASTM D97</u>													
4. Viscosity (Centipoise at 25 °C)		<u>ASTM D445</u>													
	10cP @ 93°C/30 cP@ 54°C														
5. Wax Content (wt %)	2.4-5.5%	<u>Precipitate with 2-butanon/dichloromethane (1 to 1 volume) at -10 °C</u>													
6. Asphaltene Content (wt %)	table below	<u>IP-Method 143/84</u>													
7. Resin Content (wt %)	table below	<u>Jokuty et al., 1996</u>													
8. Boiling point distribution including, for each fraction, the percent volume or weight and the boiling point range in °C		<u>ASTM D2892 (TBP distillation) or ASTM D2887/5307</u>													
Fractions		Atmospheric Distillation										Vacuum Distillation			
IBP (°C)	Whole Crude	C ₅	65	100	150	200	250	300	350		370	370	475	525	565
FBP (°C)		65	100	150	200	250	300	350	370	+		475	525	565	+
Yield (% wt)		1.2	2.9	5.6	7.8	7.6	8.3	8.1	3.2		55.1	16.5	7.4	5.2	26.1
Yield (% vol)		1.6	3.7	6.7	8.9	8.4	8.9	8.4	3.2		49.6	16.1	7.0	4.9	21.7
9. Sulphur (wt %)		2.2-3%										ASTM D4294			

Note: If the distillation information in Item No. 8 in the above table is not available, the GOMR may accept the following information in lieu of Items Nos. 5, 6, 7, and 8: weight percent total of saturates, aromatics, waxes, asphaltenes, and resins; and total BTEX (ppm) using analytical methods compatible with the Hydrocarbon Groups methodology found in Jokuty et al., 1996.

SARA (Topped Basis) All in wt %				
Well #	Saturates	Aromatics	Resin	Asphaltenes
MC984-2ST01BP01	27.12	50.09	12.01	10.79
MC940-2ST00BP00	42.5	43.4	9.3	4.77
MC984-1BP02	23.4	47.7	10.2	18.74
MC940-1ST01	25.8	49.9	11.1	13.18

Oil from one well	Oil from more than one well sampled on a facility	Oil from a pipeline system
·Area/Block- ·BOEM platform ·API Well No. ·Completion perforation interval ·BOEM's reservoir name ·Sample date ·Sample No.(if more than one is taken)	·Area/Block- - See Tables Below ·BOEM platform ID ·Field/Unit ·Sample date ·Sample No. (if more than one is taken) ·Listing of API Well Nos. ·Storage tank ID No. (if sampled at a storage tank)	·Pipeline segment number ·For each pipeline that feeds into the system, the ID codes for the closest upstream LACT units and/or facility measurement points ·Storage tank ID No. (if sampled at a storage tank)

Field/Unit	Vito	Vito
Area/Block	MC940	MC940
Well	MC940 - 2	MC940-2
API Well Number	608174120400	608174120400
Completion Perforations	Sample Depth: 31,355' MD	Sample Depth: 31,500' MD
BOEM Reservoir Name	VM80	VM80
Sample Date	May 13, 2012	May 9, 2012
Sample Number (if more than one)	NG-T-1957	NG-T-1986

E. New or Unusual Technology

The following is new or novel technologies identified for the project:

- NCS Proppex Multi-Frac Sleeve System

Shell has determined that the Vito VA013 well in the GoA, has low permeability/low mobility sands and is thus challenged with lower recoverability factors. A previous review identified that multiple zone hydraulically fractured completion would increase recoverability in this type of rock. An existing system, the NCS Ratek Proppex (Frac Sleeve) & Ratek Bypass Frac Sleeve (Toe Sleeve), used extensively for multiple zone fracked wells on land and in the North Sea, was identified and Shell is planning to use the system for deepwater execution. The Ratek Proppex (Frac Sleeve) and Ratek Bypass Frac Sleeve (Toe Sleeve) will be run as part of the production liner and cemented in place across the zone of interest. The first deepwater GoA installation using the Ratek Proppex (Frac Sleeve) & Ratek Bypass Frac Sleeve (Toe Sleeve) is planned at the Vito VA013 well.

Sleeves in Well Design

The addition of the Ratek Proppex (Frac Sleeve) & Ratek Bypass Frac Sleeve (Toe Sleeve) is intended to act as a replacement for perforating the target zone in the lower completion. The Bypass Frac Sleeve (Toe Sleeve) is required to be opened prior to shifting the frac sleeve to prevent hydraulic locking.

The sleeves are run and cemented in place with the production liner and will be part of the liner envelope until the sleeves are opened and fracking operations begin. The sleeves are not utilized as a suspension barrier during BOP removal. The qualification work and testing presented in the OER report will show that the Ratek Proppex (Frac Sleeve) & Ratek Bypass Frac Sleeve (Toe Sleeve), as designed, will maintain integrity for all intended load cases and meet or exceed all functional requirements.

Sleeve Barrier Visualization

The below diagrams are intended to compare a conventional wellbore to a wellbore with Ratek Proppex (Frac Sleeve) and a Ratek Bypass Frac Sleeve (Toe Sleeve). The diagrams are for demonstration purpose only and does not reflect the scale or trajectory of the VA013 wellbore. The comparison shows that only during installation and the initial casing testing are the NCS Sleeves part of the liner envelope. Upon stimulation, the sleeves may be represented as perforated casing or open hole as they are no longer part of the liner envelope. These sleeves are not used as a barrier for BOP removal.

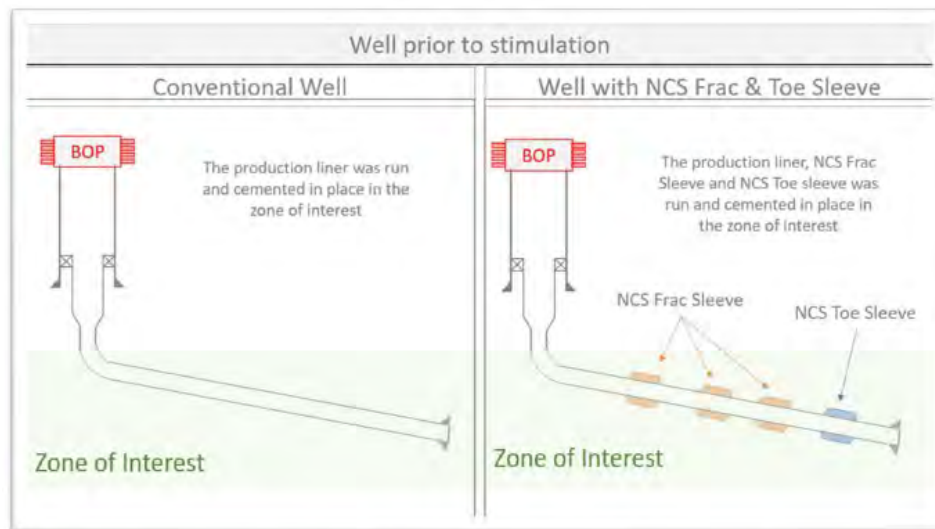


Figure 1: Visualization of NCS Sleeve(s) Pre-Stimulation

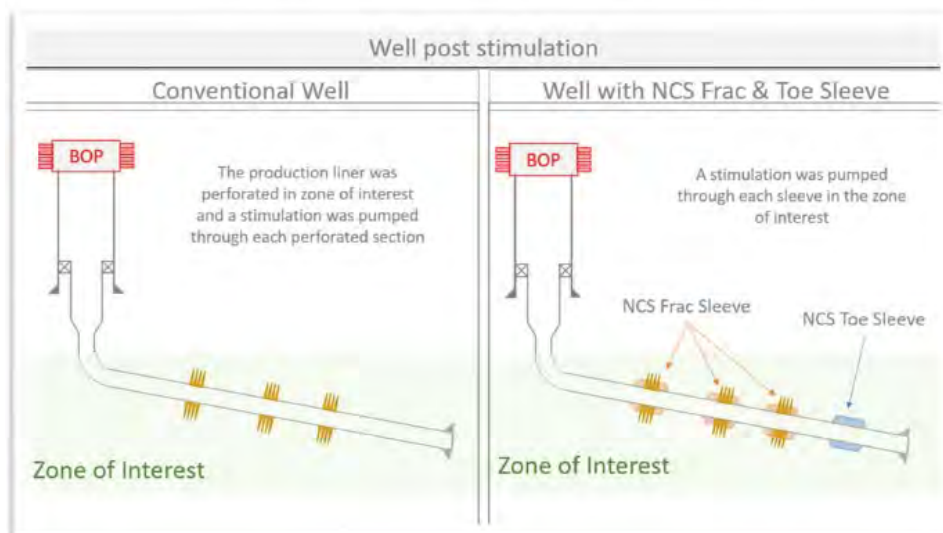


Figure 2: Visualization of NCS Sleeve(s) Post Stimulation

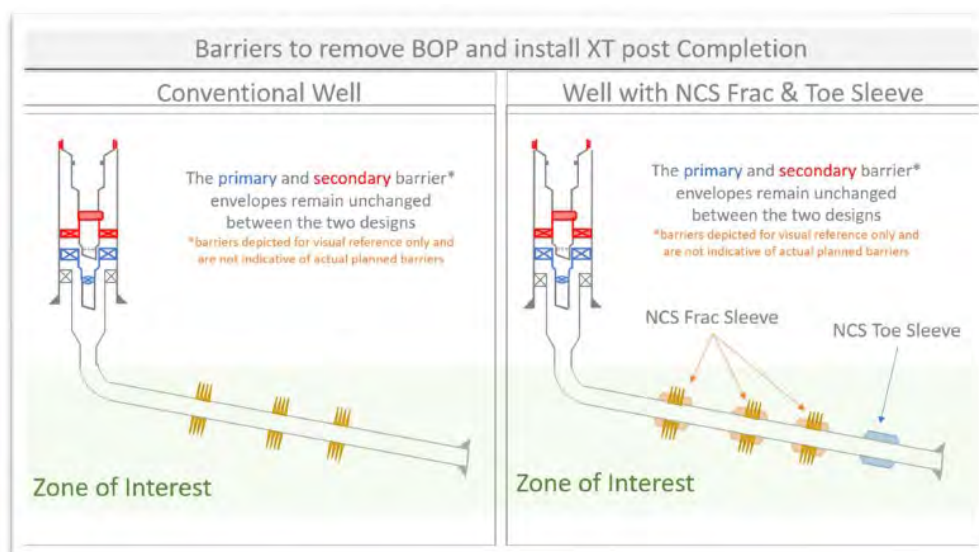


Figure 3: Visualization of NCS Sleeve(s) for Tree Installation

Sleeve Operational Details

Ratek Proppex (Frac Sleeve) & Ratek Bypass Frac Sleeve (Toe Sleeve) will be deployed in the production casing after drilling the interval and cemented like conventional production casing/liner. To simplify operations, the sleeves will be in the production liner envelope during the pressure test. However, should the sleeves fail the pressure test, steps can be taken to isolate the sleeves section and only the permanent barrier portion of the liner can then be tested. Following a successful casing/liner pressure test, a service tool will be deployed to manipulate the sleeves and start stimulation completion operations. Upon stimulation, the sleeves may be represented as perforated casing or open hole as they are no longer part of the liner envelope and will not be used as a barrier in the subsequent operations of suspending the well, installing the tubing head spool, installing tree, etc.

Bypass Frac Sleeve (Toe Sleeve)

The Ratek™ Bypass Frac Sleeve (Toe Sleeve) is the bottom most sleeve installed. The Bypass Frac Sleeve (Toe Sleeve) will be opened first by the service tool, its function is to prevent hydraulic locking of service tool while locating and manipulating the frac sleeves.

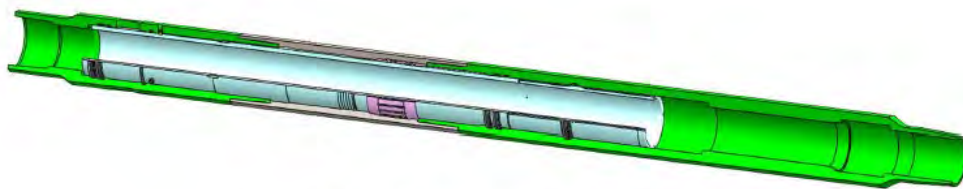


Figure 4: Ratek™ Bypass Frac Sleeve (Toe Sleeve)

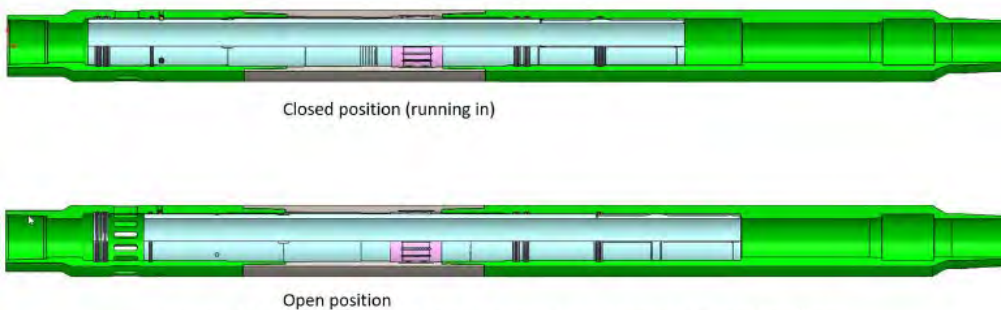


Figure 5: Ratek™ Bypass Frac Sleeve (Toe Sleeve) & Tool Positions

Ratek Proppex Frac Sleeve

Once the Frac sleeves are opened, a frac job will be pumped, and then the sleeve will be opened for production while moving a sand retention screen module across the frac/production port. This offers the ability to pump multiple fracture treatments in a single wellbore without installing conventional sand control screens and packers.

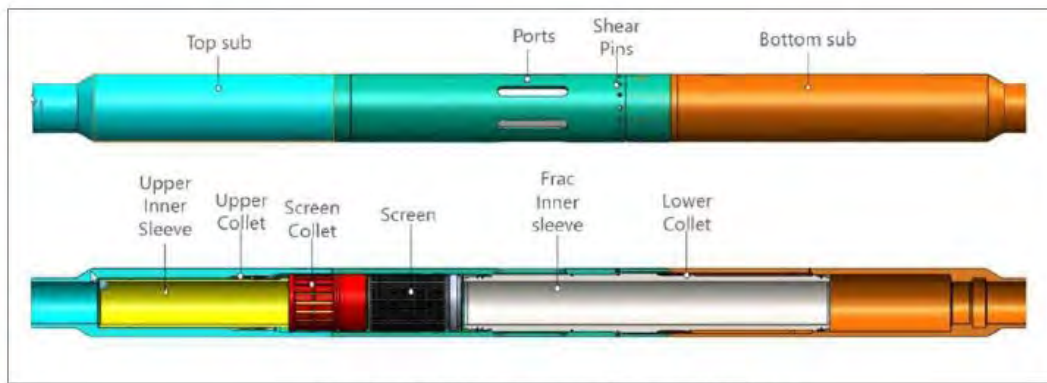


Figure 6: Ratek Proppex™ (Frac Sleeve)



Figure 7: Ratek Proppex™ (Frac Sleeve) Positions

F. Bonding

The bond requirement for the activities proposed in this plan are satisfied by an area-wide bond furnished and maintained according to 30 CFR Part 256, Subpart I-Bonding and NTL No. 2000-G16, "Guideline for General Lease Surety Bonds."

G. Oil Spill Financial Responsibility (OSFR)

Shell Offshore Inc. (Shell), BOEM Operator Number 0689, has demonstrated oil spill financial responsibility for the wells proposed in the DOCD according to 30 CFR Parts 250 and 253, and NTL No. 2008-N05, "Guidelines for Oil Spill Financial Responsibility for Covered Facilities."

H. Deepwater well control statement

Shell Offshore Inc (Shell), BOEM Operator Number 0689, has the financial capability to drill a relief well and conduct other emergency well control operations.

I. Suspension of Production

This is an active development lease and is not under a SOP.

J. Blowout Scenario

The following was accepted accepted by BOEM in Plan Control No. S-7480 dated September 29, 2011 for MC 934, Well 001 (H). See Plan S-7480 for Proprietary data. The wells proposed in this plan do not exceed the amount discussed in the data provided and accepted by BOEM.

This Section 2J was prepared by Shell pursuant to the guidance provided in the BOEM's NTL 2015-N01 with respect to blowout and worst case discharge (WCD) scenario descriptions. Shell intends to comply with all applicable laws, regulations, rules and Notices to Lessees.

Shell focuses on an integrated, three-pronged approach to a blowout, including prevention, intervention, containment, and recovery.

1. Shell believes that the best way to manage blowouts is to prevent them from happening. Significant effort goes into design and execution of wells and into building and maintaining staff competence. Shell continues to invest independently in research and development (R&D) to improve safety and reliability of our well systems.
2. Shell is a founding member of the MWCC, which provides robust well containment (shut-in and controlled flow) capabilities. Additionally, Shell is investing in research and development (R&D) to improve containment systems.
3. As outlined in Shell's OSRP, and detailed in EP Section 9, Shell has contracts with OSROs to provide the resources necessary to respond to this WCD scenario. The capabilities for on-water recovery, aerial and subsea dispersant application, in-situ burning, and nighttime monitoring and tracking have been significantly increased.

The Worst Case Discharge (WCD) blowout scenario for Vito is calculated for the MC 940 #1 ST3BP00 location based on the guidelines outlined in NTL No. 2015-N01 along with subsequent Frequently Asked Questions (FAQ). The WCD for MC 940 #1 ST3BP00, or a similarly targeted well, falls below the WCD exploratory scenario included in our Regional OSRP. In the unlikely event of a spill, Shell's Regional OSRP is designed to contain and respond to a spill that meets or exceeds this WCD. The WCD does not take into account potential flow mitigating factors such as well bridging, obstructions in the wellbore, reservoir barriers, or early intervention.

Uncontrolled blowout (volume first day)	314,000 bbl
Uncontrolled blowout rate (first 30-days average daily rate)	280,000 bopd
Duration of flow (days) based on relief well	185 days
Total volume of spill (bbls) for 185 days	48 MMBO

Table 1 Worst Case Discharge Summary

The Vito discovery is located approximately 62 miles from the nearest coastline in the Gulf of Mexico (GOM), in water depths of approximately 4100 feet (ft) across the discovery. To date, the Vito partnership has drilled four penetrations at Vito, the discovery well, MC984 #1 ST00 BP01 and 3 subsequent sidetracks; the MC984 #1 ST00 BP02, the MC940 #1 ST1 BP00, and the MC984 #1 ST2 BP00. All wells/sidetracks at Vito have been drilled from Surface Location H. The discovery well and the subsequent sidetracks were drilled in 2009 – 2010, with operations suspended in May 2010 due to the Drilling Moratorium. Additional WCD scenarios were evaluated for Vito, in which other sands and well locations were considered. However, the WCD numbers for these wells/sands are lower than the WCD number calculated for the NMP as these sands are thinner, of lower quality, and flowed at substantially lower rates than the NMP case represented for the WCD. These shallower sands will be cased off prior to the well path penetrating the NMP reservoir package.

1) Purpose

Pursuant to 30 CFR 250.213(g), 250.219, 250.250 and NTL No. 2015-N01, this document provides a blowout scenario description, further information regarding any potential oil spill, the assumptions and calculations used to determine the WCD and the measures taken to 1) enhance the ability to prevent a blowout and 2) respond and manage a blowout scenario if it were to occur. These calculations are based on best technical estimates of subsurface parameters that are derived from the 3D seismic and Shell's proprietary basin model. These parameters are better than or consistent with the estimates used by Shell to justify the investment. Therefore, these assumed parameters were used to calculate the WCD.

2) Background

This attachment has been developed to document the additional information requirements for EP's as requested by NTL No. 2015-N01 in response to the explosion and sinking of the Mobile Offshore Drilling Unit (MODU) Deepwater Horizon.

3) Information Requirements

a) Blowout scenario

All well and sidetrack locations addressed in this EP were assessed for WCD using the expected well path, the expected reservoir thickness, structural elevation, and rock/fluid properties for each. The MC940 #1 ST3 BP00 deviated well from the approved "H" surface location and a bottom hole location (BHL) on the Vito structure represented the well with the highest flow potential. The MC940 #1 ST3 BP00 well will be drilled through the reservoir as outlined in the Geological and Geophysical Information Section of the Revised Vito EP, using a subsea wellhead system, conductor, surface and intermediate casing program, and using a DP rig with a marine riser and subsea blowout preventer (BOP). A hydrocarbon influx and a well control event is modeled to occur from the reservoir. The simulated blowout modeled results in unrestricted flow from the well at the seafloor, which represents the WCD (no restrictions in wellbore, failure/loss of the subsea BOP, and a blowout to the seabed).

b) Estimated flow rate of the potential blowout

Category	EP
Type of Activity	Drilling
Facility Location (area/block)	MC 984
Facility Designation	DP
Distance to Nearest Shoreline (miles)	67 Statute miles
Uncontrolled blowout (volume first day)	314,000 bbl
Uncontrolled blowout rate (first 30-days average daily rate)	280,000 bopd

Table 2 Estimated Flow Rates of a Potential Blowout

c) Total volume and maximum duration of the potential blowout

Duration of flow (days)	185 days total duration to drill relief well (14 rig mob, 3 transit, 135 spud to top NMP, 33 ranging).
Total volume of spill (bbls)	48 MMBO based on 185 days flowing. Note: From CMG dynamic reservoir models

Table 3 Estimated Duration and Volume of a Potential Blowout

There is usually a decline in the discharge rate as time progresses, which is illustrated by the differences between the first 24-hour volume and 30-day average rate. At very short times, e.g. during the first 24 hours, the pressure profile in the reservoir changes from the moment when a well first starts flowing to a pseudo-steady state pressure profile with time, and as a result the rate declines. At somewhat longer time scales, effects such as reservoir voidage and the impact of boundaries can cause the rate to drop continuously with production. Simulation and material balance models can include these effects and form the basis of the NTL No. 2010-N06 estimates for 24-hour and 30-day rates as well as maximum duration volumes.

d) Assumptions and calculations used in determining the worst case discharge

(**Proprietary – see original write-up**)

e) Potential for the well to bridge over

Mechanical failure/collapse of the borehole in a blowout scenario is influenced by several factors including in-situ stress, rock strength and fluid velocities at the sand face. Given the substantial fluid velocities inherent in the WCD and the defined scenario where the formation is not supported by a cased and cemented wellbore, it is possible that the borehole may fail/collapse/bridge over within the span of a few days, significantly reducing the outflow rates. However, this WCD scenario does not include any bridging.

f) Likelihood for intervention to stop the blowout.

Safety of operations is our top priority. Maintaining well control at all times to prevent a blowout is the key focus of our operations. Our safe drilling record is based on our robust standards, conservative well design, prudent operations practices, competency of personnel, and strong HSE focus. Collectively, these constitute a robust system making blowouts extremely rare events.

Intervention Devices: Notwithstanding these facts, the main scenario for recovery from a blowout event is via intervention with the BOP attached to the well. There are built in redundancies in the BOP system to allow activation of selected components with the intent to seal off the well bore. As a minimum, the Shell contracted rig fleet in the GOM will have redundancies meeting the Interim Final Drilling Safety Rule with respect to Remotely Operated Vehicle (ROV) hot stab capabilities, a deadman system, and an autoshear system.

The rig that will be used to drill the well will be equipped with BOP stack that complies with Shell and BSEE standards.

Containment: The experience of gaining control over the Macondo well has resulted in a better understanding of the necessary equipment and systems for well containment. As a result, industry and government are better equipped and prepared today to contain an oil well blowout in deepwater. Shell is further analyzing these advances and incorporating them into its comprehensive approach to help prevent and, if needed, control another deepwater control incident.

Shell is a founding member of the Marine Well Containment Company (MWCC), which provides robust well containment (shut-in and controlled flow) capabilities. Pursuant to NTL 2015-N01 Shell will provide additional information regarding our containment capabilities in a subsequent filing.

g) Availability of a rig to drill a relief well, rig package constraints and drilling from platform

Blowout intervention can be conducted from an ROV equipped vessel, the existing drilling rig or from another drilling rig. The dynamically positioned rigs under contract below will be preferred rigs for blowout interventional work. However, moored rigs can also be used in some scenarios. The dynamically positioned rigs under contract will be the preferred rigs for blowout intervention work. However, moored rigs can also be used in some scenarios. Additionally, in the event of a blowout, there is the distinct possibility that other non-contracted rigs in the GOM could be utilized whether for increased expediency or better suitability. All efforts will be made at the time to secure the appropriate rig. Shell's current contracted rigs capable of operating at these water depths and reservoir depths without constraints are in the following table:

Rig Name	Rig Type
Deepwater Pontus	Dynamically positioned drillship
Noble Voyager	Dynamically positioned drillship
Deepwater Poseidon	Dynamically positioned drillship

Table 2.4 Shell contracted rigs capable at Vito

Future modifications may change the rig's capability. Rig capabilities need to be assessed on a work scope specific basis.

- h) Time taken to contract a rig, move it onsite, and drill a relief well

Relief well operations will immediately take priority and displace any activity from Shell's contracted rig fleet. The list of rigs capable of operating at Vito is tabled above. It is expected to take an average of 14 days to safely secure the well that the rig is working on up to the point the rig departs location, and an additional three days' transit to mobilize to the relief well site depending on distance to the site. The relief well will take approximately 135 days to drill down to the last casing string above the blowout zone, plus approximately 33 days for precision ranging activity to intersect the blowout well bore. The expected total time to mobilize and drill a relief well would be 185 days for Vito.

If a moored rig is chosen to conduct the relief well operations, anchor handlers would be prioritized to prepare mooring on the relief well site while the rig is being mobilized. This mooring activity is not expected to delay initiation of relief well drilling operations.

It is not possible to drill relief wells from any existing platforms (ATP's Titan Platform) due to rig capability limitations and a distance of over 4 miles to the Vito well.

- i) Measures proposed to enhance ability to prevent blowout and to reduce likelihood of a blowout.

Shell believes that the best way to manage blowouts is to prevent them from happening. Detailed below are the measures employed by Shell with the goal of no harm to people or the environment. The Macondo incident has highlighted the importance of these practices. The lessons learned from the investigation are, and will continue to be, incorporated into our operations.

Standards: Shell's well design and operations adhere to internal corporate standards, the Code of Federal Regulations, and industry standards. A robust management of change process is in place to handle un-defined or exception situations. Ingrained in the Shell standards for well control is the philosophy of multiple barriers in the well design and operations on the well.

Risk Management: Shell believes that prevention of major incidents is best managed through the systematic identification and mitigation process (Safety Case). All Shell contracted rigs in the GOM have been operating with a Safety Case and will continue to do so. A Safety Case requires both the owner and contractors to systematically identify the risks in drilling operations and align plans to mitigate those risks; an alignment which is critical before drilling begins.

Well Design Workflow: The Well Delivery Process (WDP) is a rigorous internal assurance process with defined decision gates. The WDP leverages functional experts (internal and external) to examine the well design at the conceptual and detailed design stages for robustness before making a recommendation to the management review board. Shell's involvement in global deepwater drilling, starting in the GOM in the mid-1980's, provides a significant depth and breadth of internal drilling and operational expertise. Third party vendors and rig contractors are involved in all stages of the planning, providing their specific expertise. A Drill the Well on Paper (DWOP) exercise is conducted with rig personnel and vendors involved in execution of the well. This forum communicates the well plan, and solicits input as to the safety of the plan and procedures proposed.

Well and rig equipment qualification, certification, and quality assurance: All rigs will meet all applicable rules, regulations, and Notice to Lessees. Shell works closely with rig contractors to ensure proper upkeep of all rig equipment, which meets or exceeds the strictest of Shell, industry, or regulatory requirements. Well tangibles are governed by our internal quality assurance/control standards and industry standards.

MWD/LWD/PWD Tools: Shell intends to use these tools at Vito. The MWD/LWD/PWD tools are run on the drill string so that data on subsurface zones can be collected as the well advances in real time instead of waiting until the drill string is pulled to run wireline logs. Data from the tools are monitored and interpreted real time against prognosis to provide early warning of abnormal pressures to allow measures to be taken to progress the well safely.

Mud Logger: Mud-logging personnel continually monitor returning drilling fluids for indications of hydrocarbons, utilizing both a hot wire and a gas chromatograph. An abrupt increase in gas or oil carried in the returning fluid can be an indication of an impending kick. The mud logger also monitors drill cuttings returned to the surface in the drilling fluid for changes in lithology that can be an indicator that the well has penetrated or is about to penetrate a hydrocarbon-bearing interval. Mud logging instruments also monitor penetration rate to provide an early indication of drilling breaks that show the bit penetrating a zone that could contain hydrocarbons. The mud logging personnel are in close communication with both the offshore drilling foremen and onshore Shell representative(s) to report any observed anomalies so appropriate action can be taken.

Remote Monitoring: The Real Time Operating Center has been used by Shell to complement and support traditional rig-site monitoring since 2003. Well site operations are monitored 24/7 virtually by onshore teams consisting of geoscientists, petrophysicists, well engineers, and monitoring specialists. The same real time well control indicators monitored by the rig personnel are watched by the monitoring specialist for an added layer of redundancy.

Competency and Behavior: A structured training program for Well Engineers and Foremen is practiced, which includes internal professional examinations to verify competency. Other industry training in well control, such as by International Association of Drilling Contractors (IADC) and International Well Control Forum (IWCF) are also mandated. Progressions have elements of competency and Shell continues to have comprehensive internal training programs. The best systems and processes can be defeated by lack of knowledge and/or improper values. We believe that a combination of HSE tools (e.g. stop work, pre-job analysis, behavior based safety, DWOPs, audits), management HSE involvement and enforcement (e.g. compliance to life saving rules) have created a strong safety culture in our operations.

- j) Measures to conduct effective and early intervention in the event of a blowout.

The response to a blowout is contained in our Well Control Contingency Plan (WCCP) which is a specific requirement of our internal well control standards. The WCCP in turn is part of the wider emergency response framework within Shell that addresses the overall organization response to an emergency situation. Resources are dedicated to these systems and drills are run frequently to test preparedness (security, medical, oil spill, and hurricane). This same framework is activated and tested during hurricane evacuations, thereby maintaining a fresh and responsive team.

The WCCP specifically addresses implementing actions at the emergency site that will ensure personnel safety, organizing personnel and their roles in the response, defining information requirements, establishing protocols to mobilize specialists, pre-selecting sources, and developing mobilization plans for personnel, material and services for well control procedures. The plan references individual activity checklists, a roster of equipment and services, initial information gathering forms, a generic description of relief well drilling, strategy and guidelines, intervention techniques and equipment, site safety management, exclusion zones, and re-boarding.

As set forth in 3f of this document, Shell is currently analyzing recent advances in containment technology and equipment and will incorporate them as they become available.

- k) Arrangements for drilling a relief well

The size of the Shell contracted rig fleet in the GOM ensures that there is adequate well equipment (e.g. casing and wellhead) available for relief wells. Rigs and personnel will also be readily available within Shell, diverted from their active roles elsewhere. Resources from other operators can also be leveraged should the need arise. Generally, relief well plans will mirror the blowout well, incorporating any learning on well design based on root cause analysis of the blowout. A generic relief well description is outlined in the WCCP.

I) Assumptions and calculations used in Regional OSRP

Shell has designed a response program (Regional OSRP) based upon a regional capability of responding to a range of spill volumes, from small operational spills up to and including the WCD from a well blowout. Shell's program is developed to fully satisfy federal oil spill planning regulations. The Regional OSRP presents specific information on the response program that includes a description of personnel and equipment mobilization, the incident management team organization and the strategies and tactics used to implement effective and sustained spill containment and recovery operations.

SECTION 3: GEOLOGICAL & GEOPHYSICAL INFORMATION

(See Plan S-7858 for the drilling and completion of these wells.)

A. Geological Description

B. Structure Contour Maps

C. Interpreted Two-dimension (2-D) and/or Three Dimensional (3-D) Seismic Lines

D. Geological Structure Cross-Sections

E. Stratigraphic Column with Time vs Depth Table

F. Shallow Hazards Report

See Section 6 for assessment of activities proposed in this plan.

G. Shallow Hazards Assessment

See Section 6A of this plan for detailed site assessment.

H. Geochemical Information

This information is not required for plans submitted in the GOA Region.

I. Future G&G Activities

This information is not required for plans submitted in the GOA Region.

SECTION 4: HYDROGEN SULFIDE

A. Concentration

< 20

B. Classification

Based on CFR 250.490, Shell requests that the Regional Supervisor, Field Operations, determine the zones in the proposed operations in this plan to be classified as an area where the absence of H₂S has been confirmed.

C. H₂S Contingency Plan

Shell is not required to file an H₂S Contingency Plan for this facility, prepared according to 30 CFR 250.490, before conducting the proposed development activities.

D. Modeling Report

Not applicable.

SECTION 5: MINERALS RESOURCE CONSERVATION INFORMAITON

Proprietary Data

- A. Technology and reservoir engineering practices and procedures**
- B. Technology and recovery practices and procedures**
- C. Reservoir Development**

Section 6: BIOLOGICAL, PHYSICAL, AND SOCIOECONOMIC INFORMATION

A. Chemosynthetic Communities Report

Shell Offshore Inc. (Shell) is submitting a supplemental DOCD for the installation of seafloor equipment related to two new proposed wells VA013 and VA013-Alt for the continued Vito development in Mississippi Canyon Block 940. Wellsites HH (now VA013) and II (now VA013-Alt) were approved in S-EP S-7858. Each of these previously approved well locations are within 400 ft of the new planned well locations. This document addresses seafloor conditions specific to the following proposed area of installation.

The referenced EP S-7858 cleared a 2,000 ft vicinity around each of the previously approved wellsites. This assessment addresses the seafloor conditions and clears a 500 ft installation area around each well, inclusive of all proposed seafloor installations including jumpers and flying leads.

Seafloor conditions appear favorable within the vicinities of the proposed equipment installations. There are no hazardous features or areas that could or have been observed to support significant, high-density benthic communities within 2,000 ft of the proposed installation areas. There are no water bottom anomalies (positive possible oil) as defined by BOEM (BOEM, 2019) within 2,000 ft of the proposed installation areas.

There are no sonar contacts that have been identified within the 500 ft proposed installation area. There are no sonar contacts of archaeological significance within 2,000 ft of the proposed installation area.

Geohazards and Archaeological Assessment

The following summary of the geohazards and archaeological assessment is based on the findings provided within the following detailed reports, which were submitted to BOEM with previously submitted Exploration Plans:

- "Geologic, Stratigraphic, and Archaeological Assessment of Blocks 940(Open), 984(OCSG-22919), and 985(OCSG-22920) Mississippi Canyon Area Gulf of Mexico". GEMS Project No. 0507-1331 Dated October, 22, 2007.
- Side Scan Sonar Contact Assessment Blocks 895 (OCS-G-33764), 896 (OCS-G-35642), 939 (OCS-G-35348), and 940 (OCS-G-31534), Mississippi Canyon Area, Oceaneering, OII Project No. 185506, Dec. 13, 2017.
- Geohazards and Archaeological Assessment of the Western Portions of Block 939 and 983 Mississippi Canyon Area, Gulf of Mexico, GEMS, Project No. 0513-2248
- Vito Field Development Anchor Fault Zone Avoidance Mapping, 408024-00422-SS-REP-0002, IntecSea Worley Parsons Group, April 1, 2015

Available Data

This assessment is based on the analysis of: a) high-resolution geophysical datasets b) reprocessed exploration 3D seismic data volume and; c) offset well data including logs and drilling events.

Existing Infrastructure and Shipping Activity

The proposed VA013 and VA013-Alt wells are planned in close proximity to the existing Vito development hub, to which it will be connected for production. MC 940 lies within a known waste barrel dump area/shipping fairway and sonar contacts identified from the side scan sonar are likely to be waste barrels on the seafloor. There are no sonar contacts identified within the 500 ft of the proposed installation area, however if any debris is identified before or during operations Shell will follow protocols as defined in the Waste Barrel Avoidance and Release Response document. Previous drilled and wells and development

equipment are located within 500 ft of the proposed installation area. Operations will be conducted using state of the art DGP for positioning and to depict all existing flowlines, wells, and flying leads to ensure safety.

Proposed Wellsites VA013, VA013-Alt and Proposed Seafloor Equipment in Mississippi Canyon Block 940 (OCS-G 31534)

Wellsites

The proposed production wellsites VA013 and VA013-Alt are located in the southern central area of MC 940. The two proposed wellsites are located within 500 ft of each and will be addressed together. Seafloor and shallow subsurface conditions are approximately equivalent.

Seafloor Equipment

Shell proposes to install a Production Jumper from the proposed well VA013 to the existing P2 PLET and a Gas Lift Jumper connecting VA013 to the existing Gas Lift Manifold.

Shell also proposes, if needed, to install a Production Jumper from the proposed VA013-Alt well to the existing P2 PLET and a Gas Lift Jumper connecting VA013-Alt to the existing Gas Lift Manifold.

Table A-1. Proposed Production Wellsite Surface Location Coordinates

Proposed and As-Built Production Installations		
Installation Name	Spheroid & Datum: Clarke 1866 NAD27 Projection: UTM Zone 16 North	
VA013 Well (EP Well HH)	X: 942,617 ft	Y: 10,169,918 ft
VA013-Alt Well (EP Well II)	X: 942,595 ft	Y: 10,169,945 ft
Vito P2 Plet (As-Built)	X: 942,694.46 ft	Y: 10,170,016.49 ft
Vito Production Manifold (As-Built)	X: 942,759.71 ft	Y: 10,170,097.45 ft
Vito Gas Lift Manifold (As-Built)	X: 943,059.23 ft	Y: 10,170,182.82 ft
Parking Frame 1 (Proposed)	X: 942,609.31 ft	Y: 10,170,450.33 ft
Parking Frame 2 (Proposed)	X: 942,572.74 ft	Y: 10,170,275.00 ft
Parking Frame 3 (Proposed)	X: 942,693.11 ft	Y: 10,169,964.19 ft
Parking Frame 4 (Proposed)	X: 942,742.56 ft	Y: 10,169,942.87 ft

This assessment addresses the seafloor conditions within a 500 ft radius around the proposed area of impact that includes all proposed seafloor equipment installations.

Water Depth and Seafloor Conditions

Based on the AUV multibeam bathymetry data the water depth at the proposed installation area ranges from -3980 to -4010 ft and the seafloor dips to the southwest with average slope of 1.4 degrees.

To the north and east of the proposed production wellsite's and installation area there are a series of northwest-southeast trending seafloor faults which are parallel/sub-parallel to the arcuate seafloor fault trend. These seafloor faults are over 1000 ft away from the proposed installation area.

Deepwater High-Density Deepwater Benthic Communities

The seafloor amplitudes from 3D seismic data and the AUV sonar all show ambient amplitudes and backscatter at the seabed with no indications of hardground or fluid expulsion features. There is no evidence that the seafloor faults identified are conduits for gas or fluid migration to the seabed. In addition,

no hardground areas were defined on the side scan sonar. Therefore, the potential for high-density deepwater benthic communities is very low or negligible. There are no water bottom anomalies as defined by the BOEM (BOEM, 2019) within a 2,000 ft vicinity.

Archaeological Assessment

Sonar contacts in the Vito area were re-evaluated by an ROV survey conducted over a sampling of sonar contacts for identification. From this survey the outcome of the evaluation some of the targets were re-classified (Oceaneering, 2017). There are 12 sonar targets identified within the 2,000 ft radial clearance and none identified within the 500 ft vicinity clearance. None of these sonar targets were identified to be of archaeological significance and are likely modern debris, geologic in origin or industrial waste barrels. A 100 ft avoidance is recommended for 4 of the sonar targets that are considered debris or geologic in origin (Contacts V4, V15, V19, and V21). There are 8 sonar targets considered industrial waste barrels and have the BOEM-accepted 33 ft avoidance as described in the Waster Barrel Avoidance Release and Response document (Contacts V12, V17, V18, V23, V24, V25, A22, and A23). Further details about sonar contacts can be found in the 2017 Oceaneering Report.

Proposed Seafloor Equipment Installations, Concluding Remarks

Based on detailed study of the high-resolution geophysical surveys consisting of frequency enhanced 3-D seismic, Enhanced Surface Renderings, and high-resolution AUV data, this area in Block MC 940 (OCS-G 31534) appears suitable for development operations. There are no potential sites for deepwater benthic communities within 2,000 ft and no sonar targets of archaeological significance were identified in the vicinity. No seafloor obstructions or conditions exist that will be a constraint to equipment installations in the proposed area.

B - F

Pursuant to NTL No. 2008-G04 the proposed operations covered by this DOCD do not involve operations impacting the following: Topographic features map, Topographic features statement (shunting), Live bottoms, (Pinnacle Trend) map, Live bottoms (low relief) map, or potentially sensitive biological features map.

G. Remotely Operated Vehicle (ROV) Monitoring Plan

Information no longer required by BOEM.

H. Threatened and Endangered Species Information

Under Section 7 of the Endangered Species Act (ESA) all federal agencies must ensure that any actions they authorize, fund, or carry out are not likely to jeopardize the continued existence of a listed species, or destroy or adversely modify its designated critical habitat.

In accordance with 30 CFR 250, Subpart B, effective May 14, 2007 and further outlined in Notice to Lessees (NTL) 2008-G04, and the Biological Opinion on the National Marine Fisheries Service. 2020. Endangered Species Act, Section 7 Consultation – Biological Opinion on the Federally Regulated Oil and Gas Program Activities in the Gulf of Mexico. U.S. Department of Commerce, National Oceanic and Atmospheric Administration. St. Petersburg, FL. (NMFS 2020 Endangered Species Act, Section 7 Consultation – Biological Opinion), lessees/operators are required to address site-specific information on the presence of federally listed threatened or endangered species and critical habitat designated under the ESA, and marine mammals protected under the Marine Mammal Protection Act (MMPA) in the area of proposed activities under this plan.

Currently the only designated critical habitat is *Sargassum* habitat for the Loggerhead sea turtle in the proposed project area; however, it is possible that this species and one or more of the other listed species could be seen in the area of our operations. The following table reflects the Federally-listed endangered and threatened species in the lease area and along the northern Gulf coast:

Common Name	Scientific Name	T/E Status
Hawksbill Turtle	<i>Eretmochelys imbricata</i>	E
Green Turtle	<i>Chelonia mydas</i>	T/E
Kemp's Ridley Turtle	<i>Lepidochelys kempii</i>	E
Leatherback Turtle	<i>Dermochelys coriacea</i>	E
Loggerhead Turtle	<i>Caretta caretta</i>	T

Table 6.1 – Threatened and Endangered Sea Turtles

The green sea turtle is threatened, except for the Florida breeding population, which is listed as endangered.

There are 28 species of cetaceans and 1 siren species that may be found in the Gulf of Mexico (see Table 6.7 below). Of the species listed as Endangered, only the Sperm whale is commonly found in the project area. The blue, fin, humpback and sei whales are rare or extralimital in the Gulf of Mexico and are unlikely to be present in the lease area. No critical habitat for these species has been designated in the Gulf of Mexico.

Common Name	Scientific Name	T/E Status
Atlantic Spotted Dolphin	<i>Stenella frontalis</i>	
Blainville's Beaked Whale	<i>Mesoplodon densirostris</i>	
Blue Whale	<i>Balaenoptera musculus</i>	E
Bottlenose Dolphin	<i>Tursiops truncatus</i>	
Rice's Whale	<i>Balaenoptera ricei</i>	E
Clymene Dolphin	<i>Stenella clymene</i>	
Cuvier's Beaked Whale	<i>Ziphius cavirostris</i>	
Dwarf Sperm Whale	<i>Kogia simus</i>	
False Killer Whale	<i>Pseudorca crassidens</i>	
Fin Whale	<i>Balaenoptera physalus</i>	E
Fraser's Dolphin	<i>Lagenodelphis hosei</i>	
Gervais' Beaked Whale	<i>Mesoplodon europaeus</i>	
Humpback Whale	<i>Megaptera novaeangliae</i>	E
Killer Whale	<i>Orcinus orca</i>	
Melon-headed Whale	<i>Peponocephala electra</i>	
Minke Whale	<i>Balaenoptera acutorostrata</i>	
North Atlantic Right Whale	<i>Eubalaena glacialis</i>	E
Pantropical Spotted Dolphin	<i>Stenella attenuata</i>	
Pygmy Killer Whale	<i>Feresa attenuata</i>	
Pygmy Sperm Whale	<i>Kogia breviceps</i>	
Risso's Dolphin	<i>Grampus griseus</i>	
Rough-toothed Dolphin	<i>Steno bredanensis</i>	
Sei Whale	<i>Balaenoptera borealis</i>	E
Short-finned Pilot Whale	<i>Globicephala macrorhynchus</i>	
Sowerby's Beaked Whale	<i>Mesoplodon bidens</i>	
Sperm Whale	<i>Physeter macrocephalus</i>	E
Spinner Dolphin (Long-snouted)	<i>Stenella longirostris</i>	
Striped Dolphin	<i>Stenella coeruleoalba</i>	
Florida manatee	<i>Trichechus manatus</i>	E

Table 6.2 Threatened and Endangered Marine Mammals

The blue, fin, humpback, North Atlantic right and sei whales are rare or extralimital in the Gulf of America and are unlikely to be present in the lease area. The Environmental Impact Analysis found in Section 18 discusses potential impacts and mitigation measures related to threatened and endangered species.

There are also listed species of birds, fishes, invertebrates and terrestrial mammals in the Gulf of Mexico waters and coastal environments. Of these, it is possible that Giant manta ray may be present in the lease area, but it is highly unlikely that any other birds, fish species and terrestrial mammals, given their coastal ranges, will be present in the lease area. The presence of invertebrates is identified through different lease operations, as biologically sensitive habitat features that must be avoided per BOEM NTL 2009-G40.

Birds		
Piping Plover	<i>Charadrius melodus</i>	T
Whooping Crane	<i>Grus americana</i>	E
Black-capped Petrel	<i>Pterodroma hasitata</i>	E
Fishes		
Oceanic whitetip shark	<i>Carcharhinus longimanus</i>	T
Giant manta ray	<i>Mobula birostris</i>	T
Gulf sturgeon	<i>Acipenser oxyrinchus desotoi</i>	T
Nassau grouper	<i>Epinephelus striatus</i>	T
Smalltooth sawfish	<i>Pristis pectinata</i>	E
Invertebrates		
Elkhorn coral	<i>Acropora palmata</i>	T
Staghorn coral	<i>Acropora cervicornis</i>	T
Pillar coral	<i>Dendrogyra cylindrus</i>	T
Rough cactus coral	<i>Mycetophyllia ferox</i>	T
Lobed star coral	<i>Orbicella annularis</i>	T
Mountainous star coral	<i>Orbicella faveolata</i>	T
Boulder star coral	<i>Orbicella franksi</i>	T
Terrestrial Mammals		
Beach mice (Alabama, Choctawhatchee, Perdido Key, St. Andrew)	<i>Peromyscus polionotus</i>	E
Florida salt marsh vole	<i>Microtus pennsylvanicus dukecampbelli</i>	E

Table 6.3– Birds, fishes, invertebrates and terrestrial mammals

I. Archaeological Report

See Section 6A above.

J. Air and Water Quality Information

Pursuant to NTL 2008-G04 the proposed operations covered by this DOCD do not require Shell to provide additional information relating to air and water quality information. For specific information relating to air and water quality information please refer to Section 18 of this plan.

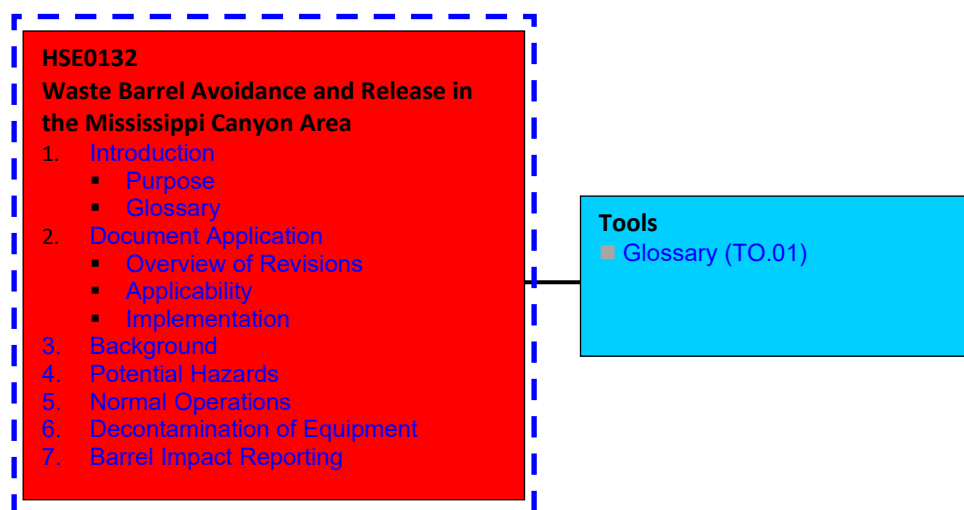
K. Socioeconomic Information

Pursuant to NTL 2008-G04 the proposed operations covered by this DOCD do not require Shell to provide additional information relating to air and water quality information. For specific information relating to socioeconomic information please refer to Section 18 of this plan.

L. Waste Barrel Avoidance and Release Response

See the following for Waste Barrel Avoidance Document for the Mississippi Canyon Area.

WASTE BARREL AVOIDANCE AND RELEASE RESPONSE IN THE MISSISSIPPI CANYON AREA



Document Suite Map

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1 Introduction

1.1 Purpose This document provides expectations and guidance for avoiding and responding to a release of the contents of a seafloor waste barrel. The procedures below describe Shell's expectations for routine barrel avoidance, data management, and response to inadvertent release of barrel contents.

1.2 Glossary Refer to HSE0132-TO.01 for a list of abbreviations used in this document suite.

TOOL HSE0132-TO.01

Glossary

Acronyms The table below contains acronyms used in this document suite.

Term	Definition
BOEM	Bureau of Ocean Energy Management
BOEMRE	Bureau of Ocean Energy Management, Regulation, and Enforcement
BSEE	Bureau of Safety and Environmental Enforcement
EPA	Environmental Protection Agency
GAL	Global Address List
MC	Mississippi Canyon
NPDES	National Pollutant Discharge Elimination System
PPE	Personal Protective Equipment
PVC	Polyvinyl Chloride
ROV	Remote Operated Vehicle
SEPCo	Shell Exploration & Production Company

2 Document Application

2.1 Overview of Revisions Revisions to this standard are listed in the Change Matrix.

2.2 Applicability This document applies to all ROV, anchor and other operations which could cause a seafloor barrel rupture.

Changes to this procedure must be approved by BOEM.¹

2.3 Implementation This standard has been implemented for the Mississippi Canyon Area in the Gulf of Mexico.

¹ Per MMS approval of West Boreas Supplemental Exploration Plan, MS 5231 December 16, 2008
Control No. S-07273, Lease(s) OCS-G07957, Block 762, Mississippi Canyon Area OCS-G07962, Block 806, Mississippi Canyon Area

3 Background

3.1 Background

Various projects will be carried out in an area of the Mississippi Canyon known to contain barrels of chemical waste.

- The barrels were discharged in this area in the 1970's under government approved permits.
 - The content, and its toxicity, of each individual barrel is not known. However, there are records of a wide range of industrial waste materials that were disposed in the barrels including chlorinated hydrocarbons and liquid metal salts. Below is a summary of the barrel contents based on available records.
 1. Metallic sodium and calcium; calcium oxide, sodium oxide, and inert salts ²
 2. 80-90% dichlorobutene, 20% organic high-boilers, and 1% quaternary ammonium salts. "Other wastes produced from the manufacture of fungicides and herbicides". ³
 - Within the area there are/could be many hundreds of waste barrels. Many of the barrels may have released their contents over time. However, an unknown number of barrels still look intact, and they may or may not still contain their original content. Also, as some of the barrels contained metal based solid waste, some of the barrels that no longer look intact may still contain some waste.
 - Extensive sonar surveys of the area exist and are available for planning purposes.
-

4 Potential Hazards

4.1 Potential Hazards

Although there are no records of any issues regarding the barrels during the many years of Oil and Gas operations in the Mississippi Canyon area, the following potential hazards exist:

- Personnel exposure or equipment damage due to adherence of waste chemicals to recovered subsea equipment
- Equipment damage from sodium exposure to water (very vigorous reaction).

² EPA Permit Application No. 730D009E from Ethyl Corp, March 1, 1977, Public Notice April 20, 1977,

³ Chapter 5 "Ocean Discharge" in the book Assessing Potential Ocean Pollutants, A Report of the Study Panel on Assessing Potential Ocean Pollutants. National Academy of Sciences, Washington DC, 438 pp. This document details DuPont's application to dispose of the following at the ocean disposal site

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5 Normal Operations

5.1 Normal Operations

For normal operations, all contractors and Shell employees must meet the following expectations:

1. Shell's over-arching policy is to avoid barrel contact.
2. Press releases making any reference to the chemical waste or barrels, or any incidents involving any chemical waste or barrels, will require the express written permission from Shell.
3. All recorded video material is confidential and the property of Shell (standard contract provision).

If during normal ROV operations there is a discovery of any potential archaeological resource (i.e., cannot be definitively identified as waste barrel/barrel remnant, modern debris, or refuse), any seafloor-disturbing activities in its proximity, must be stopped, the discovery must be reported to Dr. Chris Horrell of BSEE at 504-736-2796, and further instructions must be obtained before proceeding.

4. Equipment Placement/Stand-off Distance

- 4.1. A safe stand-off distance from the waste barrels is considered 10m (33ft). Care must be taken that flexible components (e.g. ROV tether, anchor lines, seismic cables) are controlled as well (e.g. don't drag through a barrel field).
 - 4.2. If a seafloor action will generate cuttings or debris, increase the stand-off distance as needed to avoid debris contact with nearby barrels.
 - 4.3. Do not investigate any barrels or remainders of barrels. Remain the minimum stand-off of 10m (33 ft) at all times.
 - 4.4. Survey the anchor/pile/export locations with an ROV to ensure barrel avoidance.
 - 4.5. Record the (approximate) location of any chemical waste barrel seen, if feasible, without getting closer than the 10m (33 ft) stand-off distance.
5. Contact the Shell GOM Environmental Duty Phone for any questions or concerns: 1-504-390-1330.
 6. Decontamination of Equipment: In the event of contact with a barrel contents decontaminate equipment per [Decontamination of Equipment](#) below.
 7. Make reports of barrel contact/rupture per [Barrel Release Reporting](#) below.

6 Decontamination of Equipment

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6.1 General

In the unlikely case that contact is suspected or has been made with any wastes from a barrel, appropriate action needs to be taken for safety of topside personnel handling the equipment (e.g. ROV, anchor lines, etc.).

It is left solely to the judgment of the Person-in-Charge of the equipment/vessel to determine if it is necessary to abandon all or part of the equipment on the sea floor.

6.2 Decon Procedure

Based on various factors⁴, Shell recommends the following:

1. Use the ocean to “wash” the equipment (e.g. fly an ROV for at least an hour at depth high enough above sea floor to prevent umbilical dragging or other disturbance of the sea floor). For other equipment, provide any movement through the water column that’s possible, again avoiding seafloor dragging.
2. Retrieve the equipment to the surface, but do not bring onboard if feasible.
3. Hose the equipment off before retrieving onto the vessel. Use as high a water flow as is available/safe. CAUTION- detergent/soap may be used BUT in as low a quantity as practicable to minimize foam. Only non-toxic and phosphate free cleaners and detergents may be used. Furthermore, cleaners and detergents should not be caustic or only minimally caustic and should be biodegradable⁵.
4. Avoid physical contact with the equipment and keep the equipment off the vessel at this point.
5. Dunk the equipment back in the sea and “wash” the equipment for approximately 15 minutes.
6. Retrieve the equipment to the surface. Before recovering, visually inspect the equipment, umbilical, cable surfaces with binoculars for signs of corrosion, discoloration, air reaction such as fuming/smoking, or any other signs of chemical contact. Rewash and dunk the equipment as needed.

⁴ Shell assumes, for purposes of this decontamination guidance, that:

- The most toxic material identified in the disposal area’s permits and other available documents is involved. However, Shell cannot guarantee there are not other toxic materials present than those identified in the permits and other documents.
- It is assumed that the materials do not chemically interact with the materials of the ROV, its tools and equipment.

⁵ The NPDES General Permit for Discharges Incidental to the Normal Operation of a Vessel provides insight into managing any washing. Also, EPA provides the following definitions:

“Non-toxic” soaps, cleaners, and detergents mean these materials which do not exhibit potentially harmful characteristics as defined by the Consumer Product Safety Commission regulations found at 16 CFR Chapter II, Subchapter C, Part 1500.

“Phosphate Free” soaps, cleaners, and detergents means these materials which contain, by weight, 0.5% or less of phosphates or derivatives of phosphates.

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7. Retrieve the equipment onto the back deck. Monitor the equipment and surrounding storage area for indications of chemical contamination (corrosion, discoloration, air reaction such as fuming/smoking, etc.). Establish secondary containment as necessary to collect any potentially contaminated drips.
 8. Only essential personnel should be allowed near the equipment, once retrieved on the back deck.
 9. While performing cleaning operations on the equipment, involving contact with potentially contaminated surfaces, personal protective equipment must be worn including, but not limited to: safety eye goggles, safety clothing such as coverall and aprons, Nitrile type chemical resistant industrial-safety gloves, and PVC boots.
 10. Wash hands thoroughly and take a shower after performing cleaning operations on the equipment.
 11. Avoid drinking liquids or eating food in the work area.
 12. If contamination is still suspected, consult with the Shell representatives/management for further actions including additional washing, abandonment on the seafloor, segregated storage on the boat, wrapping the equipment partially or fully in plastic sheeting, etc.
 13. Document all actions and results in a log.
-

7 Barrel Impact Reporting

7.1 Initial Reporting

1. Equipment operator is to inform the Shell onsite representative and the Shell operations supervisor on duty.
 2. The Shell onsite representative or the Shell operations supervisor will call the Environmental Duty Phone 504-390-1330 with an estimate of chemical and volume released.
 3. The Shell onsite representative or the Shell operations supervisor should contact Regulatory Affairs (Tracy Albert) via email or phone listed in GAL.
-

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**7.2 SEPCo
Regulatory
Affairs
Reporting**

SEPCo Regulatory Affairs will contact the following to report the event:

1. BSEE's Regional Environmental Officer – Office of Environmental Compliance, T. J. Broussard, at 504-736-3245
2. BSEE New Orleans District Manager at 504-734-6742

The call should include the latitude/longitude, estimate of release if any (chemical or liquid hydrocarbon), and any circumstances of note.

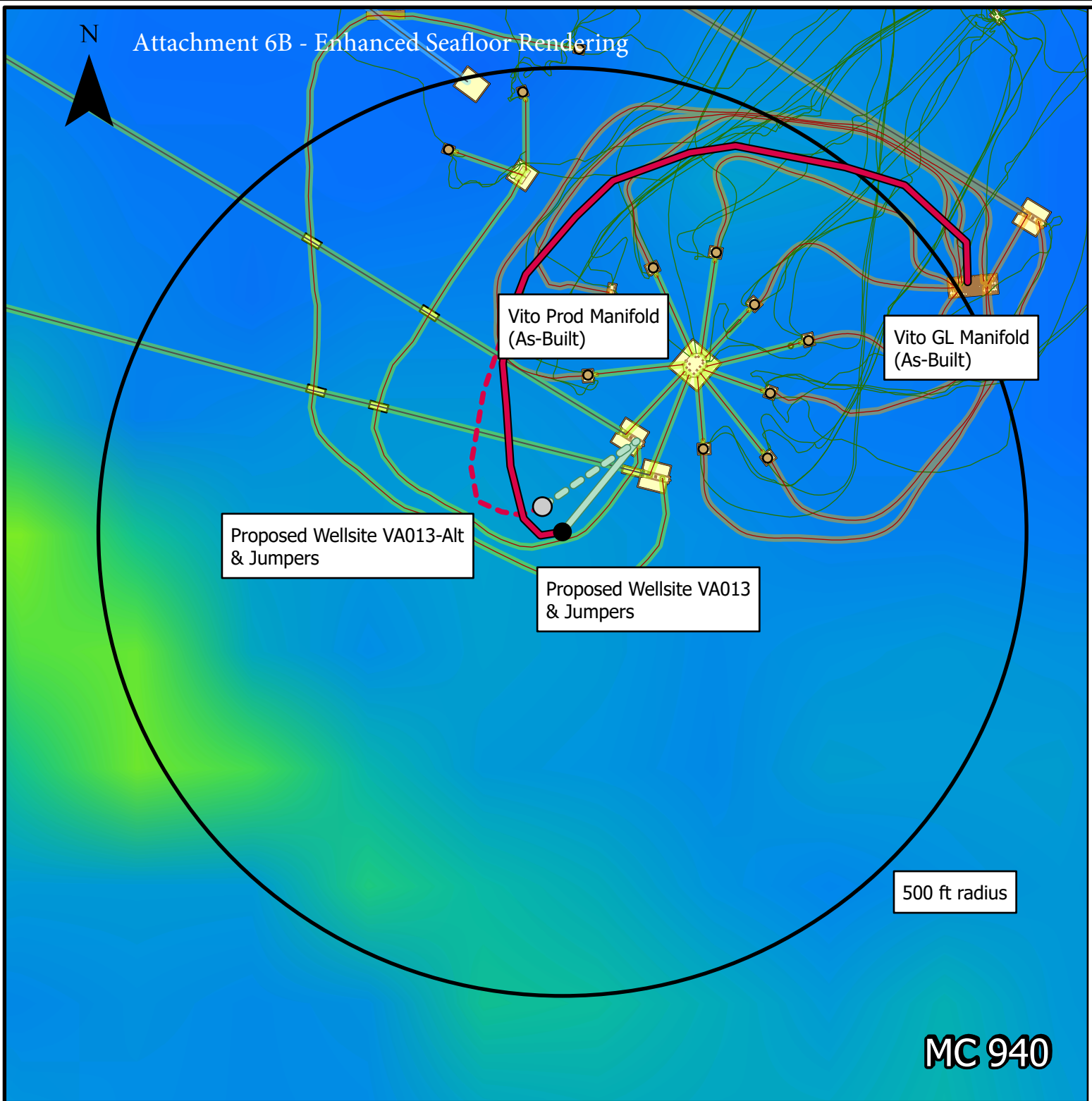
**7.3 Follow-up
Reporting**

SEPCo Regulatory Affairs will follow up with an email to the Regional Environmental Officer – Office of Environmental Compliance, T. J. Broussard, with the details of the ruptured barrel.

BSEE has requested submission of a copy of whatever relevant video is available for the event period. No dedicated video survey is required for a barrel rupture (i.e. just be prepared to submit whatever video was obtained as normal part of the activities). BOEM has agreed we can submit any video after the project is completed.

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Attachment 6B - Enhanced Seafloor Rendering



MAP INFORMATION

Legend

- VA013
- VA013_Alt
- VA013_Jumper
- VA013_Alt_Jumper
- VA013_GL_Jumper
- VA013_Alt_GL_Jumper
- VA013_buffer500ft
- CDS Wells

- Pipeline Arc**
- Installation Type**
- Flowline
- Flying Lead
- Jumper
- Pipeline Arc (Oil/Gas/Water)**
- Content Type
- Gas
- Oil

- Water
- Installation Feature Line
- Installation Line**
- Installation Type
- Other
- Installation Polygon
- Seabed Feature**
- Center
- Feature Type**
- Debris/Suspected Debris

Seafloor amp



APPLICATION BY: SHELL EXPLORATION & PRODUCTION COMPANY



SHELL EXPLORATION & PRODUCTION COMPANY

Amplitude Enhanced Seafloor Rendering
VA13 & VA13-Alt Wellsites & Seafloor Equipment
Mississippi Canyon Block 940
Gulf of America

GEODETTIC PARAMETERS

Horizontal Coordinate Reference System
CRS name (ESRI): NAD1927 BLM Zone 16N
CRS name (Shell): NAD27 / BLM 16N (ftUS)
CRS code (EPSG): 32066
Geodetic datum: North American 1927
Projection name: Transverse Mercator
Horizontal units: Foot US

Author:

Date: 31 Aug 2026

Reviewed By:

EP Catalog No.:N/A

MAP SCALE

0 125 250 500

Feet

TABLE 7A: WASTES YOU WILL GENERATE, TREAT AND DOWNHOLE DISPOSE OR DISCHARGE TO THE GOM							
Note: Please specify if the amount reported is a total or per well amount							
	Projected generated waste			Projected ocean discharges		Projected Downhole Disposal	
	Type of Waste and Composition	Composition	Projected Amount	Discharge rate	Discharge Method	Answer yes or no	
Will drilling occur ? If yes, you should list muds and cuttings							
	EXAMPLE: Cuttings wetted with ynthetic based fluid	Cuttings generated while using synthetic based drilling fluid.	X bbl/well	X bbl/day	discharge pipe	No	
	Water-based drilling fluid (Drillship/MODU)	barite, additives, mud	85000 bbls/well	17000 bbls/day	Overboard and seafloor discharge prior to marine riser installation	No	
	Cuttings wetted with water-based fluid (Drillship/MODU)	Cuttings coated with water based drilling mud	11520 bbls/well	768 bbls/day	Seafloor prior to marine riser installation	No	
	Cuttings wetted with synthetic-based fluid (Drillship/MODU)	Cuttings generated while using synthetic based drilling fluid.	16360 bbls/well	409 bbls/day	Overboard discharge line below the water level	No	
	Synthetic based drilling fluid adhering to washed drill cuttings (Drillship/MODU)	Synthetic based drilling fluid adhering to washed drill cuttings	280 bbls/well	7 bbls/day	Overboard discharge line below the water level	No	
	Spent drilling fluids - synthetic (Drillship/MODU)	Synthetic-based drilling mud	0 bbls / well	0 bbls/day	Overboard discharge line below the water level	No	
	Spent drilling fluids - water based (Drillship/MODU)	Synthetic-based drilling mud	0 bbls / well	0 bbls/day	Overboard discharge line below the water level	No	
	Chemical product waste (Drillship/MODU)	Chemical product waste	0 bbls / well	0 bbls/day	Treated to meet NPDES limits and discharged overboard	No	
	Brine (Drillship/MODU)	brine	N/A	N/A	N/A	No	
	Will humans be there? If yes, expect conventional waste						
	EXAMPLE: Sanitary waste water	X liter/person/day	NA	chlorinate and discharge	No		
	Domestic waste (Vito FPS)	Gray water (laundry, galley, lavatory)	110 liters/person/day	N/A	Ground to less than 25 mm mesh size and discharged overboard	No	
	Sanitary waste (Vito FPS)	Black water (treated human body waste from	75 liters/person/day	N/A	Treated in the MSD** prior to discharge to meet NPDES limits	No	
	Domestic waste (kitchen water, shower water) (Drillship/MODU)	grey water	18000 bbls/well	200 bbls/day/well	Ground to less than 25 mm mesh size and discharge overboard	No	
	Sanitary waste (toilet water) (Drillship/MODU)	treated sanitary waste	13500 bbls/well	150 bbls/day/well	Treated in the MSD** prior to discharge to meet NPDES limits	No	
Is there a deck? If yes, there will be Deck Drainage							
	Production Deck Drainage (Vito FPS)	Rainwater/washwater	32,850 bbls/year	90 bbls/day	Drained overboard through E-Sump	No	
	Deck Drainage (Drillship/MODU)	Wash and rainwater	1800 bbls/well	20 bbls/day	Drained overboard through deck scuppers	No	
Will you conduct well treatment, completion, or workover?							
	No well treatment activity will occur on host.						
	well treatment fluids (Drillship/MODU)	Linear Frac Gel Flush Fluids, Crosslinked Frac Fluids carrying ceramic proppant and acidic breaker fluid	300 bbls/well	10 bbls/day	Overboard discharge line below the water level if oil and greese free.	No	
	well completion fluids (Drillship/MODU)	Completion brine contaminated with WBDM and displacement spacers	450 bbls/well	15 bbls/day	Overboard discharge line below the water level if oil and greese free.	No	
	workover fluids (Drillship/MODU)	Linear Frac Gel Flush Fluids, Crosslinked Frac Fluids carrying ceramic proppant,	450 bbls/well	15 bbls/day	NA	No	
Miscellaneous discharges. If yes, only fill in those associated with your activity.							
	Desalinization unit discharge (Vito FPS)	Reject water from watermaker unit		400 bbls per day	RO Desalinization Unit Discharge Line, Directly Overboard	No	
	Ballast water (Vito FPS)	treated seawater		2692 bbls/day	Overboard discharge line	No	
	Bilge water (Vito FPS)	Bilge and drainage water will be treated to MARPOL standards (< 15ppm oil in water).		1000 bbls/day	Bilge and drainage water will be treated to MARPOL standards (< 15ppm oil in water).	No	
	Firewater (Vito FPS)	treated seawater		2,000 bbls/month	Discharged overboard below waterline	No	
	Cooling water (Vito FPS)	hypochlorite-treated seawater		456,343 bbl/day/well	Discharged overboard 77' below waterline	No	
	Untreated or treated seawater (Vito FPS)	Treated Seawater		300 gpm	Discharged at seafloor.	No	
	Hydrate Inhibitor (Vito FPS)	Hydrate Inhibitor		300 gpm	Discharged at seafloor.	No	
	Utility Seawater (Vito FPS)	hypochlorite-treated seawater		300 gal/min	Discharged overboard 77' below waterline	No	
	Desalinization unit discharge (Drillship/MODU)	Rejected water from watermaker unit	36000 bbls/well	400 bbls/day/well	RO Desalinization Unit Discharge Line below waterline	No	
	Blowout preventer fluid (Drillship/MODU)	Water based	18 bbls/well	0 bbls/day	Discharge Line @ Subsea BOP @ seafloor	No	
	Ballast water (Drillship/MODU)	Uncontaminated seawater	294840 bbls/well	3276 bbls/day	Discharge line overboard just above water line	No	
	Bilge water (Drillship/MODU)	Bilge and drainage water will be treated to MARPOL standards (< 15ppm oil in water).	138870 bbls/well	1543 bbls/day	to MARPOL standards (< 15ppm oil in water).	No	
	Excess cement at seafloor (Drillship/MODU)	Cement slurry	planned 100% excess is discharged)	200 bbls/day	Discharged at seafloor.	No	
	Fire water (Drillship/MODU)	Treated seawater	6000 bbls/well	2000 bbls/month	Discharged below waterline	No	
	Cooling water (Drillship/MODU)	Treated seawater	41070870 bbls/well	456343 bbls/day/well	Discharged below waterline	No	
	Untreated or treated seawater	Treated Seawater	2300 bbls / flowline	300 gpm	Discharged at seafloor.	No	
	Hydrate Inhibitor (Drillship/MODU)	Hydrate Inhibitor	20 bbl glycol plug / flowline 15 bbl methanol / well	300 gpm	Discharged at seafloor.	No	
	Subsea discharges	Subsea Wellhead Preservation Fluid, Subsea Cleaning Fluids, Subsea Production Control Fluid, Umbilical Steel Tube Storage Fluid, Leak Tracer Fluid, Riser Tensioner Fluid, and Pipeline Brine	100 bbls/year	100 bbls/year	Discharged at seafloor.	No	
	Will you produce hydrocarbons? If yes fill in for produced water.						
		Produced water (Vito FPS)	treated formation water	10,000 bbls/day	NA	Discharged overboard below waterline	NA
	Will you be covered by an individual or general NPDES permit ?				GENERAL PERMIT	GMG290103	

NOTE: If you will not have a type of waste, enter NA in the row.

TABLE 7B: WASTES YOU WILL TRANSPORT AND /OR DISPOSE OF ONSHORE

Note: Please specify whether the amount reported is a total or per well					
Projected generated waste		Solid and Liquid Wastes transportation	Waste Disposal		
Type of Waste	Composition	Transport Method	Name/Location of Facility	Amount	Disposal Method
Will drilling occur ? If yes, fill in the muds and cuttings.					
<i>EXAMPLE: Oil-based drilling fluid or mud</i>	NA	NA	NA	NA	NA
No Drilling Activities will occur on Vito host					
Synthetic-based drilling fluid or mud (Drillship/MODU)	used SBF and additives	Drums/tanks on supply boat/barges	Halliburton Drilling Fluids, MiSwaco - Fourchon, LA; R360 Environmental Solutions, EcoServ - Fourchon, LA	6,500 bbls/well	Recycled/Reconditioned; Deep Well Injection
Cuttings wetted with Water-based fluid (Drillship/MODU)	NA	NA	NA	NA	NA
Cuttings wetted with Synthetic-based fluid (Drillship/MODU)	Drill cuttings from synthetic based interval.	storage tank on supply boat.	R360 Environmental Solutions, EcoServ - Fourchon, LA	300 bbls / well	Deep Well Injection, or landfarm
Cuttings wetted with oil-based fluids (Drillship/MODU)	NA	NA	NA	NA	NA
Completion Fluids (Drillship/MODU)	Completion and treatment fluids	Storage tank on supply boat	Halliburton, Baker Hughes, SLB, or Tetra - Fourchon, LA; R360 Environmental Solutions, EcoServ - Fourchon, LA	4,000 bbls/well	Recycled/Reconditioned; Deep Well Injection
Salvage Hydrocarbons (Drillship/MODU)	Well completion fluids, formation water, formation solids, and hydrocarbon	Barge or vessel tank	PSC Industrial Outsourcing, Inc. (Jeanerette, LA)	<8000 bbl./well	Recycled or Injection
Will you produce hydrocarbons? If yes fill in for produced sand.					
Produced sand- NORM (Naturally Occuring Radioactive Material) (Vito FPS)	produced sands/sludges/scales	DOT rated containers on OSV	Trinity Environmental Liberty TX, or LOTUS- Andrews TX	150 bbls per yr.	Deep Well Injection
Produced sand and/or NORM (Naturally Occurring Radioactive Material) (Drillship/MODU)	Sand Produced from formation, sludges and scales	Drums/tanks on supply boat	Trinity Environmental (Liberty, TX); LOTUS (Andrews, TX); R360 Environmental Solutions, EcoServ (Fourchon, LA); EcoServ, Winnie, TX	200 bbls/year	Disposal or Deep Well Injection
Will you have additional wastes that are not permitted for discharge? If yes, fill in the appropriate rows.					
<i>EXAMPLE: trash and debris</i>	<i>cardboard, aluminum,</i>	<i>barged in a storage bin</i>	<i>shorebase</i>	<i>z tons total</i>	<i>recycle</i>
Non Hazardous Industrial waste- Recycled (Vito FPS)	oily rags, filters, plastics, rope, empty buckets, etc.	DOT rated containers on OSV	Omega Waste Management, Patterson, LA	10 tons/year	Recycle-Waste to Energy
Non-Hazardous Industrial Waste-Disposal (Vito FPS)	spent blasting grit, other misc solid industrial wastes	DOT rated containers on OSV	Waste Mangement Woodside Landfill- Walker, LA	20 tons/year	RCRA Subtitle D Landfill
Used oil and glycol (Vito FPS)	used lube oils, cooking oil, glycols	DOT rated containers on OSV	Omega Waste Management, Patterson, LA	8 tons/year	Recycle-Waste to Energy
Non-Hazardous Chemical product wastes (Vito FPS)	unused chemicals or used chemicals	DOT rated containers on OSV	Waste Mangement Woodside Landfill- Walker, LA	6000 gal/year	RCRA Subtitle D Landfill
Exploration & Production Waste (Vito FPS)	RCRA exempt production waste	DOT rated containers on OSV	R360 Environmental Solutions, EcoServ, Clean Waste (Fourchon, LA)	500 bbl/yr	Deep well injection
Hazardous Waste (Vito FPS)	paints, solvents, chemicals, drain cleanouts	DOT rated containers on OSV	Chemical Waste Management, Sulphur LA	6 tons/year	Recycle, treatment, incineration, Subtitle C Landfill
Universal Waste Items (Vito FPS)	Batteries, lamps, electronics, mercury containing devices	DOT rated containers on OSV	Chemical Waste Management, Sulphur LA	10 tons/year	Recycle
General Trash (Vito FPS)	Domestic trash and debis	DOT rated containers on OSV	Jefferson Parish Landfill (Riverbitch) Avondale, LA.	360 cubic yards/year	Landfill
Trash and debris - recyclables (Drillship/MODU)	trash and debris	various storage containers on supply boat	Omega Waste Management, Patterson, LA	200 lbs/month	Recycle
Trash and debris - non-recyclables (Drillship/MODU)	trash and debris	various storage containers on supply boat	Riverbitch Landfill, Avondale, LA	400 lbs/month	Landfill
E&P Wastes (Drillship/MODU)	Completion, treatment, and production wastes	various storage containers on supply boat	R360 Environmental Solutions, EcoServ, Clean Waste (Fourchon, LA)	200 bbls / well	Deep Well Injection, or landfarm
Used oil and glycol (Drillship/MODU)	used oil, oily rags and pads, empty drums and cooking oil	various storage containers on supply boat	Omega Waste Management, Patterson, LA; Chemical Waste Management, Sulphur, LA	20 bbls/month	Recycle or RCRA Subtitle C landfill
Non-Hazardous Waste (Drillship/MODU)	paints, insulation, chemicals, completion and treatment fluids	various storage containers on supply boat	Waste Management Woodside Landfill Walker, La.	60 bbls/mo	RCRA Subtitle D landfill
Non-Hazardous Oilfield Waste (Drillship/MODU)	Chemicals, completion and treatment fluids	various storage containers on supply boat	Chemical Waste Management Sulphur, LA; EcoServ, Winnie, TX	60 bbls/mo	Deep Well Injected
Hazardous Waste (Drillship/MODU)	paints, solvents, chemicals, pyrotechnics, completion and treatment, commissioning fluids	various storage containers on supply boat	Chemical Waste Management Sulphur, LA; Clean Harbors, Colfax, LA; Veolia, Port Arthur, TX; SET Environmental, Houston, TX	60 bbls/mo	Recycle, treatment, incineration, or RCRA Subtitle C landfill
Universal Waste Items (Drillship/MODU)	Batteries, lamps, glass, and mercury-contaminated waste	various storage containers on supply boat	Chemical Waste Management Sulphur, LA	50 bbls/mo	Recycle, treatment, incineration, or landfill
<i>NOTE: If you will not have a type of waste, enter NA in the row.</i>					

SECTION 8: AIR EMISSIONS

A. Emissions Worksheet and Screening Questions

Screening Questions for DOCD's	Yes	No
Is any calculated Complex Total (CT) Emission amount (in tons) associated with your proposed development and production activities more than 90% of the amounts calculated using the following formulas: $CT = 3400D^{2/3}$ for CO, and $CT = 33.3D$ for the other air pollutants (where D = distance to shore in miles)?	X	
Do your emission calculations include any emission reduction measures or modified emission factors?	X	
Does or will the facility complex associated with your proposed development and production activities process production from eight or more wells?	X	
Do you expect to encounter H ₂ S at concentrations greater than 20 parts per million (ppm)?		X
Do you propose to flare or vent natural gas in excess of the criteria set forth under 250.1160(a)(4) or (7)?		X
Do you propose to burn produced hydrocarbon liquids?		X
Are your proposed development and production activities located within 25 miles from shore?		X
Are your proposed development and production activities located within 200 kilometers of the Breton Wilderness Area?	X	

***Note: The following AQR is using fuel limitations and Shell will perform fuel monitoring for this project.**

B. If you answer *no* to all of the above screening questions from the appropriate table, provide:

- (1) Summary information regarding the peak year emissions for both Plan Emissions and Complex Total Emissions, if applicable. This information is compiled on the summary form of the two sets of worksheets. You can submit either these summary forms or use the format below. You do not need to include the entire set of worksheets.

Note: There are no collocated wells, activities or facilitates associated with this plan. The complex total is the same as Plan Emissions.

Air Pollutant	Plan Emission Amounts (tons)	Calculated Exemption Amounts (tons)	Calculated Complex Total Emission Amounts (tons)
PM			
SO_x			
NO_x			
VOC			
CO			

(1) Contact: Katie Brown, (504) 425-3174, Katie.Brown@shell.com

C. Worksheets

See attached. The schedule in Form BOEM-0137 will not match the days presented in the AQR, as the AQR contains extra days for contingency delays.

Note: The air emissions in this plan were previously approved in Plan R-7351 on May 9, 2025.

D. Emissions Reduction Measures**Vito FPS (MC-939)**

Emission Source	Reduction Control Method	Amount of Reduction	Monitoring System
None			

Well Work, Drill Center 1 (MC-940)

Emission Source	Reduction Control Method	Activity Year(s)	Amount of Reduction	Monitoring System	Annual Fuel Limit, gal
VESSELS- Drilling - Propulsion Engine - Diesel	Actual fuel consumption	2026	2405 tons NOx/year	Fuel log	5,520,200
VESSELS- Drilling - Propulsion Engine - Diesel	Actual fuel consumption	2027-2048	3583 tons NOx/year	Fuel log	7,195,975

DOCD/DPP - AIR QUALITY

OMB Control No. 1010-0151
OMB Approval Expires: 08/31/2023

COMPANY	Shell Offshore Inc.
AREA	Mississippi Canyon
BLOCK	940
LEASE	OCS-G31534
FACILITY	Vito Floating Production System (FPS)
WELL	VA013 & VA013-Alt; Previously approved wells: VA001, VA002, VA003, VA004, VA005, VA006, VA007, VA008, VA009, VA010, VA011, VA012
COMPANY CONTACT	Katie Brown
TELEPHONE NO.	(504) 425-3174
REMARKS	The following equipment utilize non-default emission factors and are presented on the FACTORS tab: - Cold Vent (VOC) - Natural Gas Turbine - Mars 100 (NOx, VOC, CO) - Dual Fuel Turbine - Taurus 70, Diesel (NOx, VOC, CO) - Dual Fuel Turbine - Taurus 70, Nat Gas (NOx, VOC, CO) No emission reduction measures are included in this AQR. Vito-AQR-sDOCD_Host_20260610_BOEM.xlsx

LEASE TERM PIPELINE CONSTRUCTION INFORMATION:		
YEAR	NUMBER OF PIPELINES	TOTAL NUMBER OF CONSTRUCTION DAYS
2026	1	30
2027		
2028		
2029		
2030		
2031		
2032		
2033		

The Paperwork Reduction Act of 1995 (44 U.S.C. 3501 et seq.) requires us to inform you that BOEM collects this information as part of an applicant's DOCD submitted for our approval. We use the information to facilitate our review and data entry for OCS plans. We will protect proprietary data according to the Freedom of Information Act and 30 CFR 250.197. An agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid Office of Management and Budget (OMB) control number. Responses are mandatory (43 U.S.C. 1334). The reporting burden for this form is included in the burden for preparing EPs and DOCDs. We estimate that burden to average 700 hours per response, including the time for reviewing instructions, gathering and maintaining the data, and completing and reviewing the forms associated with subpart B. Direct comments on the burden estimate or any other aspect of this form to the Information Collection Clearance Officer, Bureau of Ocean Energy Management, 45600 Woodland Road, Sterling, Virginia 20166.

AIR EMISSIONS COMPUTATION FACTORS

Fuel Usage Conversion Factors	Natural Gas Turbines				Natural Gas Engines		Diesel Recip. Engine		Diesel Turbines			
	SCF/hp-hr	7.508			SCF/hp-hr	5.631	GAL/hp-hr	0.0514	GAL/hp-hr	0.0514		

Equipment/Emission Factors	units	TSP	PM10	PM2.5	SOx	NOx	VOC	Pb	CO	NH3	REF.	DATE	Reference Links
Natural Gas Turbine	g/hp-hr		0.0086	0.0086	0.0026	1.4515	0.0095	N/A	0.3719	N/A	AP42 3.1-1& 3.1-2a	4/00	https://www3.epa.gov/ttnchie1/ap42/ch03/final/c03s01.pdf
RECIP. 2 Cycle Lean Natural Gas	g/hp-hr		0.1293	0.1293	0.0020	6.5998	0.4082	N/A	1.2009	N/A	AP42 3.2-1	7/00	https://www3.epa.gov/ttn/chief/ap42/ch03/final/c03s02.pdf
RECIP. 4 Cycle Lean Natural Gas	g/hp-hr		0.0002	0.0002	0.0020	2.8814	0.4014	N/A	1.8949	N/A	AP42 3.2-2	7/00	https://www3.epa.gov/ttn/chief/ap42/ch03/final/c03s02.pdf
RECIP. 4 Cycle Rich Natural Gas	g/hp-hr		0.0323	0.0323	0.0020	7.7224	0.1021	N/A	11.9408	N/A	AP42 3.2-3	7/00	https://www3.epa.gov/ttn/chief/ap42/ch03/final/c03s02.pdf
Diesel Recip. < 600 hp	g/hp-hr	1	1	1	0.0279	14.1	1.04	N/A	3.03	N/A	AP42 3.3-1	10/96	https://www3.epa.gov/ttnchie1/ap42/ch03/final/c03s03.pdf
Diesel Recip. > 600 hp	g/hp-hr	0.32	0.182	0.178	0.0055	10.9	0.29	N/A	2.5	N/A	AP42 3.4-1 & 3.4-2	10/96	https://www3.epa.gov/ttn/chief/ap42/ch03/final/c03s04.pdf
Diesel Boiler	lbs/bbl	0.0840	0.0420	0.0105	0.0089	1.0080	0.0084	0.0001	0.2100	0.0336	AP42 1.3-6; Pb and NH3: WebFIRE (08/2018)	9/98 and 5/10	https://cfpub.epa.gov/webfire/
Diesel Turbine	g/hp-hr	0.0381	0.0137	0.0137	0.0048	2.7941	0.0013	0.0000	0.0105	N/A	AP42 3.1-1 & 3.1-2a	4/00	https://www3.epa.gov/ttnchie1/ap42/ch03/final/c03s01.pdf
Dual Fuel Turbine**	g/hp-hr	0.0381	0.0137	0.0137	0.0048	2.7941	0.0095	0.0000	0.3719	0.0000	AP42 3.1-1& 3.1-2a; AP42 3.1-1 & 3.1-2a	4/00	https://cfpub.epa.gov/webfire/
Vessels – Propulsion	g/hp-hr	0.320	0.1931	0.1873	0.0047	7.6669	0.2204	0.0000	1.2025	0.0022	USEPA 2017 NEI;TSP refer to Diesel Recip. > 600 hp reference	3/19	https://www.epa.gov/air-emissions-inventories/2017-national-emissions-inventory-nei-data
Vessels – Drilling Prime Engine, Auxiliary	g/hp-hr	0.320	0.1931	0.1873	0.0047	7.6669	0.2204	0.0000	1.2025	0.0022	USEPA 2017 NEI;TSP refer to Diesel Recip. > 600 hp reference	3/19	
Vessels – Diesel Boiler	g/hp-hr	0.0466	0.1491	0.1417	0.4400	1.4914	0.0820	0.0000	0.1491	0.0003	USEPA 2017 NEI;TSP (units converted) refer to Diesel Boiler Reference	3/19	
Vessels – Well Stimulation	g/hp-hr	0.320	0.1931	0.1873	0.0047	7.6669	0.2204	0.0000	1.2025	0.0022	USEPA 2017 NEI;TSP refer to Diesel Recip. > 600 hp reference	3/19	https://www3.epa.gov/ttnchie1/ap42/ch03/final/c03s04.pdf https://cfpub.epa.gov/webfire/ https://www3.epa.gov/ttn/chief/ap42/ch13/final/C13S05_02-05-18.pdf
Natural Gas Heater/Boiler/Burner	lbs/MMscf	7.60	1.90	1.90	0.60	190.00	5.50	0.00	84.00	3.2	AP42 1.4-1 & 1.4-2; Pb and NH3: WebFIRE (08/2018)	7/98 and 8/18	
Combustion Flare (no smoke)	lbs/MMscf	0.00	0.00	0.00	0.01	90.58	300.47	N/A	412.92	N/A	AP42 13.5-1, 13.5-2	2/18	
Combustion Flare (light smoke)	lbs/MMscf	2.66	2.66	2.66	0.01	90.58	300.47	N/A	412.9	N/A	AP42 13.5-1, 13.5-2	2/18	
Combustion Flare (medium smoke)	lbs/MMscf	13.32	13.32	13.32	0.01	90.58	300.47	N/A	412.9	N/A	AP42 13.5-1, 13.5-2	2/18	
Combustion Flare (heavy smoke)	lbs/MMscf	26.64	26.64	26.64	0.01	90.58	300.47	N/A	412.9	N/A	AP42 13.5-1, 13.5-2	2/18	
Liquid Flaring	lbs/bbl	0.42	0.0966	0.0651	20.15832	0.84	0.01428	0.0001	0.21	0.0336	AP42 1.3-1 through 1.3-3 and 1.3-5	5/10	https://www3.epa.gov/ttnchie1/ap42/ch01/final/c01s03.pdf
Storage Tank	tons/yr/tank						4.300				2014 Gulfwide Inventory; Avg emiss (upper bound of 95% CI)	2017	https://www.boem.gov/environment/environmental-studies/2014-gulfwide-emission-inventory
Fugitives	lbs/hr/component						0.0005				API Study	12/93	https://www.apiwebstore.org/publications/item.cgi?9879d38a-8bc0-4abe-bb5c-9b623870125d
Glycol Dehydrator	tons/yr/dehydrator						19.240				2011 Gulfwide Inventory; Avg emiss (upper bound of 95% CI)	2014	https://www.boem.gov/environment/environmental-studies/2011-gulfwide-emission-inventory
Cold Vent	tons/yr/vent						44.747				2014 Gulfwide Inventory; Avg emiss (upper bound of 95% CI)	2017	https://www.boem.gov/environment/environmental-studies/2014-gulfwide-emission-inventory
Waste Incinerator	lb/ton		15.0	15.0	2.5	2.0	N/A	N/A	20.0	N/A	AP 42 2.1-12	10/96	https://www3.epa.gov/ttnchie1/ap42/ch02/final/c02s01.pdf
On-Ice – Loader	lbs/gal	0.043	0.043	0.043	0.040	0.604	0.049	N/A	0.130	0.003	USEPA NONROAD2008 model; TSP (units converted) refer to Diesel Recip. <600 reference	2009	https://www.epa.gov/moves/nonroad2008a-installation-and-updates
On-Ice – Other Construction Equipment	lbs/gal	0.043	0.043	0.043	0.040	0.604	0.049	N/A	0.130	0.003	USEPA NONROAD2008 model; TSP (units converted) refer to Diesel Recip. <600 reference	2009	
On-Ice – Other Survey Equipment	lbs/gal	0.043	0.043	0.043	0.040	0.604	0.049	N/A	0.130	0.003	USEPA NONROAD2008 model; TSP (units converted) refer to Diesel Recip. <600 reference	2009	
On-Ice – Tractor	lbs/gal	0.043	0.043	0.043	0.040	0.604	0.049	N/A	0.130	0.003	USEPA NONROAD2008 model; TSP (units converted) refer to Diesel Recip. <600 reference	2009	
On-Ice – Truck (for gravel island)	lbs/gal	0.043	0.043	0.043	0.040	0.604	0.049	N/A	0.130	0.003	USEPA NONROAD2008 model; TSP (units converted) refer to Diesel Recip. <600 reference	2009	
On-Ice – Truck (for surveys)	lbs/gal	0.043	0.043	0.043	0.040	0.604	0.049	N/A	0.130	0.003	USEPA NONROAD2008 model; TSP (units converted) refer to Diesel Recip. <600 reference	2009	
Man Camp - Operation (max people/day)	tons/person/day		0.0004	0.0004	0.0004	0.006	0.001	N/A	0.001	N/A	BOEM 2014-1001	2014	https://www.boem.gov/sites/default/files/uploadedFiles/BOEM/BOEM_NewRoom/Library/Publications/2014-1001.pdf
Vessels - Ice Management Diesel	g/hp-hr	0.320	0.1931	0.1873	0.0047	7.6669	0.2204	0.0000	1.2025	0.0022	USEPA 2017 NEI;TSP refer to Diesel Recip. > 600 hp reference	3/19	https://www.epa.gov/air-emissions-inventories/2017-national-emissions-inventory-nei-data
Vessels - Hovercraft Diesel	g/hp-hr	0.320	0.1931	0.1873	0.0047	7.6669	0.2204	0.0000	1.2025	0.0022	USEPA 2017 NEI;TSP refer to Diesel Recip. > 600 hp reference	3/19	

Sulfur Content Source	Value	Units
Fuel Gas	3.38	ppm
Diesel Fuel (6)	0.0015	% weight
Diesel Fuel (7)	0.05	% weight
Produced Gas (Flare)	3.38	ppm
Produced Oil (Liquid Flaring)	1	% weight

Natural Gas Flare Parameters	Value	Units
VOC Content of Flare Gas	5.7	lb VOC/lb-mol gas
Natural Gas Flare Efficiency	98	%

Density and Heat Value of Diesel Fuel		
Density	7.05	lbs/gal
Heat Value	19,300	Btu/lb

Heat Value of Natural Gas		
Heat Value	1,332	MMBtu/MMscf

Properties of Natural Gas		
VOC Concentration	108,188	ppmv
MW	22.10	MW

**Non-Default Emissions Factors (Solar Turbines)		PM	SOx	NOx	VOC	CO			Notes	
Distillate Turbines	lb/MMBtu	0.01	0.0015	0.88	0.0004	0.003	AP42 3.2-1& 3.	04/00	2	
Distillate Turbines (Taurus70)	gms/hp-hr			4.81	0.118	0.420	SOLAR	7/18	3, (gas turbine shaft pwr)	
Taurus70 SAC - Gas Fueled	gms/hp-hr			3.08	0.115	0.399	SOLAR	7/18	3, (gas turbine shaft pwr)	
Mars100 - Gas Fueled	gms/hp-hr			3.43	0.118	0.416	SOLAR	7/18	3	
Diesel Recip. > 600 hp - Installation Vessels	gms/hp-hr		0.1835				AP42 3.4-1	10/96	7	

AIR EMISSIONS CALCULATIONS																									
2026																									
COMPANY	AREA		BLOCK	LEASE	FACILITY	WELL		CONTACT		PHONE		REMARKS													
Shell Offshore Inc.	Mississippi Canyon		940	OCS-G31534	Vito Floating Production System (FPS)	VA013 & VA013-Alt; Previously approved wells: VA001,VA002, VA003, VA004, VA005, VA006, VA007, VA008, VA009, VA010, VA011, VA012		Katie Brown		(504) 425-3174		The following equipment utilize non-default emission factors and are presented on the FACTORS tab: - Cold Vent (VOC) - Natural Gas Turbine - Mars 100 (NOx, VOC, CO) - Dual Fuel Turbine - Taurus 70, Diesel (NOx, VOC, CO) - Dual Fuel Turbine - Taurus 70, Nat Gas (NOx, VOC, CO) No emission reduction measures are included in this AQR. Vito-AQR-sDOCD_Host_20260610_BOEM.xlsx													
OPERATIONS	EQUIPMENT		RATING	MAX. FUEL	ACT. FUEL	RUN TIME		MAXIMUM POUNDS PER HOUR								ESTIMATED TONS									
	Diesel Engines		HP	GAL/HR	GAL/D																				
	Nat. Gas Engines		HP	SCF/HR	SCF/D																				
	Burners		MMBTU/HR	SCF/HR	SCF/D	HR/D	D/YR	TSP	PM10	PM2.5	SOx	NOx	VOC	Pb	CO	NH3	TSP	PM10	PM2.5	SOx	NOx	VOC	Pb	CO	NH3
EQUIP INSTALLATION	VESSELS - Construction, Installation, & Maintenance (1)		54500	2803.81	67291.37	24	5	38.45	23.20	22.50	0.56	921.20	26.49	0.00	144.49	0.27	2.31	1.39	1.35	0.03	55.27	1.59	0.00	8.67	0.02
	VESSELS - Construction, Installation, & Maintenance (1)		30200	1553.67	37288.06	24	30	21.31	12.85	12.47	0.31	510.46	14.68	0.00	80.06	0.15	7.67	4.63	4.49	0.11	183.77	5.28	0.00	28.82	0.05
	VESSELS - Construction, Installation, & Maintenance (1)		26070	1341.20	32188.73	24	45	18.39	11.10	10.76	0.27	440.65	12.67	0.00	69.12	0.13	9.93	5.99	5.81	0.14	237.95	6.84	0.00	37.32	0.07
	VESSELS - Tug, OSV		12500	643.08	15433.80	24	5	8.82	5.32	5.16	0.13	211.28	6.07	0.00	33.14	0.06	0.53	0.32	0.31	0.01	12.68	0.36	0.00	1.99	0.00
	VESSELS - Tug, OSV		12500	643.08	15433.80	24	5	8.82	5.32	5.16	0.13	211.28	6.07	0.00	33.14	0.06	0.53	0.32	0.31	0.01	12.68	0.36	0.00	1.99	0.00
	VESSELS - Tug, OSV		12500	643.08	15433.80	24	5	8.82	5.32	5.16	0.13	211.28	6.07	0.00	33.14	0.06	0.53	0.32	0.31	0.01	12.68	0.36	0.00	1.99	0.00
PRODUCTION	RECIP.<600hp Diesel - Misc Small Temp Equipment		600	30.87	740.82	18	365	1.32	1.32	1.32	0.04	18.65	1.38	--	4.01	--	4.35	4.35	4.35	0.12	61.27	4.52	--	13.17	--
	RECIP.>600hp Diesel - Misc Large Temp Equipment		1000	51.45	1234.70	18	365	0.71	0.40	0.39	0.01	24.03	0.64	--	5.51	--	2.32	1.32	1.29	0.04	78.94	2.10	--	18.11	--
	RECIP Diesel Fire Pump #1		1064	54.74	1313.73	1	52	0.75	0.43	0.42	0.01	25.57	0.68	--	5.86	--	0.02	0.01	0.01	0.00	0.66	0.02	--	0.15	--
	RECIP Diesel Fire Pump #2		1064	54.74	1313.73	1	52	0.75	0.43	0.42	0.01	25.57	0.68	--	5.86	--	0.02	0.01	0.01	0.00	0.66	0.02	--	0.15	--
	DIESEL CRANE ENGINE #1		540	27.78	666.74	24	365	1.19	1.19	1.19	0.03	16.79	1.24	--	3.61	--	5.21	5.21	5.21	0.15	73.52	5.42	--	15.80	--
	DIESEL CRANE ENGINE #2		540	27.78	666.74	24	365	1.19	1.19	1.19	0.03	16.79	1.24	--	3.61	--	5.21	5.21	5.21	0.15	73.52	5.42	--	15.80	--
	RECIP Emergency Generator - Diesel		2252	115.86	2780.55	1	52	1.59	0.90	0.88	0.03	54.12	1.44	--	12.41	--	0.04	0.02	0.02	0.00	1.41	0.04	--	0.32	--
	LIFE BOATS - Diesel		428	22.02	528.45	1	52	0.94	0.94	0.94	0.03	13.30	0.98	--	2.86	--	0.02	0.02	0.02	0.00	0.35	0.03	--	0.07	--
	Natural Gas Turbine - Mars 100 #1		14124	106036.036	2544864.86	24	365	0.00	0.27	0.27	0.08	106.79	3.69	--	12.97	--	--	1.18	1.18	0.35	467.73	16.16	--	56.79	--
	Natural Gas Turbine - Mars 100 #2		14124	106036.036	2544864.86	24	365	0.00	0.27	0.27	0.08	106.79	3.69	--	12.97	--	--	1.18	1.18	0.35	467.73	16.16	--	56.79	--
	Natural Gas Turbine - Mars 100 #3		14124	106036.036	2544864.86	24	90	0.00	0.27	0.27	0.08	106.79	3.69	--	12.97	--	--	0.29	0.29	0.09	115.33	3.98	--	14.00	--
	Dual Fuel Turbine - Taurus 70 #1, Diesel		9369	536.01	12864.35	1	365	0.79	0.28	0.28	0.10	99.30	2.45	0.00	8.67	--	0.14	0.05	0.05	0.02	18.12	0.45	0.00	1.58	--
	Dual Fuel Turbine - Taurus 70 #1, Nat Gas		9369	70337.84	1688108.11	23	365	--	0.18	0.18	0.05	63.63	2.38	--	8.25	--	--	0.75	0.75	0.22	267.10	9.98	--	34.64	--
	Dual Fuel Turbine - Taurus 70 #2, Diesel		9369	536.01	12864.35	1	365	0.79	0.28	0.28	0.10	99.30	2.45	0.00	8.67	--	0.14	0.05	0.05	0.02	18.12	0.45	0.00	1.58	--
	Dual Fuel Turbine - Taurus 70 #2, Nat Gas		9369	70337.84	1688108.11	23	365	--	0.18	0.18	0.05	63.63	2.38	--	8.25	--	--	0.75	0.75	0.22	267.10	9.98	--	34.64	--
	Dual Fuel Turbine - Taurus 70 #3, Diesel		9369	536.01	12864.35	1	365	0.79	0.28	0.28	0.10	99.30	2.45	0.00	8.67	--	0.14	0.05	0.05	0.02	18.12	0.45	0.00	1.58	--
	Dual Fuel Turbine - Taurus 70 #3, Nat Gas		9369	70337.84	1688108.11	23	365	--	0.18	0.18	0.05	63.63	2.38	--	8.25	--	--	0.75	0.75	0.22	267.10	9.98	--	34.64	--
	Dual Fuel Turbine - Taurus 70 #4, Diesel		9369	536.01	12864.35	1	365	0.79	0.18	0.28	0.10	99.30	2.45	0.00	8.67	--	0.14	0.03	0.05	0.02	18.12	0.45	0.00	1.58	--
	Dual Fuel Turbine - Taurus 70 #4, Nat Gas		9369	70337.84	1688108.11	23	365	--	0.18	0.18	0.05	63.63	2.38	--	8.25	--	--	0.75	0.75	0.22	267.10	9.98	--	34.64	--
MISC.			BPD	SCF/HR	COUNT																				
	COMBUSTION FLARE - no smoke			295		24	365	0.00	0.00	0.00	0.00	0.03	0.09	--	0.12	--	0.00	0.00	0.00	0.00	0.12	0.39	--	0.53	--
	COMBUSTION FLARE - light smoke			0		0	0	0.00	0.00	0.00	0.00	0.00	0.00	--	0.00	--	0.00	0.00	0.00	0.00	0.00	--	0.00	--	
	COMBUSTION FLARE - medium smoke			950000		24	365	12.65	12.65	12.65	0.01	86.05	285.45	--	392.27	--	55.42	55.42	55.42	0.04	376.89	1250.27	--	1718.16	--
	COMBUSTION FLARE - heavy smoke			0		0	0	0.00	0.00	0.00	0.00	0.00	0.00	--	0.00	--	0.00	0.00	0.00	0.00	0.00	--	0.00	--	
	COLD VENT				1	24	365	--	--	--	--	--	10.22	--	--	--	--	--	--	--	--	44.75	--	--	--
	COLD VENT - Intermittent				22800000	24	10	--	--	--	--	--	1544.12	--	--	--	--	--	--	--	--	185.29	--	--	--
COLD VENT - Routine				8500	24	365	--	--	--	--	--	0.58	--	--	--	--	--	--	--	--	2.52	--	--	--	
FUGITIVES				11612	24	365	--	--	--	--	--	5.81	--	--	--	--	--	--	--	--	25.43	--	--	--	
2026 Annual Facility Total Emissions								137.66	90.43	88.43	2.70	3,970.42	1,963.03	0.01	968.94	0.79	95.22	90.69	90.28	2.56	3,386.73	1,619.40	0.00	2,137.50	0.15
EXEMPTION CALCULATION	DISTANCE FROM LAND IN MILES																2,097.90			2,097.90	2,097.90	2,097.90		53,831.85	
	63																								
PRODUCTION	VESSELS - Support Vessel - Diesel		10100	519.60	12470.51	24	180	7.13	4.30	4.17	0.10	170.72	4.91	0.00	26.78	0.05	15.39	9.29	9.01	0.22	368.75	10.60	0.00	57.84	0.11
	VESSELS - Support Vessel - Diesel		10100	519.60	12470.51	24	180	7.13	4.30	4.17	0.10	170.72	4.91	0.00	26.78	0.05	15.39	9.29	9.01	0.22	368.75	10.60	0.00	57.84	0.11
	VESSELS - Crew Vessel - Diesel		8000	411.57	9877.63	24	60	5.64	3.41	3.30	0.08	135.22	3.89	0.00	21.21	0.04	4.06	2.45	2.38	0.06	97.36	2.80	0.00	15.27	0.03
	VESSELS - Flotel - Diesel		17500	900.31	21607.32	24	90	12.35	7.45	7.23	0.18	295.80	8.50	0.00	46.40	0.09	13.33	8.04	7.80	0.19	319.46	9.19	0.00	50.11	0.09
	VESSELS - Support Vessel - Diesel		12610	648.73	15569.62	24	30	8.90	5.37	5.21	0.13	213.14	6.13	0.00	33.43	0.06	3.20	1.93	1.87	0.05	76.73	2.21	0.00	12.04	0.02
2026 Annual Non-Facility Total Emissions								32.24	19.45	18.87	0.47	772.45	22.21	0.00	121.16	0.23	48.18	29.07	28.20	0.70	1,154.32	33.19	0.00	181.05	0.34

AIR EMISSIONS CALCULATIONS
2027-2048

COMPANY	AREA		BLOCK	LEASE	FACILITY	WELL		CONTACT		PHONE		REMARKS													
Shell Offshore Inc.	Mississippi Canyon		940	OCS-G31534	Vito Floating Production System (FPS)	VA013 & VA013-Alt; Previously approved wells: VA001,VA002, VA003, VA004, VA005, VA006, VA007, VA008, VA009, VA010, VA011, VA012		Katie Brown	(504) 425-3174		The following equipment utilize non-default emission factors and are presented on the FACTORS tab: • Cold Vent (VOC) • Natural Gas Turbine - Mars 100 (NOx, VOC, CO) • Dual Fuel Turbine - Taurus 70, Diesel (NOx, VOC, CO) • Dual Fuel Turbine - Taurus 70, Nat Gas (NOx, VOC, CO) No emission reduction measures are included in this AQR. Vito-AQR-sDOCD_Host_20260610_BOEM.xlsx														
OPERATIONS	EQUIPMENT		RATING	MAX. FUEL	ACT. FUEL	RUN TIME		MAXIMUM POUNDS PER HOUR								ESTIMATED TONS									
	Diesel Engines		HP	GAL/HR	GAL/D																				
	Nat. Gas Engines		HP	SCF/HR	SCF/D																				
	Burners		MMBTU/HR	SCF/HR	SCF/D	HR/D	D/YR	TSP	PM10	PM2.5	SOx	NOx	VOC	Pb	CO	NH3	TSP	PM10	PM2.5	SOx	NOx	VOC	Pb	CO	NH3
EQUIP INSTALLATION & MAINTENANCE	VESSELS - Construction, Installation, & Maintenance (1)		26070	1341.20	32188.73	24	20	18.39	11.10	10.76	0.27	440.65	12.67	0.00	69.12	0.13	4.41	2.66	2.58	0.06	105.76	3.04	0.00	16.59	0.03
	VESSELS - Construction, Installation, & Maintenance (1)		18000	926.03	22224.67	24	20	12.70	7.66	7.43	0.18	304.25	8.75	0.00	47.72	0.09	3.05	1.84	1.78	0.04	73.02	2.10	0.00	11.45	0.02
PRODUCTION	RECIP.<600hp Diesel - Misc Small Temp Equipment		600	30.87	740.82	18	365	1.32	1.32	1.32	0.04	18.65	1.38	--	4.01	--	4.35	4.35	4.35	0.12	61.27	4.52	--	13.17	--
	RECIP.>600hp Diesel - Misc Large Temp Equipment		1000	51.45	1234.70	18	365	0.71	0.40	0.39	0.01	24.03	0.64	--	5.51	--	2.32	1.32	1.29	0.04	78.94	2.10	--	18.11	--
	RECIP Diesel Fire Pump #1		1064	54.74	1313.73	1	52	0.75	0.43	0.42	0.01	25.57	0.68	--	5.86	--	0.02	0.01	0.01	0.00	0.66	0.02	--	0.15	--
	RECIP Diesel Fire Pump #2		1064	54.74	1313.73	1	52	0.75	0.43	0.42	0.01	25.57	0.68	--	5.86	--	0.02	0.01	0.01	0.00	0.66	0.02	--	0.15	--
	DIESEL CRANE ENGINE #1		540	27.78	666.74	24	365	1.19	1.19	1.19	0.03	16.79	1.24	--	3.61	--	5.21	5.21	5.21	0.15	73.52	5.42	--	15.80	--
	DIESEL CRANE ENGINE #2		540	27.78	666.74	24	365	1.19	1.19	1.19	0.03	16.79	1.24	--	3.61	--	5.21	5.21	5.21	0.15	73.52	5.42	--	15.80	--
	RECIP Emergency Generator - Diesel		2252	115.86	2780.55	1	52	1.59	0.90	0.88	0.03	54.12	1.44	--	12.41	--	0.04	0.02	0.02	0.00	1.41	0.04	--	0.32	--
	LIFE BOATS - Diesel		428	22.02	528.45	1	52	0.94	0.94	0.94	0.03	13.30	0.98	--	2.86	--	0.02	0.02	0.02	0.00	0.35	0.03	--	0.07	--
	Natural Gas Turbine - Mars 100 #1		14124	106036.036	2544864.86	24	365	0.00	0.27	0.27	0.08	106.79	3.69	--	12.97	--	--	1.18	1.18	0.35	467.73	16.16	--	56.79	--
	Natural Gas Turbine - Mars 100 #2		14124	106036.036	2544864.86	24	365	0.00	0.27	0.27	0.08	106.79	3.69	--	12.97	--	--	1.18	1.18	0.35	467.73	16.16	--	56.79	--
	Natural Gas Turbine - Mars 100 #3		14124	106036.036	2544864.86	24	365	0.00	0.27	0.27	0.08	106.79	3.69	--	12.97	--	--	1.18	1.18	0.35	467.73	16.16	--	56.79	--
	Dual Fuel Turbine - Taurus 70 #1, Diesel		9369	536.01	12864.35	1	365	0.79	0.28	0.28	0.10	99.30	2.45	0.00	8.67	--	0.14	0.05	0.05	0.02	18.12	0.45	0.00	1.58	--
	Dual Fuel Turbine - Taurus 70 #1, Nat Gas		9369	70337.84	1688108.11	23	365	--	0.18	0.18	0.05	63.63	2.38	--	8.25	--	--	0.75	0.75	0.22	267.10	9.98	--	34.64	--
	Dual Fuel Turbine - Taurus 70 #2, Diesel		9369	536.01	12864.35	1	365	0.79	0.28	0.28	0.10	99.30	2.45	0.00	8.67	--	0.14	0.05	0.05	0.02	18.12	0.45	0.00	1.58	--
	Dual Fuel Turbine - Taurus 70 #2, Nat Gas		9369	70337.84	1688108.11	23	365	--	0.18	0.18	0.05	63.63	2.38	--	8.25	--	--	0.75	0.75	0.22	267.10	9.98	--	34.64	--
	Dual Fuel Turbine - Taurus 70 #3, Diesel		9369	536.01	12864.35	1	365	0.79	0.28	0.28	0.10	99.30	2.45	0.00	8.67	--	0.14	0.05	0.05	0.02	18.12	0.45	0.00	1.58	--
	Dual Fuel Turbine - Taurus 70 #3, Nat Gas		9369	70337.84	1688108.11	23	365	--	0.18	0.18	0.05	63.63	2.38	--	8.25	--	--	0.75	0.75	0.22	267.10	9.98	--	34.64	--
	Dual Fuel Turbine - Taurus 70 #4, Diesel		9369	536.01	12864.35	1	365	0.79	0.18	0.28	0.10	99.30	2.45	0.00	8.67	--	0.14	0.03	0.05	0.02	18.12	0.45	0.00	1.58	--
	Dual Fuel Turbine - Taurus 70 #4, Nat Gas		9369	70337.84	1688108.11	23	365	--	0.18	0.18	0.05	63.63	2.38	--	8.25	--	--	0.75	0.75	0.22	267.10	9.98	--	34.64	--
	MISC.		BPD	SCF/HR	COUNT																				
	COMBUSTION FLARE - no smoke			295		24	365	0.00	0.00	0.00	0.00	0.03	0.09	--	0.12	--	0.00	0.00	0.00	0.00	0.12	0.39	--	0.53	--
	COMBUSTION FLARE - light smoke			0		0	0	0.00	0.00	0.00	0.00	0.00	0.00	--	0.00	--	0.00	0.00	0.00	0.00	0.00	0.00	--	0.00	--
	COMBUSTION FLARE - medium smoke			950000		24	365	12.65	12.65	12.65	0.01	86.05	285.45	--	392.27	--	55.42	55.42	55.42	0.04	376.89	1250.27	--	1718.16	--
	COMBUSTION FLARE - heavy smoke			0		0	0	0.00	0.00	0.00	0.00	0.00	0.00	--	0.00	--	0.00	0.00	0.00	0.00	0.00	0.00	--	0.00	--
	COLD VENT				1	24	365	--	--	--	--	--	10.22	--	--	--	--	--	--	--	--	44.75	--	--	--
	COLD VENT - Intermittent				22800000	24	10	--	--	--	--	--	1544.12	--	--	--	--	--	--	--	--	185.29	--	--	--
	COLD VENT - Routine				8500	24	365	--	--	--	--	--	0.58	--	--	--	--	--	--	--	--	2.52	--	--	--
FUGITIVES				13612	24	365	--	--	--	--	--	6.81	--	--	--	--	--	--	--	--	29.81	--	--	--	
2027-2048 Annual Facility Total Emissions								55.34	40.76	40.25	1.50	1,997.87	1,907.31	0.01	659.55	0.22	80.66	82.79	82.64	2.61	3,390.21	1,625.93	0.00	2,125.56	0.05
EXEMPTION CALCULATION	DISTANCE FROM LAND IN MILES																2,097.90			2,097.90	2,097.90	2,097.90		53,831.85	
	63																								
PRODUCTION	VESSELS - Support Vessel - Diesel		10100	519.60	12470.51	24	180	7.13	4.30	4.17	0.10	170.72	4.91	0.00	26.78	0.05	15.39	9.29	9.01	0.22	368.75	10.60	0.00	57.84	0.11
	VESSELS - Support Vessel - Diesel		10100	519.60	12470.51	24	180	7.13	4.30	4.17	0.10	170.72	4.91	0.00	26.78	0.05	15.39	9.29	9.01	0.22	368.75	10.60	0.00	57.84	0.11
	VESSELS - Crew Vessel - Diesel		8000	411.57	9877.63	24	60	5.64	3.41	3.30	0.08	135.22	3.89	0.00	21.21	0.04	4.06	2.45	2.38	0.06	97.36	2.80	0.00	15.27	0.03
	VESSELS - Flotel - Diesel		17500	900.31	21607.32	24	90	12.35	7.45	7.23	0.18	295.80	8.50	0.00	46.40	0.09	13.33	8.04	7.80	0.19	319.46	9.19	0.00	50.11	0.09
	VESSELS - Support Vessel - Diesel		12610	648.73	15569.62	24	90	8.90	5.37	5.21	0.13	213.14	6.13	0.00	33.43	0.06	9.61	5.80	5.62	0.14	230.19	6.62	0.00	36.11	0.07
2027-2048 Annual Non-Facility Total Emissions								32.24	19.45	18.87	0.47	772.45	22.21	0.00	121.16	0.23	48.18	29.07	28.20	0.70	1,154.32	33.19	0.00	181.05	0.34

AIR EMISSIONS CALCULATIONS

COMPANY		AREA	BLOCK	LEASE	FACILITY	WELL			
Shell Offshore Inc.		Mississippi Canyon	940	OCS-G31534	Vito Floating Production System (FPS)	VA013 & VA013-Alt; Previously approved wells: VA001,VA002, VA003, VA004, VA005, VA006, VA007, VA008, VA009, VA010, VA011, VA012			
Year	Facility Emitted Substance								
	TSP	PM10	PM2.5	SOx	NOx	VOC	Pb	CO	NH3
2026	95.22	90.69	90.28	2.56	3386.73	1619.40	0.00	2137.50	0.15
2027-2048	80.66	82.79	82.64	2.61	3390.21	1625.93	0.00	2125.56	0.05
Allowable	2097.90			2097.90	2097.90	2097.90		53831.85	

COMPANY	Shell Offshore Inc.
AREA	Mississippi Canyon
BLOCK	940
LEASE	OCS-G31534
FACILITY	Vito Subsea Field (tieback to Vito Platform, MC-939, ID 2690)
WELL	VA013 & VA013-Alt
COMPANY CONTACT	Katie Brown
TELEPHONE NO.	(504) 425-3174
REMARKS	Supplemental DOCD MODU (Drillship or DP Semi-sub) Subsea Installation, well work (incl. workover for all Vito wells) No non-default emission factors were used in this AQR. Emission reduction measures are included in this AQR for VESSELS- Drilling - Propulsion Engine - Diesel. For vessels listed under "Pipeline Installation" section of Emissions tab see Footnote (1) on emissions tab for description of activities covered by General Service Vessels. "VESSELS - Well Stimulation" listed under "Production" section of Emissions tab will occur at the subsea drill center. For gas lift and water injection systems, the emissions for the systems are attributed to the well(s) which is using the gas lift and/or injection water, in other words, the well to which the lift gas and/or injection water flows. Some activities associated with these sources, specifically Service Vessels, are not currently planned but are included as a contingency, per BOEM guidance, AIR EMISSIONS CALCULATIONS INSTRUCTIONS FOR DPPs/DOCDs and PRA Statement, https://www.boem.gov/sites/default/files/documents/newsroom/BOEM-0139-Instructions-July-2020.pdf. Therefore, the schedule in Form BOEM-0137 will not match the days presented in the AQR. Vito DOCD AQR MODU 20260610-BOEM.xlsx

LEASE TERM PIPELINE CONSTRUCTION INFORMATION:		
YEAR	NUMBER OF PIPELINES	TOTAL NUMBER OF CONSTRUCTION DAYS
2026	1	70
2027	2	20
2028		
2029		
2030		
2031		
2032		
2033		

The Paperwork Reduction Act of 1995 (44 U.S.C. 3501 et seq.) requires us to inform you that BOEM collects this information as part of an applicant's DOCD submitted for our approval. We use the information to facilitate our review and data entry for OCS plans. We will protect proprietary data according to the Freedom of Information Act and 30 CFR 250.197. An agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid Office of Management and Budget (OMB) control number. Responses are mandatory (43 U.S.C. 1334). The reporting burden for this form is included in the burden for preparing EPs and DOCDs. We estimate that burden to average 700 hours per response, including the time for reviewing instructions, gathering and maintaining the data, and completing and reviewing the forms associated with subpart B. Direct comments on the burden estimate or any other aspect of this form to the Information Collection Clearance Officer, Bureau of Ocean Energy Management, 45600 Woodland Road, Sterling, Virginia 20166.

AIR EMISSIONS COMPUTATION FACTORS													
Fuel Usage Conversion Factors	Natural Gas Turbines				Natural Gas Engines		Diesel Recip. Engine		Diesel Turbines				
	SCF/hp-hr	9.524			SCF/hp-hr	7.143	GAL/hp-hr	0.0514	GAL/hp-hr	0.0514			
Equipment/Emission Factors	units	TSP	PM10	PM2.5	SOx	NOx	VOC	Pb	CO	NH3	REF.	DATE	Reference Links
Natural Gas Turbine	g/hp-hr		0.0086	0.0086	0.0026	1.4515	0.0095	N/A	0.3719	N/A	AP42 3.1-1& 3.1-2a	4/00	https://www3.epa.gov/ttnchie1/ap42/ch03/final/c03s01.pdf
RECIP. 2 Cycle Lean Natural Gas	g/hp-hr		0.1293	0.1293	0.0020	6.5998	0.4082	N/A	1.2009	N/A	AP42 3.2-1	7/00	https://www3.epa.gov/ttn/chie1/ap42/ch03/final/c03s02.pdf
RECIP. 4 Cycle Lean Natural Gas	g/hp-hr		0.0002	0.0002	0.0020	2.8814	0.4014	N/A	1.8949	N/A	AP42 3.2-2	7/00	https://www3.epa.gov/ttn/chie1/ap42/ch03/final/c03s02.pdf
RECIP. 4 Cycle Rich Natural Gas	g/hp-hr		0.0323	0.0323	0.0020	7.7224	0.1021	N/A	11.9408	N/A	AP42 3.2-3	7/00	https://www3.epa.gov/ttn/chie1/ap42/ch03/final/c03s02.pdf
Diesel Recip. < 600 hp	g/hp-hr	1	1	1	0.0279	14.1	1.04	N/A	3.03	N/A	AP42 3.3-1	10/96	https://www3.epa.gov/ttnchie1/ap42/ch03/final/c03s03.pdf
Diesel Recip. > 600 hp	g/hp-hr	0.32	0.182	0.178	0.0055	10.9	0.29	N/A	2.5	N/A	AP42 3.4-1 & 3.4-2	10/96	https://www3.epa.gov/ttn/chie1/ap42/ch03/final/c03s04.pdf
Diesel Boiler	lbs/bbl	0.0840	0.0420	0.0105	0.0089	1.0080	0.0084	0.0001	0.2100	0.0336	AP42 1.3-6; Pb and NH3: WebFIRE (08/2018)	9/98 and 5/10	https://cfpub.epa.gov/webfire/
Diesel Turbine	g/hp-hr	0.0381	0.0137	0.0137	0.0048	2.7941	0.0013	0.0000	0.0105	N/A	AP42 3.1-1 & 3.1-2a	4/00	https://www3.epa.gov/ttnchie1/ap42/ch03/final/c03s01.pdf
Dual Fuel Turbine	g/hp-hr	0.0381	0.0137	0.0137	0.0048	2.7941	0.0095	0.0000	0.3719	0.0000	AP42 3.1-1& 3.1-2a; AP42 3.1-1 & 3.1-2a	4/00	https://cfpub.epa.gov/webfire/
Vessels – Propulsion	g/hp-hr	0.320	0.1931	0.1873	0.0047	7.6669	0.2204	0.0000	1.2025	0.0022	USEPA 2017 NEI;TSP refer to Diesel Recip. > 600 hp reference	3/19	https://www.epa.gov/air-emissions-inventories/2017-national-emissions-inventory-nei-data
Vessels – Drilling Prime Engine, Auxiliary	g/hp-hr	0.320	0.1931	0.1873	0.0047	7.6669	0.2204	0.0000	1.2025	0.0022	USEPA 2017 NEI;TSP refer to Diesel Recip. > 600 hp reference	3/19	
Vessels – Diesel Boiler	g/hp-hr	0.0466	0.1491	0.1417	0.4400	1.4914	0.0820	0.0000	0.1491	0.0003	USEPA 2017 NEI;TSP (units converted) refer to Diesel Boiler Reference	3/19	
Vessels – Well Stimulation	g/hp-hr	0.320	0.1931	0.1873	0.0047	7.6669	0.2204	0.0000	1.2025	0.0022	USEPA 2017 NEI;TSP refer to Diesel Recip. > 600 hp reference	3/19	
Natural Gas Heater/Boiler/Burner	lbs/MMscf	7.60	1.90	1.90	0.60	190.00	5.50	0.00	84.00	3.2	AP42 1.4-1 & 1.4-2; Pb and NH3: WebFIRE (08/2018)	7/98 and 8/18	https://www3.epa.gov/ttnchie1/ap42/ch01/final/c01s04.pdf
Combustion Flare (no smoke)	lbs/MMscf	0.00	0.00	0.00	0.57	71.40	35.93	N/A	325.5	N/A	AP42 13.5-1, 13.5-2	2/18	https://cfpub.epa.gov/webfire/
Combustion Flare (light smoke)	lbs/MMscf	2.10	2.10	2.10	0.57	71.40	35.93	N/A	325.5	N/A	AP42 13.5-1, 13.5-2	2/18	https://www3.epa.gov/ttn/chie1/ap42/ch13/final/C13S05_02-05-18.pdf
Combustion Flare (medium smoke)	lbs/MMscf	10.50	10.50	10.50	0.57	71.40	35.93	N/A	325.5	N/A	AP42 13.5-1, 13.5-2	2/18	
Combustion Flare (heavy smoke)	lbs/MMscf	21.00	21.00	21.00	0.57	71.40	35.93	N/A	325.5	N/A	AP42 13.5-1, 13.5-2	2/18	
Liquid Flaring	lbs/bbl	0.42	0.0966	0.0651	5.964	0.84	0.01428	0.0001	0.21	0.0336	AP42 1.3-1 through 1.3-3 and 1.3-5	5/10	https://www3.epa.gov/ttnchie1/ap42/ch01/final/c01s03.pdf
Storage Tank	tons/yr/tank						4.300				2014 Gulfwide Inventory; Avg emiss (upper bound of 95% CI)	2017	https://www.boem.gov/environment/environmental-studies/2014-gulfwide-emission-inventory
Fugitives	lbs/hr/component						0.0005				API Study	12/93	https://www.apiwebstore.org/publications/item.cgi?9879d38a-8bc0-4abe-bb5c-9b623870125d
Glycol Dehydrator	tons/yr/dehydrator						19.240				2011 Gulfwide Inventory; Avg emiss (upper bound of 95% CI)	2014	https://www.boem.gov/environment/environmental-studies/2011-gulfwide-emission-inventory
Cold Vent	tons/yr/vent						44.747				2014 Gulfwide Inventory; Avg emiss (upper bound of 95% CI)	2017	https://www.boem.gov/environment/environmental-studies/2014-gulfwide-emission-inventory
Waste Incinerator	lb/ton		15.0	15.0	2.5	2.0	N/A	N/A	20.0	N/A	AP 42 2.1-12	10/96	https://www3.epa.gov/ttnchie1/ap42/ch02/final/c02s01.pdf
On-Ice – Loader	lbs/gal	0.043	0.043	0.043	0.040	0.604	0.049	N/A	0.130	0.003	USEPA NONROAD2008 model; TSP (units converted) refer to Diesel Recip. <600 reference	2009	https://www.epa.gov/moves/nonroad2008a-installation-and-updates
On-Ice – Other Construction Equipment	lbs/gal	0.043	0.043	0.043	0.040	0.604	0.049	N/A	0.130	0.003	USEPA NONROAD2008 model; TSP (units converted) refer to Diesel Recip. <600 reference	2009	
On-Ice – Other Survey Equipment	lbs/gal	0.043	0.043	0.043	0.040	0.604	0.049	N/A	0.130	0.003	USEPA NONROAD2008 model; TSP (units converted) refer to Diesel Recip. <600 reference	2009	
On-Ice – Tractor	lbs/gal	0.043	0.043	0.043	0.040	0.604	0.049	N/A	0.130	0.003	USEPA NONROAD2008 model; TSP (units converted) refer to Diesel Recip. <600 reference	2009	
On-Ice – Truck (for gravel island)	lbs/gal	0.043	0.043	0.043	0.040	0.604	0.049	N/A	0.130	0.003	USEPA NONROAD2008 model; TSP (units converted) refer to Diesel Recip. <600 reference	2009	
On-Ice – Truck (for surveys)	lbs/gal	0.043	0.043	0.043	0.040	0.604	0.049	N/A	0.130	0.003	USEPA NONROAD2008 model; TSP (units converted) refer to Diesel Recip. <600 reference	2009	
Man Camp - Operation (max people/day)	tons/person/day		0.0004	0.0004	0.0004	0.006	0.001	N/A	0.001	N/A	BOEM 2014-1001	2014	https://www.boem.gov/sites/default/files/uploadedFiles/BOEM/BOEM_Newsroom/Library/Publications/2014-1001.pdf
Vessels - Ice Management Diesel	g/hp-hr	0.320	0.1931	0.1873	0.0047	7.6669	0.2204	0.0000	1.2025	0.0022	USEPA 2017 NEI;TSP refer to Diesel Recip. > 600 hp reference	3/19	https://www.epa.gov/air-emissions-inventories/2017-national-emissions-inventory-nei-data
Vessels - Hovercraft Diesel	g/hp-hr	0.320	0.1931	0.1873	0.0047	7.6669	0.2204	0.0000	1.2025	0.0022	USEPA 2017 NEI;TSP refer to Diesel Recip. > 600 hp reference	3/19	

Sulfur Content Source	Value	Units
Fuel Gas	3.38	ppm
Diesel Fuel	0.0015	% weight
Produced Gas (Flare)	3.38	ppm
Produced Oil (Liquid Flaring)	1	% weight

Density and Heat Value of Diesel Fuel		
Density	7.05	lbs/gal
Heat Value	19,300	Btu/lb

Heat Value of Natural Gas		
Heat Value	1,050	MMBtu/MMscf

Natural Gas Flare Parameters	Value	Units
VOC Content of Flare Gas	0.6816	lb VOC/lb-mol gas
Natural Gas Flare Efficiency	98	%

Purpose

Shell has reviewed engine information for its GOM fleet of Drillship and DP semi-sub MODUs. Of the proposed MODUs, the highest fuel consumption is similar to the Noble Don Taylor, which has six main engines of 10,728 hp/engine. Alternatively, Shell's contracted Transocean Deepwater MODUs have six, main engines of 9,387 hp/engine and lower fuel consumption rates. (Shell's contracted Noble MODUs have lower total horsepower and fuel consumption.) The projected fuel usages presented below would therefore be conservative across the fleet of Drillships and DP Semi-subs.

Step 1 - Determine Typical Operating Loads

Description	Value	Notes
Actual average daily fuel use (gal/day)	15,772	Based on daily fuel records for the Noble Don Taylor from January 1, 2013 to December 31, 2013.
Contingency factor	1.25	The contingency factor is used to allow for more usage if need be.
Proposed MODU Campaign Average Daily Fuel Use (gal/day)	19,715	Calculated Value - PTE fuel use * Proposed Operating Load and rounded up to nearest thousand (for additional conservatism). This represents total fuel use on the MODU and is allocated equally amongst the six prime movers.
2026 Annual Fuel Limits, Gals	4,830,175	Calculated Value - Campaign Average Daily Fuel Use * Campaign Days
2027-2048 Annual Fuel Limits, Gals	7,195,975	Calculated Value - Campaign Average Daily Fuel Use * Campaign Days

Additional Notes

1 - Operating loads are campaign specific and may change in future AQRs depending on the future fuel usage tracking. Fuel levels depicted in this AQR does not restrict Shell from using a different value in future AQRs.

2 - If tracked fuel usage associated with this activity indicates emissions may exceed the approved emissions, Shell will submit revised AQR calculations.

AIR EMISSIONS CALCULATIONS - 2026

COMPANY	AREA		BLOCK	LEASE	FACILITY			WELL	CONTACT	PHONE	REMARKS																
Shell Offshore Inc.	Mississippi Canyon		940	OCS-G31534	Vito Subsea Field (tieback to Vito Platform, MC-939, ID 2690)			VA013 & VA013-Alt	Katie Brown	(504) 425-3174	Supplemental DOCD MODU (Drillship or DP Semi-sub) Subsea Installation, well work (incl. workover for all Vito wells) No non-default emission factors were used in this AQR. Emission reduction measures are included in this AQR for VESSELS- Drilling - Propulsion Engine - Diesel. For vessels listed under "Pipeline Installation" section of Emissions tab see Footnote (1) on emissions tab for description of activities covered by General Service Vessels. "VESSELS - Well Stimulation" listed under "Production" section of Emissions tab will occur at the subsea drill center. For gas lift and water injection systems, the emissions for the systems are attributed to the well(s) which is using the gas lift and/or injection water, in other words, the well to which the lift gas and/or injection water flows. Some activities associated with these sources, specifically Service Vessels, are not currently planned but are included as a contingency, per BOEM guidance, AIR EMISSIONS CALCULATIONS INSTRUCTIONS FOR DPPs/DOCDs and PRA Statement, https://www.boem.gov/sites/default/files/documents/newsroom/BOEM-0139-Instructions-July-2020.pdf . Therefore, the schedule in Form BOEM-0137 will not match the days presented in the AQR. Vito DOCD AQR MODU 20260610-BOEM.xlsx																
OPERATIONS	EQUIPMENT	EQUIPMENT ID	RATING	MAX. FUEL	ACT. FUEL	RUN TIME		MAXIMUM POUNDS PER HOUR										ESTIMATED TONS									
	Diesel Engines		HP	GAL/HR	GAL/D																						
	Nat. Gas Engines		HP	SCF/HR	SCF/D																						
	Burners		MMBTU/HR	SCF/HR	SCF/D	HR/D	D/YR	TSP	PM10	PM2.5	SOx	NOx	VOC	Pb	CO	NH3	TSP	PM10	PM2.5	SOx	NOx	VOC	Pb	CO	NH3		
DRILLING, WELL WORK, INSTALLATION	VESSELS- Drilling - Propulsion Engine - Diesel	Emergency Air Compressor	10728	551.91	3285.83	24	245	7.57	4.57	4.43	0.11	181.33	5.21	0.00	28.44	0.05	5.52	3.33	3.23	0.08	132.25	3.80	0.00	20.74	0.04		
	VESSELS- Drilling - Propulsion Engine - Diesel		10728	551.91	3285.83	24	245	7.57	4.57	4.43	0.11	181.33	5.21	0.00	28.44	0.05	5.52	3.33	3.23	0.08	132.25	3.80	0.00	20.74	0.04		
	VESSELS- Drilling - Propulsion Engine - Diesel		10728	551.91	3285.83	24	245	7.57	4.57	4.43	0.11	181.33	5.21	0.00	28.44	0.05	5.52	3.33	3.23	0.08	132.25	3.80	0.00	20.74	0.04		
	VESSELS- Drilling - Propulsion Engine - Diesel		10728	551.91	3285.83	24	245	7.57	4.57	4.43	0.11	181.33	5.21	0.00	28.44	0.05	5.52	3.33	3.23	0.08	132.25	3.80	0.00	20.74	0.04		
	VESSELS- Drilling - Propulsion Engine - Diesel		10728	551.91	3285.83	24	245	7.57	4.57	4.43	0.11	181.33	5.21	0.00	28.44	0.05	5.52	3.33	3.23	0.08	132.25	3.80	0.00	20.74	0.04		
	VESSELS- Drilling - Propulsion Engine - Diesel		10728	551.91	3285.83	24	245	7.57	4.57	4.43	0.11	181.33	5.21	0.00	28.44	0.05	5.52	3.33	3.23	0.08	132.25	3.80	0.00	20.74	0.04		
	RECIP.<600hp Diesel		2547	131.03	3144.79	1	245	5.62	5.62	5.62	0.16	79.17	5.84	--	17.01	--	0.69	0.69	0.69	0.02	9.70	0.72	--	2.08	--		
	RECIP.>600hp Diesel	Emergency Generator	26	1.34	32.10	1	245	0.02	0.01	0.01	0.00	0.62	0.02	--	0.14	--	0.00	0.00	0.00	0.00	0.08	0.00	--	0.02	--		
PIPELINE INSTALLATION	VESSELS - General Service (MPSV) - Diesel (1)		45000	2315.07	55561.68	24	30	31.75	19.15	18.58	0.46	760.62	21.87	0.00	119.30	0.22	11.43	6.90	6.69	0.17	273.82	7.87	0.00	42.95	0.08		
	VESSELS - General Service (MPSV) - Diesel (1)		30200	1553.67	37288.06	24	60	21.31	12.85	12.47	0.31	510.46	14.68	0.00	80.06	0.15	15.34	9.25	8.98	0.22	367.53	10.57	0.00	57.65	0.11		
	VESSELS - General Service (MPSV) - Diesel (1)		30200	1553.67	37288.06	24	30	21.31	12.85	12.47	0.31	510.46	14.68	0.00	80.06	0.15	7.67	4.63	4.49	0.11	183.77	5.28	0.00	28.82	0.05		
	VESSELS - General Service (MPSV) - Diesel (1)		21400	1100.94	26422.67	24	40	15.10	9.11	8.84	0.22	361.72	10.40	0.00	56.73	0.11	7.25	4.37	4.24	0.11	173.62	4.99	0.00	27.23	0.05		
PRODUCTION	VESSELS - Well Stimulation		37500	1929.23	46301.40	24	10	26.46	15.96	15.48	0.39	633.85	18.22	0.00	99.42	0.18	3.17	1.92	1.86	0.05	76.06	2.19	0.00	11.93	0.02		
2026 Facility Total Emissions								166.95	102.95	100.03	2.51	3,944.91	116.99	0.01	623.39	1.13	78.67	47.74	46.32	1.15	1,878.07	54.43	0.01	295.14	0.55		
EXEMPTION CALCULATION	DISTANCE FROM LAND IN MILES																2,097.90			2,097.90	2,097.90	2,097.90		53,831.85			
	63.0																										
DRILLING	VESSELS- Fast/Crew Diesel		8000	411.57	9877.63	24	122.5	5.64	3.41	3.30	0.08	135.22	3.89	0.00	21.21	0.04	16.59	10.01	9.71	0.24	397.55	11.43	0.00	62.36	0.12		
	VESSELS - Supply Diesel		10100	519.60	12470.51	24	245	7.13	4.30	4.17	0.10	170.72	4.91	0.00	26.78	0.05	20.95	12.64	12.26	0.30	501.91	14.43	0.00	78.72	0.15		
	VESSELS - Supply Diesel		10100	519.60	12470.51	24	74	7.13	4.30	4.17	0.10	170.72	4.91	0.00	26.78	0.05	6.28	3.79	3.68	0.09	150.57	4.33	0.00	23.62	0.04		
	VESSELS - Supply Diesel		10100	519.60	12470.51	24	74	7.13	4.30	4.17	0.10	170.72	4.91	0.00	26.78	0.05	6.28	3.79	3.68	0.09	150.57	4.33	0.00	23.62	0.04		
	VESSELS - Supply Diesel		12605	648.476831	15563.44	24	20	8.89	5.37	5.20	0.13	213.06	6.13	0.00	33.42	0.06	2.13	1.29	1.25	0.03	51.13	1.47	0.00	8.02	0.01		
2026 Non-Facility Total Emissions								35.91	21.67	21.02	0.52	860.43	24.74	0.00	134.96	0.25	52.24	31.52	30.57	0.76	1,251.74	35.99	0.00	196.33	0.37		

(1) VESSELS - General Service (MPSV) - Diesel: The days allocated per year will be for temporary activities of installation/maintenance of flowline, jumpers, flying leads, etc., inspections, equipment maintenance, stimulations, or other service needs; some of which may not occur in any given year and are yet to be planned.

AIR EMISSIONS CALCULATIONS - 2027-2048

COMPANY	AREA		BLOCK	LEASE	FACILITY			WELL	CONTACT	PHONE	REMARKS														
Shell Offshore Inc.	Mississippi Canyon		940	OCS-G31534	Vito Subsea Field (tieback to Vito Platform, MC-939, ID 2690)			VA013 & VA013-Alt	Katie Brown	(504) 425-3174	Supplemental DOCD MODU (Drillship or DP Semi-sub) Subsea Installation, well work (incl. workover for all Vito wells) No non-default emission factors were used in this AQR. Emission reduction measures are included in this AQR for VESSELS- Drilling - Propulsion Engine - Diesel. For vessels listed under "Pipeline Installation" section of Emissions tab see Footnote (1) on emissions tab for description of activities covered by General Service Vessels. "VESSELS - Well Stimulation" listed under "Production" section of Emissions tab will occur at the subsea drill center. For gas lift and water injection systems, the emissions for the systems are attributed to the well(s) which is using the gas lift and/or injection water, in other words, the well to which the lift gas and/or injection water flows. Some activities associated with these sources, specifically Service Vessels, are not currently planned but are included as a contingency, per BOEM guidance, AIR EMISSIONS CALCULATIONS INSTRUCTIONS FOR DPPs/DOCDs and PRA Statement, https://www.boem.gov/sites/default/files/documents/newsroom/BOEM-0139-Instructions-July-2020.pdf . Therefore, the schedule in Form BOEM-0137 will not match the days presented in the AQR. Vito DOCD AQR MODU 20260610-BOEM.xlsx														
OPERATIONS	EQUIPMENT	EQUIPMENT ID	RATING	MAX. FUEL	ACT. FUEL	RUN TIME		MAXIMUM POUNDS PER HOUR										ESTIMATED TONS							
	Diesel Engines		HP	GAL/HR	GAL/D																				
	Nat. Gas Engines		HP	SCF/HR	SCF/D																				
	Burners		MMBTU/HR	SCF/HR	SCF/D	HR/D	D/YR	TSP	PM10	PM2.5	SOx	NOx	VOC	Pb	CO	NH3	TSP	PM10	PM2.5	SOx	NOx	VOC	Pb	CO	NH3
DRILLING, WELL WORK, INSTALLATION	VESSELS- Drilling - Propulsion Engine - Diesel		10728	551.91	3285.83	24	365	7.57	4.57	4.43	0.11	181.33	5.21	0.00	28.44	0.05	8.22	4.96	4.81	0.12	197.02	5.66	0.00	30.90	0.06
	VESSELS- Drilling - Propulsion Engine - Diesel		10728	551.91	3285.83	24	365	7.57	4.57	4.43	0.11	181.33	5.21	0.00	28.44	0.05	8.22	4.96	4.81	0.12	197.02	5.66	0.00	30.90	0.06
	VESSELS- Drilling - Propulsion Engine - Diesel		10728	551.91	3285.83	24	365	7.57	4.57	4.43	0.11	181.33	5.21	0.00	28.44	0.05	8.22	4.96	4.81	0.12	197.02	5.66	0.00	30.90	0.06
	VESSELS- Drilling - Propulsion Engine - Diesel		10728	551.91	3285.83	24	365	7.57	4.57	4.43	0.11	181.33	5.21	0.00	28.44	0.05	8.22	4.96	4.81	0.12	197.02	5.66	0.00	30.90	0.06
	VESSELS- Drilling - Propulsion Engine - Diesel		10728	551.91	3285.83	24	365	7.57	4.57	4.43	0.11	181.33	5.21	0.00	28.44	0.05	8.22	4.96	4.81	0.12	197.02	5.66	0.00	30.90	0.06
	VESSELS- Drilling - Propulsion Engine - Diesel		10728	551.91	3285.83	24	365	7.57	4.57	4.43	0.11	181.33	5.21	0.00	28.44	0.05	8.22	4.96	4.81	0.12	197.02	5.66	0.00	30.90	0.06
	RECIP.<600hp Diesel	Emergency Air Compressor	2547	131.03	3144.79	1	365	5.62	5.62	5.62	0.16	79.17	5.84	--	17.01	--	1.02	1.02	1.02	0.03	14.45	1.07	--	3.11	--
	RECIP.>600hp Diesel	Emergency Generator	26	1.34	32.10	1	365	0.02	0.01	0.01	0.00	0.62	0.02	--	0.14	--	0.00	0.00	0.00	0.00	0.11	0.00	--	0.03	--
PIPELINE INSTALLATION	VESSELS - General Service (MPSV) - Diesel (1)		45000	2315.07	55561.68	24	30	31.75	19.15	18.58	0.46	760.62	21.87	0.00	119.30	0.22	11.43	6.90	6.69	0.17	273.82	7.87	0.00	42.95	0.08
	VESSELS - General Service (MPSV) - Diesel (1)		17025	875.87	21020.84	24	40	12.01	7.25	7.03	0.17	287.77	8.27	0.00	45.14	0.08	5.77	3.48	3.37	0.08	138.13	3.97	0.00	21.67	0.04
	VESSELS - General Service (MPSV) - Diesel (1)		21400	1100.94	26422.67	24	40	15.10	9.11	8.84	0.22	361.72	10.40	0.00	56.73	0.11	7.25	4.37	4.24	0.11	173.62	4.99	0.00	27.23	0.05
PRODUCTION	VESSELS - Well Stimulation		37500	1929.23	46301.40	24	10	26.46	15.96	15.48	0.39	633.85	18.22	0.00	99.42	0.18	3.17	1.92	1.86	0.05	76.06	2.19	0.00	11.93	0.02
2027-2048 Facility Total Emissions								136.35	84.49	82.13	2.06	3,211.75	95.91	0.01	508.40	0.91	77.98	47.46	46.06	1.15	1,858.33	54.08	0.01	292.32	0.54
EXEMPTION CALCULATION	DISTANCE FROM LAND IN MILES																2,097.90			2,097.90	2,097.90	2,097.90		53,831.85	
	63.0																								
DRILLING	VESSELS- Fast/Crew Diesel		8000	411.57	9877.63	24	182.5	5.64	3.41	3.30	0.08	135.22	3.89	0.00	21.21	0.04	24.72	14.91	14.47	0.36	592.27	17.03	0.00	92.90	0.17
	VESSELS - Supply Diesel		10100	519.60	12470.51	24	365	7.13	4.30	4.17	0.10	170.72	4.91	0.00	26.78	0.05	31.21	18.83	18.26	0.45	747.74	21.50	0.00	117.28	0.22
	VESSELS - Supply Diesel		10100	519.60	12470.51	24	110	7.13	4.30	4.17	0.10	170.72	4.91	0.00	26.78	0.05	9.36	5.65	5.48	0.14	224.32	6.45	0.00	35.18	0.07
	VESSELS - Supply Diesel		10100	519.60	12470.51	24	110	7.13	4.30	4.17	0.10	170.72	4.91	0.00	26.78	0.05	9.36	5.65	5.48	0.14	224.32	6.45	0.00	35.18	0.07
	VESSELS - Supply Diesel		12605	648.476831	15563.44	24	20	8.89	5.37	5.20	0.13	213.06	6.13	0.00	33.42	0.06	2.13	1.29	1.25	0.03	51.13	1.47	0.00	8.02	0.01
2027-2048 Non-Facility Total Emissions								35.91	21.67	21.02	0.52	860.43	24.74	0.00	134.96	0.25	76.79	46.33	44.94	1.12	1,839.79	52.90	0.01	288.57	0.54

(1) VESSELS - General Service (MPSV) - Diesel: The days allocated per year will be for temporary activities of installation/maintenance of flowline, jumpers, flying leads, etc., inspections, equipment maintenance, stimulations, or other service needs; some of which may not occur in any given year and are yet to be planned.

AIR EMISSIONS CALCULATIONS

COMPANY		AREA	BLOCK	LEASE	FACILITY		WELL		
Shell Offshore Inc.		Mississippi Canyon	940	OCS-G31534	Vito Subsea Field (tieback to Vito Platfom, MC-939, ID 2690)		VA013 & VA013-Alt		

Year	Facility Emitted Substance								
	TSP	PM10	PM2.5	SOx	NOx	VOC	Pb	CO	NH3
2026	78.67	47.74	46.32	1.15	1878.07	54.43	0.01	295.14	0.55
2027-2048	77.98	47.46	46.06	1.15	1858.33	54.08	0.01	292.32	0.54
Allowable	2097.90			2097.90	2097.90	2097.90		53831.85	

Customer Shell Vito	
Job ID	
Inquiry Number	
Run By Randall G Carroll	Date Run 18-Jul-18

Engine Model TAURUS 70-10801 Axial GSC STANDARD	
Fuel Type SD NATURAL GAS	Water Injection NO
Engine Emissions Data REV. 0.2	

NOx EMISSIONS	CO EMISSIONS	UHC EMISSIONS
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1	7698 kW	100.0% Load	Elev. 100 ft	Rel. Humidity 60.0%	Temperature 59.0 Deg. F
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PPMvd at 15% O2	235.00	50.00	25.00
ton/yr	320.80	41.55	11.90
lbm/MMBtu (Fuel LHV)	0.936	0.121	0.035
lbm/(MW-hr)	9.09	1.18	0.34
(gas turbine shaft pwr) lbm/hr	73.24	9.49	2.72

2	7663 kW	100.0% Load	Elev. 100 ft	Rel. Humidity 60.0%	Temperature 60.0 Deg. F
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PPMvd at 15% O2	235.00	50.00	25.00
ton/yr	319.68	41.41	11.86
lbm/MMBtu (Fuel LHV)	0.936	0.121	0.035
lbm/(MW-hr)	9.10	1.18	0.34
(gas turbine shaft pwr) lbm/hr	72.99	9.45	2.71

3	7169 kW	100.0% Load	Elev. 100 ft	Rel. Humidity 60.0%	Temperature 75.0 Deg. F
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PPMvd at 15% O2	235.00	50.00	25.00
ton/yr	303.15	39.27	11.25
lbm/MMBtu (Fuel LHV)	0.932	0.121	0.035
lbm/(MW-hr)	9.22	1.19	0.34
(gas turbine shaft pwr) lbm/hr	69.21	8.97	2.57

Notes

- For short-term emission limits such as lbs/hr., Solar recommends using "worst case" anticipated operating conditions specific to the application and the site conditions. Worst case for one pollutant is not necessarily the same for another.
- Solar's typical SoLoNOx warranty, for ppm values, is available for greater than 0 deg F or -20 deg C, and between 50% and 100% load for gas, fuel, and between 65% and 100% load for liquid fuel (except for the Centaur 40). An emission warranty for non-SoLoNOx equipment is available for greater than 0 deg F or -20 deg C and between
- Fuel must meet Solar standard fuel specification ES 9-98. Emissions are based on the attached fuel composition, or, San Diego natural gas or equivalent.
- If needed, Solar can provide Product Information Letters to address turbine operation outside typical warranty ranges, as well as non-warranted emissions of SO2, PM10/2.5, VOC, and formaldehyde.
- Solar can provide factory testing in San Diego to ensure the actual unit(s) meet the above values within the tolerances quoted. Pricing and schedule impact will be provided upon request.
- Any emissions warranty is applicable only for steady-state conditions and does not apply during start-up, shut-down, malfunction, or transient event.

Customer Shell Vito	
Job ID	
Inquiry Number	
Run By Randall G Carroll	Date Run 18-Jul-18

Engine Model TAURUS 70-10801 Axial GSC STANDARD	
Fuel Type SD NATURAL GAS	Water Injection NO
Engine Emissions Data REV. 0.2	

NOx EMISSIONS				CO EMISSIONS		UHC EMISSIONS		
4	6998 kW	100.0% Load	Elev.	100 ft	Rel. Humidity	60.0%	Temperature	80.0 Deg. F
	PPMvd at 15% O2		235.00		50.00		25.00	
	ton/yr		297.48		38.53		11.04	
	lbm/MMBtu (Fuel LHV)		0.930		0.120		0.034	
	lbm/(MW-hr)		9.27		1.20		0.34	
	(gas turbine shaft pwr)							
	lbm/hr		67.92		8.80		2.52	
5	6816 kW	100.0% Load	Elev.	100 ft	Rel. Humidity	60.0%	Temperature	85.0 Deg. F
	PPMvd at 15% O2		235.00		50.00		25.00	
	ton/yr		291.86		37.81		10.83	
	lbm/MMBtu (Fuel LHV)		0.928		0.120		0.034	
	lbm/(MW-hr)		9.34		1.21		0.35	
	(gas turbine shaft pwr)							
	lbm/hr		66.64		8.63		2.47	
6	6640 kW	100.0% Load	Elev.	100 ft	Rel. Humidity	60.0%	Temperature	90.0 Deg. F
	PPMvd at 15% O2		235.00		50.00		25.00	
	ton/yr		286.36		37.09		10.62	
	lbm/MMBtu (Fuel LHV)		0.925		0.120		0.034	
	lbm/(MW-hr)		9.41		1.22		0.35	
	(gas turbine shaft pwr)							
	lbm/hr		65.38		8.47		2.43	

Notes

- For short-term emission limits such as lbs/hr., Solar recommends using "worst case" anticipated operating conditions specific to the application and the site conditions. Worst case for one pollutant is not necessarily the same for another.
- Solar's typical SoLoNOx warranty, for ppm values, is available for greater than 0 deg F or -20 deg C, and between 50% and 100% load for gas, fuel, and between 65% and 100% load for liquid fuel (except for the Centaur 40). An emission warranty for non-SoLoNOx equipment is available for greater than 0 deg F or -20 deg C and between
- Fuel must meet Solar standard fuel specification ES 9-98. Emissions are based on the attached fuel composition, or, San Diego natural gas or equivalent.
- If needed, Solar can provide Product Information Letters to address turbine operation outside typical warranty ranges, as well as non-warranted emissions of SO2, PM10/2.5, VOC, and formaldehyde.
- Solar can provide factory testing in San Diego to ensure the actual unit(s) meet the above values within the tolerances quoted. Pricing and schedule impact will be provided upon request.
- Any emissions warranty is applicable only for steady-state conditions and does not apply during start-up, shut-down, malfunction, or transient event.

Solar Turbines

A Caterpillar Company

PREDICTED ENGINE PERFORMANCE

Customer Shell Vito	
Job ID	
Run By Randall G Carroll	Date Run 18-Jul-18
Engine Performance Code REV. 4.20.1.22.12	Engine Performance Data REV. 1.0

Model TAURUS 70-10801 Axial
Package Type GSC
Match STANDARD
Fuel System DUAL
Fuel Type SD NATURAL GAS

DATA FOR NOMINAL PERFORMANCE

Elevation	feet	100
Inlet Loss	in H2O	4.0
Exhaust Loss	in H2O	10.0

		1	2	3	4	5	6
Engine Inlet Temperature	deg F	59.0	60.0	75.0	80.0	85.0	90.0
Relative Humidity	%	60.0	60.0	60.0	60.0	60.0	60.0
Gearbox Efficiency		0.9850	0.9850	0.9850	0.9850	0.9850	0.9850
Generator Efficiency		0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Based On 1.0 Power Factor							

Specified Load*	kW	FULL	FULL	FULL	FULL	FULL	FULL
Net Output Power*	kW	7698	7663	7169	6998	6816	6640
Fuel Flow	mmBtu/hr	78.24	77.98	74.29	73.04	71.83	70.67
Heat Rate*	Btu/kW-hr	10164	10176	10362	10438	10538	10642
Therm Eff*	%	33.572	33.530	32.930	32.689	32.379	32.062

Engine Exhaust Flow	lbm/hr	210490	209924	201381	198371	195351	192342
PT Exit Temperature	deg F	956	957	969	974	980	986
Exhaust Temperature	deg F	956	957	969	974	980	986

Fuel Gas Composition (Volume Percent)	Methane (CH4)	92.79
	Ethane (C2H6)	4.16
	Propane (C3H8)	0.84
	N-Butane (C4H10)	0.18
	N-Pentane (C5H12)	0.04
	Hexane (C6H14)	0.04
	Carbon Dioxide (CO2)	0.44
	Hydrogen Sulfide (H2S)	0.0001
	Nitrogen (N2)	1.51

Fuel Gas Properties	LHV (Btu/Scf)	939.2	Specific Gravity	0.5970	Wobbe Index at 60F	1215.6
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*Electric power measured at the generator terminals.

This performance was calculated with a basic inlet and exhaust system. Special equipment such as low noise silencers, special filters, heat recovery systems or cooling devices will affect engine performance. Performance shown is "Expected" performance at the pressure drops stated, not guaranteed.

Customer Shell
Job ID
Inquiry Number
Run By Randall G Carroll
Date Run 19-Jul-18

Engine Model MARS 100-16000 CS/MD HIGH AMBIENT
Fuel Type SD NATURAL GAS
Water Injection NO
Engine Emissions Data REV. 1.0

	NOx EMISSIONS	CO EMISSIONS	UHC EMISSIONS
1	15336 HP 100.0% Load Elev. 100 ft Rel. Humidity 60.0% Temperature 59.0 Deg. F		
PPMvd at 15% O2	250.00	50.00	25.00
ton/yr	505.52	61.55	17.63
lbm/MMBtu (Fuel LHV)	0.996	0.121	0.035
lbm/(MW-hr)	10.09	1.23	0.35
(gas turbine shaft pwr) lbm/hr	115.42	14.05	4.02
2	15299 HP 100.0% Load Elev. 100 ft Rel. Humidity 60.0% Temperature 60.0 Deg. F		
PPMvd at 15% O2	250.00	50.00	25.00
ton/yr	504.45	61.42	17.59
lbm/MMBtu (Fuel LHV)	0.996	0.121	0.035
lbm/(MW-hr)	10.10	1.23	0.35
(gas turbine shaft pwr) lbm/hr	115.17	14.02	4.02
3	14774 HP 100.0% Load Elev. 100 ft Rel. Humidity 60.0% Temperature 75.0 Deg. F		
PPMvd at 15% O2	250.00	50.00	25.00
ton/yr	488.98	59.54	17.05
lbm/MMBtu (Fuel LHV)	0.991	0.121	0.035
lbm/(MW-hr)	10.13	1.23	0.35
(gas turbine shaft pwr) lbm/hr	111.64	13.59	3.89

Notes

- For short-term emission limits such as lbs/hr., Solar recommends using "worst case" anticipated operating conditions specific to the application and the site conditions. Worst case for one pollutant is not necessarily the same for another.
- Solar's typical SoLoNOx warranty, for ppm values, is available for greater than 0 deg F or -20 deg C, and between 50% and 100% load for gas, fuel, and between 65% and 100% load for liquid fuel (except f or the Centaur 40). An emission warranty for non-SoLoNOx equipment is available for greater than 0 deg F or -20 deg C and between
- Fuel must meet Solar standard fuel specification ES 9-98. Emissions are based on the attached fuel composition, or, San Diego natural gas or equivalent.
- If needed, Solar can provide Product Information Letters to address turbine operation outside typical warranty ranges, as well as non-warranted emissions of SO2, PM10/2.5, VOC, and formaldehyde.
- Solar can provide factory testing in San Diego to ensure the actual unit(s) meet the above values within the tolerances quoted. Pricing and schedule impact will be provided upon request.
- Any emissions warranty is applicable only for steady-state conditions and does not apply during start-up, shut-down, malfunction, or transient event.

Customer Shell	
Job ID	
Inquiry Number	
Run By Randall G Carroll	Date Run 19-Jul-18

Engine Model	
MARS 100-16000	
CS/MD HIGH AMBIENT	
Fuel Type	Water Injection
SD NATURAL GAS	NO
Engine Emissions Data	
REV. 1.0	

	NOx EMISSIONS	CO EMISSIONS	UHC EMISSIONS
4	14584 HP 100.0% Load Elev. 100 ft	Rel. Humidity 60.0%	Temperature 80.0 Deg. F
PPMvd at 15% O2	250.00	50.00	25.00
ton/yr	483.35	58.85	16.85
lbm/MMBtu (Fuel LHV)	0.989	0.120	0.035
lbm/(MW-hr)	10.15	1.24	0.35
(gas turbine shaft pwr) lbm/hr	110.35	13.44	3.85
5	14352 HP 100.0% Load Elev. 100 ft	Rel. Humidity 60.0%	Temperature 85.0 Deg. F
PPMvd at 15% O2	250.00	50.00	25.00
ton/yr	476.80	58.06	16.63
lbm/MMBtu (Fuel LHV)	0.987	0.120	0.034
lbm/(MW-hr)	10.17	1.24	0.35
(gas turbine shaft pwr) lbm/hr	108.86	13.25	3.80
6	14110 HP 100.0% Load Elev. 100 ft	Rel. Humidity 60.0%	Temperature 90.0 Deg. F
PPMvd at 15% O2	250.00	50.00	25.00
ton/yr	470.01	57.23	16.39
lbm/MMBtu (Fuel LHV)	0.985	0.120	0.034
lbm/(MW-hr)	10.20	1.24	0.36
(gas turbine shaft pwr) lbm/hr	107.31	13.07	3.74

Notes

- For short-term emission limits such as lbs/hr., Solar recommends using "worst case" anticipated operating conditions specific to the application and the site conditions. Worst case for one pollutant is not necessarily the same for another.
- Solar's typical SoLoNOx warranty, for ppm values, is available for greater than 0 deg F or -20 deg C, and between 50% and 100% load for gas, fuel, and between 65% and 100% load for liquid fuel (except for the Centaur 40). An emission warranty for non-SoLoNOx equipment is available for greater than 0 deg F or -20 deg C and between
- Fuel must meet Solar standard fuel specification ES 9-98. Emissions are based on the attached fuel composition, or, San Diego natural gas or equivalent.
- If needed, Solar can provide Product Information Letters to address turbine operation outside typical warranty ranges, as well as non-warranted emissions of SO2, PM10/2.5, VOC, and formaldehyde.
- Solar can provide factory testing in San Diego to ensure the actual unit(s) meet the above values within the tolerances quoted. Pricing and schedule impact will be provided upon request.
- Any emissions warranty is applicable only for steady-state conditions and does not apply during start-up, shut-down, malfunction, or transient event.

Solar Turbines

A Caterpillar Company

PREDICTED ENGINE PERFORMANCE

Customer Shell	
Job ID	
Run By Randall G Carroll	Date Run 19-Jul-18
Engine Performance Code REV. 4.20.1.22.12	Engine Performance Data REV. 1.1

Model MARS 100-16000
Package Type CS/MD
Match HIGH AMBIENT
Fuel System GAS
Fuel Type SD NATURAL GAS

DATA FOR NOMINAL PERFORMANCE

Elevation	feet	100
Inlet Loss	in H2O	4.0
Exhaust Loss	in H2O	4.0
Accessory on GP Shaft	HP	27.8

		1	2	3	4	5	6
Engine Inlet Temperature	deg F	59.0	60.0	75.0	80.0	85.0	90.0
Relative Humidity	%	60.0	60.0	60.0	60.0	60.0	60.0
Driven Equipment Speed	RPM	9021	9020	9012	9005	8990	8972
Specified Load	HP	FULL	FULL	FULL	FULL	FULL	FULL
Net Output Power	HP	15336	15299	14774	14584	14352	14110
Fuel Flow	mmBtu/hr	115.87	115.65	112.61	111.53	110.27	109.00
Heat Rate	Btu/HP-hr	7555	7559	7622	7648	7684	7725
Therm Eff	%	33.677	33.661	33.384	33.271	33.115	32.938
Engine Exhaust Flow	lbm/hr	337824	337186	327563	324185	320600	316847
PT Exit Temperature	deg F	901	901	911	914	918	922
Exhaust Temperature	deg F	901	901	911	914	918	922

Fuel Gas Composition (Volume Percent)	Methane (CH4)	92.79
	Ethane (C2H6)	4.16
	Propane (C3H8)	0.84
	N-Butane (C4H10)	0.18
	N-Pentane (C5H12)	0.04
	Hexane (C6H14)	0.04
	Carbon Dioxide (CO2)	0.44
	Hydrogen Sulfide (H2S)	0.0001
	Nitrogen (N2)	1.51

Fuel Gas Properties	LHV (Btu/Scf)	939.2	Specific Gravity	0.5970	Wobbe Index at 60F	1215.6
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This performance was calculated with a basic inlet and exhaust system. Special equipment such as low noise silencers, special filters, heat recovery systems or cooling devices will affect engine performance. Performance shown is "Expected" performance at the pressure drops stated, not guaranteed.

Customer Shell Vito	
Job ID	
Inquiry Number	
Run By Randall G Carroll	Date Run 18-Jul-18

Engine Model TAURUS 70-10801 Axial GSC STANDARD	
Fuel Type DIESEL 2-D	Water Injection NO
Engine Emissions Data REV. 0.2	

NOx EMISSIONS	CO EMISSIONS	UHC EMISSIONS
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1	7155 kW	100.0% Load	Elev. 100 ft	Rel. Humidity 60.0%	Temperature 59.0 Deg. F
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PPMvd at 15% O2	350.00	50.00	25.00
ton/yr	465.25	40.46	11.59
lbm/MMBtu (Fuel LHV)	1.431	0.124	0.036
lbm/(MW-hr)	14.18	1.23	0.35
(gas turbine shaft pwr) lbm/hr	106.22	9.24	2.65

2	7122 kW	100.0% Load	Elev. 100 ft	Rel. Humidity 60.0%	Temperature 60.0 Deg. F
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PPMvd at 15% O2	350.00	50.00	25.00
ton/yr	463.67	40.33	11.55
lbm/MMBtu (Fuel LHV)	1.431	0.124	0.036
lbm/(MW-hr)	14.20	1.24	0.35
(gas turbine shaft pwr) lbm/hr	105.86	9.21	2.64

3	6641 kW	100.0% Load	Elev. 100 ft	Rel. Humidity 60.0%	Temperature 75.0 Deg. F
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PPMvd at 15% O2	350.00	50.00	25.00
ton/yr	439.79	38.25	10.95
lbm/MMBtu (Fuel LHV)	1.425	0.124	0.035
lbm/(MW-hr)	14.45	1.26	0.36
(gas turbine shaft pwr) lbm/hr	100.41	8.73	2.50

Notes

- For short-term emission limits such as lbs/hr., Solar recommends using "worst case" anticipated operating conditions specific to the application and the site conditions. Worst case for one pollutant is not necessarily the same for another.
- Solar's typical SoLoNOx warranty, for ppm values, is available for greater than 0 deg F or -20 deg C, and between 50% and 100% load for gas, fuel, and between 65% and 100% load for liquid fuel (except for the Centaur 40). An emission warranty for non-SoLoNOx equipment is available for greater than 0 deg F or -20 deg C and between
- Fuel must meet Solar standard fuel specification ES 9-98. Emissions are based on the attached fuel composition, or, San Diego natural gas or equivalent.
- If needed, Solar can provide Product Information Letters to address turbine operation outside typical warranty ranges, as well as non-warranted emissions of SO2, PM10/2.5, VOC, and formaldehyde.
- Solar can provide factory testing in San Diego to ensure the actual unit(s) meet the above values within the tolerances quoted. Pricing and schedule impact will be provided upon request.
- Any emissions warranty is applicable only for steady-state conditions and does not apply during start-up, shut-down, malfunction, or transient event.

Customer Shell Vito	
Job ID	
Inquiry Number	
Run By Randall G Carroll	Date Run 18-Jul-18

Engine Model TAURUS 70-10801 Axial GSC STANDARD	
Fuel Type DIESEL 2-D	Water Injection NO
Engine Emissions Data REV. 0.2	

NOx EMISSIONS				CO EMISSIONS		UHC EMISSIONS	
4	6474 kW	100.0% Load	Elev. 100 ft	Rel. Humidity 60.0%	Temperature 80.0 Deg. F		
PPMvd at 15% O2	350.00		50.00		25.00		
ton/yr	431.73		37.55		10.75		
lbm/MMBtu (Fuel LHV)	1.422		0.124		0.035		
lbm/(MW-hr)	14.55		1.27		0.36		
(gas turbine shaft pwr) lbm/hr	98.57		8.57		2.46		
5	6295 kW	100.0% Load	Elev. 100 ft	Rel. Humidity 60.0%	Temperature 85.0 Deg. F		
PPMvd at 15% O2	350.00		50.00		25.00		
ton/yr	423.55		36.84		10.55		
lbm/MMBtu (Fuel LHV)	1.418		0.123		0.035		
lbm/(MW-hr)	14.68		1.28		0.37		
(gas turbine shaft pwr) lbm/hr	96.70		8.41		2.41		
6	6124 kW	100.0% Load	Elev. 100 ft	Rel. Humidity 60.0%	Temperature 90.0 Deg. F		
PPMvd at 15% O2	350.00		50.00		25.00		
ton/yr	415.53		36.14		10.35		
lbm/MMBtu (Fuel LHV)	1.415		0.123		0.035		
lbm/(MW-hr)	14.80		1.29		0.37		
(gas turbine shaft pwr) lbm/hr	94.87		8.25		2.36		

Notes

- For short-term emission limits such as lbs/hr., Solar recommends using "worst case" anticipated operating conditions specific to the application and the site conditions. Worst case for one pollutant is not necessarily the same for another.
- Solar's typical SoLoNOx warranty, for ppm values, is available for greater than 0 deg F or -20 deg C, and between 50% and 100% load for gas, fuel, and between 65% and 100% load for liquid fuel (except for the Centaur 40). An emission warranty for non-SoLoNOx equipment is available for greater than 0 deg F or -20 deg C and between
- Fuel must meet Solar standard fuel specification ES 9-98. Emissions are based on the attached fuel composition, or, San Diego natural gas or equivalent.
- If needed, Solar can provide Product Information Letters to address turbine operation outside typical warranty ranges, as well as non-warranted emissions of SO2, PM10/2.5, VOC, and formaldehyde.
- Solar can provide factory testing in San Diego to ensure the actual unit(s) meet the above values within the tolerances quoted. Pricing and schedule impact will be provided upon request.
- Any emissions warranty is applicable only for steady-state conditions and does not apply during start-up, shut-down, malfunction, or transient event.

Customer Shell Vito	
Job ID	
Run By Randall G Carroll	Date Run 18-Jul-18
Engine Performance Code REV. 4.20.1.22.12	Engine Performance Data REV. 1.0

Model TAURUS 70-10801 Axial
Package Type GSC
Match STANDARD
Fuel System DUAL
Fuel Type DIESEL 2-D

DATA FOR NOMINAL PERFORMANCE

Specific Gravity of Fuel		0.850					
Elevation	feet	100					
Inlet Loss	in H2O	4.0					
Exhaust Loss	in H2O	10.0					
		1	2	3	4	5	6
Engine Inlet Temperature	deg F	59.0	60.0	75.0	80.0	85.0	90.0
Relative Humidity	%	60.0	60.0	60.0	60.0	60.0	60.0
Gearbox Efficiency		0.9850	0.9850	0.9850	0.9850	0.9850	0.9850
Generator Efficiency		0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Based On 1.0 Power Factor							
Specified Load*	kW	FULL	FULL	FULL	FULL	FULL	FULL
Net Output Power*	kW	7155	7122	6641	6474	6295	6124
Fuel Flow	mmBtu/hr	74.21	73.97	70.48	69.33	68.17	67.06
Heat Rate*	Btu/kW-hr	10371	10386	10613	10708	10829	10950
Therm Eff*	%	32.901	32.854	32.151	31.866	31.508	31.160
Engine Exhaust Flow	lbm/hr	210909	210354	201898	198908	195887	192882
PT Exit Temperature	deg F	927	928	941	947	953	959
Exhaust Temperature	deg F	927	928	941	947	953	959

*Electric power measured at the generator terminals.

This performance was calculated with a basic inlet and exhaust system. Special equipment such as low noise silencers, special filters, heat recovery systems or cooling devices will affect engine performance. Performance shown is "Expected" performance at the pressure drops stated, not guaranteed.

Customer Shell	
Job ID	
Inquiry Number	
Run By Randall G Carroll	Date Run 19-Jul-18

Engine Model MARS 100-16000 CS/MD HIGH AMBIENT	
Fuel Type SD NATURAL GAS	Water Injection NO
Engine Emissions Data REV. 1.0	

NOx EMISSIONS	CO EMISSIONS	UHC EMISSIONS
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1	15336 HP	100.0% Load	Elev. 100 ft	Rel. Humidity 60.0%	Temperature 59.0 Deg. F
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PPMvd at 15% O2	250.00	50.00	25.00
ton/yr	505.52	61.55	17.63
lbm/MMBtu (Fuel LHV)	0.996	0.121	0.035
lbm/(MW-hr)	10.09	1.23	0.35
(gas turbine shaft pwr) lbm/hr	115.42	14.05	4.02

2	15299 HP	100.0% Load	Elev. 100 ft	Rel. Humidity 60.0%	Temperature 60.0 Deg. F
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PPMvd at 15% O2	250.00	50.00	25.00
ton/yr	504.45	61.42	17.59
lbm/MMBtu (Fuel LHV)	0.996	0.121	0.035
lbm/(MW-hr)	10.10	1.23	0.35
(gas turbine shaft pwr) lbm/hr	115.17	14.02	4.02

3	14774 HP	100.0% Load	Elev. 100 ft	Rel. Humidity 60.0%	Temperature 75.0 Deg. F
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PPMvd at 15% O2	250.00	50.00	25.00
ton/yr	488.98	59.54	17.05
lbm/MMBtu (Fuel LHV)	0.991	0.121	0.035
lbm/(MW-hr)	10.13	1.23	0.35
(gas turbine shaft pwr) lbm/hr	111.64	13.59	3.89

Notes

- For short-term emission limits such as lbs/hr., Solar recommends using "worst case" anticipated operating conditions specific to the application and the site conditions. Worst case for one pollutant is not necessarily the same for another.
- Solar's typical SoLoNOx warranty, for ppm values, is available for greater than 0 deg F or -20 deg C, and between 50% and 100% load for gas, fuel, and between 65% and 100% load for liquid fuel (except for the Centaur 40). An emission warranty for non-SoLoNOx equipment is available for greater than 0 deg F or -20 deg C and between
- Fuel must meet Solar standard fuel specification ES 9-98. Emissions are based on the attached fuel composition, or, San Diego natural gas or equivalent.
- If needed, Solar can provide Product Information Letters to address turbine operation outside typical warranty ranges, as well as non-warranted emissions of SO2, PM10/2.5, VOC, and formaldehyde.
- Solar can provide factory testing in San Diego to ensure the actual unit(s) meet the above values within the tolerances quoted. Pricing and schedule impact will be provided upon request.
- Any emissions warranty is applicable only for steady-state conditions and does not apply during start-up, shut-down, malfunction, or transient event.

Customer Shell	
Job ID	
Inquiry Number	
Run By Randall G Carroll	Date Run 19-Jul-18

Engine Model MARS 100-16000 CS/MD HIGH AMBIENT	
Fuel Type SD NATURAL GAS	Water Injection NO
Engine Emissions Data REV. 1.0	

NOx EMISSIONS				CO EMISSIONS		UHC EMISSIONS	
4	14584 HP	100.0% Load	Elev. 100 ft	Rel. Humidity 60.0%	Temperature 80.0 Deg. F		
PPMvd at 15% O2 ton/yr lbm/MMBtu (Fuel LHV) lbm/(MW-hr) (gas turbine shaft pwr) lbm/hr			250.00	50.00	25.00		
			483.35	58.85	16.85		
			0.989	0.120	0.035		
			10.15	1.24	0.35		
			110.35	13.44	3.85		
5	14352 HP	100.0% Load	Elev. 100 ft	Rel. Humidity 60.0%	Temperature 85.0 Deg. F		
PPMvd at 15% O2 ton/yr lbm/MMBtu (Fuel LHV) lbm/(MW-hr) (gas turbine shaft pwr) lbm/hr			250.00	50.00	25.00		
			476.80	58.06	16.63		
			0.987	0.120	0.034		
			10.17	1.24	0.35		
			108.86	13.25	3.80		
6	14110 HP	100.0% Load	Elev. 100 ft	Rel. Humidity 60.0%	Temperature 90.0 Deg. F		
PPMvd at 15% O2 ton/yr lbm/MMBtu (Fuel LHV) lbm/(MW-hr) (gas turbine shaft pwr) lbm/hr			250.00	50.00	25.00		
			470.01	57.23	16.39		
			0.985	0.120	0.034		
			10.20	1.24	0.36		
			107.31	13.07	3.74		

Notes

- For short-term emission limits such as lbs/hr., Solar recommends using "worst case" anticipated operating conditions specific to the application and the site conditions. Worst case for one pollutant is not necessarily the same for another.
- Solar's typical SoLoNOx warranty, for ppm values, is available for greater than 0 deg F or -20 deg C, and between 50% and 100% load for gas, fuel, and between 65% and 100% load for liquid fuel (except for the Centaur 40). An emission warranty for non-SoLoNOx equipment is available for greater than 0 deg F or -20 deg C and between
- Fuel must meet Solar standard fuel specification ES 9-98. Emissions are based on the attached fuel composition, or, San Diego natural gas or equivalent.
- If needed, Solar can provide Product Information Letters to address turbine operation outside typical warranty ranges, as well as non-warranted emissions of SO2, PM10/2.5, VOC, and formaldehyde.
- Solar can provide factory testing in San Diego to ensure the actual unit(s) meet the above values within the tolerances quoted. Pricing and schedule impact will be provided upon request.
- Any emissions warranty is applicable only for steady-state conditions and does not apply during start-up, shut-down, malfunction, or transient event.

Solar Turbines

A Caterpillar Company

PREDICTED ENGINE PERFORMANCE

Customer Shell	
Job ID	
Run By Randall G Carroll	Date Run 19-Jul-18
Engine Performance Code REV. 4.20.1.22.12	Engine Performance Data REV. 1.1

Model MARS 100-16000
Package Type CS/MD
Match HIGH AMBIENT
Fuel System GAS
Fuel Type SD NATURAL GAS

DATA FOR NOMINAL PERFORMANCE

Elevation	feet	100
Inlet Loss	in H2O	4.0
Exhaust Loss	in H2O	4.0
Accessory on GP Shaft	HP	27.8

		1	2	3	4	5	6
Engine Inlet Temperature	deg F	59.0	60.0	75.0	80.0	85.0	90.0
Relative Humidity	%	60.0	60.0	60.0	60.0	60.0	60.0
Driven Equipment Speed	RPM	9021	9020	9012	9005	8990	8972
Specified Load	HP	FULL	FULL	FULL	FULL	FULL	FULL
Net Output Power	HP	15336	15299	14774	14584	14352	14110
Fuel Flow	mmBtu/hr	115.87	115.65	112.61	111.53	110.27	109.00
Heat Rate	Btu/HP-hr	7555	7559	7622	7648	7684	7725
Therm Eff	%	33.677	33.661	33.384	33.271	33.115	32.938
Engine Exhaust Flow	lbm/hr	337824	337186	327563	324185	320600	316847
PT Exit Temperature	deg F	901	901	911	914	918	922
Exhaust Temperature	deg F	901	901	911	914	918	922

Fuel Gas Composition (Volume Percent)	Methane (CH4)	92.79
	Ethane (C2H6)	4.16
	Propane (C3H8)	0.84
	N-Butane (C4H10)	0.18
	N-Pentane (C5H12)	0.04
	Hexane (C6H14)	0.04
	Carbon Dioxide (CO2)	0.44
	Hydrogen Sulfide (H2S)	0.0001
	Nitrogen (N2)	1.51

Fuel Gas Properties	LHV (Btu/Scf)	939.2	Specific Gravity	0.5970	Wobbe Index at 60F	1215.6
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This performance was calculated with a basic inlet and exhaust system. Special equipment such as low noise silencers, special filters, heat recovery systems or cooling devices will affect engine performance. Performance shown is "Expected" performance at the pressure drops stated, not guaranteed.

Customer Shell Vito	
Job ID	
Inquiry Number	
Run By Randall G Carroll	Date Run 18-Jul-18

Engine Model TAURUS 70-10801 Axial GSC STANDARD	
Fuel Type DIESEL 2-D	Water Injection NO
Engine Emissions Data REV. 0.2	

NOx EMISSIONS	CO EMISSIONS	UHC EMISSIONS
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1	7155 kW	100.0% Load	Elev. 100 ft	Rel. Humidity 60.0%	Temperature 59.0 Deg. F
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PPMvd at 15% O2	350.00	50.00	25.00
ton/yr	465.25	40.46	11.59
lbm/MMBtu (Fuel LHV)	1.431	0.124	0.036
lbm/(MW-hr)	14.18	1.23	0.35
(gas turbine shaft pwr) lbm/hr	106.22	9.24	2.65

2	7122 kW	100.0% Load	Elev. 100 ft	Rel. Humidity 60.0%	Temperature 60.0 Deg. F
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PPMvd at 15% O2	350.00	50.00	25.00
ton/yr	463.67	40.33	11.55
lbm/MMBtu (Fuel LHV)	1.431	0.124	0.036
lbm/(MW-hr)	14.20	1.24	0.35
(gas turbine shaft pwr) lbm/hr	105.86	9.21	2.64

3	6641 kW	100.0% Load	Elev. 100 ft	Rel. Humidity 60.0%	Temperature 75.0 Deg. F
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PPMvd at 15% O2	350.00	50.00	25.00
ton/yr	439.79	38.25	10.95
lbm/MMBtu (Fuel LHV)	1.425	0.124	0.035
lbm/(MW-hr)	14.45	1.26	0.36
(gas turbine shaft pwr) lbm/hr	100.41	8.73	2.50

Notes

- For short-term emission limits such as lbs/hr., Solar recommends using "worst case" anticipated operating conditions specific to the application and the site conditions. Worst case for one pollutant is not necessarily the same for another.
- Solar's typical SoLoNOx warranty, for ppm values, is available for greater than 0 deg F or -20 deg C, and between 50% and 100% load for gas, fuel, and between 65% and 100% load for liquid fuel (except for the Centaur 40). An emission warranty for non-SoLoNOx equipment is available for greater than 0 deg F or -20 deg C and between
- Fuel must meet Solar standard fuel specification ES 9-98. Emissions are based on the attached fuel composition, or, San Diego natural gas or equivalent.
- If needed, Solar can provide Product Information Letters to address turbine operation outside typical warranty ranges, as well as non-warranted emissions of SO2, PM10/2.5, VOC, and formaldehyde.
- Solar can provide factory testing in San Diego to ensure the actual unit(s) meet the above values within the tolerances quoted. Pricing and schedule impact will be provided upon request.
- Any emissions warranty is applicable only for steady-state conditions and does not apply during start-up, shut-down, malfunction, or transient event.

Customer Shell Vito	
Job ID	
Inquiry Number	
Run By Randall G Carroll	Date Run 18-Jul-18

Engine Model TAURUS 70-10801 Axial GSC STANDARD	
Fuel Type DIESEL 2-D	Water Injection NO
Engine Emissions Data REV. 0.2	

NOx EMISSIONS	CO EMISSIONS	UHC EMISSIONS
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4	6474 kW	100.0% Load	Elev. 100 ft	Rel. Humidity 60.0%	Temperature 80.0 Deg. F
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PPMvd at 15% O2	350.00	50.00	25.00
ton/yr	431.73	37.55	10.75
lbm/MMBtu (Fuel LHV)	1.422	0.124	0.035
lbm/(MW-hr)	14.55	1.27	0.36
(gas turbine shaft pwr) lbm/hr	98.57	8.57	2.46

5	6295 kW	100.0% Load	Elev. 100 ft	Rel. Humidity 60.0%	Temperature 85.0 Deg. F
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PPMvd at 15% O2	350.00	50.00	25.00
ton/yr	423.55	36.84	10.55
lbm/MMBtu (Fuel LHV)	1.418	0.123	0.035
lbm/(MW-hr)	14.68	1.28	0.37
(gas turbine shaft pwr) lbm/hr	96.70	8.41	2.41

6	6124 kW	100.0% Load	Elev. 100 ft	Rel. Humidity 60.0%	Temperature 90.0 Deg. F
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PPMvd at 15% O2	350.00	50.00	25.00
ton/yr	415.53	36.14	10.35
lbm/MMBtu (Fuel LHV)	1.415	0.123	0.035
lbm/(MW-hr)	14.80	1.29	0.37
(gas turbine shaft pwr) lbm/hr	94.87	8.25	2.36

Notes

- For short-term emission limits such as lbs/hr., Solar recommends using "worst case" anticipated operating conditions specific to the application and the site conditions. Worst case for one pollutant is not necessarily the same for another.
- Solar's typical SoLoNOx warranty, for ppm values, is available for greater than 0 deg F or -20 deg C, and between 50% and 100% load for gas, fuel, and between 65% and 100% load for liquid fuel (except for the Centaur 40). An emission warranty for non-SoLoNOx equipment is available for greater than 0 deg F or -20 deg C and between
- Fuel must meet Solar standard fuel specification ES 9-98. Emissions are based on the attached fuel composition, or, San Diego natural gas or equivalent.
- If needed, Solar can provide Product Information Letters to address turbine operation outside typical warranty ranges, as well as non-warranted emissions of SO2, PM10/2.5, VOC, and formaldehyde.
- Solar can provide factory testing in San Diego to ensure the actual unit(s) meet the above values within the tolerances quoted. Pricing and schedule impact will be provided upon request.
- Any emissions warranty is applicable only for steady-state conditions and does not apply during start-up, shut-down, malfunction, or transient event.

Customer Shell Vito	
Job ID	
Run By Randall G Carroll	Date Run 18-Jul-18
Engine Performance Code REV. 4.20.1.22.12	Engine Performance Data REV. 1.0

Model TAURUS 70-10801 Axial
Package Type GSC
Match STANDARD
Fuel System DUAL
Fuel Type DIESEL 2-D

DATA FOR NOMINAL PERFORMANCE

Specific Gravity of Fuel		0.850
Elevation	feet	100
Inlet Loss	in H2O	4.0
Exhaust Loss	in H2O	10.0

		1	2	3	4	5	6
Engine Inlet Temperature	deg F	59.0	60.0	75.0	80.0	85.0	90.0
Relative Humidity	%	60.0	60.0	60.0	60.0	60.0	60.0
Gearbox Efficiency		0.9850	0.9850	0.9850	0.9850	0.9850	0.9850
Generator Efficiency		0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Based On 1.0 Power Factor							

Specified Load*	kW	FULL	FULL	FULL	FULL	FULL	FULL
Net Output Power*	kW	7155	7122	6641	6474	6295	6124
Fuel Flow	mmBtu/hr	74.21	73.97	70.48	69.33	68.17	67.06
Heat Rate*	Btu/kW-hr	10371	10386	10613	10708	10829	10950
Therm Eff*	%	32.901	32.854	32.151	31.866	31.508	31.160

Engine Exhaust Flow	lbm/hr	210909	210354	201898	198908	195887	192882
PT Exit Temperature	deg F	927	928	941	947	953	959
Exhaust Temperature	deg F	927	928	941	947	953	959

*Electric power measured at the generator terminals.

This performance was calculated with a basic inlet and exhaust system. Special equipment such as low noise silencers, special filters, heat recovery systems or cooling devices will affect engine performance. Performance shown is "Expected" performance at the pressure drops stated, not guaranteed.

Customer Shell Vito	
Job ID	
Inquiry Number	
Run By Randall G Carroll	Date Run 18-Jul-18

Engine Model TAURUS 70-10801 Axial GSC STANDARD	
Fuel Type SD NATURAL GAS	Water Injection NO
Engine Emissions Data REV. 0.2	

			NOx EMISSIONS		CO EMISSIONS		UHC EMISSIONS	
1	7698 kW	100.0% Load	Elev.	100 ft	Rel. Humidity	60.0%	Temperature	59.0 Deg. F
	PPMvd at 15% O2		235.00		50.00		25.00	
	ton/yr		320.80		41.55		11.90	
	lbm/MMBtu (Fuel LHV)		0.936		0.121		0.035	
	lbm/(MW-hr)		9.09		1.18		0.34	
	(gas turbine shaft pwr)							
	lbm/hr		73.24		9.49		2.72	
2	7663 kW	100.0% Load	Elev.	100 ft	Rel. Humidity	60.0%	Temperature	60.0 Deg. F
	PPMvd at 15% O2		235.00		50.00		25.00	
	ton/yr		319.68		41.41		11.86	
	lbm/MMBtu (Fuel LHV)		0.936		0.121		0.035	
	lbm/(MW-hr)		9.10		1.18		0.34	
	(gas turbine shaft pwr)							
	lbm/hr		72.99		9.45		2.71	
3	7169 kW	100.0% Load	Elev.	100 ft	Rel. Humidity	60.0%	Temperature	75.0 Deg. F
	PPMvd at 15% O2		235.00		50.00		25.00	
	ton/yr		303.15		39.27		11.25	
	lbm/MMBtu (Fuel LHV)		0.932		0.121		0.035	
	lbm/(MW-hr)		9.22		1.19		0.34	
	(gas turbine shaft pwr)							
	lbm/hr		69.21		8.97		2.57	

Notes

- For short-term emission limits such as lbs/hr., Solar recommends using "worst case" anticipated operating conditions specific to the application and the site conditions. Worst case for one pollutant is not necessarily the same for another.
- Solar's typical SoLoNOx warranty, for ppm values, is available for greater than 0 deg F or -20 deg C, and between 50% and 100% load for gas, fuel, and between 65% and 100% load for liquid fuel (except for the Centaur 40). An emission warranty for non-SoLoNOx equipment is available for greater than 0 deg F or -20 deg C and between
- Fuel must meet Solar standard fuel specification ES 9-98. Emissions are based on the attached fuel composition, or, San Diego natural gas or equivalent.
- If needed, Solar can provide Product Information Letters to address turbine operation outside typical warranty ranges, as well as non-warranted emissions of SO2, PM10/2.5, VOC, and formaldehyde.
- Solar can provide factory testing in San Diego to ensure the actual unit(s) meet the above values within the tolerances quoted. Pricing and schedule impact will be provided upon request.
- Any emissions warranty is applicable only for steady-state conditions and does not apply during start-up, shut-down, malfunction, or transient event.

Customer Shell Vito	
Job ID	
Inquiry Number	
Run By Randall G Carroll	Date Run 18-Jul-18

Engine Model TAURUS 70-10801 Axial GSC STANDARD	
Fuel Type SD NATURAL GAS	Water Injection NO
Engine Emissions Data REV. 0.2	

NOx EMISSIONS				CO EMISSIONS		UHC EMISSIONS		
4	6998 kW	100.0% Load	Elev.	100 ft	Rel. Humidity	60.0%	Temperature	80.0 Deg. F
	PPMvd at 15% O2		235.00		50.00		25.00	
	ton/yr		297.48		38.53		11.04	
	lbm/MMBtu (Fuel LHV)		0.930		0.120		0.034	
	lbm/(MW-hr)		9.27		1.20		0.34	
	(gas turbine shaft pwr)							
	lbm/hr		67.92		8.80		2.52	
5	6816 kW	100.0% Load	Elev.	100 ft	Rel. Humidity	60.0%	Temperature	85.0 Deg. F
	PPMvd at 15% O2		235.00		50.00		25.00	
	ton/yr		291.86		37.81		10.83	
	lbm/MMBtu (Fuel LHV)		0.928		0.120		0.034	
	lbm/(MW-hr)		9.34		1.21		0.35	
	(gas turbine shaft pwr)							
	lbm/hr		66.64		8.63		2.47	
6	6640 kW	100.0% Load	Elev.	100 ft	Rel. Humidity	60.0%	Temperature	90.0 Deg. F
	PPMvd at 15% O2		235.00		50.00		25.00	
	ton/yr		286.36		37.09		10.62	
	lbm/MMBtu (Fuel LHV)		0.925		0.120		0.034	
	lbm/(MW-hr)		9.41		1.22		0.35	
	(gas turbine shaft pwr)							
	lbm/hr		65.38		8.47		2.43	

Notes

- For short-term emission limits such as lbs/hr., Solar recommends using "worst case" anticipated operating conditions specific to the application and the site conditions. Worst case for one pollutant is not necessarily the same for another.
- Solar's typical SoLoNOx warranty, for ppm values, is available for greater than 0 deg F or -20 deg C, and between 50% and 100% load for gas, fuel, and between 65% and 100% load for liquid fuel (except for the Centaur 40). An emission warranty for non-SoLoNOx equipment is available for greater than 0 deg F or -20 deg C and between
- Fuel must meet Solar standard fuel specification ES 9-98. Emissions are based on the attached fuel composition, or, San Diego natural gas or equivalent.
- If needed, Solar can provide Product Information Letters to address turbine operation outside typical warranty ranges, as well as non-warranted emissions of SO2, PM10/2.5, VOC, and formaldehyde.
- Solar can provide factory testing in San Diego to ensure the actual unit(s) meet the above values within the tolerances quoted. Pricing and schedule impact will be provided upon request.
- Any emissions warranty is applicable only for steady-state conditions and does not apply during start-up, shut-down, malfunction, or transient event.

Solar Turbines

A Caterpillar Company

PREDICTED ENGINE PERFORMANCE

Customer Shell Vito	
Job ID	
Run By Randall G Carroll	Date Run 18-Jul-18
Engine Performance Code REV. 4.20.1.22.12	Engine Performance Data REV. 1.0

Model TAURUS 70-10801 Axial
Package Type GSC
Match STANDARD
Fuel System DUAL
Fuel Type SD NATURAL GAS

DATA FOR NOMINAL PERFORMANCE

Elevation	feet	100
Inlet Loss	in H2O	4.0
Exhaust Loss	in H2O	10.0

		1	2	3	4	5	6
Engine Inlet Temperature	deg F	59.0	60.0	75.0	80.0	85.0	90.0
Relative Humidity	%	60.0	60.0	60.0	60.0	60.0	60.0
Gearbox Efficiency		0.9850	0.9850	0.9850	0.9850	0.9850	0.9850
Generator Efficiency		0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Based On 1.0 Power Factor							

Specified Load*	kW	FULL	FULL	FULL	FULL	FULL	FULL
Net Output Power*	kW	7698	7663	7169	6998	6816	6640
Fuel Flow	mmBtu/hr	78.24	77.98	74.29	73.04	71.83	70.67
Heat Rate*	Btu/kW-hr	10164	10176	10362	10438	10538	10642
Therm Eff*	%	33.572	33.530	32.930	32.689	32.379	32.062

Engine Exhaust Flow	lbm/hr	210490	209924	201381	198371	195351	192342
PT Exit Temperature	deg F	956	957	969	974	980	986
Exhaust Temperature	deg F	956	957	969	974	980	986

Fuel Gas Composition (Volume Percent)	Methane (CH4)	92.79
	Ethane (C2H6)	4.16
	Propane (C3H8)	0.84
	N-Butane (C4H10)	0.18
	N-Pentane (C5H12)	0.04
	Hexane (C6H14)	0.04
	Carbon Dioxide (CO2)	0.44
	Hydrogen Sulfide (H2S)	0.0001
	Nitrogen (N2)	1.51

Fuel Gas Properties	LHV (Btu/Scf)	939.2	Specific Gravity	0.5970	Wobbe Index at 60F	1215.6
---------------------	---------------	--------------	------------------	---------------	--------------------	---------------

*Electric power measured at the generator terminals.

This performance was calculated with a basic inlet and exhaust system. Special equipment such as low noise silencers, special filters, heat recovery systems or cooling devices will affect engine performance. Performance shown is "Expected" performance at the pressure drops stated, not guaranteed.

Date:

July 2021

Prepared for:

Shell International Exploration & Production, Inc.

Prepared by:

Ramboll US Consulting, Inc.

Lynnwood, Washington

Project Number:

1690022424

DOCD DISPERSION MODELING REPORT

PROJECT VITO HOST

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APPENDICES

Appendix A

Vito Stack Parameters & Emission Rates

Acronyms and Abbreviations

AERMOD	American Meteorological Society/Environmental Protection Agency regulatory model
BOEM	Bureau of Ocean Energy Management
CALPUFF	Puff-based dispersion model, originally developed for California Air Resources Board
CALMET	Meteorological pre-processor from the CALPUFF modeling system
CALPOST	Post-processor program from the CALPUFF modeling system
CAA	Clean Air Act
DOCD	Development Operations Coordination Document
EET	Emissions Exemption Threshold
EP	Exploration Plan
EPA	Environmental Protection Agency
GOMR	Gulf of Mexico Region
km	kilometers
MMIF	Mesoscale Model Interface Program
NAAQS	National Ambient Air Quality Standard
OCD	Offshore and Coastal Dispersion Model
OCS	Outer Continental Shelf
OCSLA	Outer Continental Shelf Lands Act
PSD	Prevention of Significant Deterioration (an EPA program)
SL	Significance Level
WRF	Weather Research and Forecasting model

1. INTRODUCTION

Shell International Exploration & Production, Inc. (Shell) engaged Ramboll US Consulting, Inc. (Ramboll) to perform modeling analyses in support of a Development Operations Coordination Document (DOCD) for the project named “Vito”. Project Vito is an offshore platform located in the western Gulf of Mexico, with the “host” in lease block MC939 and wells in lease blocks MC940, MC941, and MC984.

Shell provided Ramboll with emissions estimates for both installation years (2021, 2022, and 2023) and operational years (2024-2045). Maximum emission rates are from the installation year 2023 (see Section 2 of this report for an emission summary). Maximum emission rates of total suspended particulate (TSP) and sulfur dioxide (SO₂) are each less than their respective Emission Exemptions Threshold (EET), but maximum emission rates for nitrogen oxides (NO_x) are greater than its EET, indicating that a modeling assessment is required for NO_x. This report presents the required modeling analysis based on the year of highest emissions, 2023, in support of a DOCD.

The regulatory background on Bureau of Ocean and Energy Management (BOEM) modeling requirements is discussed in the remainder of this section. Section 2 presents EET screening analyses. Section 3 presents Ramboll's dispersion modeling, with a summary of modeled emission rates and stack parameters followed by model settings, input data sources, and general modeling approach. Finally, Section 4 of this report summarizes the modeling results.

1.1 Regulatory Background

As required by BOEM, assessments of proposed emissions are required in both Exploration Plans (EPs) and DOCDs and should incorporate detail pertinent to the requirements of 30 CFR §550. Specifically: air emissions (30 CFR §550.218 and 550.249), environmental impact assessment (30 CFR §550.227 and 550.261), support vessel and aircraft (30 CFR §550.224 and 550.257), and onshore support facilities (30 CFR §550.225 and 550.258.)

Pursuant to requirements of 30 CFR §550.218 and 550.249 an EP or DOCD must include projected emissions of SO₂, particulate matter (PM₁₀ and PM_{2.5}), NO_x, carbon monoxide (CO), volatile organic compounds (VOC), and TSP that will be generated by the proposed installation activities. Further, the project must also include measures taken to reduce emissions, a description of processes, equipment, fuels and combustibles, and the distance to shore.

30 CFR §550.303 provides Pollution Prevention and Control requirements for new and revised plans and lists formulas to determine if the proposed activities emissions exceed an initial screening. The lessee shall compare the projected annual-total emissions, in tons per year (TPY), from the facility for each pollutant to their respective EET, calculated using the following equations defined at §550.303(d), where “D” is the distance of the proposed facility from the closest onshore area of a State, expressed in statute miles:

CO:	$EET = 3400 \times D^{2/3}$
TSP, SO ₂ , NO _x , and VOC:	$EET = 33.3 \times D$

If the amount of the projected emissions of all pollutants is less than or equal to their respective EETs, then the facility is exempt from further air quality review requirements in 30 CFR §550.303 and no dispersion modeling is required.

If the facility emissions exceed an EET, the lessee must perform air dispersion modeling to determine whether the projected facility emissions result in an onshore ambient air concentration above the significance levels (SLs) listed in 30 CFR §550.303(e)(1), which

are summarized in Table 1. The SL for VOC is equivalent to its EET. If a facility's TSP emissions exceed its EET, PM₁₀ and PM_{2.5} emissions should be modeled and compared to their respective SLs, as instructed by 30 CFR §550.303(e)(2). If no SL is listed in 30 CFR §550.303(e)(1) for a pollutant (such as 1-hour NO₂) for which a NAAQS has been established, NTL-2020-G02¹ §8.c instructs the lessee to compare maximum modeled design value added to the background concentration with the appropriate NAAQS for that averaging period.

Table 1. BOEM Class II Significance Levels -- Air Pollutant Concentrations (µg / m³)

Air Pollutant	Averaging Period				
	Annual	24 hour	8 hour	3 hour	1 hour
SO ₂	1	5	--	25	--
PM ₁₀	1	5	--	--	--
PM _{2.5}	0.3	1.2	--	--	--
NO ₂	1	--	--	--	--
CO	--	--	500	--	2000

Only facility emissions are included in the comparison to the EET, and in further modeling (if required). *Facility*, as used in 30 CFR §550.302 is defined as the following:

[A]ll installations or devices permanently or temporarily attached to the seabed. They include mobile offshore drilling units (MODUs), even while operating in the “tender assist” mode (i.e., with skid-off drilling units) or other vessels engaged in drilling or downhole operations. They are used for exploration, development, and production activities for oil, gas, or Sulphur and emit or have the potential to emit any air pollutant from one or more sources. They include all floating production systems (FPSs), including column-stabilized-units (CSUs); floating production, storage and offloading facilities (FPSOs); tension-leg platforms (TLPs); spars, etc. During production, multiple installations or devices are a single facility if the installations or devices are at a single site. Any vessel used to transfer production from an offshore facility is part of the facility while it is physically attached to the facility.

Facility emissions do not include mobile support craft (MSC) unless physically attached to the facility. As explained in the preamble to the June 2020 rulemaking,² section 5(a)(8) of the Outer Continental Shelf Lands Act (OCSLA) does not require BOEM to consider vessel traffic to and from Outer Continental Shelf (OCS) facilities in order to determine modeling and control requirements. While BOEM has traditionally maintained that the proposed framework for attributing MSC emissions was permissible under section 5(a)(8) of OCSLA, the Solicitor's Office has pointed out that the Secretary's statutory authority under OCSLA is distinct from that of the U.S. Environmental Protection Agency (EPA) under the Clean Air Act (CAA). OCSLA does not require considering attributed emissions from vessels in order to determine modeling and control obligations (Fed. Reg. Vol. 85 No. 109 Pg. 34927).

¹ Notice to Lessees (NTL) and Operators of Federal Oil, Gas, and Sulfur Leases in the Outer Continental Shelf, Gulf of Mexico OCS Region number 2020-G02, available at <https://www.boem.gov/sites/default/files/documents/about-boem/NTL-2020-G02.pdf>

² See <https://www.boem.gov/sites/default/files/documents/about-boem/85-FR-34912.pdf>

NTL-2020-N02³ cites 30 CFR §550.218(e) and §550.249(e) and explains that applicants must adhere to 40 CFR 51 Appendix W, the *Guideline on Air Quality Models*. NTL-2020-N02 further explains that BOEM has approved CALPUFF version 5.8.5 for sources more than 50 kilometers (km) from shore and AERMOD v19191 for sources less than 50 km from shore, for use in satisfying the air modeling requirements.

Any facility for which the projected facility emissions result in onshore ambient air concentrations above the SLs is considered to significantly affect the air quality of the onshore area for that pollutant and must control their emissions using Best Available Control Technology (BACT). Additional controls or the purchase of offsets would be required if a nonattainment area were to be significantly impacted by pollutants other than VOC.⁴

2. SCREENING ANALYSES

2.1 Emissions Exemptions Screening

Calculations of emissions of all criteria pollutants were performed using BOEM's emission spreadsheet. As shown in Table 2, only NO_x exceeded its EET and is thus the only pollutant required to be evaluated further, pursuant to 30 CFR §550.303. Details on the NO_x emissions can be found in Appendix A.

Table 2. EET Screening

	TSP (ton/year)	SO _x (ton/year)	NO _x (ton/year)	VOC (ton/year)	CO (ton/year)
Total	74.63	2.04	2914.86	1575.66	2066.76
EET⁽¹⁾	2064.6	2064.6	2064.6	2064.6	53260.7
Exceed EET?	No	No	Yes	No	No
(1) EET was calculated using the equations shown in Section 1.1. The distance from shore was 62 miles.					

3. DISPERSION MODELING ANALYSIS

To fulfill the requirements of 30 CFR §550.303 outlined in Section 1.1 above, Ramboll performed a dispersion modeling analysis of NO_x emitted by the facility's sources. The dispersion modeling followed EPA guidance, including 40 CFR 51 Appendix W (the *Guideline*) as well as NTL-2020-G02 (October 1, 2020) which supersedes BOEM's August 2019 Air Dispersion Modeling Guidelines for the Gulf of Mexico.

3.1 Stack Parameters and Emission Rates

3.1.1 Operational Scenario Stack Parameters and Emission Rates

Stack parameters and emission rates are given in Appendix A. Source parameters are provided in Table A-1 and emission rates are provided in Table . If specific stack parameters are not available, they are represented using pseudo point sources. Pseudo point sources use highly conservative parameters to account for the variety of possible vessel configurations. All equipment was modeled in the most conservative location of lease block MC939. This location was chosen because it is closest to the shoreline which is the worst-case location.

3 Notice to Lessees (NTL) and Operators of Federal Oil, Gas, and Sulfur Leases in the Outer Continental Shelf, Gulf of Mexico OCS Region number 2020-NO2, available at <https://www.boem.gov/sites/default/files/documents/about-boem/NTL-2020-N02.pdf>.

4 30 CFR 550.303(g)(1)

3.1.2 Dispersion Model Selection

Ramboll used the CALPUFF modeling system to estimate impacts of air pollutants at discrete receptors placed along the States' shoreline areas, because the Vito project is more than 50 km from shore.

On April 15, 2003, EPA adopted the CALPUFF modeling system as the EPA's preferred model for long-range transport assessments and for evaluating potential impacts including CALPUFF in Appendix A of the Guideline. The 2017 revisions to the Guideline removed CALPUFF from Appendix A, but the preamble made it clear that other agencies (e.g. BOEM, FWS) could still choose to use CALPUFF. Features of the CALPUFF modeling system include the ability to consider: secondary aerosol formation; gaseous and particle deposition; wet and dry deposition processes; complex three-dimensional wind regimes; and the effects of humidity on regional visibility. CALPUFF Version 5.8.5 (release date December 14, 2015) and CALPOST version 6.292 (release date April 6, 2011) were used⁵.

In April of 2012, the BOEM director first approved the use of CALPUFF for sources greater than 50 km from shore. NTL-2020-N02 clarified that CALPUFF version 5.8.5 should be used, and that AERMOD v19191 should be used for sources less than 50 km from shore.

NTL-2020-G02 §3 explains that lessees may use BOEM's recent meteorological dataset for dispersion modeling. For BOEM's Air Quality Modeling in the Gulf of Mexico Region study⁶, Ramboll ran a 5-year (2010-2014) WRF simulation with 4 km horizontal resolution. Alpine Geophysics used the Mesoscale Model Interface Program (MMIF⁷) version 3.2 to extract three sub-domains of the full WRF domain. Although these MMIF extractions were originally intended for a different use, they have been made publicly available⁸. Ramboll used the "central" domain, shown in **Error! Reference source not found.** by the blue box. For the sake of simplicity, the full MMIF domain was used as the CALPUFF modeling domain.

3.1.3 Building Downwash (Prime Algorithm)

Building downwash is the effect of nearby structures on the flow of emissions from their respective sources. However, Ramboll did not account for building downwash effects as part of the modeling approach because downwash effects are negligible at large source-receptor distances.

The details of stack exit velocity or temperature at various engine loads also have an insignificant effect at these source-receptor distances, and only the magnitude of emissions has a significant effect on predicted concentrations.

3.1.4 Averaging Periods

CALPUFF-predicted hourly pollutant concentrations were averaged for comparison with applicable 1-hour NO₂ NAAQS and annual NO₂ SL. In all instances, comparisons with regulatory criteria were based on the highest model prediction of the five-year simulation for the averaging period, which is more conservative than the maximum *design value* called for in NTL-2020-G02 §8.c.

⁵ See <http://www.src.com/>

⁶ See https://epis.boem.gov/final%20reports/BOEM_2019-057.PDF

⁷ See <https://www.epa.gov/scram/air-quality-dispersion-modeling-related-model-support-programs#mmif>

⁸ See <https://boem.gcoos.org/>

3.1.5 Chemical Transformations

The NO_x chemistry in CALPUFF was turned off because EPA has never approved CALPUFF's chemistry algorithms. It is conservatively assumed that 100 percent of NO_x is converted to NO₂. NTL-2020-G02 does not offer guidance on the use of NO_x chemistry.

3.1.6 Domain and Receptors

The domain for the CALPUFF simulations is shown in Figure 1. The CALPUFF computational grid was taken to be the full MMIF v3.2 grid, using points 1 to 239 in the X direction (East) and points 1 to 200 in the Y direction (North). The domain includes a 50+ km buffer past the receptors, and a 100+ km buffer around the lease block to allow for re-circulation of puffs. A Lambert Conformal Conic Coordinate system was used for the coordinates, inherited from the WRF projection because MMIF does not interpolate or re-project datasets.

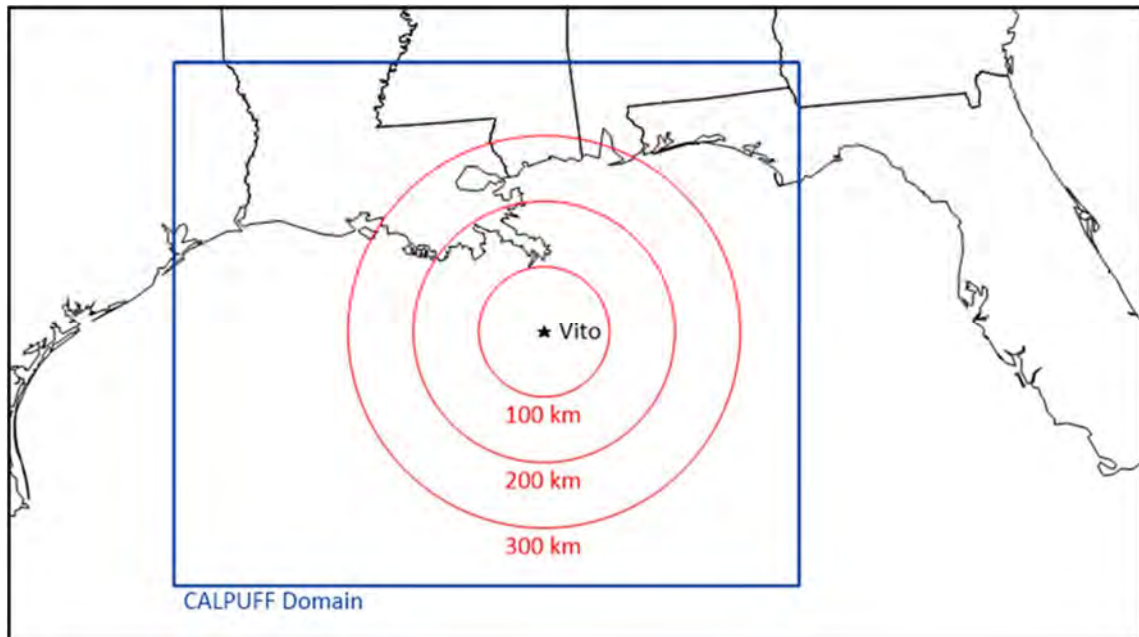


Figure 1. Vito Location, Modeling Domain (blue)

Class II discrete receptors were placed at 4 km intervals along the line defining the shore [according to United States Geological survey (USGS) Geographic Information System (GIS) information downloaded from the Internet.] Gridded receptors were turned off in the CALPUFF runs to make the runtimes more reasonable.

4. RESULTS

The results of the modeling simulations using the MMIF v3.2 meteorological data set are presented in Table 3 below.

Table 3. Vito DOCD Modeling Results						
Receptor Class	Standard	Receptor Set	Vito ($\mu\text{g}/\text{m}^3$)	Threshold ($\mu\text{g}/\text{m}^3$)	Criteria	Pass?
Class II	NO ₂ 1-hr	Shoreline	90 ⁽¹⁾	188	NAAQS	Yes

	NO ₂ Annual	Shoreline	0.076	1	SL	Yes
⁽¹⁾ Background added using EPA 2018-2020 NO ₂ Design Value (DV) at Kenner, LA, 36 ppb (67.7 µg/m ³)						

NO_x has been assumed to be 100% NO₂, following NTL-2020-G02 §8.e.

Following NTL-2020-G02 §8.c, the model-predicted 1-hour concentration was added to the EPA's published 2020 Design Value⁹ for the Kenner site and compared to the 1-hr NO₂ NAAQS. For this analysis, the maximum predicted hourly value (H1H) rather than the maximum design value (H8H max daily) was used (a conservative simplification). As shown in Table 3 above, the total 1-hour NO₂ concentration is below the NAAQS; therefore, compliance has been demonstrated.

As shown, model-predicted maximum annual concentrations are below the annual NO₂ SL; therefore, annual NAAQS modeling is not required.

This analysis demonstrates that emissions from activities at Vito will not significantly affect the air quality of an onshore area or a State, in accordance with 30 CFR 550.303(f). Therefore, no further analysis is required.

⁹ EPA's published design values can be found at <https://www.epa.gov/air-trends/air-quality-design-values#report>

APPENDIX A

VITO STACK PARAMETERS & EMISSION RATES

Table A-1. Point Source Stack Parameters Used in CALPUFF Modeling Analysis

Source	Source ID	X-Coord (km)	Y-Coord (km)	Exit Height (m)	Exit Diameter (m)	Exit Velocity (m/s)	Exit Temp (K)
VESSELS - SDH & Flex Jumpers, Diesel	VSFD	770.112	- 1295.888	6.1	0.001	0.001	533
VESSELS - Flowline Jumper Installation	VFJI	770.112	- 1295.888	6.1	0.001	0.001	533
RECIP.<600hp Diesel - Misc Small Temp Equipment	RCP1	770.112	- 1295.888	36.1	0.001	0.001	533
RECIP.>600hp Diesel - Misc Large Temp Equipment	RCP2	770.112	- 1295.888	36.1	0.001	0.001	533
RECIP Diesel Fire Pump #1	DFP1	770.112	- 1295.888	4.307	0.2	0.001	533
RECIP Diesel Fire Pump #2	DFP2	770.112	- 1295.888	4.3	0.2	0.001	533
DIESEL CRANE ENGINE #1	DCE 1	770.112	- 1295.888	15.65	0.1	0.001	533
DIESEL CRANE ENGINE #2	DCE2	770.112	- 1295.888	15.65	0.1	0.001	533
RECIP Emergency Generator - Diesel	EGEN	770.112	- 1295.888	5.12	0.45	0.001	533
LIFE BOATS - Diesel	LB	770.112	- 1295.888	6.1	0.001	0.001	533
Natural Gas Turbine - Mars 100 #1	MARS1	770.112	- 1295.888	13.89	2.3	0.001	533
Natural Gas Turbine - Mars 100 #2	MARS2	770.112	- 1295.888	13.89	2.3	0.001	533
Dual Fuel Turbine - Taurus 70 #1, Diesel	DFT1	770.112	- 1295.888	13.112	1.89	0.001	533
Dual Fuel Turbine - Taurus 70 #1, Nat Gas	DFT2	770.112	- 1295.888	13.112	1.89	0.001	533
Dual Fuel Turbine - Taurus 70 #2, Diesel	DFT3	770.112	- 1295.888	13.112	1.89	0.001	533

Source	Source ID	X-Coord (km)	Y-Coord (km)	Exit Height (m)	Exit Diameter (m)	Exit Velocity (m/s)	Exit Temp (K)
Dual Fuel Turbine - Taurus 70 #2, Nat Gas	DFT4	770.112	- 1295.888	13.112	1.89	0.001	533
Dual Fuel Turbine - Taurus 70 #3, Diesel	DFT5	770.112	- 1295.888	13.112	1.89	0.001	533
Dual Fuel Turbine - Taurus 70 #3, Nat Gas	DFT6	770.112	- 1295.888	13.112	1.89	0.001	533
Dual Fuel Turbine - Taurus 70 #4, Diesel	DFT7	770.112	- 1295.888	13.112	1.89	0.001	533
Dual Fuel Turbine - Taurus 70 #4, Nat Gas	DFT8	770.112	- 1295.888	13.112	1.89	0.001	533
COMBUSTION FLARE - no smoke	CF1	770.112	- 1295.888	54.39	1.75	20	1273
COMBUSTION FLARE - medium smoke	CF3	770.112	- 1295.888	54.39	1.75	20	1273

Table A-2. Emission Rates from Stacks Used in the Modeling Analysis

Source ID	NOx	
	lb/hr	TPY
VSFD	440.64	52.88
VFJI	361.53	151.84
RCP1	18.65	61.27
RCP2	24.03	78.94
DFP1	25.57	0.66
DFP2	25.57	0.66
DCE 1	12.98	56.84
DCE2	12.98	56.84
EGEN	54.12	1.41
LB	10.29	0.27
MARS1	106.79	467.73
MARS2	106.79	467.73
DFT1	99.30	18.12
DFT2	63.63	267.10
DFT3	99.30	18.12
DFT4	63.63	267.10
DFT5	99.30	18.12
DFT6	63.63	267.10
DFT7	99.30	18.12
DFT8	63.63	267.10
CF1	0.03	0.00
CF3	86.05	376.89
Total		2914.86
EET		2064.60
Exceed EET?		Yes

SECTION 9: OIL SPILL RESPONSE PLANNING

All the proposed activities and facilities in this plan will be covered by the Regional OSRP filed by Shell Offshore Inc. (0689) in accordance with 30 CFR 254.47 and NTL 2013-N02. Shell's regional OSRP was approved by BSEE in June 2017. The biennial update was confirmed to be in compliance on November 13, 2025.

Spill Response Sites:

Primary Response Equipment Locations	Preplanned Staging Location(s)
Ingleside, TX; Galveston, TX; Venice, LA; Ft Jackson, LA; Harvey, LA; Stennis, MS; Pascagoula, MS; Theodore, AL; Tampa, FL	Galveston, TX; Port Fourchon; Venice, LA; Pascagoula, MS ; Mobile, AL; Tampa, FL

OSRO Information:

The names of the oil spill removal organizations (OSRO's) under contract include Clean Gulf Associates (CGA), Marine Spill Response Company (MSRC) and Oil Spill Response Limited (OSRL). These OSRO's provide equipment and will in some cases provide trained personnel to operate their response equipment (OSRVs, etc.) and Shell also has the option to pull from their trained personnel as needed for assistance/expertise in the Command Post and in the field.

Worst Case Scenario Determination:

	Drilling	Drilling	Production	Production
Category	Regional OSRP	EP	Regional OSRP	DOCD
Type of Activity	Exploratory Drilling Subsea	Vito Subsea	Production > 10 miles to shore	Vito FPS
Facility Location (area/block)	MC809	MC 984	MC 807	MC 984
Facility Designation	KK ◇◇	Subsea Well 001 ◇◇◇	Subsea Well MB15 ◇	Subsea Well 001
Distance to Nearest Shoreline (miles)	55	67	59	67
Volume				
Storage tanks (total)	N/A	N/A	11,163 Bbls	4,298 Bbls
Flowlines (on facility)	N/A	N/A	100 Bbls	100 Bbls
Pipelines	N/A	N/A	1,604 Bbls	2,789 Bbls
Uncontrolled blowout (volume per day)	<u>425,000 BOPD**</u> 425,000 Bbls	<u>314,000 BOPD***</u> 314,000 Bbls	<u>285,335 BOPD *</u> 298,202 Bbls	<u>150,000 BOPD</u> 157,187 Bbls
Total Volume				
Type of Oil(s) - (crude oil, condensate, diesel)	Crude oil	Crude oil	Crude oil	Crude oil
API Gravity(s)	28°	25.9°	30°	25.9°

Table 9.2 – Worst Case Scenario Determination

- * 24 hour rate (265,618 BOPD 30-day average)
- ** 24 hour rate (391,000 BOPD 30-day average)
- *** 24 hour rate (280,000 BOPD 30-day average)

◇ Accepted by BOEM in Plan S-8202

◇◇ Accepted by BOEM in Plan S-7621

◇◇◇ Accepted by BOEM in Plan S-7480

Certification:

Shell Offshore Inc. has the capability to respond to the appropriate worst-case spill scenario included in its Regional OSRP, approved by BSEE June 2017. The biennial review was confirmed in compliance by BSEE in November 2025. Since the worst-case scenario determined for our Plan does not exceed the appropriate worst-case scenario in our regional OSRP, I hereby certify that Shell Offshore Inc. has the capability to respond, to the maximum extent practicable, to a worst-case discharge, or a substantial threat of such a discharge, resulting from the activities proposed in our plan.

Modeling:

Based on the requirement per NTL 2008-G04 and the outcome of the OSRAM Model, Shell Offshore Inc. determined no additional modeling was needed for potential oil or hazardous substance spill for operations proposed in this plan, as the current, approved OSRP adequately meets the necessary response capabilities.

B. Oil Spill Response Discussion**1. Volume of the Worst Case Discharge**

Please refer to Section 2j and 9(iv) of this DOCD.

2. Trajectory Analysis

Trajectories of a spill and the probability of it impacting a land segment have been projected utilizing information in the BSEE Oil Spill Risk Analysis Model (OSRAM) for the Central and Western Gulf of Mexico available on the BSEE website using 30 day impact. Offshore areas along the trajectory between the source and land segment contact could be impacted. The land segment contact probabilities are shown in Table 9.C.1.

Area/Block	OCS-G	Launch Area	Land Segment Contact	%
MC 984		58	Galveston, TX	1
			Jefferson, TX	1
			Cameron, LA	3
			Vermillion, LA	2
			Iberia, LA	1
			Terrebonne, LA	3
			LaFourche, LA	3
			Jefferson, LA	1
			Plaquemines, LA	8
			St. Bernard, LA	1
			Okaloosa, FL	1

Table 9.C.1 Probability of Land Segment Impact

C. Resource Identification

The locations identified in Table 9.C.1 are the highest probable land segments to be impacted using the BSEE Oil Spill Risk Analysis Model (OSRAM). The environmental sensitivities are identified using the appropriate National Oceanic and Atmospheric Administration (NOAA) Environmental Sensitivity Index (ESI) maps for the given land segment. ESI maps provide a concise summary of coastal resources that are at risk if an oil spill occurs nearby. Examples of at-risk resources include biological resources (such as birds and shellfish beds), sensitive shorelines (such as marshes and tidal flats), and human-use resources (such as public beaches and parks).

In the event an oil spill occurs, ESI maps can help responders meet one of the main response objectives: reducing the environmental consequences of the spill and the cleanup efforts. Additionally, ESI maps can be used by planners to identify vulnerable locations, establish protection priorities, and identify cleanup strategies.

The following is a list of resources of special economic or environmental importance that potentially could be impacted by the Mississippi Canyon 939 WCD scenario.

Onshore/Nearshore: Plaquemines Parish has been identified as the most probable impacted Parish within the Gulf of Mexico for the Greater than 10 Mile Worst Case Discharge and the Exploratory Worst Case Discharge. Plaquemines Parish has a total area of 2,429 square miles of which, 845 square miles

of it is land and 1,584 square miles is water. Plaquemines Parish includes two National Wildlife Refuges: Breton National Wildlife Refuge and Delta National Wildlife Refuge. This area is also a nesting ground for the brown pelican, an endangered species. Examples of Environmental Sensitivity maps for Plaquemines Parish are detailed in the following pages. Key ESI maps for Plaquemines Parish and the legend are shown in Figures 9.C.1 through 9.C.5.

Offshore: An offshore spill may require an Essential Fishing Habitat (EFH) Assessment. This assessment would include a description of the spill, analysis of the potential adverse effects on EFH and the managed species; conclusions regarding the effects on the EFH; and proposed mitigation, if applicable.

Significant pre-planning of joint response efforts was undertaken in response to provisions of the National Contingency Plan (NCP). Area Contingency Plans (ACPs) were developed to provide a well coordinated response to oil discharges and other hazardous releases. The One Gulf Plan is specific to the Gulf of Mexico to advance the unity of policy and effort in each of the Gulf Coast ACPs. Strategies used for the response to an oil spill regarding protection of identified resources are detailed in the One Gulf Plan and relevant Gulf Coast ACP.

D. Worst Case Discharge Response

Shell will make every effort to respond to the MC939 Worst Case Discharge as effectively as possible. Below is a table outlining the applicable evaporation and surface dispersion quantity:

Mississippi Canyon Block 939		Calculations (BBLS)
i.	TOTAL WCD (based on 30 day average (per day))	280,300
ii.	Approximate loss of volume of oil to natural surface dispersion and evaporation base (approximate bbls per day)* (13% Natural surface evaporation and dispersion in 24 hrs)	-36,400
APPROXIMATE TOTAL REMAINING		~243,900

Table 9.D.1 Oil Remaining After Surface Dispersion

Shell has contracted OSROs to provide equipment, personnel, materials and support vessels as well as temporary storage equipment to be considered in order to cope with a WCD spill. Under adverse weather conditions, major response vessels and Transrec skimmers are still effective and safe in sea states of 6-8 ft. If sea conditions prohibit safe mechanical recovery efforts, then natural dispersion and airborne chemical dispersant application (visibility & wind conditions permitting) may be the only safe and viable recovery option.

MSRC OSRV	8 foot seas
VOSS System	4 foot seas
Expandi Boom	6 foot seas, 20 knot winds
Dispersants	Winds more than 25 knots, Visibility less than 3 nautical miles, or Ceiling less than 1,000 feet.

Table 9.D.2 Operational Limitations of Response Equipment

Upon notification of the spill, Shell would request a partial or full mobilization of contracted resources, including, but not limited to, skimming vessels, oil storage vessels, dispersant aircraft, subsea dispersant, shoreline protection, wildlife protection, and containment equipment. Following is a list of the contracted resources including de-rated recovery capacity, personnel, and estimated response times (procurement,

load out, travel time to the site, and deployment). The Incident Commander or designee may contact other service companies if the Unified Command deems such services necessary to the response efforts.

Based on the anticipated worst case discharge scenario, Shell can be onsite with dedicated, contracted on water oil spill recovery equipment with adequate response capacity to contain and recover surface oil, and prevent land impact, within approximately 46 hours (based on the equipment's Estimated Daily Response Capacity (EDRC) and storage capacity). Shell will continue to ramp up additional on-water mechanical recovery resources as well as apply dispersants and in-situ burning as needed and as approved under the supervision of the USCG Captain of the Port (COTP) and the Regional Response Team (RRT).

Subsea Control and Containment: Shell, as a founding member of the MWCC, will have access to the IRCS that can be rapidly deployed through the MWCC. The IRCS is designed to contain oil flow in the unlikely event of an underwater well blowout, and is designed, constructed, tested, and available for rapid response. Shell's specific containment response for MC 939 will be addressed in Shell's NTL 2010-N10 submission at the time the APD is submitted.

Table 9.D.9 Control, Containment, and Subsea Dispersant Package Activation List

Mechanical Recovery (skimming): Response strategies include skimming utilizing available OSROs Oil Spill Response Vessels (OSRVs), Oil Spill Response Barges (OSRBs), ID Boats, and Quick Strike OSRVs. There is a combined de-rated recovery rate capability of approximately 975,000 barrels/day. Temporary storage associated with the identified skimming and temporary storage equipment equals approximately 861,000 barrels.

	De-rated Recovery Rate (bopd)	Storage (bbls)
Offshore Recovery and Storage	628,677	845,829
Nearshore Recovery and Storage	346,415	15,679
Total	975,092	861,508

Table 9.D.3 Mechanical Recovery Combined De-Rated Capability

Table 9.D.4 Offshore On-Water Recovery and Storage Activation List

Table 9.D.5 Nearshore On-Water Recovery and Storage Activation List

Oil Storage: The strategy for transferring, storing and disposing of oil collected in these recovery zones is to utilize two 150,000-160,000 ton (dead weight) tankers mobilized by Shell (or any other tanker immediately available). The recovered oil would be transferred to Motiva's Norco, LA storage and refining facility, or would be stored at Delta Commodities, Inc. Harvey, LA facility.

Aerial Surveillance: Aircraft can be mobilized to detect, monitor, and target response to oil spills. Aircraft and spotters can be mobilized within hours of an event.

Table 9.D.6 Aerial Surveillance Activation List

Aerial Dispersant: Depending on proximity to shore and water depth, dispersants may be a viable response option. If appropriate and approved, 4 to 5 sorties from three DC-3's can be made within the first 12 hour operating day of the response. These aerial systems could disperse approximately 7,704 to 9,630 barrels of oil per day. Additionally, 3 to 4 sorties from the BE90 King Air and 3 to 4 sorties from the Hercules C-130A within the first 12 hour operating day of the response could disperse 4,600 to 6,100 barrels of oil per day. For continuing dispersant operations, the CCA's Aerial Dispersant Delivery System (ADDS) would be mobilized. The ADDS has a dispersant spray capability of 5,000 gallons per sortie.

Table 9.D.7 Offshore Aerial Dispersant Activation List

Vessel Dispersant: Vessel dispersant application is another available response option. If appropriate, vessel spray systems can be installed on offshore vessels of opportunity using inductor nozzles (installed on fire-water monitors), skid mounted systems, or purpose-built boom arm spray systems. Vessels can apply dispersant within the first 12-24 hours of the response and continually as directed.

Table 9.D.8 Offshore Boat Spray Dispersant Activation List

Subsea Dispersant: Shell has contracted with Wild Well Control for a subsea dispersant package. Subsea dispersant application has been found to be highly effective at reducing the amount of oil reaching the surface. Additional data collection, laboratory tests and field tests will help in facilitating the optimal application rate and effectiveness numbers. For planning purposes, the system has the potential to disperse approximately 24,500 to 34,000 barrels of oil per day.

Table 9.D.9 Control, Containment, and Subsea Dispersant Package Activation List

In-Situ Burning: Open-water in-situ burning (ISB) also may be used as a response strategy, depending on the circumstances of the release. ISB services may be provided by the primary OSRO contractors. If appropriate conditions exist and approvals are granted, one or multiple ISB task forces could be deployed offshore. Task forces typically consist of two to four fire teams, each with two vessels capable of towing fire boom, guide boom or tow line with either a handheld or aerially-deployed oil ignition system. At least one support/safety boat would be present during active burning operations to provide logistics, safety and monitoring support. Depending upon a number of factors, up to 4 burns per 12-hour day could be completed per ISB fire team. Most fire boom systems can be used for approximately 8-12 burns before being replaced. Fire intensity and weather will be the main determining factors for actual burns per system. Although the actual amount of oil that will be removed per burn is dependent on many factors, recent data suggests that a typical burn might eliminate approximately 750 barrels. For planning purposes and based on the above assumptions, a single task force of four fire teams with the appropriate weather and safety conditions could complete four burns per day and remove up to ~12,000 bbls/day. In-situ burning nearshore and along shorelines may be a possible option based on several conditions and with appropriate approvals, as outlined in Section 19, In-situ Burn Plan (OSRP). In-situ burning along certain types of shorelines may be used to minimize physical damage where access is limited or if it is determined that mechanical/manual removal may cause a substantial negative impact on the environment. All safety considerations will be evaluated. In addition, Shell will assess the situation and can make notification within 48 hours of the initial spill to begin ramping up fire boom production through contracted OSRO(s). There are potential limitations that need to be assessed prior to ISB operations. Some limitations include atmospheric and sea conditions; oil weathering; air quality impacts; safety of response workers; and risk of secondary fires.

Table 9.D.10 In-Situ Burn Equipment Activation List

Shoreline Protection: If the spill went unabated, shoreline impact in Plaquemines Parish, LA would depend upon existing environmental conditions. Nearshore response may include the deployment of shoreline boom on beach areas, or protection and sorbent boom on vegetated areas. Strategies would be based upon surveillance and real time trajectories provided by The Response Group that depict areas of potential impact given actual sea and weather conditions. Strategies from the New Orleans, Louisiana Area Contingency Plan, Unified Command would be consulted to ensure that environmental and special economic resources would be correctly identified and prioritized to ensure optimal protection. Shell has access to shoreline response guides that depict the protection response modes applicable for oil spill clean-up operations. Each response mode is schematically represented to show optimum deployment and operation of the equipment in areas of environmental concern. Supervisory personnel have the

option to modify the deployment and operation of equipment allowing a more effective response to site-specific circumstances.

Table 9.D.11 Shoreline Protection and Wildlife Support List

Wildlife Protection: If wildlife is threatened due to a spill, the contracted OSRO's have resources available to Shell, which can be utilized to protect and/or rehabilitate wildlife. The resources under contract for the protection and rehabilitation of affected wildlife are in Table 9.D.11.

New or unusual technology in regards to spill, prevention, control and clean-up:

Shell will use our normal well design and construction processes with multiple barrier approach as well as new stipulations mandated by NTL 2008-N05. Response techniques will utilize new learnings from Macondo response to include in-situ burning and subsea dispersant application. Mechanical recovery advancements are continuing to be made to incorporate utilization of Koseq arms outfitted on barges, conversion of Platform Support Vessels for Oil Spill Response, and inclusion of nighttime spill detection radar to improve tracking capabilities (X-Band radar, Infrared sensing, etc.). In addition, new response technologies/techniques are continuing to be considered by Shell and the appropriate government organizations for incorporation into our planned response. Any additional response technologies/techniques presented at the time of response will be used at the discretion of the Unified Command and USCG.

LOUISIANA

SHORELINE HABITATS (ESI) 2001 ESI Shoreline Classification

	1B) EXPOSED, SOLID MAN-MADE STRUCTURES
	2A) EXPOSED WAVE-CUT PLATFORMS IN CLAY
	2B) EXPOSED SCARPS AND STEEP SLOPES IN CLAY
	3A) FINE- TO MEDIUM-GRAINED SAND BEACHES
	3B) SCARPS AND STEEP SLOPES IN SAND
	4) COARSE-GRAINED SAND BEACHES
	5) MIXED SAND AND GRAVEL BEACHES
	6A) GRAVEL BEACHES
	6B) RIPRAP
	7) EXPOSED TIDAL FLATS
	8A) SHELTERED ROCKY SHORES AND SHELTERED SCARPS IN MUD OR CLAY
	8B) SHELTERED MAN-MADE STRUCTURES
	8C) SHELTERED RIPRAP
	9A) SHELTERED TIDAL FLATS
	9B) SHELTERED, VEGETATED LOW BANKS
	10A) SALT- AND BRACKISH-WATER MARSHES
	10B) FRESHWATER MARSHES
	10C) FRESHWATER SWAMPS
	10D) SCRUB-SHRUB WETLANDS

COASTAL HABITATS From 1988 Digital Shoreline

	10A) SALT MARSH
	10A) BRACKISH MARSH
	10A) INTERMEDIATE MARSH
	10B) FRESHWATER MARSH
	10C) FORESTED WETLAND
	10D) SCRUB-SHRUB WETLAND
	SEAGRASS

SENSITIVE BIOLOGICAL RESOURCES

	BIRD		TERRESTRIAL MAMMAL		REPTILE / AMPHIBIAN
	DIVING BIRD		BAT		ALLIGATOR
	GULL / TERN		BEAR		TURTLE
	PASSERINE		SMALL MAMMAL		OTHER REPTILE / AMPHIBIAN
	RAPTOR		INVERTEBRATE		HABITAT
	SHOREBIRD		BIVALVE		PLANT
	WADING BIRD		CEPHALPOD		SEAGRASS
	WATERFOWL		CRAB		MULTIPLE ELEMENTS
	NESTING SITE		CRAYFISH		THREATENED / ENDANGERED
	FISH		INSECT		RAR NUMBER
	FISH		SHRIMP		

HUMAN-USE FEATURES

	AIRPORT / HELIPORT		SENECA RIVER		PARISH BOUNDARY
	BOAT RAMP		STATE PARK		MANAGEMENT BOUNDARY
	INDIAN RESERVATION		WILDLIFE REFUGE		MAJOR ROAD
	MARINA		HUMAN USE NUMBER		MINOR ROAD
	NATIONAL PARK / NATURE CONSERVANCY				SHORELINE FROM 2001 PHOTO INTERPRETATION
					SHORELINE FROM 1988 DIGITAL DATA

ENVIRONMENTAL SENSITIVITY INDEX MAP

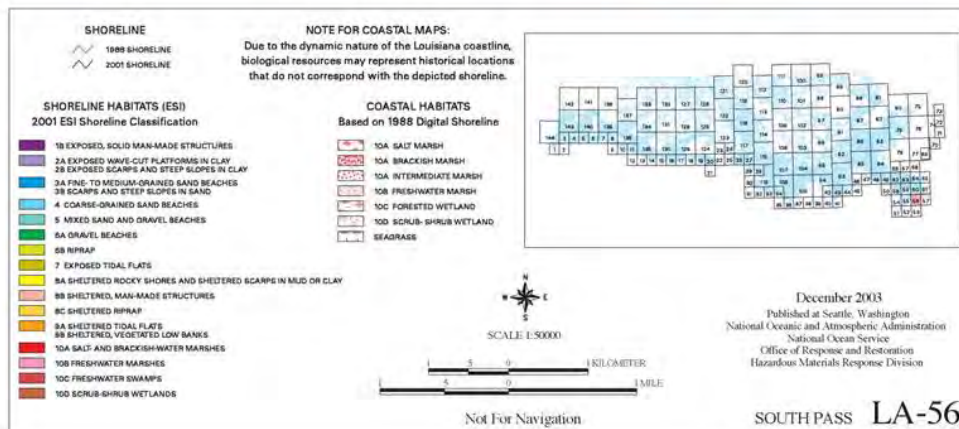
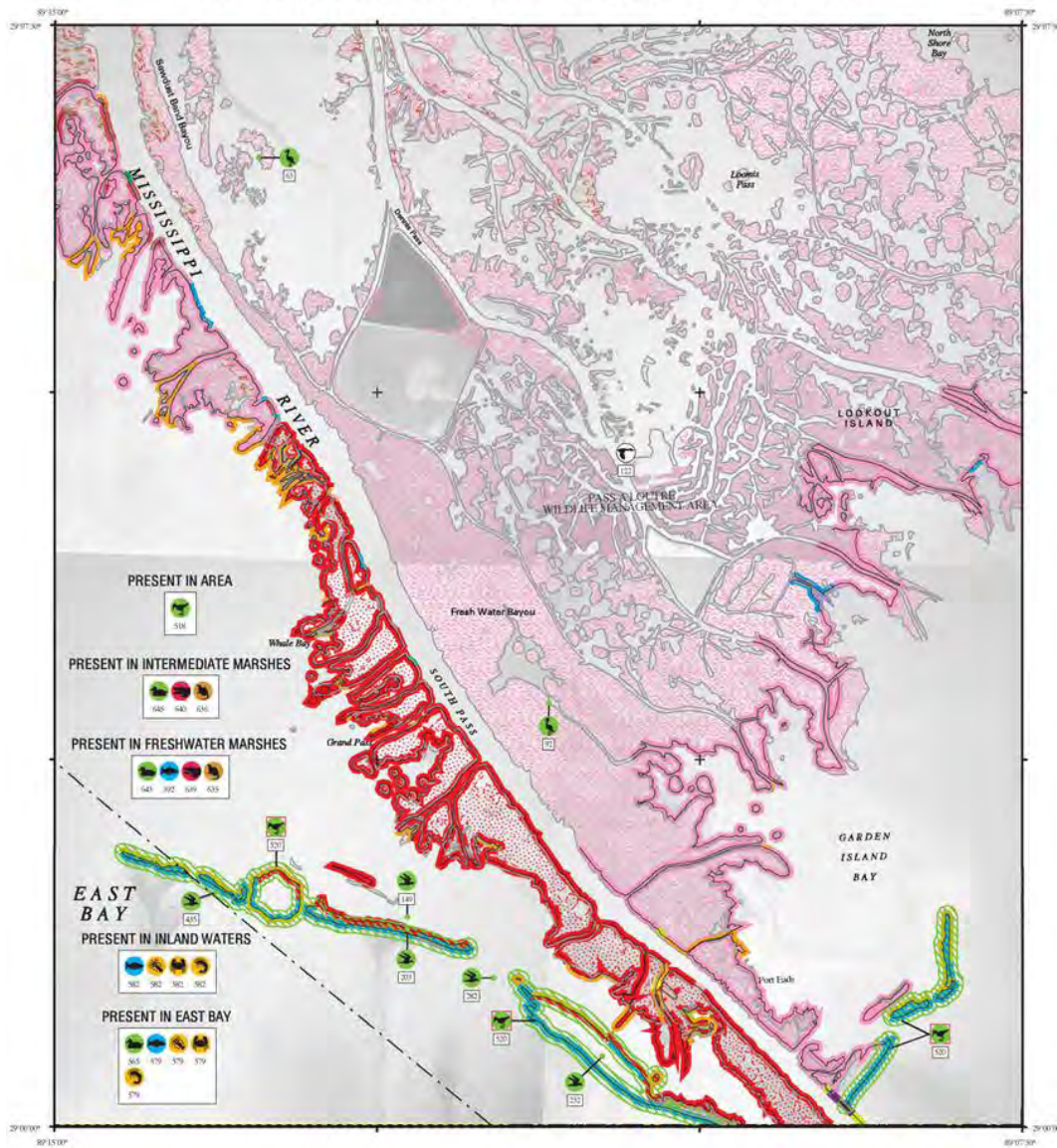


Figure 9.C.2 South Pass ESI Map

ENVIRONMENTAL SENSITIVITY INDEX MAP

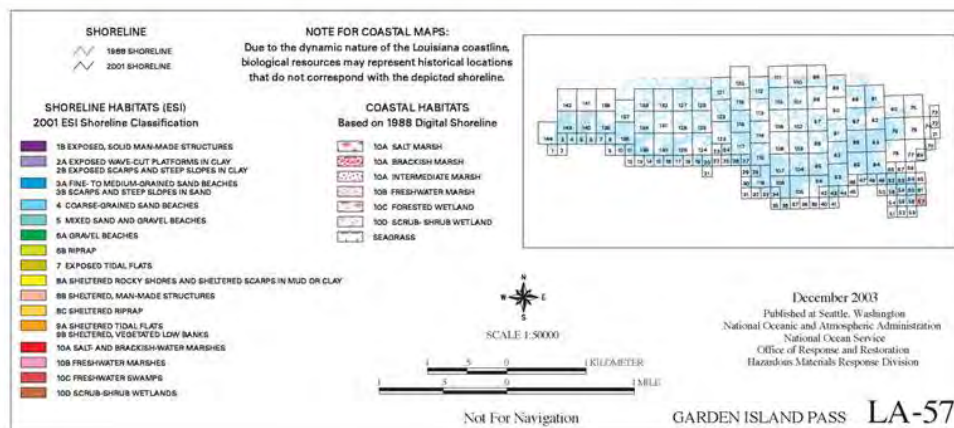
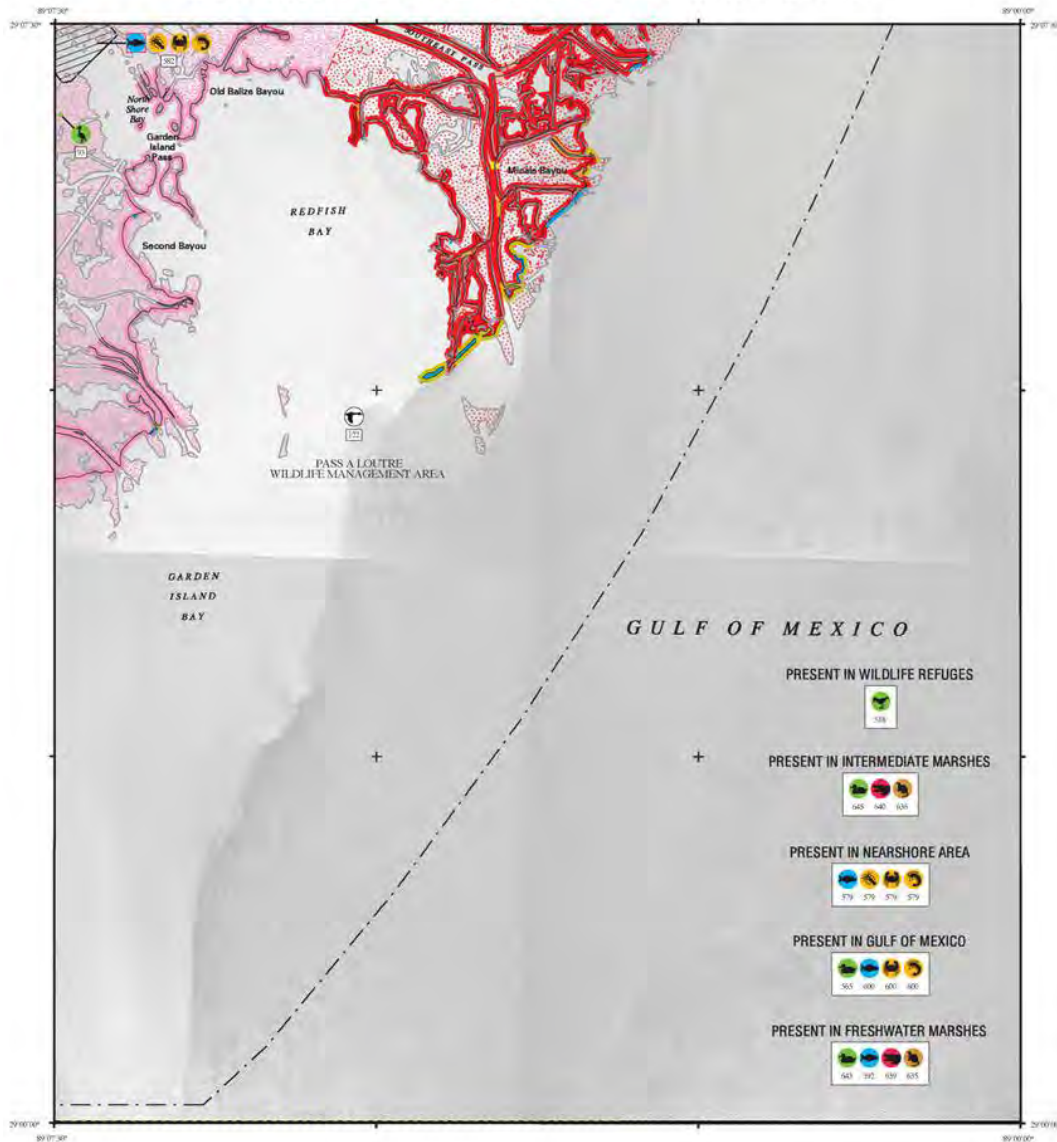


Figure 9.C.3 Garden Island Pass ESI Map

ENVIRONMENTAL SENSITIVITY INDEX MAP

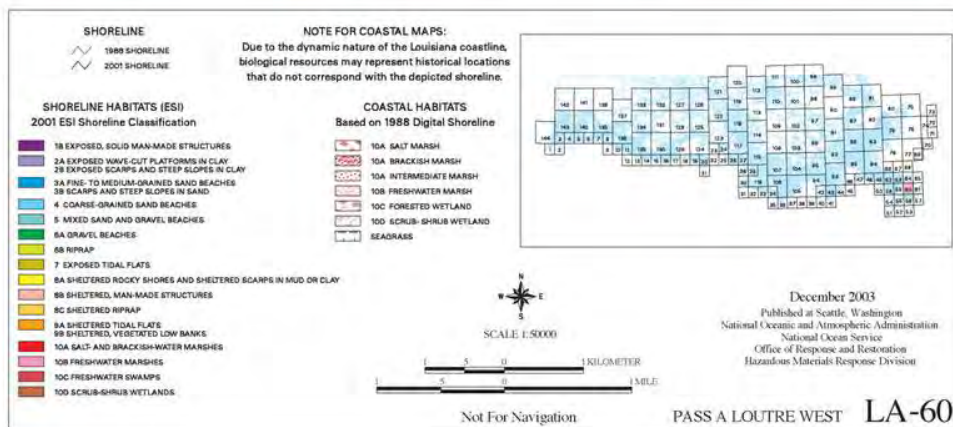
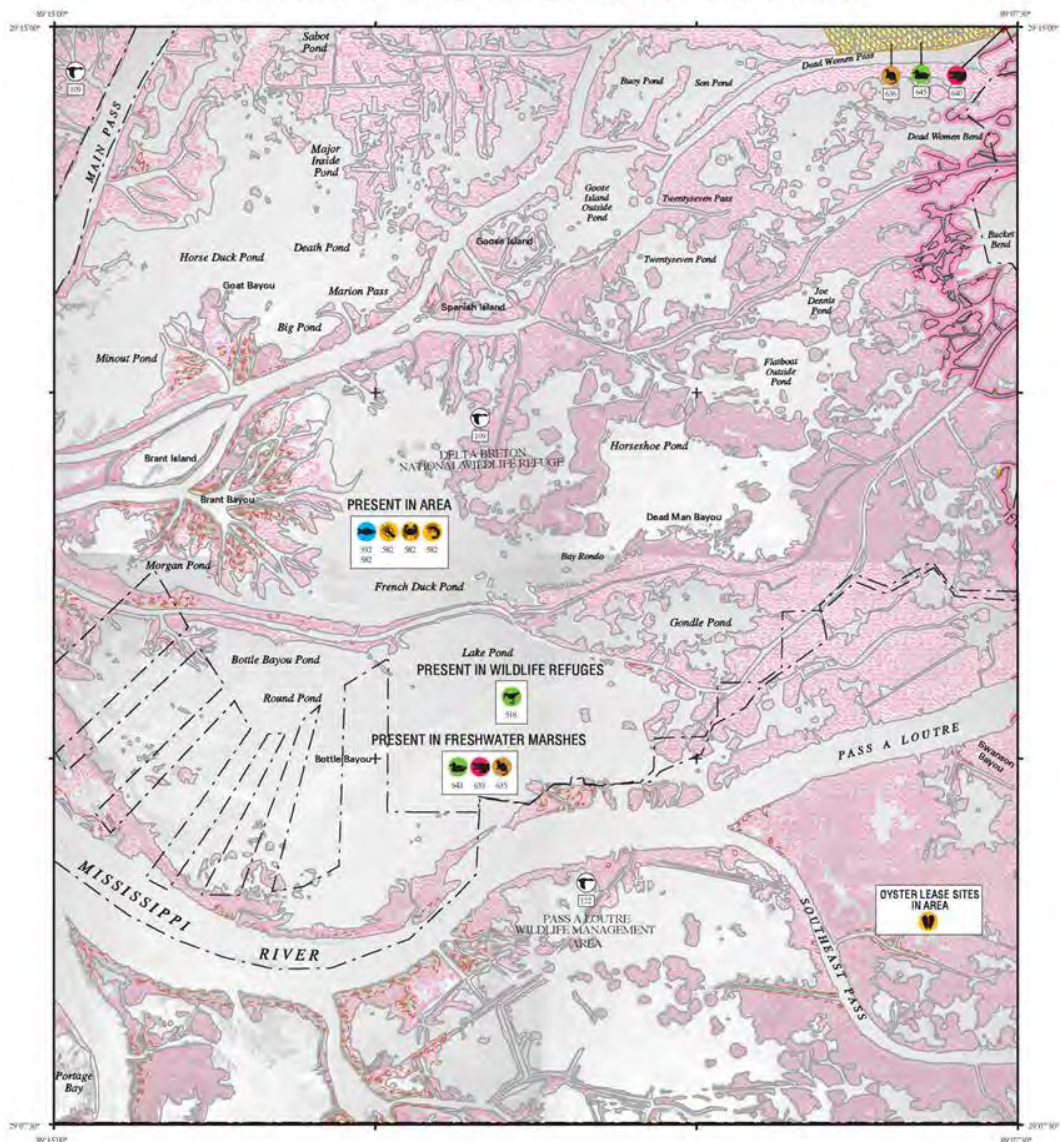


Figure 9.C.4 Pass a Loutre West ESI Map

ENVIRONMENTAL SENSITIVITY INDEX MAP

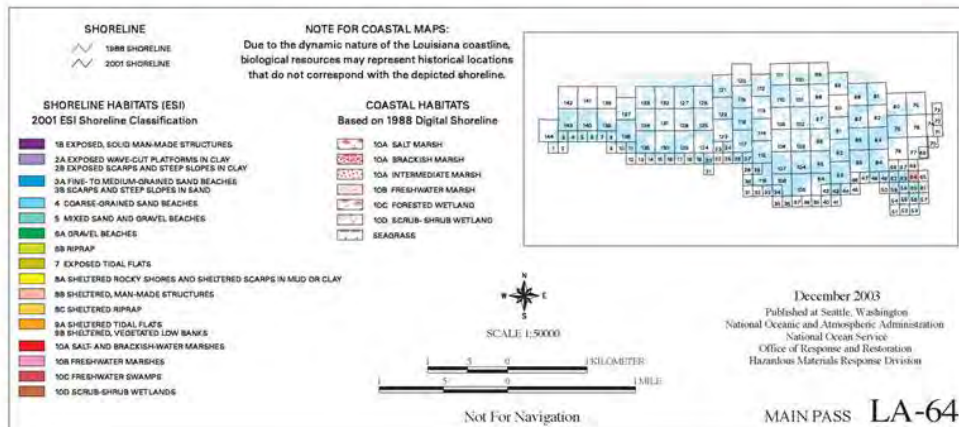
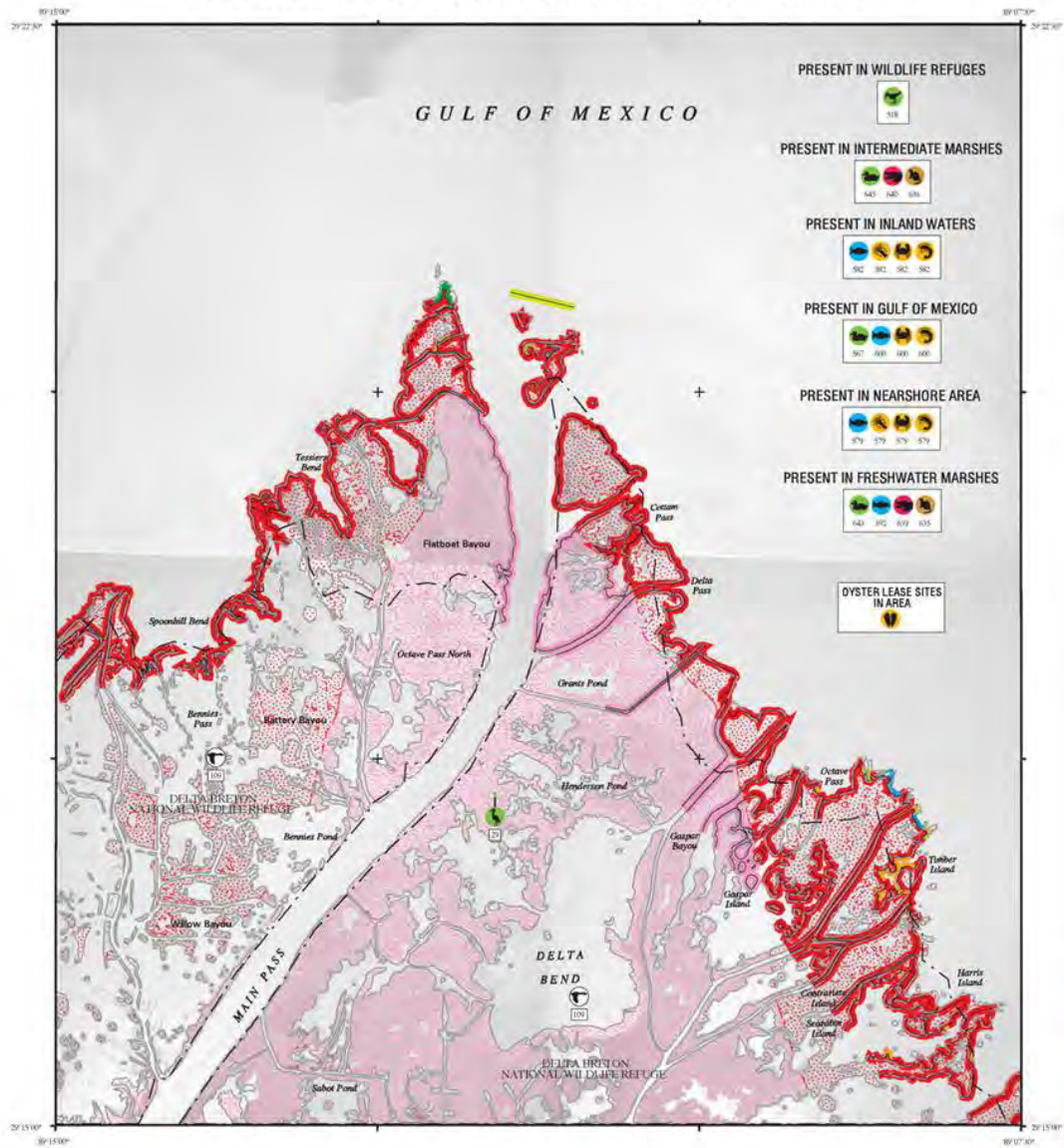


Figure 9.C.5 Main Pass ESI Map

Mississippi Canyon 984 - Drilling > 10 Miles
Sample Offshore On-Water Recovery & Storage Activation List

Skimming System	Supplier & Phone	Warehouse	Skimming Package	Quantity	Effective Daily Recovery Capacity (EDRC in Bbls/Day)	Storage (Bbls/Day)	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
* - These components are additional operational requirements that must be procured in addition to the system identified.													
** - These components are additional operational requirements for the packages to be used in an enhanced skimming deployment.													
*** - Specific Barge names may vary.													
PRV Orion Island	CGA (885) 242-2007	Verice, LA	Lemur Brush Skimmer	2	22,885	248	Verice, LA	98	2	0	5.5	1	8
			38" Boom	84									
			95' Vessel	1									
			X-Band Radar	1									
			Personnel	5									
PRV J. O'Brien	CGA (885) 242-2007	Leeville, LA	Lemur Brush Skimmer	2	22,885	248	Leeville, LA	112	2	0	6.5	1	10
			38" Boom	84									
			95' Vessel	1									
			X-Band Radar	1									
			Personnel	5									
Deep Blue Responder LFF 100 Brush	MSRC (800) OIL-SPL	Port Fourchon, LA	LFF 100 Brush Skimmer	1	18,088	4,000	Port Fourchon, LA	102	2	1	7.5	1	12
			Backup - Stress 1 Skimmer	1									
			67" Pressure Inflatable Boom	2540									
			210' Vessel	1									
			Personnel	10									
			32' Support Boat	1									
			X-Band Radar	1									
			Infrared Camera	1									
			FAES #4 "Buster"	1									
			Thermax	1									
Louisiana Responder Transac 350	MSRC (800) OIL-SPL	Fort Jackson, LA	Backup - Stress 1 Skimmer	1	10,560	4,000	Fort Jackson, LA	105	2	1	7.5	1	12
			67" Pressure Inflatable Boom	2540									
			210' Vessel	1									
			Personnel	10									
			32' Support Boat	1									
			X-Band Radar	1									
			Infrared Camera	1									
			FAES #4 "Buster"	1									
			Thermax	1									
			Stress 1	MSRC (800) OIL-SPL									
67" Pressure Inflatable Boom "Louisiana Responder"	330												
Personnel	5												
*Appropriate Vessel	2												
*Temporary Storage	1	500											
FOILEX 250	MSRC (800) OIL-SPL	Belle Chasse, LA	Offshore Skimmer	1	3,977	0	Verice, LA	98	4	1	7	1	13
			67" Pressure Inflatable Boom "Louisiana Responder"	330									
			Personnel	5									
			*Appropriate Vessel	2									
			*Temporary Storage	1		500							
FOILEX 200	MSRC (800) OIL-SPL	Belle Chasse, LA	Offshore Skimmer	1	1,888	0	Verice, LA	98	4	1	7	1	13
			67" Pressure Inflatable Boom "Louisiana Responder"	330									
			Personnel	5									
			*Appropriate Vessel	2									
			*Temporary Storage	1		500							
QT-185	MSRC (800) OIL-SPL	Belle Chasse, LA	Offshore Skimmer	1	1,371	0	Verice, LA	98	4	1	7	1	13
			67" Pressure Inflatable Boom "Louisiana Responder"	330									
			Personnel	5									
			*Appropriate Vessel	2									
			*Temporary Storage	1		500							
Wakeup W-4	MSRC (800) OIL-SPL	Belle Chasse, LA	Offshore Skimmer	1	3,917	0	Verice, LA	98	4	1	7	1	13
			67" Pressure Inflatable Boom "Deep Blue Responder"	330									
			Personnel	5									
			*Appropriate Vessel	2									
			*Temporary Storage	1		500							
Stress 1	MSRC (800) OIL-SPL	Port Fourchon, LA	Offshore Skimmer	1	15,840	0	Verice, LA	98	5.75	1	7	1	15
			67" Pressure Inflatable Boom "Deep Blue Responder"	330									
			Personnel	5									
			*Appropriate Vessel	2									
			*Temporary Storage	1		500							
Stress 1	MSRC (800) OIL-SPL	Pascagoula, MS	Offshore Skimmer	1	15,840	0	Verice, LA	98	5.5	1	7	1	16
			67" Pressure Inflatable Boom "Deep Blue Responder"	330									
			Personnel	5									
			*Appropriate Vessel	2									
			*Temporary Storage	1		500							

Table 9.D.4 Offshore On-Water Recovery Storage Activation List

Mississippi Canyon 984 - Drilling > 10 Miles **Sample Offshore On-Water Recovery & Storage Activation List**

Skimming System	Supplier & Phone	Warehouse	Skimming Package	Quantity	Effective Daily Recovery Capacity (EDRC in Bbls/Day)	Storage (Bbls/Day)	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
* - These components are additional operational requirements that must be procured in addition to the system identified.													
** - These components are additional operational requirements for the packages to be used in an enhanced skimming deployment.													
*** - Specific Barge names may vary.													
Stress 2	MSRC (800) OIL-SPL	Pascagoula, MS	Offshore Skimmer	1	3,017	0	Venice, LA	95	5.5	1	7	1	16
			67' Pressure Inflatable Boom	330									
			Personnel	5									
			*Appropriate Vessel	2									
			**Temporary Storage	1									
WP-1	MSRC (800) OIL-SPL	Pascagoula, MS	Offshore Skimmer	1	3,017	0	Venice, LA	95	5.5	1	7	1	16
			67' Pressure Inflatable Boom	110									
			Personnel	5									
			*Appropriate Vessel	2									
			**Temporary Storage	1									
Stress 1	MSRC (800) OIL-SPL	Lake Charles, LA	Offshore Skimmer	1	15,840	0	Venice, LA	95	7	1	7	1	18
			67' Pressure Inflatable Boom	330									
			Personnel	5									
			*Appropriate Vessel	2									
			**Temporary Storage	1									
FOLEX 250	MSRC (800) OIL-SPL	Lake Charles, LA	Offshore Skimmer	1	3,977	2	Venice, LA	95	7	1	7	1	18
			67' Pressure Inflatable Boom	330									
			"Deep Blue Responder"	5									
			Personnel	5									
			*Appropriate Vessel	2									
DESMI OCEAN	MSRC (800) OIL-SPL	Lake Charles, LA	Offshore Skimmer	1	3,017	0	Venice, LA	95	7	1	7	1	18
			67' Pressure Inflatable Boom	330									
			"Deep Blue Responder"	5									
			Personnel	5									
			*Appropriate Vessel	2									
FRU 3.0 - Follex 150 TDS	CGA (888) 242-2007	Harvey, LA	Wet Skimmer	1	1,131	2	Venice, LA	95	4	1	9.5	1	18
			Personnel	4									
			* Utility Boat (<100')	1									
			50 bbl Portable tank	1									
			** Add'l Storage	1									
PT 150 Aquaguard Skimmer (2)	CGA (888) 242-2007	Harvey, LA	Brush skimmer	1	22,323	2	Venice, LA	95	4	1	9.5	1	18
			Personnel	4									
			* Offshore Utility Boat	1									
			** Add'l Storage	2									
			*** Add'l Storage	1									
First Response Unit "FRU" 1.0	CGA (888) 242-2007	Venice, LA	Follex 250 Skimmer	1	4,251	100	Venice, LA	95	4	2	9.5	1	17
			Personnel	4									
			Utility Boat	1									
			53' Skimming Boom	75									
			** 67' Sea Sentry	440									
First Response Unit "FRU" 1.0	CGA (888) 242-2007	Venice, LA	** Crane Boat	1	4,251	100	Venice, LA	95	4	2	9.5	1	17
			** Add'l Storage	1									
			Follex 250 Skimmer	1									
			Personnel	4									
			Utility Boat	1									
Mississippi Responder Transac-350	MSRC (800) OIL-SPL	Pascagoula, MS	53' Skimming Boom	75	10,560	4,000	Pascagoula, MS	175	2	1	12.5	1	17
			** 67' Sea Sentry	440									
			** Crane Boat	1									
			** Add'l Storage	1									
			Transac Skimmer	1									
QT-185	MSRC (800) OIL-SPL	Port Arthur, TX	Backup - Stress 1 Skimmer	1	1,371	0	Venice, LA	95	6	1	7	1	17
			67' Pressure Inflatable Boom	2640									
			210' Vessel	1									
			Personnel	10									
			52' Support Boat	1									

Table 9.D.4 Offshore On-Water Recovery Storage Activation List (continued)

Mississippi Canyon 984 - Drilling > 10 Miles
Sample Offshore On-Water Recovery & Storage Activation List

Skimming System	Supplier & Phone	Warehouse	Skimming Package	Quantity	Effective Daily Recovery Capacity (EDRC in Bbls/Day)	Storage (Bbls)	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
¹ - These components are additional operational requirements that must be procured in addition to the system identified.													
** - These components are additional operational requirements for the packages to be used in an enhanced skimming deployment.													
*** - Specific Barge names may vary.													
MSRC-452 Offshore Barge	MSRC (800) OIL-SPHL	Fort Jackson, LA	Offshore Barge	1	14,139	45,000	Fort Jackson, LA	105	4	1	11.5	1	18
			87" Pressure Inflatable Boom	2540									
			Crude Oil Skimmer	1									
			Decont. Ocean	1									
			*Appropriate Vessel	1									
			Personnel	8									
			* Offshore Tug	2									
			X Band Radar	1									
Fast Response Unit "FRU" 1.0	CGA (888) 242-2007	Morgan City, LA	Infrared Camera	1	4,251	100	Venice, LA	96	5	2	9.5	1	18
			Folox 250 Skimmer	1									
			Personnel	4									
			Utility Boat	1									
			53" Skimming Boom	75									
			** 57" Sea Sentry	440									
			** Crew Boat	1									
			** Add'l Storage	1									
Fast Response Unit "FRU" 1.0	CGA (888) 242-2007	Levellie, LA	Folox 250 Skimmer	1	4,251	100	Venice, LA	96	5.5	2	9.5	1	18
			Personnel	4									
			Utility Boat	1									
			53" Skimming Boom	75									
			** 57" Sea Sentry	440									
			** Crew Boat	1									
			** Add'l Storage	1									
			Fast Response Unit "FRU" 1.0	CGA (888) 242-2007									
Personnel	4												
Utility Boat	1												
53" Skimming Boom	75												
** 57" Sea Sentry	440												
** Crew Boat	1												
** Add'l Storage	1												
Fast Response Unit "FRU" 1.0	CGA (888) 242-2007	Vermilion, LA			Folox 250 Skimmer	1	4,251	100	Venice, LA	96	5.25	2	9.5
			Personnel	4									
			Utility Boat	1									
			53" Skimming Boom	75									
			** 57" Sea Sentry	440									
			** Crew Boat	1									
			** Add'l Storage	1									
			Weldrop W-4	MSRC (800) OIL-SPHL	Galveston, TX	Offshore Skimmer							
87" Pressure Inflatable Boom¹	330												
Personnel	5												
*Appropriate Vessel	2												
*Temporary Storage	1												
Lamar Brush Skimmer	2												
36" Boom	64												
95' Vessel	1												
FRV H.I. Rich	CGA (888) 242-2007	Vermilion, LA	X Band Radar	1	22,885	249	Vermilion, LA	265	3	0	15.5	1	20
			Personnel	8									
			Folox 250 Skimmer	1									
			Personnel	4									
			Utility Boat	1									
			53" Skimming Boom	75									
			** 57" Sea Sentry	440									
			** Crew Boat	1									
Fast Response Unit "FRU" 1.0	CGA (888) 242-2007	Lake Charles, LA	** Add'l Storage	1	4,251	100	Venice, LA	96	7	2	9.5	1	20
			Folox 250 Skimmer	1									
			Personnel	4									
			Utility Boat	1									
			53" Skimming Boom	75									
			** 57" Sea Sentry	440									
			** Crew Boat	1									
			Stress 1	MSRC (800) OIL-SPHL									
87" Pressure Inflatable Boom	330												
Personnel	5												
*Appropriate Vessel	2												
*Temporary Storage	1												
Lamar Brush Skimmer	2												
36" Boom	64												
95' Vessel	1												
FRV Galveston Island	CGA (888) 242-2007	Galveston, TX	X Band Radar	1	22,885	249	Galveston, TX	356	2	0	21	1	24
			Personnel	8									
			Folox 250 Skimmer	1									
			Personnel	4									
			* 100-140' Utility Boat	1									
			53" Skimming Boom	75									
			** 57" Sea Sentry	440									
			** Crew Boat	1									
Fast Response Unit "FRU" 1.0	CGA (888) 242-2007	Aransas Pass, TX	** Add'l Storage	1	4,251	100	Venice, LA	96	12.25	2	9.5	1	26
			Folox 250 Skimmer	1									
			Personnel	4									
			Utility Boat	1									
			53" Skimming Boom	75									
			** 57" Sea Sentry	440									
			** Crew Boat	1									
			** Add'l Storage	1									

Mississippi Canyon 984 - Drilling > 10 Miles
Sample Offshore On-Water Recovery & Storage Activation List

Skimming System	Supplier & Phone	Warehouse	Skimming Package	Quantity	Effective Daily Recovery Capacity (BOPD in Bbls/Day)	Storage (Bbls/Day)	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
* - These components are additional operational requirements that must be procured in addition to the system identified. ** - These components are additional operational requirements for the packages to be used in an enhanced skimming deployment. *** - Specific Barge names may vary.													
Stream 1	MSRC (800) OIL-SPL	Miami, FL	Offshore Skimmer 67" Pressure Inflatable Boom Personal *Appropriate Vessel *Temporary Storage	1 330 5 2 1	15,840	0 500	Verona, LA	95	18	1	7	1	26
MSRC-402 Offshore Barge	MSRC (800) OIL-SPL	Pascagoula, MS	Offshore Barge 67" Pressure Inflatable Boom Crucial Disc Skimmer *Appropriate Vessel Personal * Offshore Tug X-Band Radar Infrared Camera	1 2840 2 1 9 2 1 1	22,244	40,500	Pascagoula, MS	176	4	1	19.5	1	28
Gulf Coast Responder Transac-350	MSRC (800) OIL-SPL	Lake Charles, LA	Transac Skimmer Backup - Stream 1 Skimmer 67" Pressure Inflatable Boom 210' Vessel Personal 32' Support Boat X-Band Radar Infrared Camera FAES 44 "Buster"	1 1 2840 1 32 1 1 1 1	10,567	4,000	Lake Charles, LA	308	2	1	22	1	28
CGA-200 HOSS Barge (OSRB)	CGA (888) 240-2007	Harvey, LA	Marco Skimmer 67" Sea Sentry Personal * Tug - 1,200 HP X-Band Radar * Tug - 1,800 HP	4 2840 13 2 1 1	76,285	4,000	Harvey, LA	158	0	4	24	1	29
Texaco Responder Transac-350	MSRC (800) OIL-SPL	Galveston, TX	Transac Skimmer Backup - Stream 1 Skimmer 67" Pressure Inflatable Boom 210' Vessel Personal 32' Support Boat X-Band Radar Infrared Camera FAES 44 "Buster"	1 1 2840 1 10 1 1 1 1	10,567	4,000	Galveston, TX	358	2	1	25.5	1	30
PSV-VOO Skimming System (Boat)	MSRC (800) OIL-SPL	Port Fourchon, LA	Lamar Brush Skimmer 67" Pressure Inflatable Boom * PSV-VOO Personal Thermal Infrared Camera *Appropriate Vessel * Marine Portable Tank	1 1320 1 9 1 1 2	18,088	0 1,000	Port Fourchon, LA	102	24	1	7.5	1	34
PSV-VOO Skimming System (Brush)	MSRC (800) OIL-SPL	Port Fourchon, LA	Lamar Brush Skimmer 67" Pressure Inflatable Boom * PSV-VOO Personal Thermal Infrared Camera *Appropriate Vessel * Marine Portable Tank	1 1320 1 9 1 1 2	18,088	0 1,000	Port Fourchon, LA	102	24	1	7.5	1	34
Kaseq Skimming Arms (6) (Marflex West)	CGA (888) 240-2007	Harvey, LA	15m rigid skimming arm Personal * Offshore vessel (>200') * 30T crane * 500 bbl Portable tank	2 5 1 1 4	38,328	0 2,000	Port Fourchon, LA	102	4	24	10	1	38
Kaseq Skimming Arms (7) (Marflex West)	CGA (888) 240-2007	Harvey, LA	15m rigid skimming arm Personal * Offshore vessel (>200') * 30T crane * 500 bbl Portable tank	2 5 1 1 4	38,328	0 2,000	Port Fourchon, LA	102	4	24	10	1	38
Kaseq Skimming Arms (8) (Marflex West)	CGA (888) 240-2007	Harvey, LA	15m rigid skimming arm Personal * Offshore vessel (>200') * 30T crane * 500 bbl Portable tank	2 5 1 1 4	38,328	0 2,000	Port Fourchon, LA	102	4	24	10	1	38

Table 9.D.4 Offshore On-Water Recovery Storage Activation List (continued)

Mississippi Canyon 984 - Drilling > 10 Miles
Sample Offshore On-Water Recovery & Storage Activation List

Skimming System	Supplier & Phone	Warehouse	Skimming Package	Quantity	Effective Daily Recovery Capacity (BBLs/Day)	Storage (Barrels)	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
+ - These components are additional operational requirements that must be procured in addition to the system identified.													
** - These components are additional operational requirements for the packages to be used in an enhanced skimming deployment.													
*** - Specific Barge names may vary.													
Kosow Skimming Arms (9) (Lamor trash)	CGA (888) 242-2007	Harvey, LA	15m rigid skimming arm	2	45,770	0	Port Fourchon, LA	102	4	24	10	1	38
			Personnel	5									
			* Offshore vessel (>200')	1									
			* 30T crane	1									
Southern Responder Tennessee-SSO	MSRC (800) OIL-SPL	Ingleside, TX	* 500 bbl Portable tank	4	10,567	4,000	Ingleside, TX	497	2	1	35.5	1	40
			Tennessee Skimmer	1									
			Backup - Stress 1 Skimmer	1									
			8" Pressure Inflatable Boom	2540'									
			210' Vessel	1									
			Personnel	10									
			32' Support Boat	1									
			X Band Radar	1									
			Infrared Camera	1									
			FAES #4 "Buster"	1									
MSRC-570 Offshore Barge	MSRC (800) OIL-SPL	Galveston, TX	Offshore Barge	1	22,244	56,800	Galveston, TX	356	4	1	35.5	1	40
			8" Pressure Inflatable Boom	2540'									
			Crucial Disc Skimmer	2									
			* Appropriate Vessel	1									
			Personnel	8									
			* Offshore Tug	2									
			X Band Radar	1									
Infrared Camera	1												
***Monet/ Long Island	CGA (888) 242-2007	Houma, LA	Offshore Barge	1	N/A	82,382	Houma, LA	155	24-72	0	19.5	1	45 to 83
			Personnel	4									
			Offshore Tug	1									
***Monet/ Tennessee	CGA (888) 242-2007	Houma, LA	Offshore Barge	1	N/A	82,322	Houma, LA	155	24-72	0	19.5	1	45 to 83
			Personnel	4									
			Offshore Tug	1									
***V-Sea DBL 101 Offshore Barge	CGA (888) 242-2007	Bella Chasse, LA	Offshore Barge	1	N/A	107,285	Houma, LA	155	24-72	0	19.5	1	45 to 83
			Personnel	10									
			* Offshore Tug	1									
***V-Sea DBL 102 Offshore Barge	CGA (888) 242-2007	Bella Chasse, LA	Offshore Barge	1	N/A	107,285	Houma, LA	155	24-72	0	19.5	1	45 to 83
			Personnel	10									
			* Offshore Tug	1									
***Monet/ Massachusetts	CGA (888) 242-2007	Houma, LA	Offshore Barge	1	N/A	137,125	Houma, LA	155	24-72	0	19.5	1	45 to 83
			Personnel	4									
			Offshore Tug	1									
***Monet/ Georgia	CGA (888) 242-2007	Houma, LA	Offshore Barge	1	N/A	118,794	Houma, LA	155	24-72	0	19.5	1	45 to 83
			Personnel	4									
			Offshore Tug	1									
DERATED RECOVERY RATE (BBLSDAY)													658,565
STORAGE CAPACITY INCLUDING SKIMMING VESSELS (BARRELS)													807,237

Table 9.D.4 Offshore On-Water Recovery Storage Activation List (continued)

Mississippi Canyon 984 - Drilling > 10 Miles
Sample Nearshore On-Water Recovery Activation List

Skimming System	Supplier & Phone	Warehouse	Skimming Package	Quantity	Effective Daily Recovery Capacity (EDRC in Bbls/Day)	Storage (Barrels)	Staging Area	Distance to Nearshore Environment (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Nearshore Environment	Deployment Time	Total ETA
* - These components are additional operational requirements that must be procured in addition to the system identified.													
SWS CGA-77 FRV	CGA (888) 242-2007	Venice, LA	Lori Brush Skimmer	2	22,885	249	Venice, LA	96	2	0	5.5	1	9
			36" Boom	150									
			60' Vessel	1									
			X Band Radar	1									
			Personnel	4									
FRV M/V Grand Bay	CGA (888) 242-2007	Venice, LA	Lori Brush Skimmer	2	15,257	65	Venice, LA	96	2	0	5.5	1	9
			36" Boom	46'									
			46' Vessel	1									
			Personnel	4									
			Personnel	4									
SWS CGA-76 FRV	CGA (888) 242-2007	Leeville, LA	Lori Brush Skimmer	2	22,885	249	Leeville, LA	112	2	0	6.5	1	10
			36" Boom	150									
			60' Vessel	1									
			X Band Radar	1									
			Personnel	4									
SWS CGA-52 MARCO Shallow Water Skimmer	CGA (888) 242-2007	Venice, LA	Marco Belt Skimmer	1	3,588	34	Venice, LA	96	4	1	5.5	1	12
			* 18" Boom (contractor)	100'									
			Personnel	3									
			36' Skimming Vessel	1									
			Shallow Water Barge	1		249							
SWS CGA-53 MARCO Shallow Water Skimmer	CGA (888) 242-2007	Leeville, LA	Marco Belt Skimmer	1	3,588	34	Venice, LA	96	5.5	1	5.5	1	13
			* 18" Boom (contractor)	100'									
			Personnel	3									
			38' Skimming Vessel	1									
			Personnel	1									
SBS w/ Queensboro	MSRC (800) OIL-SPIL	Belle Chasse, LA	Skimmer	1	905	400	Venice, LA	96	4	1	7	1	13
			18" Boom	50'									
			Personnel	4									
			Non-self-propelled barge	1									
			Push Boat	1									
MSRC "Kvichak"	MSRC (800) OIL-SPIL	Belle Chasse, LA	Marco I Skimmer	1	3,588	24	Venice, LA	96	4	1	7	1	13
			Personnel	2									
			30' Shallow Water Vessel	1									
			Skimmer	1									
			18" Boom	50'									
SBS w/ GT-185 w/adaptor	MSRC (800) OIL-SPIL	Baton Rouge, LA	Personnel	4	1,371	400	Venice, LA	96	5	1	7	1	14
			Non-self-propelled barge	1									
			Push Boat	1									
			Skimmer	1									
			18" Boom	50'									
MSRC "Kvichak"	MSRC (800) OIL-SPIL	Pascagoula, MS	Marco I Skimmer	1	3,588	24	Venice, LA	96	5.5	1	7	1	15
			Personnel	2									
			30' Shallow Water Vessel	1									
			Skimmer	1									
			18" Boom	50'									
SBS w/ Queensboro	MSRC (800) OIL-SPIL	Pascagoula, MS	Personnel	4	905	400	Venice, LA	96	5.5	1	7	1	15
			Non-self-propelled barge	1									
			Push Boat	1									
			Skimmer	1									
			18" Boom	50'									
SBS w/ Aard/VAC	MSRC (800) OIL-SPIL	Pascagoula, MS	Personnel	4	3,840	400	Venice, LA	96	5.5	1	7	1	15
			Self-propelled barge	1									
			Skimmer	1									
			18" Boom	50'									
			Personnel	5									
GT-185	MSRC (800) OIL-SPIL	Pascagoula, MS	*Appropriate Vessel	2	1,371	*500	Venice, LA	96	6	1	7	1	15
			Lori Brush Skimmer	2									
			36" Boom	46'									
			46' Vessel	1									
			Personnel	4									
FRV M/V RW Armstrong	CGA (888) 242-2007	Morgan City, LA	Marco Belt Skimmer	2	15,257	65	Morgan City, LA	194	2	0	11.5	1	15
			36" Auto Boom	150'									
			Personnel	4									
			56" SWS Vessel	1									
			* 14'-16" Alum. Flatboat	2									
SW CGA-72 FRV	CGA (888) 242-2007	Morgan City, LA	Personnel	4	21,500	249	Morgan City, LA	194	2	0	11.5	1	15
			Personnel	4									
			Personnel	4									
			Personnel	4									
			Personnel	4									

Table 9.D.5 Nearshore On-Water Recovery Activation List

Mississippi Canyon 984 - Drilling > 10 Miles
Sample Nearshore On-Water Recovery Activation List

Skimming System	Supplier & Phone	Warehouse	Skimming Package	Quantity	Effective Daily Recovery Capacity (EDRC in Bbls/Day)	Storage (Barrels)	Staging Area	Distance to Nearshore Environment (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Nearshore Environment	Deployment Time	Total ETA
* - These components are additional operational requirements that must be procured in addition to the system identified.													
SWS CGA-51 MARCO Shallow Water Skimmer	CGA (888) 242-2007	Lake Charles, LA	Marco Belt Skimmer	1	3,588	20	Venice, LA	96	7	1	5.5	1	15
			* 18" Boom (contractor)	100'									
			Personnel	3		249							
			34' Skimming Vessel	1									
			Shallow Water Barge	1									
SBS w/ Queensboro	MSRC (800) OIL-SPIL	Lake Charles, LA	Skimmer	1	905	400	Venice, LA	96	7	1	7	1	16
			18" Boom	50'									
			Personnel	4									
			Non-self-propelled barge	1									
			Push Boat	1									
SBS w/ Queensboro	MSRC (800) OIL-SPIL	Lake Charles, LA	Skimmer	1	905	400	Venice, LA	96	7	1	7	1	16
			18" Boom	50'									
			Personnel	4									
			Non-self-propelled barge	1									
			Push Boat	1									
SBS w/ Queensboro	MSRC (800) OIL-SPIL	Lake Charles, LA	Skimmer	1	905	400	Venice, LA	96	7	1	7	1	16
			18" Boom	50'									
			Personnel	4									
			Non-self-propelled barge	1									
			Push Boat	1									
SBS w/ Queensboro	MSRC (800) OIL-SPIL	Lake Charles, LA	Skimmer	1	905	400	Venice, LA	96	7	1	7	1	16
			18" Boom	50'									
			Personnel	4									
			Self-propelled barge	1									
			Push Boat	1									
SBS w/ Queensboro	MSRC (800) OIL-SPIL	Lake Charles, LA	Skimmer	1	905	400	Venice, LA	96	7	1	7	1	16
			18" Boom	50'									
			Personnel	4									
			Self-propelled barge	1									
			Push Boat	1									
MSRC "Kvichak"	MSRC (800) OIL-SPIL	Galveston, TX	Marco I Skimmer	1	3,588	24	Venice, LA	96	9.5	1	7	1	19
			Personnel	2									
			30' Shallow Water Vessel	1									
			Skimmer	1									
			18" Boom	50'									
SBS w/ Queensboro	MSRC (800) OIL-SPIL	Galveston, TX	Personnel	4	905	400	Venice, LA	96	9.5	1	7	1	19
			Non-self-propelled barge	1									
			Push Boat	1									
			Skimmer	1									
			18" Boom	50'									
SBS w/ GT-185 w/adaptor	MSRC (800) OIL-SPIL	Galveston, TX	Personnel	4	1,371	400	Venice, LA	96	9.5	1	7	1	19
			Non-self-propelled barge	1									
			Push Boat	1									
			Skimmer	1									
			18" Boom	50'									
SBS w/ Queensboro	MSRC (800) OIL-SPIL	Memphis, TN	Personnel	4	905	400	Venice, LA	96	9.5	1	7	1	19
			Non-self-propelled barge	1									
			Push Boat	1									
			Skimmer	1									
			18" Boom	60'									
SW CGA-74 FRV	CGA (888) 242-2007	Vermilion, LA	Marco Belt Skimmer	2	21,500	249	Vermilion, LA	265	2	0	15.5	1	19
			36" Auto Boom	150'									
			Personnel	4									
			56' SW Vessel	1									
			* 14'-16' Alum. Flatboat	2									
GT-185	MSRC (800) OIL-SPIL	Jacksonville, FL	Skimmer	1	1,371	500	Venice, LA	96	12	1	7	1	21
			18" Boom	60'									
			Personnel	5		249							
			*Appropriate Vessel	2									
			*Temporary Storage	1									
SWS CGA-55 Egmopol Shallow Water Skimmer	CGA (888) 242-2007	Morgan City, LA	Marco Skimmer	1	1,810	100	Venice, LA	96	5	1	13.5	1	21
			* 18" Boom (contractor)	100'									
			Personnel	3		249							
			38' Skimming Vessel	1									
			Shallow Water Barge	1									

Table 9.D.5 Nearshore On-Water Recovery Activation List (continued)

Mississippi Canyon 984 - Drilling > 10 Miles
Sample Nearshore On-Water Recovery Activation List

Skimming System	Supplier & Phone	Warehouse	Skimming Package	Quantity	Effective Daily Recovery Capacity (EDRC in Bbls/Day)	Storage (Barrels)	Staging Area	Distance to Nearshore Environment (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Nearshore Environment	Deployment Time	Total ETA
* - These components are additional operational requirements that must be procured in addition to the system identified.													
FRV M/V Bastian Bay	CGA (888) 242-2007	Lake Charles, LA	Lori Brush Skimmer 36" Boom 46' Vessel Personnel	2 46' 1 4	15,257	65	Lake Charles, LA	306	2	0	18	1	21
SW CGA-73 FRV	CGA (888) 242-2007	Lake Charles, LA	Marco Belt Skimmer 36" Auto Boom Personnel 56' SWS Vessel * 14'-16" Alum. Flatboat	2 150' 5 1 2	21,500	249	Lake Charles, LA	306	2	0	18	1	21
MSRC "Kvichak"	MSRC (800) OIL-SPIIL	Ingleside, TX	Marco I Skimmer Personnel 30' Shallow Water Vessel	1 2 1	3,588	24	Venice, LA	96	12.25	1	7	1	22
SBS w/ GT-185 w/adaptor	MSRC (800) OIL-SPIIL	Ingleside, TX	Skimmer 18" Boom Personnel Self-propelled barge	1 50' 4 1	1,371	400	Venice, LA	96	12.25	1	7	1	22
MSRC "Kvichak"	MSRC (800) OIL-SPIIL	Savannah, GA	Marco I Skimmer Personnel 30' Shallow Water Vessel	1 2 1	3,588	24	Venice, LA	96	13.5	1	7	1	23
GT-185	MSRC (800) OIL-SPIIL	Tampa, FL	Skimmer 18" Boom Personnel *Appropriate Vessel *Temporary Storage	1 50' 5 2 1	1,371	500	Venice, LA	96	13	1	7	1	22
SBS w/ Queensboro	MSRC (800) OIL-SPIIL	Roxana, IL	Skimmer 18" Boom Personnel Non-self-propelled barge Push Boat	1 50' 4 1 1	905	400	Venice, LA	96	14	1	7	1	23
SWS CGA-75 FRV	CGA (888) 242-2007	Galveston, TX	Lori Brush Skimmer 36" Boom 60' Vessel X Band Radar Personnel	2 150' 1 1 4	22,885	249	Galveston, TX	356	2	0	21	1	24
CGA-54 Egmopol Shallow Water Skimmer	CGA (888) 242-2007	Galveston, TX	Marco Belt Skimmer * 18" Boom (contractor) Personnel 34' Skimming Vessel Shallow Water Barge	1 100' 3 1 1	1,810	100 249	Venice, LA	96	10	1	13.5	1	25
WP-1	MSRC (800) OIL-SPIIL	Miami, FL	Skimmer 18" Boom Personnel *Appropriate Vessel *Temporary Storage	1 50' 5 2 1	3,017	500	Venice, LA	96	16	1	7	1	25
AARDVAC	MSRC (800) OIL-SPIIL	Miami, FL	Skimmer 18" Boom Personnel * Appropriate Vessel *Temporary Storage	1 50' 5 2 1	3,840	500	Venice, LA	96	16	1	7	1	25
AARDVAC	MSRC (800) OIL-SPIIL	Miami, FL	Skimmer 18" Boom Personnel * Appropriate Vessel *Temporary Storage	1 50' 5 2 1	3,840	500	Venice, LA	96	16	1	7	1	25
SBS w/ Queensboro	MSRC (800) OIL-SPIIL	Whiting, IN	Skimmer 18" Boom Personnel Non-self-propelled barge Push Boat	1 60' 4 1 1	905	400	Venice, LA	96	17.25	1	7	1	27
SW CGA-71 FRV	CGA (888) 242-2007	Aransas Pass, TX	Marco Belt Skimmer 36" Auto Boom Personnel 56' SWS Vessel * 14'-16" Alum. Flatboat	2 150' 5 1 2	21,500	249	Galveston, TX	356	6	0	21	1	28

Table 9.D.5 Nearshore On-Water Recovery Activation List (continued)

Mississippi Canyon 984 - Drilling > 10 Miles
Sample Nearshore On-Water Recovery Activation List

Skimming System	Supplier & Phone	Warehouse	Skimming Package	Quantity	Effective Daily Recovery Capacity (EDRC in Bbls/Day)	Storage (Barrels)	Staging Area	Distance to Nearshore Environment (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Nearshore Environment	Deployment Time	Total ETA
* - These components are additional operational requirements that must be procured in addition to the system identified.													
SBS w/ Queensboro	MSRC (800) OIL-SPIIL	Toledo, OH	Skimmer	1	905	400	Venice, LA	96	18.5	1	7	1	28
			18" Boom	50'									
			Personnel	4									
			Non-self-propelled barge	1									
			Push Boat	1									
SBS w/ AardVAC	MSRC (800) OIL-SPIIL	Virginia Beach, VA	Skimmer	1	3,840	400	Venice, LA	96	20	1	7	1	29
			18" Boom	50'									
			Personnel	4									
			Self-propelled barge	1									
MSRC "Quick Strike"	MSRC (800) OIL-SPIIL	Lake Charles, LA	LORI Brush Skimmer	2	5,000	50	Lake Charles, LA	306	2	1	22	1	26
			Personnel	3									
			47' Fast Response Boat	1									
SBS w/ Stress 1	MSRC (800) OIL-SPIIL	Chesapeake City, MD	Skimmer	1	15,840	400	Venice, LA	96	21.25	1	7	1	31
			18" Boom	50'									
			Personnel	4									
			Non-self-propelled barge	1									
			Push Boat	1									
SBS w/ Stress 1	MSRC (800) OIL-SPIIL	Edison/Perth Amboy, NJ	Skimmer	1	15,840	400	Venice, LA	96	23	1	7	1	32
			18" Boom	50'									
			Personnel	4									
			Self-propelled barge	1									
MSRC "Kvichak"	MSRC (800) OIL-SPIIL	Edison/Perth Amboy, NJ	Marco I Skimmer	1	3,588	24	Venice, LA	96	22.75	1	7	1	32
			Personnel	2									
			30' Shallow Water Vessel	1									
MSRC "Kvichak"	MSRC (800) OIL-SPIIL	Edison/Perth Amboy, NJ	Marco I Skimmer	1	3,588	24	Venice, LA	96	22.75	1	7	1	32
			Personnel	2									
			30' Shallow Water Vessel	1									
SBS w/ GT-185	MSRC (800) OIL-SPIIL	Bayonne, NJ	Skimmer	1	1,371	400	Venice, LA	96	22.75	1	7	1	32
			18" Curtain Internal Foam	60'									
			Personnel	4									
			Non-self-propelled barge	1									
			*Appropriate Vessel	1									
FRV CGA 58 Timbalier Bay	CGA (888) 242-2007	Aransas Pass, TX	Lori Brush Skimmer	2	15,257	65	Aransas Pass, TX	490	2	0	29	1	32
			36" Boom	46'									
			46" Vessel	1									
			Personnel	4									
MSRC "Lightning"	MSRC (800) OIL-SPIIL	Tampa, FL	LORI Brush Skimmer	2	5,000	50	Tampa, FL	419	2	1	30	1	34
			Personnel	3									
			47' Fast Response Boat	1									
SBS w/ GT-185	MSRC (800) OIL-SPIIL	Providence, RI	Skimmer	1	1,371	400	Venice, LA	96	26	1	7	1	35
			18" Curtain Internal Foam	60'									
			Personnel	4									
			Non-self-propelled barge	1									
			Push Boat	1									
SBS w/ Queensboro	MSRC (800) OIL-SPIIL	Everett, MA	Skimmer	1	905	400	Venice, LA	96	26	1	7	1	35
			18" Boom	50'									
			Personnel	4									
			Non-self-propelled barge	1									
			Push Boat	1									
MSRC "Kvichak"	MSRC (800) OIL-SPIIL	Portland, ME	Marco I Skimmer	1	3,588	24	Venice, LA	96	28	1	7	1	37
			Personnel	2									
			30' Shallow Water Vessel	1									
SBS w/ WP-1	MSRC (800) OIL-SPIIL	Portland, ME	Skimmer	1	3,017	400	Venice, LA	96	28	1	7	1	37
			18" Boom	50'									
			Personnel	4									
			Self-propelled barge	1									
DERATED RECOVERY RATE (BBLs/DAY)										344,578			
SKIMMING VESSEL STORAGE CAPACITY (BARRELS)										15,279			

Table 9.D.5 Nearshore On-Water Recovery Activation List (continued)

Mississippi Canyon 984 - Drilling > 10 Miles

Sample Aerial Surveillance Activation List

Aerial Surveillance System	Supplier & Phone	Airport/City, State	Aerial Surveillance Package	Quantity	Staging Location	Distance to Site from Staging (nautical miles)	Response Times (Hours)			
							Staging ETA	Loadout Time	ETA to Site	Total ETA
* - These components are additional operational requirements that must be procured in addition to the system identified.										
Twin Commander Air Speed - 260 Knots	Airborne Support (985) 851-6391	Houma, LA	Surveillance Aircraft	1	Houma, LA	142	1	0.25	0.47	1.75
			Spotter Personnel	2						
			Crew - Pilots	1						
Aztec Piper Air Speed - 150 Knots	Airborne Support (985) 851-6391	Houma, LA	Surveillance Aircraft	1	Houma, LA	142	1	0.25	0.83	2.10
			Spotter Personnel	2						
			Crew - Pilots	1						
Eurocopter EC-135 Helicopter Air Speed - 141 knots	PHI (800) 235-2452	Houma, LA	Surveillance Aircraft	1	Houma, LA	142	1	0.25	0.88	2.15
			Spotter Personnel	2						
			Crew - Pilots	1						
Sikorsky S-76 Helicopter Air Speed - 141 knots	PHI (800) 235-2452	Houma, LA	Surveillance Aircraft	1	Houma, LA	142	1	0.25	0.88	2.15
			Spotter Personnel	2						
			Crew - Pilots	1						

Table 9.D.6 Aerial Surveillance Activation List

Mississippi Canyon 984 - Drilling > 10 Miles
Sample Offshore Aerial Dispersant Activation List

Aerial Dispersant System	Supplier & Phone	Airport/ City, State	Aerial Dispersant Package	Quantity	Staging Location	Distance to Site from Staging (Miles)	Response Times (Hours)				
							Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
NOTE: Planholder has access to additional dispersant assets.											
* - These components are additional operational requirements that must be procured in addition to the system(s) identified.											
** The second flight times listed are to demonstrate subsequent sortie and application timeframes.											
*** The dispersants listed is for gallon capacity only not amount stored at each location.											
Twin Commander Air Speed - 300 MPH	CGA/Airborne Support (985) 851-6391	Houma, LA	Aero Commander	1	Houma, LA	142	1	0	0.47	0	1.60
			Spotter Personnel	2							
			Crew - Pilots	1							
BT-67 (DC-3 Turboprop) Aircraft Air Speed - 194 MPH	CGA/Airborne Support (985) 851-6391	Houma, LA	DC-3 Dispersant Aircraft	1	Houma, LA 1st Flight	142	2	0.5	0.73	0.5	3.76
			Dispersant - Gallons	2000							
			Spotter Aircraft	1	Houma, LA 2nd Flight	142	0.73	0.5	0.73	0.3	2.30
			Spotter Personnel	2							
			Crew - Pilots	2							
DC-3 Aircraft Air Speed - 150 MPH	CGA/Airborne Support (985) 851-6391	Houma, LA	DC-3 Dispersant Aircraft	1	Houma, LA 1st Flight	142	2	0.5	0.95	0.5	3.96
			Dispersant - Gallons	1200							
			Spotter Aircraft	1	Houma, LA 2nd Flight	142	0.95	0.5	0.95	0.3	2.70
			Spotter Personnel	2							
			Crew - Pilots	2							
DC-3 Aircraft Air Speed - 150 MPH	CGA/Airborne Support (985) 851-6391	Houma, LA	DC-3 Dispersant Aircraft	1	Houma, LA 1st Flight	142	2	0.5	0.95	0.5	3.96
			Dispersant - Gallons	1200							
			Spotter Aircraft	1	Houma, LA 2nd Flight	142	0.95	0.5	0.95	0.3	2.70
			Spotter Personnel	2							
			Crew - Pilots	2							
BE-60 King Air Aircraft Air Speed - 213 MPH	MSRC (800) OIL-SPIL	Kln, MS	BE-60 Dispersant Aircraft	1	Stennis INTL, MS 1st Flight	165	3	0.00	0.78	0.20	4.00
			Dispersant - Gallons	250							
			* Spotter Aircraft	1	Stennis INTL, MS 2nd Flight	165	0.78	0.20	0.78	0.20	2.00
			* Spotter Personnel	2							
			Crew - Pilots	2							
C130-A Aircraft Air Speed - 342 MPH	MSRC (800) OIL-SPIL	Kln, MS	C130-A Disp Aircraft	1	Stennis INTL, MS 1st Flight	165	3	0.0	0.48	0.5	4.00
			Dispersant - Gallons	4125							
			* Spotter Aircraft	1	Stennis INTL, MS 2nd Flight	165	0.50	0.3	0.48	0.5	1.86
			* Spotter Personnel	2							
			Crew - Pilots	2							
C130-A Aircraft Air Speed - 342 MPH	MSRC (800) OIL-SPIL	Mesa, AZ	C130-A Disp. Aircraft	1	Stennis INTL, MS 1st Flight	165	7	0.3	0.48	0.5	8.36
			Dispersant - Gallons	4125							
			* Spotter Aircraft	1	Stennis INTL, MS 2nd Flight	165	0.50	0.3	0.48	0.5	1.86
			* Spotter Personnel	2							
			Crew - Pilots	2							

Table 9.D.7 Offshore Aerial Dispersant Activation List

Mississippi Canyon 984 - Drilling > 10 Miles Sample Offshore Boat Spray Dispersant Activation List											
Boat Spray Dispersant System	Supplier & Phone	Warehouse	Boat Spray Dispersant Package	Quantity	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
							Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
NOTE: Planholder has access to additional dispersant assets. * - These components are additional operational requirements that must be procured by OSROs in addition to the system(s) identified.											
Fire Monitor Induction Dispersant Spray System	AMPOL (800) 482-6765	Port Fourchon, LA	Dispersant Spray System	1	Venice, LA	96	5.75	0.5	7	1	14.25
			Dispersant (Gallons)	500							
			Personnel	4							
			* 110' Utility Boat	1							
			* Crew Boat	1							
USCG SMART Team	USCG	Mobile, AL	Personnel	4	Venice, LA	96	6	1	7	0.5	14.5
			* Crew Boat	1							
Vessel Based Dispersant Spray System	CGA (888) 242-2007	Harvey, LA	Dispersant Spray System	1	Venice, LA	96	4	0.5	9.5	1	16
			Dispersant (Gallons)	330							
			Personnel	4							
			* Utility Boat	1							
Fire Monitor Induction Dispersant Spray System	AMPOL (800) 482-6765	Cameron, LA	Dispersant Spray System	1	Venice, LA	96	7.75	0.5	7	1	16.25
			Dispersant (Gallons)	500							
			Personnel	4							
			* 110' Utility Boat	1							
			* Crew Boat	1							
Vessel Based Dispersant Spray System	CGA (888) 242-2007	Aransas Pass, TX	Dispersant Spray System	1	Venice, LA	96	12.25	0.5	9.5	1	23.25
			Dispersant (Gallons)	330							
			Personnel	4							
			* Utility Boat	1							

Table 9.D.8 Offshore Boat Spray Dispersant Activation List

Mississippi Canyon 984 - Drilling > 10 Miles Sample Subsea Dispersant Package Activation List											
Containment System	Supplier & Phone	Warehouse	Package	Quantity	Staging Area	Distance to Site from Staging (Miles)	Response Times (Days)				
							Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
* - Response time may vary depending on Drill Ship's operations and location at the time of deployment.											
Site Assessment and Surveillance	RP*	Port Fourchon, LA	MUS-Service Vessel	1	Port Fourchon, LA	102	0	1.5	7.5	0.5	8.5
			ROV's	2							
Subsea Dispersant Application	RP / MWCC	Port Fourchon, LA	MUS-Service Vessel	1	Port Fourchon, LA	102	1.5	1.5	7.5	2	12.6
			ROV's	2							
			Coil Tubing Unit	1							
		Houston, TX	Dispersant	200,000 gal							
			Manifold	1							
		Subsea Dispersant Injection System	1								
Capping Stack	RP / MWCC	Port Fourchon, LA	Anchor Handling Tug Supply Vessel	1	Port Fourchon, LA	102	2*	1.5	7.5	3	14*
			ROV's	2							
		Houston, TX	Hydraulic System	1							
			Capping Stack	1							
"Top Hat" Unit	RP / MWCC	Port Fourchon, LA	Anchor Handling Tug Supply Vessel	1	Port Fourchon, LA	102	13*	1	7.5	3	26*
			ROV's	2							
			Multi-Purpose Supply Vessel	1							
			Drill Ship (Processing Vessel)	1							
			"Top Hat"	1							
		Houston, TX	Containment Chamber	1							
			Shuttle Barge	1							

Table 9.D.9 Subsea Control, Containment, and Subsea Dispersant Package Activation List

**Mississippi Canyon 984 - Drilling > 10 Miles
Sample In-Situ Burn Equipment Activation List**

Skimming System	Supplier & Phone	Warehouse	Skimming Package	Quantity	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)														
							Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA										
NOTE: Planholder has access to additional ISB assets.																					
* - These components are additional operational requirements that must be procured in addition to the system identified.																					
** - Teams will deploy in sections of 500' at any given time																					
ISB Fire-Fighting Team	TBO	TBO	1 Offshore Firefighting Vessels	2	Venice, LA	96	4	1	7	1	13										
			1 Cranes	2																	
			1 Roll-off Boxes	2																	
			Personnel	8																	
			1 Air Monitoring Equipment	2																	
SMART In-Situ Burn Monitoring Team	USCG	Mobile, AL	1 Air Monitoring Equipment	1	Venice, LA	96	4	1	7	1	13										
			1 Offshore Vessel	1																	
			Personnel	4																	
Safety Monitoring Team	TBO	TBO	1 Air Monitoring Equipment	1	Venice, LA	96	4	1	7	1	13										
			1 Offshore Vessel	1																	
			Personnel	4																	
Wildlife Monitoring Team	TBO	TBO	1 Air Monitoring Equipment	1	Venice, LA	96	4	1	7	1	13										
			1 Offshore Vessel	1																	
			Personnel	4																	
Aerial Spotting Team (per 2 ISB Task Forces)	TBO	TBO	Fixed Wing Aircraft	1	Venice, LA	96	4	1	7	1	13										
			Trained ISB Spotter	2																	
			ISB Documenter	1																	
Fire Team (In-Situ Burn Fire System)	MSRC (800) OIL-SPIL	Lake Charles, LA	**Fire Boom (ft)	2,000	Venice, LA	96	7	1	7	1	18										
			Tow Line (ft)	600																	
			1 Appropriate Vessel	2																	
			Personnel	2																	
			Ignition Device	25																	
Fire Team (In-Situ Burn Fire System)	MSRC (800) OIL-SPIL	Houston, TX	**Fire Boom (ft)	15,000	Venice, LA	96	9	1	7	1	18										
			Tow Line (ft)	600																	
			1 Appropriate Vessel	2																	
			Personnel	2																	
			Ignition Device	155																	
Fire Team (In-Situ Burn Fire System)	MSRC (800) OIL-SPIL	Galveston, TX	**Fire Boom (ft)	1,000	Venice, LA	96	9.5	1	7	1	18.6										
			Tow Line (ft)	600																	
			1 Appropriate Vessel	2																	
			Personnel	2																	
			Ignition Device	10																	
Supply Team (Supply Vessel System)	MSRC (800) OIL-SPIL	Venice, LA	1 Offshore Vessel 110' - 310'	1	Venice, LA	96	4	1	19	1	26										
			Personnel	6																	
Fire Team (In-Situ Burn Fire System)	MSRC (800) OIL-SPIL	Portland, ME	**Fire Boom (ft)	1,000	Venice, LA	96	28	1	7	1	37										
			Tow Line (ft)	600																	
			1 Appropriate Vessel	2																	
			Personnel	2																	
			Ignition Device	10																	
Fire Team (In-Situ Burn Fire System)	CGA (888) 242-2007	Harvey, LA	Fire Boom (ft)	500	Venice, LA	96	4	24	9.5	1	38.6										
			Guide Boom/Tow Line (ft)	400																	
			1 Offshore Vessel (0.5 kt capability)	3																	
			Personnel	20																	
			Ignition Device	10																	
			Fire Boom (ft)	500																	
Fire Team (In-Situ Burn Fire System)	CGA (888) 242-2007	Harvey, LA	Guide Boom/Tow Line (ft)	400	Venice, LA	96	4	24	9.5	1	38.6										
			1 Offshore Vessel (0.5 kt capability)	3																	
			Personnel	20																	
			Ignition Device	10																	
			TOTAL FIRE BOOM AVAILABLE (FEET)										21,000								

Table 9.D.10 In-Situ Burn Equipment Activation List

Mississippi Canyon 984 - Drilling > 10 Miles
Sample Shoreline Protection & Wildlife Support List

Supplier & Phone	Warehouse	Equipment Listing	Quantity	Staging Area	Response Times (Hours)			
					Staging ETA	Loadout Time	Deployment Time	Total ETA
AMPOL (800) 482-6765	Harvey, LA	Containment Boom - 18" to 24"	8,000'	Venice, LA	4	1	1	6
		Containment Boom - 6" to 10"	3,000'					
AMPOL (800) 482-6765	Venice, LA	Containment Boom - 18" to 24"	2,250'	Venice, LA	4	1	1	6
		Response Boats - 14' to 20'	2					
		Response Boats - 21' to 36'	1					
		Portable Skimmers	2					
ES&H Environmental (877) 437-2634	Belle Chasse, LA	Containment Boom - 10"	1,500'	Venice, LA	4	1	1	6
		Containment Boom - 18"	15,500'					
		Containment Boom - 24"	5,000'					
		Jon Boat - 12' to 16'	4					
		Response Boats - 18' to 21'	1					
		Response Boats - 22' to 25'	1					
		Response Boats - 26' to 29'	3					
		Portable Skimmers	10					
ES&H Environmental (877) 437-2634	Venice, LA	Wildlife Hazing Cannon	50	Venice, LA	4	1	1	6
		Containment Boom - 10"	2,000'					
		Containment Boom - 18"	13,000'					
		Containment Boom - 24"	10,000					
		Jon Boat - 12' to 16'	4					
		Response Boats - 22' to 25'	1					
		Response Boats - 26' to 29'	2					
		Portable Skimmers	5					
OMI (800) 645-6671	Belle Chasse, LA	Wildlife Hazing Cannon	25	Venice, LA	4	1	1	6
		Containment Boom - 18" to 24"	4,500'					
		Containment Boom - 6" to 10"	500'					
		Response Boats - 20'	1					
		Response Boats - 25' to 28'	2					
		Portable Skimmers	12					
		Shallow Water Skimmers	1					
		Bird Scare Cannons	12					
OMI (800) 645-6671	Venice, LA	Response Personnel	24	Venice, LA	4	1	1	6
		Containment Boom - 18" to 24"	1,500'					
		Response Boats - 16'	4					
		Response Boats (Barge) - 25' to 33'	1					
		Response Boats - 25' to 28'	2					
		Response Boats - (Cabin Boat) 27' to 30'	1					
		Shallow Water Skimmers	3					
		Portable Skimmers	2					
USES Environmental (888) 279-9930	Meraux, LA	Containment Boom - 18"	6,000'	Venice, LA	4	1	1	6
		Containment Boom - 10"	1,000'					
		Response Boats - 16'	23					
		Response Boats - 18'	1					
		Response Boats - 24'	1					
		Response Boats - 26'	2					
		Response Boats - 28'	1					
		Portable Skimmers	2					
USES Environmental (888) 279-9930	Marrero, LA	Containment Boom - 18"	600'	Venice, LA	4	1	1	6
USES Environmental (888) 279-9930	Venice, LA	Containment Boom - 18"	10,000'	Venice, LA	4	1	1	6
		Response Boats - 16'	15					
		Response Boats - 26'	2					
		Response Boats - 30'	1					
		Portable Skimmers	2					
CGA (888) 242-2007	Harvey, LA	Shallow Water Skimmers	1	Venice, LA	4	1	1	6
		Wildlife Rehab Trailer	1					
		Wildlife Husbandry Trailer	1					
		Support Trailer	3					
		Bird Scare Cannons	120					
		Contract Truck (Third Party)	3					
		Personnel (Responder/Mechanic)	4					

Table 9.D.11 Shoreline Protection and Wildlife Support List

Mississippi Canyon 984 - Drilling > 10 Miles Sample Shoreline Protection & Wildlife Support List

Supplier & Phone	Warehouse	Equipment Listing	Quantity	Staging Area	Response Times (Hours)			
					Staging ETA	Loadout Time	Deployment Time	Total ETA
USES Environmental (888) 534-2744	Geismar, LA	Containment Boom - 18"	1,000'	Venice, LA	4.75	1	1	7
		Response Boats - 16'	2					
		Portable Skimmers	1					
USES Environmental (888) 279-9930	Hahnville, LA	Containment Boom - 18"	500'	Venice, LA	4.25	1	1	7
USES Environmental (888) 279-9930	Amelia, LA	Containment Boom - 18"	500'	Venice, LA	5	1	1	7
USES Environmental (888) 279-9930	Lafitte, LA	Containment Boom - 18"	1,000'	Venice, LA	4.25	1	1	7
		Response Boats - 18'	2					
OMI (800) 645-6671	Galliano, LA	Containment Boom - 18" to 24"	2,000'	Venice, LA	5	1	1	7
		Containment Boom - 6" to 10"	500'					
		Response Boats - 16'	1					
		Response Boats (Barge) - 25' to 33'	1					
		Response Boats - 25' to 28'	1					
		Portable Skimmers	3					
Lawson Environmental Service (985) 876-0420	Houma, LA	Containment Boom - 18"	30,000'	Venice, LA	4.75	1	1	7
		Containment Boom - 12"	2,000'					
		Containment Boom - 10"	9,500'					
		Response Boats - 14'	10					
		Response Boats - 16'	6					
		Response Boats - 20'	5					
		Response Boats - 24'	8					
		Response Boats - 26'	4					
		Response Boats - 28'	7					
		Response Boats - 32'	4					
OMI (800) 645-6671	Port Allen, LA	Containment Boom - 18" to 24"	2,500'	Venice, LA	5	1	1	7
		Containment Boom - 6" to 10"	500'					
		Response Boats - 16'	2					
		Response Boats - 25' to 33'	1					
		Shallow Water Skimmers	1					
		Response Personnel	6					
OMI (800) 645-6671	Morgan City, LA	Containment Boom - 18" to 24"	2,500'	Venice, LA	5	1	1	7
		Containment Boom - 6" to 10"	400'					
		Response Boats - 16'	2					
		Response Boats - 25' to 28'	1					
		Portable Skimmers	3					
		Response Personnel	3					
OMI (985) 798-1005	Houma, LA	Containment Boom - 18" to 24"	2,000'	Venice, LA	4.75	1	1	7
		Containment Boom - 6" to 10"	500'					
		Response Boats - 16'	2					
		Response Boats - 25' to 28'	1					
		Response Boats - (Cabin Boat) 27' to 30'	1					
		Shallow Water Skimmers	3					
Clean Harbors (800) 645-8265	Baton Rouge, LA	Containment Boom - 18" to 24"	14,000'	Venice, LA	5	1	1	7
		Response Boats - 14' to 20'	1					
		Portable Skimmers	3					
		Response Personnel	13					
ES&H Environmental (877) 437-2634	Houma, LA	Containment Boom - 10"	2,000'	Venice, LA	4.75	1	1	7
		Containment Boom - 18"	20,000'					
		Containment Boom - 24"	5,000'					
		Jon Boat - 12' to 16'	30					
		Response Boats - 22' to 25'	2					
		Response Boats - 26' to 29'	4					
		Portable Skimmers	23					
		Shallow Water Skimmers	2					
		Wildlife Hazing Cannon	57					

Table 9.D.11 Shoreline Protection and Wildlife Support List (cont.)

Mississippi Canyon 984 - Drilling > 10 Miles
Sample Shoreline Protection & Wildlife Support List

Supplier & Phone	Warehouse	Equipment Listing	Quantity	Staging Area	Response Times (Hours)			
					Staging ETA	Loadout Time	Deployment Time	Total ETA
ES&H Environmental (877) 437-2634	Morgan City, LA	Containment Boom - 10"	2,000'	Venice, LA	5	1	1	7
		Containment Boom - 18"	500'					
		Jon Boat - 12' to 16'	3					
		Response Boats - 18' to 21'	2					
		Response Boats - 22' to 25'	1					
		Portable Skimmers	2					
SWS Environmental (877) 742-4215	Baton Rouge, LA	Wildlife Hazing Cannon	12	Venice, LA	5	1	1	7
		Containment Boom - 18"	1,000'					
		Response Boats - 25' to 42'	2					
		Shallow Water Skimmers	1					
USES Environmental (888) 279-9930	Biloxi, MS	Response Personnel	6	Venice, LA	5	1	1	7
		Containment Boom - 18"	2,000'					
Wildlife Ctr. of Texas (713) 861-9453	Baton Rouge, LA	Response Boats - 16'	1	Venice, LA	5	1	1	7
		Wildlife Specialist - Personnel	6 to 20					
USES Environmental (888) 279-9930	Mobile, AL	Containment Boom - 10"	800'	Venice, LA	6	1	1	8
		Containment Boom - 18"	5,000'					
		Response Boats - 16'	1					
		Response Boats - 18'	1					
		Response Boats - 20'	1					
		Response Boats - 26'	1					
		Portable Skimmers	2					
ES&H Environmental (877) 437-2634	Port Fourchon, LA	Containment Boom - 18"	1,000'	Venice, LA	5.75	1	1	8
		Response Boats - 22' to 25'	1					
		Portable Skimmers	1					
AMPOL (800) 462-6765	New Iberia, LA	Containment Boom - 6" to 10"	4,150'	Venice, LA	6	1	1	8
		Containment Boom - 18" to 24"	34,050'					
		Response Boats - 14' to 20'	3					
		Response Boats - 21' to 36'	3					
		Portable Skimmers	27					
Clean Harbors (800) 645-8265	New Iberia, LA	Containment Boom - 18" to 24"	33,800'	Venice, LA	6	1	1	8
		Containment Boom - 6" to 10"	500'					
		Response Boats - 21' to 36'	4					
ES&H Environmental (877) 437-2634	Golden Meadow, LA	Containment Boom - 10"	1,000'	Venice, LA	5.25	1	1	8
		Containment Boom - 18"	13,000'					
		Jon Boat - 12' to 16'	2					
		Response Boats - 18' to 21'	1					
		Response Boats - 22' to 25'	1					
		Response Boats - 26' to 29'	1					
		Portable Skimmers	5					
ES&H Environmental (877) 437-2634	Lafayette, LA	Wildlife Hazing Cannon	12	Venice, LA	6	1	1	8
		Containment Boom - 10"	500'					
		Containment Boom - 18"	13,000'					
		Jon Boat - 12' to 16'	3					
		Response Boats - 18' to 21'	1					
		Response Boats - 22' to 25'	1					
		Response Boats - 26' to 29'	1					
OMI (800) 645-6671	New Iberia, LA	Portable Skimmers	4	Venice, LA	6	1	1	8
		Wildlife Hazing Cannon	12					
		Containment Boom - 18" to 24"	12,000'					
		Containment Boom - 6" to 10"	300'					
		Response Boats - 16'	3					
		Response Boats (Barge) - 25' to 33'	1					
		Response Boats - 25' to 28'	1					
		Portable Skimmers	8					
		Response Personnel	8					

Table 9.D.11 Shoreline Protection and Wildlife Support List (cont.)

Mississippi Canyon 984 - Drilling > 10 Miles
Sample Shoreline Protection & Wildlife Support List

Supplier & Phone	Warehouse	Equipment Listing	Quantity	Staging Area	Response Times (Hours)			
					Staging ETA	Loadout Time	Deployment Time	Total ETA
USES Environmental (888) 279-9930	Lake Charles, LA	Containment Boom - 10"	100'	Venice, LA	7	1	1	9
		Containment Boom - 18"	7,700'					
		Response Boats - 16'	3					
		Response Boats - 27'	1					
		Response Boats - 37'	1					
ES&H Environmental (877) 437-2634	Lake Charles, LA	Containment Boom - 10"	500'	Venice, LA	7	1	1	9
		Containment Boom - 18"	15,000'					
		Containment Boom - 24"	5,000'					
		Jon Boat - 12' to 16'	3					
		Response Boats - 18' to 21'	2					
		Response Boats - 26' to 29'	2					
		Portable Skimmers	13					
		Wildlife Hazing Cannon	40					
Miller Env. Services (800) 929-7227	Sulphur, LA	Containment Boom - 10"	600'	Venice, LA	7	1	1	9
		Containment Boom - 18"	14,000'					
		Jon Boats - 14' to 16'	2					
		Jon Boats - 16' w/25hp HP Outboard Motor	2					
		Air Boat - 18'	1					
		Work Boat - 18'	2					
		Response Boats - 24' - 26'	4					
		Portable Skimmers	5					
		Shallow Water Skimmers	1					
		Response Personnel	49					
SWS Environmental (877) 742-4215	Pensacola, FL	Containment Boom - 18"	2,500'	Venice, LA	6.75	1	1	9
		Response Boats - 16' to 25'	2					
		Shallow Water Skimmers	1					
		Response Personnel	2					
USES Environmental (888) 279-9930	Jackson, MS	Containment Boom - 10"	400'	Venice, LA	6.5	1	1	9
		Containment Boom - 18"	2,000'					
		Response Boats - 12'	3					
		Response Boats - 14'	1					
		Response Boats - 16'	1					
		Response Boats - 18'	1					
		Response Boats - 20'	1					
		Portable Skimmers	2					
AMPOL (800) 482-6765	Port Arthur, TX	Containment Boom - 18" to 24"	16,000'	Venice, LA	8	1	1	10
		Response Boats - 14' to 20'	2					
		Response Boats - 21' to 36'	1					
		Portable Skimmers	3					
Clean Harbors (800) 645-8265	Port Arthur, TX	Containment Boom - 18" to 24"	3,000'	Venice, LA	8	1	1	10
		Response Boats - 21' to 36'	2					
		Portable Skimmers	2					
		Response Personnel	54					
Gamer Environmental (800) 424-1716	Port Arthur, TX	Containment Boom - 6"	22,000'	Venice, LA	8	1	1	10
		Response Boats - 14' to 20'	8					
		Response Boats - 21' to 36'	1					
		Portable Skimmers	3					
Miller Env. Services (800) 929-7227	Beaumont, TX	Containment Boom - 18"	14,000'	Venice, LA	7.75	1	1	10
		Response Boats - 18'	2					
		Response Boats - 24'	2					
		Shallow Water Skimmers	1					
		Response Personnel	47					
OMI (800) 645-6671	Port Arthur, TX	Containment Boom - 18" to 24"	4000'	Venice, LA	8	1	1	10
		Response Boats - 14' to 20'	6					
		Response Boats - 21' to 36'	2					
		Shallow Water Skimmers	1					
Wildlife Ctr. of Texas (713) 861-9453	Houston, TX	Wildlife Specialist - Personnel	6 to 20	Venice, LA	9	1	1	11

Table 9.D.11 Shoreline Protection and Wildlife Support List (cont.)

**Mississippi Canyon 984 - Drilling > 10 Miles
Sample Shoreline Protection & Wildlife Support List**

Supplier & Phone	Warehouse	Equipment Listing	Quantity	Staging Area	Response Times (Hours)			
					Staging ETA	Loadout Time	Deployment Time	Total ETA
OMI (800) 645-6671	Houston, TX	Containment Boom - 18" to 24"	4,000'	Venice, LA	9	1	1	11
		Response Boats - 16'	3					
		Response Boats - 25' to 28'	1					
		Portable Skimmers	1					
Miller Env. Services (800) 929-7227	Houston, TX	Containment Boom - 18"	12,000'	Venice, LA	9	1	1	11
		Shallow Water Skimmers	1					
		Response Boats - 26'	1					
		Responder Personnel	38					
Clean Harbors (800) 645-8265	Houston, TX	Containment Boom - 18" to 24"	4,500'	Venice, LA	9	1	1	11
		Response Boats - 14' to 20'	2					
		Response Boats - 21' to 36'	3					
		Portable Skimmers	1					
ES&H Environmental (877) 437-2634	Houston, TX	Response Personnel	14	Venice, LA	9	1	1	11
		Containment Boom - 10"	500'					
		Containment Boom - 18"	13,000'					
		Containment Boom - 24"	5,000'					
		Jon Boat - 12' to 16'	2					
		Response Boats - 26' to 29'	2					
Gamer Environmental (800) 424-1716	Deer Park, TX	Portable Skimmers	2	Venice, LA	8.75	1	1	11
		Wildlife Hazing Cannon	12					
		Containment Boom - 6"	18,900'					
		Response Boats - 12'	2					
		Response Boats - 16' to 20'	5					
		Response Boats - 30'	2					
SWS Environmental (877) 742-4215	Panama City, FL	Portable Skimmers	25	Venice, LA	8.75	1	1	11
		Shallow Water Skimmers	3					
		Containment Boom - 18"	7,000'					
		Response Boats - 16' to 25'	3					
		Response Boats - 25' to 42'	1					
SWS Environmental (877) 742-4215	Houston, TX	Portable Skimmers	6	Venice, LA	9	1	1	11
		Response Personnel	10					
		Containment Boom - 18"	20,000'					
		Response Boats - 16' to 25'	1					
		Response Boats - 25' to 42'	2					
USES Environmental (888) 279-9930	Houston, TX	Portable Skimmers	2	Venice, LA	9	1	1	11
		Response Personnel	19					
		Containment Boom - 6"	500'					
		Containment Boom - 20"	10,000'					
		Response Boats - 16'	4					
Phoenix Pollution Control & Environmental Services (281) 838-3400	Baytown, TX	Response Boats - 26'	1	Venice, LA	8.75	1	1	11
		Portable Skimmers	1					
		Containment Boom - 18"	13,000'					
		Containment Boom - 10"	1,150'					
		Response Boats - 16'	6					
		Response Boats - 20'	3					
USES Environmental (888) 279-9930	Shreveport, LA	Response Boats - 24'	1	Venice, LA	8.5	1	1	11
		Response Boats - 35'	2					
		Portable Skimmers	24					
		Containment Boom - 6"	500'					
		Containment Boom - 18"	2,000'					

Table 9.D.11 Shoreline Protection and Wildlife Support List (cont.)

Mississippi Canyon 984 - Drilling > 10 Miles
Sample Shoreline Protection & Wildlife Support List

Supplier & Phone	Warehouse	Equipment Listing	Quantity	Staging Area	Response Times (Hours)			
					Staging ETA	Loadout Time	Deployment Time	Total ETA
USES Environmental (888) 279-9930	Memphis, TN	Containment Boom - 6"	850'	Venice, LA	9.5	1	1	12
		Containment Boom - 12"	300'					
		Containment Boom - 18"	5,000'					
		Response Boats - 12'	3					
		Response Boats - 14'	5					
		Response Boats - 16'	2					
		Response Boats - 24'	1					
		Response Boats - 28'	1					
Gamer Environmental (800) 424-1716	La Marque, TX	Portable Skimmers	2	Venice, LA	9.25	1	1	12
		Containment Boom - 6"	9,500'					
		Response Boats - 16'	5					
		Response Boats - 24'	1					
SWS Environmental (877) 742-4215	Memphis, TN	Portable Skimmers	7	Venice, LA	9.5	1	1	12
		Containment Boom - 6"	100'					
		Containment Boom - 12"	800'					
		Containment Boom - 18"	800'					
		Response Boats - 25' to 42'	1					
SWS Environmental (877) 742-4215	Jacksonville, FL	Shallow Water Skimmers	1	Venice, LA	11.75	1	1	14
		Response Personnel	9					
		Containment Boom - 18"	1,500'					
		Response Boats - 16' to 25'	2					
Miller Env. Services (800) 929-7227	Corpus Christi, TX	Shallow Water Skimmers	1	Venice, LA	12.25	1	1	15
		Response Personnel	8					
		Containment Boom - 10"	2,000'					
		Containment Boom - 18"	30,000'					
		Jon Boats - 14' to 16' w/25hp motor	4					
		Jon Boats - 16' to 18' w/Outboard motor	4					
		Air Boat - 14'	1					
		Response Boats - 24' to 26'	4					
SWS Environmental (877) 742-4215	Tampa, FL	Portable Skimmers	6	Venice, LA	13	1	1	15
		Shallow Water Skimmers	2					
		Response Personnel	142					
		Containment Boom - 18"	2,000'					
		Response Boats - 16' to 25'	2					
SWS Environmental (877) 742-4215	Tampa, FL	Response Boats - 25' to 42'	1	Venice, LA	13	1	1	15
		Portable Skimmers	1					
		Response Personnel	10					
		Shallow Water Skimmers	1					
SWS Environmental (877) 742-4215	St. Petersburg, FL	Response Personnel	10	Venice, LA	13.5	1	1	16
		Containment Boom - 18"	10,800'					
		Response Boats - 16' to 25'	1					
		Response Boats - 25' to 42'	1					
		Portable Skimmers	1					
SWS Environmental (877) 742-4215	Savannah, GA	Response Personnel	8	Venice, LA	13.5	1	1	16
		Containment Boom - 18"	1,400'					
		Response Boats - 16' to 25'	3					
		Shallow Water Skimmers	1					
SWS Environmental (877) 742-4215	Fort Lauderdale, FL	Response Personnel	7	Venice, LA	15.75	1	1	18
		Containment Boom - 18"	1,000'					
		Response Boats - 16' to 25'	2					
		Response Boats - 25' to 42'	1					
		Shallow Water Skimmers	1					
Tri-State Bird Rescue & Research, Inc. (800) 261-0980	Newark, DE	Wildlife Specialist - Personnel	6 to 12	Venice, LA	21	1	1	23

Table 9.D.11 Shoreline Protection and Wildlife Support List (cont.)

SECTION 10: ENVIRONMENTAL MONITORING INFORMATION

A. Monitoring Systems

A rig based Acoustic Doppler Current Profiler (ADCP) is used to continuously monitor the current beneath the rig. Metocean conditions such as sea states, wind speed, ocean currents, etc. will also be continuously monitored. Shell will comply with NTL 2015-G04.

B. Incidental Takes

Although marine mammals and other protected marine species may be seen in the area, Shell does not believe that its operations proposed under this EP will result in any incidental takes. Shell implements the mitigation measures and monitors for incidental takes of protected species according to the following notices to lessees and operators from the BOEM/BSEE:

NTL 2015-BSEE-G03	"Marine Trash and Debris Awareness and Elimination"
NTL 2016-BOEM-G01	"Vessel Strike Avoidance and Injured/Dead Protected Species Reporting"
NTL 2016-BOEM-G02	"Implementation of Seismic Survey Mitigation Measures & Protected Species Observer Program"

Additionally, the NMFS 2020 Endangered Species Act, Section 7 Consultation – Biological Opinion discusses the potential for entrapment or entanglement of listed marine species from proposed operations, and specifically references the use of areas commonly called "moon pools." Shell provides the following information regarding the use of moon pools on vessels supporting the proposed operations:

- The area that may be referred to as a "moon pool" on a DP semi-submersible rig is an open area under the rig and is not enclosed and poses no risk to marine life.
- The typical drillship MODUs that may be used to conduct the operations stated in this plan will be selected from our common fleet and the sizes of the moonpools range from approximately 82 x 41 ft to 111 x 36 ft.
- Regardless of which MODU will be used, all moon pool/open areas for these operations will be used for deploying casing and well heads, tools supporting drilling, blow-out preventers, and riser system components. The moon pool will not be used to deploy remote-operated vehicles (ROVs).
- Moon pools on MODUs intended to be used do not have doors. Some MODUs have wave breakers, but these will not be used during drilling operations. All MODUs have flexible lines, which are drape hoses, to support drilling operations, see image below. By definition, drape hoses have a U-shaped bend or 'drape' in the line that allows for relative movement between the inner barrel of the telescopic joint and the outer barrel of the telescopic joint as the MODU moves (ISO 13624-1:2009 Petroleum and Natural Gas Industries). The purpose of the flexible lines is to connect a choke, kill, or auxiliary line (e.g. hydraulic) terminal fitting on the telescopic joint to the appropriate piping on the drilling structure (API Specification 16Q). These drape hoses do not present a potential entanglement or entrapment threat to listed species.



Figure 1 Moon Pool on Transocean MODU

Specific to monitoring of the moon pool during operations, there is a minimum of one camera monitoring each moon pool 24/7. During operations there are generally two or more personnel monitoring the drilling unit and overseeing the moon pool.

At the time of this submission, the MODU contractor is not selected. Once this is determined, the following mitigations will be adhered to. Shell is committed to protecting marine life and will mitigate the potential for entrapment of endangered marine species in a moon pool area specific to these activities as follows:

1. The presence of Endangered Species Act listed marine species (listed species) in moon pools will be documented in MODU daily reports and logs. If a listed species is observed, rig/vessel personnel will follow actions listed in Bullet 3.
2. MODU personnel will take steps to avoid the presence or use of multiple flexible lines or ropes and/or nettings in the moon pool in a way that potentially may result in the entrapment or entanglement of a listed species. In the event critical operational and/or safety lines, ropes or nettings will be present, camera monitoring of the moon pool area as specified below will be in place. As stated above, drape hoses are not considered a type of flexible line that potentially may result in the entanglement or entrapment of listed species.

3. Cameras will monitor the moon pool area for the presence of listed species. Camera footage will be transmitted to the control room where personnel will monitor for presence of listed species. The occurrence of sea turtles or other listed species in a moon pool will be documented in operations daily report logs and personnel will alert our environmental lead on duty, who will immediately contact NMFS at nmfs.psoreview@noaa.gov and BSEE at 985-722-7902 and protectedspecies@bsee.gov for additional guidance on any operation restrictions, continued monitoring requirements, recovery assistance needs (if required), and incidental report information.
 - a. If a listed species is observed in the moon pool prior to the start of operations, appropriate rig/vessel personnel will be notified by the control room before operations will be allowed to begin.
 - b. If operations have not commenced and conditions within the moonpool are such that visibility is limited to visually detect a listed species, rig/vessel personnel will monitor the moon pool for 30 minutes prior to start of activities in the moon pool. If operations are ongoing and conditions within the moonpool are such that visibility is limited, rig/vessel personnel will continue to monitor the moon pool and adjust operations (e.g., deploy or retrieve equipment) when it is safe to do so to minimize any potential interaction with an undetected listed species.
 - c. If any listed species is detected in the moon pool, personnel will assess whether ongoing operations have the potential to entangle or entrap the listed species:
 - If ongoing operations in the moon pool pose no potential threat of entrapment or entanglement to the listed species (e.g. drill pipe), operations will proceed and monitoring by rig/vessel operations personnel will continue.
 - If personnel determine that a potential threat exists, operations will pause until the threat is eliminated (e.g., the animal exits the moon pool on its own).
 - If pausing operations cannot eliminate the threat (e.g., the animal cannot or will not exit the moon pool within a reasonable time on its own volition) and/or the animal is dead, in distress, or injured, personnel will alert our environmental lead on duty, who will immediately contact NMFS at nmfs.psoreview@noaa.gov and BSEE at 985-722-7902 and protectedspecies@bsee.gov for additional guidance on any operation restrictions, continued monitoring requirements, recovery assistance needs (if required), and incidental report information.

C. Flower Garden Banks National Marine Sanctuary

The operations proposed in this Plan will not be conducted within the Protective Zones of the Flower Garden Banks and Stetson Bank.

SECTION 11: LEASE STIPULATIONS INFORMATION

Mississippi Canyon Block 812:

Vito Unit number 754312007 – consists of Mississippi Canyon Blocks 940 (G31534), 941 (G16661) & 984 (G22919).

Mississippi Canyon Block 940, OCS-G 31534

This lease was part of Lease Sale #205 held October 2007. Shell Offshore became operator in November 2009. This lease is part of the Unit Contract No. 754312007.

This lease is not part of a biological sensitive area, known chemosynthetic area, or shipping fairway. See Section 6 of this plan for site specific archeological information.

The following stipulations are associated with this lease:

Stipulation No. 8 – Protected Species

This Stipulation is addressed in the following sections of this plan:

Section 6, Threatened or endangered species, critical habitat and marine mammal information

Section 10, Environmental Monitoring Information, Incidental takes

Section 12, Environmental Mitigation Measures Information, Incidental takes

Section 18, Environmental Impact Assessment

Mississippi Canyon Block 941, OCS-G 16661

This lease was part of Lease Sale #157 held April 1996. In March 2015 Shell became operation of MC 941 from depths below 18,000' subsea down to 50,000' subsea. This lease is part of Unit Contract No. 754312007.

There were no stipulations associated with this lease.

This lease is not part of a biological sensitive area, known chemosynthetic area, or shipping fairway. See Section 6 of this plan for site specific archeological information.

Mississippi Canyon Block 984, OCS-G 22919

This lease was part of Lease Sale 178-1 in March 2001. Shell Offshore became operator in September 2009. This lease is part of Unit Contract No. 754312007.

There were no stipulations associated with this lease.

This lease is not part of a biological sensitive area, known chemosynthetic area, or shipping fairway. See Section 6 of this plan for site specific archeological information.

Mississippi Canyon Block 939, OCS-G 35348 (Expired 5/31/2021)

RUE OCS-G 30379 was approved by BOEM on July 9, 2021 to retain the anchor clearance of the MC939 Vito Host.

This lease is not part of a biological sensitive area, known chemosynthetic area, or shipping fairway. See Section 6 of this plan for site specific archeological information.

SECTION 12: ENVIRONMENTAL MITIGATION MEASURE INFORMATION

A. Impacts to Marine and coastal environments.

The proposed action will implement mitigation measures required by laws and regulations, including all applicable Federal & State requirements concerning air emissions, discharges to water and solid waste disposal, as well as any additional permit requirements and Shell policies. Project activities will be conducted in accordance with the Regional OSRP. Section 18 of this plan discusses impacts and mitigation measures, including Coastal Habitats and Protected Areas.

B. Incidental Takes

We do not anticipate any incidental takes related to the proposed operations. Shell implements the mitigation measures and monitors for incidental takes of protected species according to the following notices to lessees and operators from the BOEM/BSEE:

NTL 2015-BSEE-G03	"Marine Trash and Debris Awareness and Elimination"
NTL 2016-BOEM-G01	"Vessel Strike Avoidance and Injured/Dead Protected Species Reporting"
NTL 2016-BOEM-G02	"Implementation of Seismic Survey Mitigation Measures & Protected Species Observer Program"

SECTION 13: RELATED FACILITIES AND OPERATIONS INFORMATION

The following is from the Vito Initial DOCD N10018 and does not change for the activities proposed in this plan.

The host will be a new-build four-column semi-submersible Floating Production System (FPS), located in MC Block 939. The FPS will have the capability to accept additional subsea tiebacks, by pre-installing riser porches and umbilical pull tubes. Payload of 100 tonnes and space is reserved on the topsides to accommodate this, but in general, the tiebacks will fill ullage available from Vito wells' decline over time. Gas lift can be supplied to tiebacks from a new riser hangoff or by subsea connection at the Vito drill center.

Vito will be developed with subsea wells from a single drill center, offset from the new host location sufficiently for pipeline and umbilical routing, and to create a prudent buffer between the host and drill rig operations.

Eight subsea development wells are planned for the expected reservoir case, with fewer or additional wells depending on development drilling findings. There will be a single drill center in MC Block 940, tied back to the host with dual production flowlines, one gas lift riser and flowline, and one supporting umbilical. The flowlines are roughly 4 miles long and will connect to the respective production or gas lift manifolds via rigid jumpers. The DOCD also contains one back up well.

Production of crude:

The crude will produce from eight subsea wells connected to a single production manifold through 8 well jumpers (6" diameter 70-110' length) (Block MC 940) to a four column semi-submersible host (Block MC 939) via two production flowlines (12" diameter 13,000' length) and risers (10" diameter, 6000' length) with a maximum rate of 60,000 BOPD per production flowline.

The shut-in time in the event of a leak is based on CROC the leak detection system. CROC will allow 60 minutes for the operator to act and then it will shut the field down. If there is a break in the line the shut-in time is 2 minutes 45 seconds.

Enhancement of ultimate Recovery (gas lift service):

From the four column semi-submersible host (Block MC 939) gas lift gas will be transported to a gas lift manifold which distributes the gas to the 8 subsea wells via gas lift jumpers (Block MC 940) via a gas lift flowline/riser (10" diameter 19,300' length) with a maximum of 100 MMscfd rate to enhance ultimate recovery.

Flow Assurance risk treatment and control hydraulics (utilities to treat HC and support controls):

To treat the fluid from flow assurance risks and provide hydraulics to control the system, a 14-tube umbilical will be connected from the four column semi-submersible host (Block MC 939) to the subsea drill center (Block MC 940) via an umbilical (18,222' length). Two 0.5" umbilical tubes will service H₂S Scavenger treating H₂S, two 0.5" umbilical tubes will service Corrosion Inhibitor treating Corrosion, two 1" tubes will service Methanol managing Hydrates and one 1" tube will service Asphaltene solvent and in the future Halite solvent managing Asphaltenes and Halite. There is one spare 1" and one spare 0.5" tube. Finally, there are two 0.5" LP and two 1" HP lines to provide power and control to the subsea system.

(13b) Transportation System

Oil Export

Vito will have a bi-directional oil export pipeline. Although it will be operated as an export only line, it will be used as bi-directional during commissioning. The oil export riser will be an un-insulated 14 inch OD carbon steel pipe Steel Catenary Riser (SCR). The oil export pipeline will be an 18 inch OD carbon steel pipe tied into an existing subsea tie-in to the Olympus Oil lateral line at West Delta 143 C jacket approximately 52 miles away.

The oil export pipeline and riser will be designed in accordance with ANSI B31.4 for a Maximum Allowable Operating Pressure of 2500 psig (ANSI 1500#) and a Maximum Allowable Operating Temperature of 150° F at the top of the riser.

From WD 143 oil will be custody transferred and transported via a 24" pipeline to Clovelly, LA.

Gas Export

Vito will have a bi-directional gas pipeline to function for both gas export and import during gas lift operations. The gas export riser will be an un-insulated 10.75 inch OD carbon steel pipe. The gas export line will be a 10.75 inch OD carbon steel pipe and will be tied in at the existing subsea wye sled on the Olympus Gas Lateral in MC 718 approximately 19 miles away. This wye also routes to WD 143C. The gas pipeline will be configured for export during normal operations. Gas buy-back from Olympus and Gas import from the Mississippi Canyon System will require Olympus Gas Lateral to be bi-directional as well.

The gas export pipeline and riser will be designed in accordance with ANSI B31.4 for a Maximum Allowable Operating Pressure of 2220 psig (ANSI 900#) and a Maximum Allowable Operating Temperature of 150° F at the top of the riser.

Gas from WD 143 C will be transported via a 30" pipeline to the Targa Gas Plant in Venice, LA.

(13c) Produced liquid hydrocarbons transportation vessels

Transport Method	Vessel Capacity	Average Volume to be loaded (per transfer)	No. of Transfers (Yearly Average)
NA			

SECTION 14: SUPPORT VESSELS AND AIRCRAFT INFORMATION

A. General

Type	Maximum Fuel Tank Storage Capacity (Gals)	Maximum No. In Area at Any Time	Trip Frequency or Duration
Offshore Construction Phases: Host Mooring Installation			
Pile Installation Vessel	374,000	1	32
Host hook up Vessel	565,374	1	46
Positioning tugs	242,900	4	5
Umbilical Riser Flowline Installation			
Pipelay Vessel	1,154,960	1	43
Diving & Umbilical & SDH Installation Vessel	979,286	1	72
Light Construction/Survey Vessel (LCV)	242,335	1	16
Offshore Supply Vessel (OSV)	236,318	1	24
Jumper Installation			
Multi-Service Vessel (MSV)	316,000	1	13
OSV	236,318	1	13
Pre-Commissioning/Commissioning			
OSV for N ₂ spread	236,318	1	11
LCV for Subsea support (hydro)	122,047	1	25
LCV for Subsea support (comm)	122,047	1	18
General Offshore Support			
Offshore Support Vessel	254,000	1	86
Offshore Fast Supply Vessels	254,000	1	49
Helicopter Flights	1,050	1	1 per day
During Producing Operations:			
Offshore Support Vessels	254,000	1	1 per week
Helicopter	1050	1-2	1 per week

B. Diesel Oil Supply Vessels

Size of Fuel Supply Vessel	Capacity of Fuel Supply Vessel	Frequency of Fuel Transfers	Route Fuel Supply Vessel Will Take
280 foot length	135,000 gals.	Every 5 days during construction, every 3 months during production operations	Port Fourchon to MC 939 (host)

C. Drilling Fluids Transportation

According to NTL 2008-G04, this information is only required when activities are proposed in the State of Florida.

D. Solid and Liquid Wastes Transportation

See Section 7, Table 7B.

E. Vicinity Map

See Attachment 14A for Vicinity Map.

SECTION 15: ONSHORE SUPPORT FACILITIES INFORMATION

A. General

The onshore support bases for water and air transportation will be the existing terminals in Houma and Fourchon, Louisiana. The Fourchon boat facility is operated by Shell and is located on Bayou Lafourche, south of Leeville, LA approximately 3 miles from the Gulf of Mexico. The existing onshore air support base in Houma, LA is located at 3550 Taxi Rd., Houma, LA 70363.

Name	Location	Existing / New / Modified
Fourchon	Port Fourchon, LA	Existing
PHI Heliport	Houma, LA	Existing

However, in the event of an emergency or post-Hurricane events at the Louisiana onshore facilities, Shell is requesting to use the following onshore support facilities in Mississippi:

Name	Location	Existing / New / Modified
PHI	Kiln, MS	Existing
C-Logistics	Gulfport, MS	Existing

Aviation operations will take place at Stennis (HAS) Million Air 7250 Stennis Airport Rd, Kiln, MS 39556, and it is being operated by PHI. Our marine terminal is at Port of Gulfport at 1000 30th Ave in Gulfport, MS 39501, and it is being sourced and operated by C-Logistics LLC.

Once the Louisiana facilities resume normal operations, Shell will return to the Louisiana onshore bases.

B. Support Base Construction or Expansion Timetable

Since no onshore support base construction or expansion is planned for these activities, a timetable for land acquisition and construction or expansion is not applicable.

C. Waste Disposal

See Section 7, Tables 7A and 7B.

D. Air emissions

Not required by BOEM GOA.

E. Unusual solid and liquid wastes

Not required by BOEM GOA.

SECTION 16: SULPHUR OPERATIONS INFORMATION

Information regarding Sulphur Operations is not included in this Plan as we are not proposing to conduct sulphur operations.

SECTION 17: COASTAL ZONE MANAGEMENT ACT (CZMA) INFORMATION

Louisiana, Mississippi and Texas CZM:

Lousiana and Texas CZM concurrence was obtained in Vito's Initial DOCD N10018.

Mississippi CZM concurrence was obtained in Vito Revised DOCD R-7351.

SECTION 18: ENVIRONMENTAL IMPACT ANALYSIS

Environmental Impact Analysis

for a

Supplemental Development Operations Coordination Document

Mississippi Canyon Block 940 (OCS-G 31534)

Offshore Louisiana

July 2026

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Acronyms and Abbreviations

§	section	NO _x	nitrogen oxides
µPa	micropascal	NPDES	National Pollutant Discharge Elimination System
ac	acre		
AQR	Air Quality Emissions Report	NTL	Notice to Lessees and Operators
bbl	barrel	NWR	National Wildlife Refuge
BOEM	Bureau of Ocean Energy Management	OCS	Outer Continental Shelf
		OCSLA	Outer Continental Shelf Lands Act
BOP	blowout preventer	OSRA	Oil Spill Risk Analysis
BSEE	Bureau of Safety and Environmental Enforcement	OSRP	Oil Spill Response Plan
		PAH	polycyclic aromatic hydrocarbon
CEQ	Council on Environmental Quality	Pb	lead
		PBR	Potential Biological Removal
CFR	Code of Federal Regulations	PM	particulate matter
CH ₄	methane	PTS	permanent threshold shift
CO	carbon monoxide	re	referenced to
dB	decibel	SBM	synthetic-based muds
DOCD	Development Operations Coordination Document	SO _x	sulfur oxides
		SEL _{24h}	sound exposure level over 24-hours
DP	dynamically positioned	Shell	Shell Offshore Inc.
DPS	distinct population segment	SPL	root-mean-square sound pressure level
EFH	Essential Fish Habitat		
EIA	Environmental Impact Analysis	TTS	temporary threshold shift
EIS	Environmental Impact Statement	USCG	U.S. Coast Guard
ESA	Endangered Species Act	USDOl	U.S. Department of the Interior
FAD	fish-aggregating device	USEPA	U.S. Environmental Protection Agency
FPS	floating production system		
FR	Federal Register	USFWS	U.S. Fish and Wildlife Service
GMFMC	Gulf of Mexico Fishery Management Council	VOC	volatile organic compound
		WBM	water-based drilling mud
H ₂ S	hydrogen sulfide	WCD	worst case discharge
ha	hectare		
HAPC	Habitat Area of Particular Concern		
IPF	impact-producing factor		
MARPOL	International Convention for the Prevention of Pollution from Ships		
MC	Mississippi Canyon		
MMC	Marine Mammal Commission		
MMPA	Marine Mammal Protection Act		
MODU	mobile offshore drilling unit		
MWCC	Marine Well Containment Company		
NAAQS	National Ambient Air Quality Standards		
NEPA	National Environmental Policy Act		
NH ₃	ammonia		
NMFS	National Marine Fisheries Service		
NOAA	National Oceanic and Atmospheric Administration		

INTRODUCTION

Project Summary

Shell Offshore Inc. (Shell) is submitting a Supplemental Development Operations Coordination Document (DOCD) for Mississippi Canyon (MC) Block 940. This DOCD will cover drilling and completion of two wells (VA013 and VA013-Alt) that will be tied back to the Vito Floating Production System (FPS) in MC 939. In addition, this DOCD will cover future well work including redrilling, recompletion, and/or well maintenance activities, for previously approved, drilled, and completed wells VA001, VA002, VA003, VA004, VA005, VA006, VA007, VA008, VA009, VA010, VA011, and VA012. The Environmental Impact Analysis (EIA) provides information on potential impacts to environmental resources that could be affected by Shell's proposed activities in the project area under this DOCD.

The project area is in the Central Planning Area, 63 mi (101 km) from the nearest shoreline (Louisiana), 98 mi (158 km) from the onshore support base in Port Fourchon, Louisiana, 143 miles (230 km) from the helicopter base in Houma, Louisiana, 161 mi (259 km) from the backup onshore support base in Gulfport, Mississippi, and 162 miles (261 km) from the backup helicopter base in Kiln, Mississippi. The water depth within the project area ranges from approximately 3,980 to 4,010 ft (1,213 to 1,222 m). All miles in the EIA are statute miles.

The proposed activities will be completed with a dynamically positioned (DP) drillship, mobile offshore drilling unit (MODU), or installation vessel as detailed in DOCD **Section 14**. Including contingency, the proposed work is estimated to take up to 245 days in 2026 and 365 days per year from 2027 to 2048. There are no anchors associated with the proposed work in the plan. The EIA addresses the environmental impacts from the proposed DOCD activities.

Purpose of the Environmental Impact Analysis

The EIA was prepared pursuant to the requirements of the Outer Continental Shelf Lands Act (OCSLA), 43 United States Code §§ 1331-1356 as well as regulations including 30 Code of Federal Regulations (CFR) § 550.242 and § 550.261. The EIA is a project- and site-specific analysis of Shell's planned activities under this DOCD.

The EIA presents data, analyses, and conclusions to support the Bureau of Ocean Energy Management (BOEM) reviews as required by the National Environmental Policy Act (NEPA¹) and other relevant federal laws, including the Endangered Species Act (ESA) and Marine Mammal Protection Act (MMPA). The EIA addresses impact-producing factors (IPFs), resources, and impacts associated with the proposed project activities and identifies mitigation measures to be implemented in connection with the planned activities. Potential environmental impacts of a blowout scenario and worst-case discharge (WCD) are addressed in the EIA.

Potential impacts have been analyzed at a broad level in the 2024 to 2029 Final Programmatic Environmental Impact Statement (EIS) for the Outer Continental Shelf (OCS) Oil and Gas Leasing Program (BOEM, 2023a) and in multisale EISs for the Western and Central Gulf of America Planning Areas (BOEM, 2012a,b, 2013, 2014, 2015, 2016a, 2017a, 2023b).

The most recent multisale EISs updated environmental baseline information in light of the Macondo (*Deepwater Horizon*) incident and addressed potential impacts of a catastrophic spill (BOEM, 2012a,b, 2013, 2014, 2015, 2016a, 2017a, 2023b). Numerous technical studies have also

¹ On January 20, 2025, President Trump issued Executive Order 14154, Unleashing American Energy, which directed the Council on Environmental Quality (CEQ) to propose rescinding CEQ's NEPA regulations and to provide guidance on implementing NEPA.

been conducted to address the impacts of the incident. Findings of the post-*Deepwater Horizon* incident studies have been incorporated into this report and are supplemented by site-specific analyses, where applicable. The EIA relies on these documents, technical studies, and post-*Deepwater Horizon* incident studies, where applicable, to provide BOEM and other regulatory agencies with the necessary information to evaluate Shell's DOCD and ensure that oil and gas exploration activities are performed in a sound manner to minimize environmental impacts.

Outer Continental Shelf Regulatory Framework

The regulatory framework for OCS activities in the Gulf of Mexico (hereinafter referred to as the Gulf of America per Executive Order 14172) is summarized by BOEM in its Final Programmatic EIS for the OCS Oil and Gas Leasing Program for 2024 to 2029 (BOEM, 2023a). Under the OCSLA, the U.S. Department of the Interior (USDOI) is responsible for the administration of mineral exploration and development of the OCS. Within the USDOI, BOEM and the Bureau of Safety and Environmental Enforcement (BSEE) are responsible for managing and regulating the development of OCS oil and gas resources in accordance with the provisions of the OCSLA. The BSEE offshore regulations are in 30 CFR Chapter II, Subchapter B. BOEM offshore regulations are in 30 CFR Chapter V, Subchapter B.

In implementing its responsibilities under the OCSLA and NEPA, BOEM consults numerous federal departments and agencies that have authority to comment on permitting documents under their jurisdiction and maintain ocean resources pursuant to other federal laws. Among these are the U.S. Coast Guard (USCG), U.S. Environmental Protection Agency (USEPA), U.S. Fish and Wildlife Service (USFWS), and the National Oceanic and Atmospheric Administration (NOAA) through the National Marine Fisheries Service (NMFS). Federal laws (e.g., ESA, MMPA, Coastal Zone Management Act of 1972, Magnuson-Stevens Fishery Conservation and Management Act) establish the consultation and coordination processes with federal, state, and local agencies. The NMFS Biological Opinion on the Federally Regulated Oil and Gas Program Activities in the Gulf of Mexico assesses impacts on listed species and provides mitigation measures that must be implemented for activities covered in this Biological Opinion (NMFS, 2025a).

In addition, Notices to Lessees and Operators (NTLs) are formal documents issued by BOEM and BSEE that provide clarification, description, or interpretation of pertinent regulations or standards.

Table 1 lists and summarizes the NTLs applicable to the EIA.

Table 1. Notices to Lessees and Operators (NTLs) that are applicable to this Environmental Impact Analysis (EIA), ordered from most recent to oldest.

NTL	Title	Summary
BOEM NTL No. 2020-G01	Air Quality Information Requirements for Exploration Plans, Development Operations Coordination Documents, and Development and Production Plans in the Gulf of Mexico Region	Cancels and supersedes the air emission information portion of NTL 2008-G04, Information Requirement for Exploration Plans and Development Operations Coordination Documents, effective date May 5, 2008.

NTL	Title	Summary
BOEM-2016-G01	Vessel Strike Avoidance and Injured/Dead Protected Species Reporting	Recommends protected species identification training; recommends that vessel operators and crews maintain a vigilant watch for marine mammals and slow down or stop their vessel to avoid striking protected species; and requires operators to report sightings of any injured or dead protected species. Attachment 3 of the <i>Endangered Species Act Protocols per the 2025 Biological and Conference Opinion on the Federally Regulated Oil and Gas Program in the Gulf of America</i> is currently referenced in place of this NTL in the BOEM Conditions of Approval for lessees. This NTL may be modified to address recent changes made in the 2025 NMFS Biological Opinion (NMFS, 2025a).
BSEE-2015-G03	Marine Trash and Debris Awareness and Elimination	Instructs operators to exercise caution in the handling and disposal of small items and packaging materials; requires the posting of placards at prominent locations on offshore vessels and structures; and mandates a yearly marine trash and debris awareness training and certification process. Attachment 2 of the <i>Endangered Species Act Protocols per the 2025 Biological and Conference Opinion on the Federally Regulated Oil and Gas Program in the Gulf of America</i> is currently referenced in place of this NTL in the BOEM Conditions of Approval for lessees. This NTL may be modified to address recent changes made in the 2025 NMFS Biological Opinion (NMFS, 2025a).
BOEM-2015-N02	Elimination of Expiration Dates on Certain Notice to Lessees and Operators Pending Review and Reissuance	Eliminates the expiration dates on past or upcoming expiration dates from NTLs currently posted on the Bureau of Ocean Energy Management (BOEM) website.
BOEM-2015-N01	Information Requirements for Exploration Plans, Development and Production Plans, and Development Operations Coordination Documents on the Outer Continental Shelf (OCS) for Worst Case Discharge (WCD) Blowout Scenarios	Provides guidance regarding information required in WCD descriptions and blowout scenarios.
BOEM-2014-G04	Military Warning and Water Test Areas	Provides contact links to individual command headquarters for the military warning and water test areas in the Gulf of America.
BSEE-2014-N01	Elimination of Expiration Dates on Certain NTLs Pending Review and Reissuance	Eliminates expiration dates (past or upcoming) of all NTLs currently posted on the Bureau of Safety and Environmental Enforcement (BSEE) website.
BSEE-2012-N06	Guidance to Owners and Operators of Offshore Facilities Seaward of the Coastline Concerning Regional Oil Spill Response Plans	Provides clarification, guidance, and information for preparation of regional Oil Spill Response Plans. Recommends description of response strategy for WCD scenarios to ensure capability to respond to oil discharges is both efficient and effective.

NTL	Title	Summary
2010-N10	Statement of Compliance with Applicable Regulations and Evaluation of Information Demonstrating Adequate Spill Response and Well Containment Resources	Informs operators using subsea or surface blowout preventers on floating facilities that applications for well permits must include a statement signed by an authorized company official stating that the operator will conduct all activities in compliance with all applicable regulations, including the increased safety measures regulations (75 <i>Federal Register</i> 63346). Informs operators that BOEM will be evaluating whether each operator has submitted adequate information demonstrating that it has access to and can deploy containment resources to promptly respond to a blowout or other loss of well control.
2009-G40	Deepwater Benthic Communities	Provides guidance for avoiding and protecting high-density deepwater benthic communities (including chemosynthetic and deepwater coral communities) from damage caused by OCS oil and gas activities in water depths ≥ 984 ft (300 m). Prescribes separation distances of 2,000 ft (610 m) from each mud and cuttings discharge location and 250 ft (76 m) from all other seafloor disturbances.
2009-G39	Biologically Sensitive Underwater Features and Areas	Provides guidance for avoiding and protecting biologically sensitive features and areas (i.e., topographic features, pinnacles, low-relief live bottom areas, and other potentially sensitive biological features) when conducting OCS operations in water depths ≤ 984 ft (300 m) in the Gulf of America.
2009-N11	Air Quality Jurisdiction on the OCS	Clarifies jurisdiction for regulation of air quality in the Gulf of America OCS.
2008-G04	Information Requirements for Exploration Plans and Development Operations Coordination Documents	Provides guidance on the information requirements for OCS plans, including Environmental Impact Analysis (EIA) requirements and information regarding compliance with the provisions of the Endangered Species Act and the Marine Mammal Protection Act.
2005-G07	Archaeological Resource Surveys and Reports	Provides guidance on regulations regarding archaeological discoveries, specifies requirements for archaeological resource surveys and reports, and outlines options for protecting archaeological resources. Reissued in June 2020 to comply with Executive Order 13891 of October 9, 2019, and to rescind NTL 2011-JOINT-G01.

Oil Spill Prevention and Contingency Planning

Shell has an approved Gulf of America Regional Oil Spill Response Plan (OSRP) as a fundamental component of the planned drilling program that certifies Shell's capability to respond to the maximum extent practicable to a WCD (30 CFR § 254.2) (see DOCD **Section 9**). The OSRP demonstrates Shell's capability to rapidly and effectively manage oil spills that may result from the project activities. Despite the extremely low likelihood of a large oil spill occurring during the project, Shell has designed its response program based on a regional capability of responding to a range of spill volumes that increase from small operational spills to a WCD from a well blowout. Shell's program is intended to meet the response planning requirements of the relevant coastal states and federal oil spill planning regulations. The OSRP includes information regarding Shell's

regional oil spill organization, dedicated response assets, potential spill risks, and local environmental sensitivities. The OSRP presents specific information on the response program that includes a description of personnel and equipment mobilization, the incident management team organization, and the strategies and tactics used to implement effective and sustained spill containment and recovery operations.

Environmental Impact Analysis Organization

The EIA is organized into **Sections A** through **I** corresponding to the requirements of NTL 2008-G04 (as extended by NTL 2015-N02 and partially amended by BOEM NTL 2020-G01), which provides guidance regarding information required by 30 CFR Part 550 for EIAs. The main impact-related discussions are in **Section A** (Impact-Producing Factors) and **Section C** (Impact Analysis).

A. IMPACT-PRODUCING FACTORS

Based on the description of Shell's proposed activities, a series of IPFs have been identified. **Table 2** identifies the potentially affected environmental resources and identifies IPFs associated with the proposed project. **Table 2** was adapted from Form BOEM-0142 and developed a priori to focus the impact analysis on those environmental resources that may be impacted as a result of one or more IPFs. The tabular matrix indicates which routine activities and accidental events could affect specific resources. An "X" indicates that an IPF could reasonably be expected to affect a certain resource, and a dash (--) indicates no impact or negligible impact on the resource (**Table 2**). Where there may be an effect from an IPF on an environmental resource, an analysis is provided in **Section C**. Potential IPFs for the proposed activities are listed below and briefly discussed in the following sections:

- MODU/installation vessel presence (including noise and lights);
- Physical disturbance to the seafloor;
- Air pollutant emissions;
- Effluent discharges;
- Water intake;
- Onshore waste disposal;
- Marine debris;
- Support vessel and helicopter traffic; and
- Accidents.

Environmental Resources	Impact-Producing Factors									
	MODU/ Installation Vessel Presence (including noise & lights)	Physical Disturbance to Seafloor	Air Pollutant Emissions	Effluent Discharges	Water Intake	Onshore Waste Disposal	Marine Debris	Support Vessel/ Helicopter Traffic	Accidents	
									Small Fuel Spill	Large Oil Spill
Queen conch (Threatened)	--	--	--	--	--	--	--	--	--	X(6)
Threatened coral species	--	--	--	--	--	--	--	--	--	X(6)
Coastal and Marine Birds										
Marine birds	X	--	--	--	--	--	--	X	X(6)	X(6)
Coastal birds	--	--	--	--	--	--	--	X	--	X(6)
Fisheries Resources										
Pelagic communities and ichthyoplankton	X	--	--	X	X	--	--	--	X(6)	X(6)
Essential Fish Habitat	X	--	--	X	X	--	--	--	X(6)	X(6)
Archaeological Resources										
Shipwreck sites	--	--(7)	--	--	--	--	--	--	--	X(6)
Prehistoric archaeological sites	--	--(7)	--	--	--	--	--	--	--	X(6)
Coastal Habitats and Protected Areas										
Coastal Habitats and Protected Areas	--	--	--	--	--	--	--	X	--	X(6)
Socioeconomic and Other Resources										
Recreational and commercial fishing	X	--	--	--	--	--	--	--	X(6)	X(6)
Public health and safety	--	--	--	--	--	--	--	--	--	X(6)
Employment and infrastructure	--	--	--	--	--	--	--	--	--	X(6)
Recreation and tourism	--	--	--	--	--	--	--	--	--	X(6)
Land use	--	--	--	--	--	--	--	--	--	X(6)
Other marine uses	--	--	--	--	--	--	--	--	--	X(6)

Numbers in parentheses refer to table footnotes on the following page. MODU = mobile offshore drilling unit.

Table 2 Footnotes and Applicability:

- (1) Activities that may affect a marine sanctuary or topographic feature. Specifically, if the well, platform site, or any anchors will be on the seafloor within the following:*
 - (a) 4-mile zone surrounding the Flower Garden Banks, or the 3-mile zone of Stetson Bank;*
 - (b) 1,000-meter, 1-mile, or 3-mile zone of any topographic feature (submarine bank) protected by the Topographic Features Stipulation attached to an Outer Continental Shelf (OCS) lease;*
 - (c) Essential Fish Habitat (EFH) criteria of 500 ft from any no-activity zone; or*
 - (d) Proximity of any submarine bank (500-foot buffer zone) with relief ≥ 2 m that is not protected by the Topographic Features Stipulation attached to an OCS lease.*
 - None of these conditions (a through d) are applicable. The project area is not within the given range (buffer zone) of any marine sanctuary, topographic feature, or no-activity zone. There are no submarine banks in the project area.
- (2) Activities with any bottom disturbance within an OCS lease block protected through the Live Bottom (Pinnacle Trend) Stipulation attached to an OCS lease.*
 - The Live Bottom (Pinnacle Trend) Stipulation is not applicable to the project area.
- (3) Activities within any Eastern Gulf OCS block and portions of Pensacola and Destin Dome area blocks where seafloor habitats are protected by the Live Bottom (Low-Relief) Stipulation attached to an OCS lease.*
 - The Live Bottom (Low-Relief) Stipulation is not applicable to the project area.
- (4) Activities on blocks designated by the Bureau of Ocean Energy Management (BOEM) as being in water depths 300 m or greater.*
 - No impacts on high-density deepwater benthic communities are anticipated. The wellsite clearance assessments identified no features indicative of high-density chemosynthetic communities or coral communities within 2,000 ft (610 m) of the proposed project activities (GEMS, 2007, 2018; Worley Parsons Group, 2015; Oceaneering, 2017).
- (5) Exploration or production activities where hydrogen sulfide (H₂S) concentrations greater than 500 parts per million might be encountered.*
 - Mississippi Canyon Block 940 is classified as H₂S absent. See DOCD **Section 4** for H₂S management information.
- (6) All activities that could result in an accidental spill of produced liquid hydrocarbons or diesel fuel that you determine would impact these environmental resources. If the proposed action is located a sufficient distance from a resource that no impact would occur, the Environmental Impact Analysis (EIA) can note that in a sentence or two.*
 - Accidental hydrocarbon spills could affect the resources marked (X) in the matrix, and impacts are analyzed in **Section C**.
- (7) All activities that involve seafloor disturbances, including anchor emplacements, in any OCS block designated by the BOEM as having high probability for the occurrence of shipwrecks or prehistoric sites, including such blocks that will be affected that are adjacent to the lease block in which the planned activity will occur. If the proposed activities are located at a sufficient distance from a shipwreck or prehistoric site that no impact would occur, this will be noted in the EIA.*
 - No impacts on archaeological resources are expected from routine activities. The locations of the proposed activities are well beyond the 197-ft (60-m) depth contour used by BOEM as the seaward extent for prehistoric archaeological site potential in the Gulf of America (formerly Gulf of Mexico). As discussed in **Section C.6**, the shallow hazard assessment did not identify any archaeologically significant sonar contacts within 2,000 ft (610 m) of the proposed project activities (GEMS, 2007).
- (8) All activities that might have an adverse effect on Endangered or Threatened marine mammals or sea turtles or their critical habitats.*
 - IPFs that may affect marine mammals or sea turtles include MODU presence and emissions, support vessel and helicopter traffic, and accidents. See **Section C**.
- (9) Production activities that involve transportation of produced fluids to shore using shuttle tankers or barges.*
 - Not applicable.

A.1 Mobile Offshore Drilling Unit / Installation Vessel Presence (including noise and lights)

Drilling, completion, and installation activities will be accomplished with a DP MODU and DP installation vessel. DP vessels are self-propelled and maintain position using a global positioning system, specific computer software, and sensors in conjunction with a series of thrusters or azimuth propellers. Potential impacts to marine resources from the presence of the MODU/installation vessel include the physical presence of the MODU/installation vessel and support vessels in the ocean, increased light from working and safety lighting on the vessel, and audible noise above and below the water's surface.

The physical presence of the MODU and installation vessel in the ocean can attract pelagic fishes and other marine life. The presence of vessels may concentrate small epipelagic fish species, resulting in the attraction of epipelagic predators. See **Section C.5.1** for further discussion.

The MODU and installation vessel will maintain exterior lighting for working at night and navigational and aviation safety in accordance with federal navigation and aviation safety regulations (International Regulations for Preventing Collisions at Sea, 1972 [72 COLREGS], Part C). Artificial lighting may attract and directly or indirectly impact natural resources, particularly birds, as discussed in **Section C.4**.

The MODU can be expected to produce noise during drilling activities, and from station keeping and maintenance operations. The noise levels produced by DP vessels largely depend on the level of thruster activity required to keep position and, therefore, vary based on environmental site conditions, vessel thruster specifications, and operational requirements. Representative source levels expressed as root-mean-square sound pressure levels (SPL) for vessels in DP mode range from 184 to 190 decibels (dB) referenced to (re) 1 micropascal (μPa) m with a primary frequency below 600 Hz (Blackwell and Greene Jr., 2003; McKenna et al., 2012; Kyhn et al., 2014). Zykov (2016) characterized a noisier MODU thruster with source levels, expressed as SPL, ranging from 190 to 195 dB re 1 μPa m. The source level for the thrusters used by Zykov (2016) were estimated for power output close to the nominal value (the maximum sustainable) for all thrusters; it is highly unlikely that all the thrusters of all vessels will be operated at such conditions for a prolonged period.

The positioning of the MODU requires the use of a vessel-mounted transducer and a series of transceivers placed on the seafloor. The transducer employs a high-frequency acoustic signal (i.e., main energy between 21 and 31 kHz) throughout the operation. While the acoustic signal emitted by the transducer is similar to that emitted by a commercial echosounder, its source level will vary depending upon water depth (i.e., higher source levels required in deeper water). Source levels, expressed as SPL, for the vessel-mounted transceiver are estimated to be >200 dB re 1 μPa m with energy focused toward the seafloor (Equinor, 2019). However, the directionality and frequency of the source results in minimal propagation outside the main beam of the pulse.

The response of marine mammals, sea turtles, and fishes to a perceived marine noise depends on a range of factors, including 1) the sound level, frequency, duration, and novelty of the noise; 2) the physical and behavioral state of the animal at the time of perception; and 3) the ambient acoustic features of the environment (Hildebrand, 2004).

A.2 Physical Disturbance to the Seafloor

Drilling and completion activities will be accomplished with a DP MODU and a DP installation vessel; no vessel will use anchors. There will be minimal disturbance to the seafloor and soft bottom communities during positioning of the equipment. Physical disturbance to the seafloor will be limited to the proximal area where the wellbore penetrates the substrate, where mud and drill cuttings will be deposited, and where new subsea equipment is placed on the seafloor. The total

disturbed area is estimated to be 0.62 acres (ac) (0.25 hectares [ha]) per well (BOEM, 2012a) but may vary depending on the specific well configuration.

A.3 Air Pollutant Emissions

Estimates of air pollutant emissions are provided in DOCD **Section 8**. Offshore air pollutant emissions will result from operations of the MODU and installation vessel, as well as service vessels and helicopters. These emissions occur mainly from combustion of diesel. Primary air pollutants typically associated with OCS activities are suspended particulate matter (PM_{2.5} and PM₁₀), sulfur oxides (SO_x), nitrogen oxides (NO_x), volatile organic compounds (VOCs), carbon monoxide (CO) (Reşitoğlu et al., 2015), ammonia (NH₃), and lead (Pb) per BOEM NTL 2020-G01.

The project area is located westward of 87.5° W longitude; thus, air quality is under BOEM jurisdiction, as explained in NTL 2009-N11. Anticipated emissions from the proposed project activities are calculated in the Air Quality Emissions Report (AQR) (see DOCD **Section 8**) prepared in accordance with BOEM requirements provided in 30 CFR Part 550 Subpart C. The AQR shows that the projected emissions associated with the proposed activities meet BOEM's exemption criteria for MODU emissions. However, emissions from the FPS host do not meet BOEM's exemption criteria. Air pollutant dispersion modeling was conducted and the air emissions were previously approved under Plan R-7351 on 9 May 2025.

A.4 Effluent Discharges

Effluent discharges from drilling operations are summarized in DOCD **Section 7**. Discharges from the MODU are required to comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for Oil and Gas Activities (General Permit No. GMG290000). Support vessel discharges are expected to be in accordance with USCG regulations.

Water-based drilling muds (WBM) and cuttings will be released at the seafloor during the initial well intervals before the marine riser is set. Excess cement slurry and blowout preventer (BOP) fluid will also be released at the seafloor.

A synthetic-based mud (SBM) system will be used for drilling activities after the marine riser is installed, which allows recirculation of the SBM fluids and cuttings and their subsequent processing aboard the surface vessel. Unused or residual SBM will be collected and transported to Port Fourchon, Louisiana, for recycling. Drill cuttings wetted with SBM will be discharged overboard via a downpipe below the water surface after treatment that complies with the NPDES permit limits for synthetic fluid retained on cuttings. The estimated volume of drill cuttings and chemical product waste to be discharged is provided in DOCD **Section 7**.

Other effluent discharges from the MODU, installation vessel, and support vessels are expected to include treated sanitary and domestic wastes, deck drainage, well treatment and completion fluids, workover fluids, desalination unit discharge, ballast water, bilge water, firewater, cooling water, untreated/treated seawater, hydrate inhibitor, utility seawater, and subsea fluid discharges. All discharges shall comply with the NPDES General Permit and/or USCG regulations, as applicable.

A.5 Water Intake

Seawater will be drawn from several meters below the ocean surface for various services, including firewater and once-through, non-contact cooling of machinery on the MODU and installation vessel (DOCD **Table 7a**).

Section 316(b) of the Clean Water Act requires NPDES permits to ensure that the location, design, construction, and capacity of cooling water intake structures reflect the best technology available to minimize adverse environmental impacts from impingement and entrainment of aquatic organisms. The NPDES General Permit No. GMG290000 specifies requirements for new facilities for which construction commenced after July 17, 2006, with cooling water intake structures having a design intake capacity of ≥ 2 million gallons of water per day, of which at least 25% is used for cooling purposes.

The MODU that will be selected for this project will meet the described applicability for new facilities, and the vessel's water intakes are expected to be in compliance with the design, monitoring, and recordkeeping requirements of the General NPDES permit.

A.6 Onshore Waste Disposal

Waste generated during exploration activities is tabulated in DOCD **Section 7**. Used SBMs and additives will be transported to shore for recycling, reconditioning, or deep well injection at Halliburton Drilling Fluids, M-I Swaco, R360 Environmental Solutions, or EcoServ in Port Fourchon, Louisiana. Cuttings wetted with SBMs will be transported to shore for deep well injection or landfarm at R360 Environmental Solutions or EcoServ in Port Fourchon, Louisiana. Salvage hydrocarbons will be transported to shore for recycling or deep well injection at PSC Industrial Outsourcing, Inc. in Jeanerette, Louisiana. Completion fluids will be transported to shore for recycling, reconditioning, or deep well injection at Halliburton, Baker Hughes, SLB, Tetra, R360 Environmental Solutions, or EcoServ in Port Fourchon, Louisiana.

Recyclable trash and debris will be generated during the proposed project and will be recycled at Omega Waste Management in Patterson, Louisiana or at a similarly permitted facility. Non-recyclable trash and debris will be transported to Riverbirch Landfill in Avondale, Louisiana or to a similarly permitted facility. Exploration and production waste will be transported to R360 Environmental Solutions, EcoServ, or Clean Waste in Port Fourchon, Louisiana. Used oil and glycol will be transported to Omega Waste Management in Patterson, Louisiana; Chemical Waste Management in Sulphur, Louisiana; or to a similarly permitted facility. Non-hazardous waste will be transported to the Waste Management Woodside Landfill in Walker, Louisiana; Chemical Waste Management in Sulphur, Louisiana; EcoServ in Winnie, Texas; or to a similarly permitted facility. Universal waste items such as batteries, lamps, glass, electronics, and mercury-contaminated waste will be sent to Chemical Waste Management in Sulphur, Louisiana, for processing. Hazardous waste will be sent to Chemical Waste Management in Sulphur, Louisiana; Clean Harbors in Colfax, Louisiana; Veolia in Port Arthur, Texas; SET Environmental in Houston, Texas; or to a similarly permitted facility. Waste will be recycled or disposed of according to applicable regulations at the respective onshore facilities.

A.7 Marine Debris

Trash and debris accidentally released into the marine environment can harm marine animals through entanglement and ingestion. Shell will adhere to the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78) Annex V requirements, USEPA and USCG regulations, and BSEE regulations and NTLs regarding solid wastes. BSEE regulations at 30 CFR § 250.300(a) and (b)(6) prohibit operators from deliberately discharging containers and other materials (e.g., trash, debris) into the marine environment, and BSEE regulation 30 CFR § 250.300(c) requires durable identification markings on equipment, tools, and containers (especially drums), and other materials. USCG and USEPA regulations require operators to become proactive in avoiding accidental loss of solid waste items by developing waste management plans, manifesting trash sent to shore, and using special precautions such as covering outside trash bins to prevent accidental loss of solid waste. Additionally, the debris awareness training, instruction, and placards required by the Protected Species Lease Stipulation should minimize the amount of debris that is accidentally lost overboard by offshore personnel.

(NMFS [2025a] Attachment 2). Shell will comply with the Conditions of Approval in Attachment 2 of the 2025 NMFS Biological Opinion, which instructs operators to exercise caution in the handling and disposal of small items and packaging materials, requires the posting of informational placards at prominent locations on offshore vessels and structures, and mandates yearly marine trash and debris awareness training and certification process. Compliance with these requirements is expected to result in either no or negligible impacts from this factor.

A.8 Support Vessel and Helicopter Traffic

Shell will use existing shore-based facilities in Port Fourchon, Louisiana, and a backup base in Gulfport, Mississippi for onshore support of vessels. Facilities in Houma, Louisiana will be used for air transportation support with a backup base in Kiln, Mississippi. No terminal expansion or construction is planned at either location.

IPFs associated with support vessel and helicopter traffic include their physical presence and operational noise. Each factor is discussed in the following subsections.

A.8.1 Physical Presence

There will likely always be at least one support vessel in the field during the proposed activities. NMFS (2025a) has found that support vessel traffic has the potential to disturb protected species (e.g., marine mammals, sea turtles, fishes) and creates a risk of vessel strikes. The probability of a vessel strike depends on the number, size, and speed of vessels as well as the distribution, abundance, and behavior of the species (Laist et al., 2001; Jensen and Silber, 2004; Hazel et al., 2007; Vanderlaan and Taggart, 2007; Conn and Silber, 2013; NMFS, 2025a). To reduce the potential for vessel strikes, BOEM will programmatically implement Attachment 3 of the 2025 Biological Opinion (NMFS 2025a), which recommends protected species identification training, and that vessel operators and crews maintain a vigilant watch for marine mammals and slow down or stop their vessel to avoid striking protected species and requires operators to report sightings of any injured or dead protected species. Supply vessels will normally move to the project area via the most direct route from the shorebase.

Helicopters transporting personnel and small supplies will normally take the most direct route of travel between the helicopter base in Houma, Louisiana and the project area when air traffic and weather conditions permit. Helicopters typically maintain a minimum altitude of 700 ft (213 m) while in transit offshore; 1,000 ft (305 m) over unpopulated areas or across coastlines; and 2,000 ft (610 m) over populated areas and sensitive habitats such as wildlife refuges and park properties.

A.8.2 Noise

Vessel noise is one of the main contributors to overall noise in the sea (National Research Council, 2003b; Jasny et al., 2005; Miksis-Olds and Nichols, 2016; Duarte et al., 2021; Haver et al., 2021; Jalkanen et al., 2022). Offshore supply and service vessels associated with the proposed project will contribute to the overall acoustic environment by transmitting noise through both air and water. The support vessels will use conventional diesel-powered screw propulsion. Vessel noise is a combination of narrow-band (tonal) and broadband noise (Richardson et al., 1995; Hildebrand, 2009; McKenna et al., 2012). The vessel tonal noise typically dominates frequencies up to approximately 50 Hz, whereas broadband noise may extend to 100 kHz. The primary sources of vessel noise are propeller cavitation, propeller singing (high-pitched, clear harmonic tone), and propulsion; other sources include auxiliary engine noise, flow noise from water dragging along the hull, and bubbles breaking in the vessel's wake while moving through the water (Richardson et al., 1995). The intensity of noise from service vessels is approximately related to ship size, weight, and speed. Large ships tend to be noisier than small ones and ships underway with a full load (or towing or pushing a load) produce more noise than unladen

vessels. For any given vessel, relative noise tends to increase with increased speed, and propeller cavitation is usually the dominant underwater noise source. Broadband source levels for most small ships (a category that includes support vessels) are anticipated to be in the range of 150 to 180 dB re 1 μ Pa m expressed as SPL (Richardson et al., 1995; Hildebrand, 2009; McKenna et al., 2012).

Helicopters used for offshore oil and gas operational support are potential sources of noise to the marine environment. Helicopter noise is generated from their jet turbine engines, airframe, and rotors. The dominant tones for helicopters are generally below 500 Hz (Richardson et al., 1995). Richardson et al. (1995) reported received underwater SPLs of 109 dB re 1 μ Pa from a Bell 212 helicopter flying at an altitude of 500 ft (152 m). Penetration of helicopter noise below the sea surface is greatest directly below the aircraft; at angles ≥ 13 degrees from vertical, much of the noise is reflected from the sea surface and so does not penetrate into the water (Richardson et al., 1995). The duration of underwater noise from passing aircraft is much shorter in water than air. For example, a helicopter passing at an altitude of 500 ft (152 m) that is audible in air for 4 minutes may be detectable under water for only 38 seconds at 10 ft (3 m) depth and for 11 seconds at 59 ft (18 m) depth (Richardson et al., 1995). Additionally, the sound amplitude is greatest as the aircraft approaches or leaves a location.

A.9 Accidents

The analysis in the EIA focuses on two types of potential accidents:

- A small fuel spill (<1,000 barrels [bbl]), which is the most likely type of spill during OCS exploration and development activities; and
- An oil spill resulting from an uncontrolled blowout. A blowout resulting in a large oil spill (>1,000 bbl) is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures detailed in DOCD **Section 2j**.

The following subsections summarize assumptions about the sizes and fates of these spills as well as Shell's spill response plans. Impacts from these accidents are analyzed in **Section C**.

The lease sale EISs (BOEM, 2012a, 2015, 2016a, 2017a) discuss other types of accidents: loss of well control, pipeline failures, vessel collisions, chemical and drilling fluid spills, and hydrogen sulfide (H_2S) release. These are briefly discussed in this section. No other site-specific issues have been identified for the EIA. The analysis in the lease sale EISs specific to these various accidental events is incorporated by reference.

Loss of Well Control. A loss of well control is the uncontrolled flow of a reservoir fluid that may result in the release of gas, condensate, oil, drilling fluids, sand, or water. Loss of well control is a broad term that includes very minor up to the most serious well control incidents, while blowouts are considered to be a subset of more serious incidents with greater risk of oil spill or human injury (BOEM, 2016a, 2017a, 2023a). Loss of well control may result in the release of drilling fluid or loss of oil. Not all loss of well control events result in blowouts (BOEM, 2012a). In addition to the potential release of gas, condensate, oil, sand, or water, the loss of well control can also suspend and disperse bottom sediments (BOEM, 2012a, 2017a). BOEM (2016a) noted that most OCS blowouts have resulted in the release of gas; ABSG Consulting Inc. (2018) reported that most loss of well control event spills were <1,000 bbl.

Shell has a robust system in place to prevent loss of well control. Included in this DOCD is Shell's response to NTL 2015-N01, which includes descriptions of measures to prevent a blowout, reduce the likelihood of a blowout, and conduct effective and early intervention in the event of a blowout. Shell will comply with NTL 2010-N10, as extended under NTL 2015-N02, which specify additional safety measures for OCS activities. See DOCD **Sections 2j** and **9b** for further information.

Pipeline Failures. Pipeline failures can result from mass sediment movements and mudslides, impacts from anchor drops, and accidental excavation in the case that the exact location of a pipeline is uncertain (BOEM, 2012a, 2013, 2015). The project area has been evaluated through geologic and geohazard surveys and found to be geologically suitable for the proposed activities (GEMS, 2007, 2018; Worley Parsons Group, 2015; Oceaneering, 2017).

Vessel Collisions. BSEE data show that there were 226 OCS-related collisions between 2007 and 2025 (BSEE, 2025). Most collision mishaps are the result of service vessels colliding with platforms or vessel collisions with pipeline risers. Approximately 10% of vessel collisions with platforms in the OCS resulted in diesel spills, and in several collision incidents, fires resulted from hydrocarbon releases. To date, the largest diesel spill associated with a collision occurred in 1979 when an anchor-handling boat collided with a drilling platform in the Main Pass project area, spilling 1,500 bbl. Diesel fuel is the product most frequently spilled, but oil, natural gas, corrosion inhibitor, hydraulic fluid, and lube oil have also been released as the result of vessel collisions. Human error accounted for approximately half of all reported vessel collisions from 2006 to 2009. As summarized by BOEM (2017c), vessel collisions occasionally occur during routine operations. Some of these collisions have caused spills of diesel fuel or chemicals. Shell intends to comply with all USCG- and BOEM-mandated safety requirements to minimize the potential for vessel collisions.

Chemical Spills. Chemicals are stored and used for pipeline hydrostatic testing, and during drilling and in well completion operations. The relative quantities of their use is reflected in the largest volumes spilled (BOEM, 2017c). Completion, workover, and treatment fluids are the largest quantity used and comprise the largest releases. Between 2007 and 2014, an average of two chemical spills <50 bbl in volume and three chemical spills >50 bbl in volume occurred each year (BOEM, 2017a).

H₂S Release. Shell classifies MC 940 as H₂S absent. Shell will follow its H₂S management protocols during all operations (see DOCD **Section 4**).

A.9.1 Small Fuel Spill

Spill Size. According to the analysis by BOEM (2017a), the most likely type of small spill (<1,000 bbl) resulting from OCS activities is a failure related to the storage of oil or diesel fuel. Historically, most diesel spills have been ≤1 bbl, and this is predicted to be the most common spill volume in ongoing and future OCS activities in the Western and Central Gulf of America Planning Areas (Anderson et al., 2012). As the spill volume increases, the incident rate declines dramatically (BOEM, 2017a). The median size for spills ≤1 bbl is 0.024 bbl, and the median volume for spills of 1 to 10 bbl is 3 bbl (Anderson et al., 2012). For this EIA, a small diesel fuel spill of 3 bbl is used. Operational experience suggests that the most likely cause of such a spill would be a rupture of the fuel transfer hose resulting in a loss of contents (<3 bbl of fuel) (BOEM, 2012a).

Spill Fate. The fate of a small fuel spill in the project area would depend on meteorological and oceanographic conditions at the time of the spill as well as the effectiveness of spill response activities. However, given the open ocean location of the project area and the short duration of a small spill, it is expected that the opportunity for impacts to occur would be very brief.

The water-soluble fractions of diesel are dominated by two- and three-ringed polycyclic aromatic hydrocarbons (PAHs), which are moderately volatile (National Research Council, 2003a). The constituents of these oils are light to intermediate in molecular weight and can be readily degraded by aerobic microbial oxidation. Diesel density is such that it will not sink to the seafloor unless it is dispersed in the water column and adheres to suspended sediments, but this generally occurs only in coastal areas with high-suspended solids loads (National Research Council, 2003a). Adherence to suspended sediments is not expected to occur to any appreciable

degree in offshore waters of the Gulf of America. Diesel fuel is readily and completely degraded by naturally occurring microbes (NOAA, 2023).

The fate of a small diesel fuel spill of 3 bbl was estimated using WebGNOME, a publicly available oil spill trajectory and fate model developed by NOAA's Office of Response and Restoration (NOAA, 2022). This model uses the physical properties of oils in its database to predict the rate of evaporation and dispersion over time as well as changes in the density, viscosity, and water content of the product spilled. It is estimated that more than 90% of a small diesel spill would evaporate or naturally disperse within 24 hours (NOAA, 2022). The area of diesel fuel on the sea surface would range from 1.2 to 12 ac (0.5 to 5 ha), depending on sea state and weather conditions.

The WebGNOME results, coupled with spill trajectory information discussed in the following section for a large spill, indicate that a small fuel spill would not impact coastal or shoreline resources. The project area is 63 mi (101 km) from the nearest shoreline (Louisiana). Slicks from fuel spills are expected to persist for relatively short periods of time ranging from minutes (<1 bbl) to hours (<10 bbl) to a few days (10 to 1,000 bbl) and rapidly spread out, evaporate, and disperse into the water column (BOEM, 2012a). Because of the distance from shore of these potential spills and their lack of persistence, it is unlikely that a small diesel spill would make landfall prior to dissipation (BOEM, 2012a).

Spill Response. In the unlikely event of a fuel spill, response equipment and trained personnel would be available to ensure that spill effects are localized and would result only in short-term, localized environmental consequences. DOCD **Section 9b** provides a detailed discussion of Shell's oil spill response plans.

A.9.2 Large Oil Spill

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures detailed in DOCD **Section 2j**. Blowouts are rare events, and most well control incidents do not result in oil spills (BOEM, 2016a). According to ABS Consulting Inc. (2016), the spill rate for spills >1,000 bbl is 0.22 spills per billion bbl. The baseline risk of loss of well control spill >10,000 bbl on the OCS is estimated to be once every 27.5 years (ABSG Consulting, 2018).

Spill Size. Shell has calculated the WCD for this DOCD using the requirements prescribed by NTL 2015-N01. The calculated initial release volume, 30-day average WCD rate, and total potential spill volume, along with a detailed analysis of this calculation, can be found in DOCD **Section 2j**. The WCD scenario for this DOCD has a low probability of being realized. Some of the factors that are likely to reduce rates and volumes, which are not incorporated in the WCD calculation, include, but are not limited to, obstructions or equipment in the wellbore, well bridging, and early intervention such as containment.

Shell has a robust system in place to prevent blowouts. Shell's response to NTL 2015-N01, which includes descriptions of measures to prevent a blowout, reduce the likelihood of a blowout, and conduct effective and early intervention in the event of a blowout, can be found in DOCD **Sections 2j** and **9b**. Shell will also comply with NTL 2010-N10 and applicable drilling regulations in 30 CFR Part 250, Subpart D, which specify additional safety measures for OCS activities.

Spill Trajectory. The fate of a large oil spill in the project area would depend on meteorological and oceanographic conditions at the time. The Oil Spill Risk Analysis (OSRA) model is a computer simulation of oil spill transport that uses realistic data for winds and currents to predict spill fate. The OSRA report by Ji et al. (2004) provides conditional contact probabilities for shoreline segments in the Gulf of America.

The project area is in OSRA Launch Area C058 and the results are presented in **Table 3**. The 30-day OSRA model predicts a <0.5% conditional probability of shoreline contact within 3 days of a spill. Within 10 days of a spill, a 1% to 5% chance of shoreline contact is predicted for Lafourche and Plaquemines parishes in Louisiana. Within 30 days of a spill, a 1% to 11% chance of shoreline contact is predicted from Cameron Parish, Louisiana to Bay County, Florida. Counties or parishes whose conditional probability for shoreline contact is <0.5% for 3, 10, and 30 days are not shown in **Table 3**.

Table 3. Conditional probabilities of a spill in the project area contacting shoreline segments based on a 30-day Oil Spill Risk Analysis (OSRA) (From: Ji et al., 2004). Values are conditional probabilities that a hypothetical spill in the project area (represented by OSRA Launch Area C058) could contact shoreline segments within 3, 10, or 30 days.

Shoreline Segment	County or Parish, State	Conditional Probability of Contact ¹ (%)		
		3 Days	10 Days	30 Days
C13	Cameron, Louisiana	--	--	1
C14	Vermilion, Louisiana	--	--	1
C17	Terrebonne, Louisiana	--	--	2
C18	Lafourche, Louisiana	--	1	2
C19	Jefferson, Louisiana	--	--	1
C20	Plaquemines, Louisiana	--	5	11
C21	St. Bernard, Louisiana	--	--	2
C29	Walton, Florida	--	--	1
C30	Bay, Florida	--	--	1

¹ Conditional probability refers to the probability of contact within the stated time period, assuming that a spill has occurred. -- indicates <0.5% probability of contact.

The OSRA model presented by Ji et al. (2004) does not evaluate the fate of a spill over time periods longer than 30 days, nor does it predict the fate of a release that continues over a period of weeks or months. Also as noted in Ji et al. (2004), the OSRA model does not take into account the chemical composition or biological weathering of oil spills, the spreading and splitting of oil spills, or spill response activities. The model does not assume a particular spill size; however, the model has generally been used by BOEM to evaluate contact probabilities for spills ≥1,000 bbl. Thus, OSRA is a preliminary risk assessment model. In the event of an actual oil spill, trajectory modeling would be conducted using the location and estimated amount of spilled oil as well as current and wind data.

Weathering. Following an oil spill, several physical, chemical, and biological processes, collectively called weathering, interact to change the properties of the oil, and thereby influence its potential effects on marine organisms and ecosystems. The most important weathering processes include spreading, evaporation, dissolution, dispersion into the water column, formation of water-in-oil emulsions, photochemical oxidation, microbial degradation, adsorption to suspended PM, and stranding on shore or sedimentation to the seafloor (National Research Council, 2003a; International Tanker Owners Pollution Federation Limited, 2026).

Weathering decreases the concentration of oil and produces changes in its chemical composition, physical properties, and toxicity (BOEM, 2017a). The more toxic, light aromatic and aliphatic hydrocarbons in the oil are lost rapidly by evaporation and dissolution on the water surface. Evaporated hydrocarbons are degraded rapidly by sunlight. Biodegradation of oil on the water surface and in the water column by marine bacteria removes first the n-alkanes and then the light aromatics from the oil. Other petroleum components are biodegraded more slowly.

Photo-oxidation attacks mainly the medium and high molecular weight PAHs in the oil on the water surface.

Spill Response. Shell is a founding member of the Marine Well Containment Company (MWCC) and has access to an integrated subsea well control and containment system that can be rapidly deployed through MWCC. MWCC is a non-profit organization that assists with the subsea containment system during a response. The near-term containment response capability will be specifically addressed in Shell's NTL 2010-N10 submission of an Application for Permit to Drill. The application will include equipment and services available to Shell through MWCC's near-term containment capabilities and other industry response sources. Shell is a member of Clean Caribbean & Americas, Marine Preservation Association (which funds Marine Spill Response Corporation), Clean Gulf Associates, and Oil Spill Response Limited: organizations that are committed to providing the resources necessary to respond to a spill as outlined in Shell's OSRP.

MWCC also offers its members access to equipment, instruments, and supplies for marine environmental sampling and monitoring in the event of an oil spill in the Gulf of America. Members have access to a mobile laboratory container, operations container, and a launch and recovery system, which enables water sampling and monitoring to water depths of 9,843 ft (3,000 m). The two 8-ft × 20-ft (2.4-m × 6.1-m) containers have been certified for offshore use by Det Norske Veritas and the American Bureau of Shipping. The launch and recovery system is a combined winch, A-frame, and 11,483-ft (3,500-m) long cable customized for instruments in the containers. The containers are designed to enable rapid mobilization of equipment to an incident site. The required equipment includes redundant systems to avoid downtime and supplies for sample handling and storage. Once deployed on a suitable vessel, the mobile containers then act as workspaces for scientists and operations personnel.

Mechanical recovery capabilities are addressed in the OSRP. The mechanical recovery response equipment that could be mobilized to the spill location in normal and adverse weather conditions is included in the Offshore On-Water Recovery Activation List in the OSRP.

Chemical dispersion capabilities are also readily available from resources identified in the OSRP. Available equipment for surface and subsea application of dispersants, response times, and support resources are identified in the OSRP.

Open water in situ burning may also be used as a response strategy, depending on the circumstances of the release. If appropriate conditions exist and approval from the Unified Command is received, one or multiple in situ burning task forces could be deployed offshore. See DOCD **Section 9b** for a detailed description of spill response measures.

B. AFFECTED ENVIRONMENT

The project area is in the Central Planning Area, 63 mi (101 km) from the nearest shoreline (Louisiana), 98 mi (158 km) from the onshore support base in Port Fourchon, Louisiana, 143 miles (230 km) from the helicopter base in Houma, Louisiana, 161 mi (259 km) from the backup onshore support base in Gulfport, Mississippi, and 162 mi (261 km) from the backup helicopter base in Kiln, Mississippi. The water depth within the project area ranges from approximately 3,980 to 4,010 ft (1,213 to 1,222 m).

No seafloor anomalies were identified within 2,000 ft (610 m) of the proposed wellsites that could indicate potential for chemosynthetic or high-density deepwater benthic communities (GEMS, 2007, 2018; Worley Parsons Group, 2015; Oceaneering, 2017). In addition, no known shipwrecks or other archaeological artifacts were identified during the geologic, stratigraphic, and

archaeological assessment (GEMS, 2007). Shell will follow its Waste Barrel Avoidance and Release Response in the Mississippi Canyon Area document.

A detailed description of the regionally affected environment is provided by BOEM (2016a, 2017a), including meteorology, oceanography, geology, air and water quality, benthic communities, Threatened and Endangered species, biologically sensitive resources, archaeological resources, socioeconomic conditions, and other marine uses. These regional descriptions are based on extensive literature reviews and are incorporated by reference.

General background information is presented in the following sections, and brief descriptions of each potentially affected resource are presented in **Section C**, including site-specific or new information if available.

The local environment in the project area is not known to be unique with respect to the physical, chemical, biological, or socioeconomic conditions found in this region of the Gulf of America. The baseline environmental conditions in the project area are expected to be consistent with the regional description of the locations evaluated by BOEM (2016a, 2017a).

C. IMPACT ANALYSIS

This section analyzes the potential direct and indirect environmental impacts of routine activities and accidents; impacts from all planned activities are discussed in **Section C.9**.

Environmental impacts have been analyzed extensively in lease sale EISs for the Central and Western Gulf of America Planning Areas (BOEM, 2012a, 2013, 2014, 2015, 2016a, 2017a, 2023b). Site-specific issues are addressed in this section as appropriate and are organized by the environmental resources identified in **Table 2** that addresses each potential IPF.

C.1 Physical/Chemical Environment

C.1.1 Air Quality

Due to the distance from shore-based pollution sources, offshore air quality is expected to be good. The attainment status of federal OCS waters is unclassified because there is no provision in the Clean Air Act for classification of areas outside state waters (BOEM, 2012a).

In general, ambient air quality in coastal counties along the Gulf of America is relatively good (BOEM, 2012a). As of May 2026, Mississippi, Alabama, and Florida Panhandle coastal counties are in attainment of the National Ambient Air Quality Standards (NAAQS) for all criteria pollutants (USEPA, 2025). St. Bernard Parish in Louisiana is a nonattainment area for sulfur dioxide based on the 2010 standard. One coastal metropolitan area in Texas (Houston-Galveston-Brazoria) is a nonattainment area for 8-hour ozone (2015 Standard). One coastal metropolitan area in Florida (Tampa) was reclassified in 2018 from a nonattainment area to maintenance status for lead based on the 2008 Standard. Hillsborough County, Florida was reclassified in 2019 from a nonattainment area to maintenance status for sulfur dioxide based on the 2010 standard (USEPA, 2025).

Winds in the region are driven by the clockwise circulation around the Bermuda High (BOEM, 2017a). The Gulf of America is located to the southwest of this center of circulation, resulting in a prevailing southeasterly to southerly flow, which is conducive to transporting emissions toward shore. However, circulation is also affected by tropical cyclones (hurricanes) during summer and fall and by extratropical cyclones (cold fronts) during winter.

IPFs that could potentially affect air quality are air pollutant emissions and both types of accidents: a small fuel spill and a large oil spill.

Impacts of Air Pollutant Emissions

Air pollutant emissions are the only routine IPF anticipated to affect air quality. Offshore air pollutant emissions will result from the operation of the MODU, installation vessel, and associated equipment as well as helicopters and service vessels as described in **Section A.3**. These emissions occur mainly from combustion or burning of diesel and Jet-A aircraft fuel. Primary air pollutants typically associated with OCS activities are suspended PM, SO_x, NO_x, VOCs, CO, NH₃, and Pb.

Due to the distance from shore, routine operations in the project area are not expected to impact air quality along the coast. As noted by BOEM (BOEM, 2012a, 2013, 2014, 2015, 2016a, 2017b, 2023b), emissions of air pollutants from routine activities in the project area are projected to have minimal impacts on onshore air quality because of the prevailing atmospheric conditions, emission heights, emission rates, and the distance of these emissions from the coastline.

MC 940 is located west of 87.5° W longitude; thus, air quality is under BOEM jurisdiction as explained in NTL 2009-N11. The BOEM-implemented regulations are provided in 30 CFR Part 550 Subpart C. The AQR (see DOCD **Section 8**) prepared in accordance with BOEM requirements shows that the projected emissions from sources associated with the proposed activities meet BOEM's exemption criteria. The AQR shows that the projected emissions associated with the proposed activities meet BOEM's exemption criteria for MODU emissions. However, emissions from the FPS host do not meet BOEM's exemption criteria. Air pollutant dispersion modeling was conducted and the air emissions were previously approved under Plan R-7351 on 9 May 2025. Therefore, this DOCD is exempt from further air quality review pursuant to 30 CFR § 550.303(d).

The Breton Wilderness Area, which is part of the Breton National Wildlife Refuge (NWR) in Louisiana, is designated under the Clean Air Act as a Prevention of Significant Deterioration Class I air quality area. BOEM coordinates with the USFWS if emissions from proposed projects may affect the Breton Class I area. The project area is approximately 97 mi (156 km) from the Breton Wilderness Area. Shell intends to comply with all BOEM requirements regarding air emissions. No further analysis or control measures are required.

There are three Class I air quality areas on the west coast of Florida: St. Marks NWR in Wakulla County, Chassahowitzka NWR in Hernando County, and Everglades National Park in Monroe, Miami-Dade, and Collier Counties. The project area is approximately 313 mi (504 km) from the closest Florida Class I air quality area (St. Marks NWR). Shell will comply with emissions requirements as directed by BOEM. No further analysis or control measures are required.

Greenhouse gas emissions contribute to climate change, with impacts on temperature, rainfall, frequency of severe weather contributing to degradation/loss of ecosystems, ocean acidification, and sea level rise (Intergovernmental Panel on Climate Change, 2014, 2022). Carbon dioxide (CO₂) and methane (CH₄) emissions from the project would constitute a very small incremental contribution to greenhouse gas emissions from all OCS activities. According to the Programmatic EIS (BOEM, 2023a) and OCS lease sale EISs (BOEM, 2017a), estimated CO₂ emissions from OCS oil and gas sources are 0.4% of the U.S. total. Greenhouse gas emissions from the proposed project represent a negligible contribution to the total greenhouse gas emissions from reasonably foreseeable activities in the Gulf of America area and would not significantly alter any of the climate change impacts evaluated in the Programmatic EIS (BOEM, 2016b, 2023a).

Impacts of a Small Fuel Spill

Potential impacts of a small spill on air quality are expected to be consistent with those analyzed and discussed by BOEM (2012a, 2015, 2016a, 2017a, 2023b). **Section A.9.1** discusses the size and fate of a potential small diesel fuel spill because of Shell's proposed activities. DOCD **Section 9b** provides details on spill response measures. Given the open ocean location of the project area, the extent and duration of air quality impacts at the project area from a small spill would not be significant.

A small fuel spill would likely affect air quality near the spill site by introducing VOCs into the atmosphere through evaporation. The WebGNOME model (see **Section A.9.1**) indicates that more than 90% of a small diesel spill would evaporate or disperse within 24 hours. The area of diesel fuel on the sea surface would range from 1.2 to 12 ac (0.5 to 5 ha), depending on sea state and weather conditions. Given the open ocean location of the project area, the extent and duration of air quality impacts at the project area from a small spill would not be significant.

A small fuel spill would not affect coastal air quality because the spill would be expected to dissipate prior to making landfall or reaching coastal waters (see **Section A.9.1**).

Impacts of a Large Oil Spill

Potential impacts of a large oil spill on air quality are expected to be consistent with those analyzed and discussed by BOEM (2012a, 2015, 2016a, 2017a, 2023b).

A large oil spill would likely affect air quality by introducing VOCs into the atmosphere through evaporation from the oil on the water surface. The extent and persistence of impacts would depend on the meteorological and oceanographic conditions at the time and the effectiveness of spill response measures. Additional air quality impacts could occur if response measures approved by the Unified Command included in situ burning of the floating oil. In situ burning would generate a plume of black smoke offshore and result in emissions of NO_x, SO_x, CO, and PM, as well as greenhouse gases.

Due to the project area location, most air quality impacts would occur in offshore waters. Depending on the spill trajectory and the effectiveness of spill response measures, coastal air quality could also be affected. Based on the 30-day OSRA modeling (**Table 3**), Lafourche and Plaquemines Parishes in Louisiana are the coastal areas most likely to be affected (1% and 5% probabilities within 10 days and 2% and 11% within 30 days). Seven Louisiana parishes and two Florida counties have a 1% to 11% probability of shoreline contact within 30 days of a spill.

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in DOCD **Section 2j**. In the unlikely event of a large oil spill, implementation of Shell's OSRP will mitigate and reduce the impacts. DOCD **Section 9b** provides details on spill response measures. Based on OSRA modeling, and the low likelihood of a large oil spill event, significant spill impacts on coastal air quality are not expected.

C.1.2 Water Quality

There are no site-specific baseline water quality data for the project area. Due to the lease location in deep, offshore waters, water quality is expected to be good, with low levels of contaminants. As noted by BOEM (2017a), deepwater areas in the northern Gulf of America are relatively homogeneous with respect to temperature, salinity, and oxygen. Kennicutt (2000) noted that the deepwater region has little evidence of contaminants in the dissolved or particulate phases of the water column. IPFs that could potentially affect water quality are effluent discharges and two types of accidents (i.e., a small fuel spill and a large oil spill).

Impacts of Effluent Discharges

As described in **Section A.4**, NPDES General Permit No. GMG290000 establishes permit limits and monitoring requirements for effluent discharges from the MODU, installation vessel, and support vessels.

WBM and cuttings, excess cement slurry, and BOP fluid from drilling and completion will be released at the seafloor. The seafloor discharges of WBM and associated drill cuttings will produce turbidity near the seafloor. The turbidity plume will be carried away from the well by near-bottom currents and may be detectable within tens to hundreds of meters of the wellbore. As resuspended sediments settle to the seafloor, the water clarity will return to background conditions within minutes to a few hours after drilling of these well intervals ceases (Neff, 1987). Discharges of WBM and cuttings are likely to have little or no impact on water quality due to the low toxicity and rapid dispersion of these discharges (National Research Council, 1983; Neff, 1987; Hinwood et al., 1994).

Cuttings wetted with SBMs will be discharged overboard in accordance with the NPDES permit. After discharge, SBM retained on cuttings would be expected to adhere to the cuttings particles and, consequently, would not produce much turbidity as the cuttings sink through the water column (Neff et al., 2000). An EIS published by BOEM in 2017 concluded that the discharge of treated SBM cuttings will not cause persistent impacts on water quality (BOEM, 2017a). NPDES permit limits and requirements are expected to be met, and little or no impact on water quality is anticipated.

Treated sanitary and domestic wastes will be discharged by the MODU, installation vessel, and support vessels and may have a transient effect on water quality in the immediate vicinity of these discharges. NPDES permit limits and USCG requirements are expected to be met, as applicable, and little or no impact on water quality is anticipated.

Deck drainage includes effluents resulting from rain, deck washings, and runoff from curbs, gutters, and drains, including drip pans in work areas. Rainwater that falls on uncontaminated areas of the MODU and installation vessel will flow overboard without treatment. However, rainwater that falls on the MODU deck and other areas that may be contaminated with chemicals, such as chemical storage areas or places where equipment is exposed, will be collected and processed to separate oil and water to meet NPDES permit requirements. Negligible impacts on water quality are anticipated.

Other effluent discharges from the MODU, installation vessel, and support vessels are expected to include treated sanitary and domestic wastes, deck drainage, well treatment and completion fluids, desalination unit discharge, ballast water, bilge water, firewater, cooling water, untreated/treated seawater, hydrate inhibitor, utility seawater, and subsea fluid discharges. The MODU, installation vessel, and support vessel discharges are expected to be in compliance with NPDES permit and USCG regulations, as applicable, and therefore are not expected to cause significant impacts on water quality.

Impacts of a Small Fuel Spill

Potential impacts of a small spill on water quality are expected to be consistent with those analyzed and discussed by BOEM (2012a, 2015, 2016a, 2017a, 2023b). **Section A.9.1** discusses the size and fate of a potential small diesel fuel spill as a result of Shell's proposed activities. DOCD **Section 9b** provides details on spill response measures. Given the open ocean location of the project area, the extent and duration of water quality impacts from a small spill would not be significant.

The water-soluble fractions of diesel are dominated by two- and three-ringed PAHs, which are moderately volatile (National Research Council, 2003a). The constituents of these oils are light to intermediate in molecular weight and can be readily degraded by aerobic microbial oxidation. Diesel fuel is much lighter than water (specific gravity is between 0.83 and 0.88, compared to 1.00 for fresh water and 1.03 for seawater). When spilled on water, diesel fuel spreads very quickly to a thin film of rainbow and silver sheens, except for marine diesel, which may form a thicker film of dull or dark colors. However, because diesel fuel has a very low viscosity, it is readily dispersed into the water column when winds reach 5 to 7 knots or with breaking waves (NOAA, 2023). It is possible for diesel fuel that is dispersed by wave action to form droplets that are small enough to be kept in suspension and moved by the currents.

Diesel dispersed in the water column can adhere to suspended sediments, but this generally occurs only in coastal areas with high-suspended solids loads (National Research Council, 2003a) and would not be expected to occur to any appreciable degree in offshore waters of the Gulf of America.

The extent and persistence of water quality impacts from a small diesel fuel spill would depend on the meteorological and oceanographic conditions at the time and the effectiveness of spill response measures. It is estimated that more than 90% of a small diesel spill would evaporate or disperse within 24 hours (see **Section A.9.1**). The sea surface area covered with a very thin layer of diesel fuel would range from 1.2 to 12 ac (0.5 to 5 ha), depending on sea state and weather conditions. In addition to removal by evaporation, constituents of diesel fuel are readily and completely degraded by naturally occurring microbes (NOAA, 2023). Given the open ocean location of the project area, the extent and duration of water quality impacts from a small spill would not be significant.

A small fuel spill would not affect coastal water quality because the spill would not be expected to make landfall or reach coastal waters due to response efforts that would be undertaken as well as natural degradation and dilution (**Section A.9.1**).

The local environment in the project area is not known to be unique with respect to the physical, chemical, biological, or socioeconomic conditions found in this region of the Gulf of America. The baseline environmental conditions in the project area are expected to be consistent with the regional description of the locations evaluated by BOEM (2016a, 2017a).

Impacts of a Large Oil Spill

Potential impacts of a large oil spill on water quality are expected to be consistent with those analyzed and discussed by BOEM (2012a, 2015, 2016a, 2017a, 2023b). **Section A.9.2** discusses the size and fate of a potentially large oil spill as a result of Shell's proposed activities. A large spill would likely affect water quality by producing a slick on the water surface and increasing the concentrations of petroleum hydrocarbons and their degradation products. The extent and persistence of impacts would depend on the meteorological and oceanographic conditions at the time of the spill as well as the effectiveness of the spill response measures. Most of the spilled oil would be expected to form a slick at the surface, although observations following the *Deepwater Horizon* incident indicate that plumes of submerged oil droplets can be produced when subsea dispersants are applied at the wellhead (Camilli et al., 2010; Hazen et al., 2010; NOAA, 2011a,b,c). Analyses of the entire set of samples associated with the *Deepwater Horizon* incident have confirmed that the application of subsurface dispersants resulted in subsurface hydrocarbon plumes (Spier et al., 2013). A report by Kujawinski et al. (2011) indicated that chemical components of subsea dispersants used during the *Deepwater Horizon* incident persisted for up to two months and were detectable up to 186 mi (300 km) from the wellsite at water depths of 3,280 to 3,937 ft (1,000 to 1,200 m). Though, White et al. (2014) found that dispersants could remain associated with oil in the environment for up to four years. Dispersants were detectable in <9% of the samples (i.e., 353 of the 4,114 total water samples), and

concentrations in the samples were significantly below the chronic screening level for dispersants (BOEM, 2012b).

Once oil enters the ocean, a variety of physical, chemical, and biological processes take place that degrade and disperse the oil. These processes include spreading, evaporation of the more volatile constituents, dissolution into the water column, emulsification of small droplets, agglomeration sinking, microbial modification, photochemical modification, and biological ingestion and excretion (National Research Council, 2003a). Marine water quality would be temporarily affected by the dissolved components and small oil droplets that do not rise to the surface or are mixed down by surface turbulence. Liu et al. (2017) observed that after the *Deepwater Horizon* incident, hydrocarbon levels were reduced in the surface waters from May to August 2010 by either rapid weathering and/or physical dilution. A combination of dispersion by currents that dilutes the constituents and microbial degradation which removes the oil from the water column reduces concentrations to background levels. Most crude oil blends will emulsify quickly when spilled, creating a stable mousse that presents a more persistent cleanup and removal challenge.

A large oil spill could result in a release of gaseous hydrocarbons that could affect water quality. During the *Deepwater Horizon* incident, large volumes of CH₄ were released, causing localized oxygen depletion as methanotrophic bacteria rapidly metabolized the hydrocarbons (Joye et al., 2011; Kessler et al., 2011). However, a broader study of the deepwater Gulf of America found that although some stations showed slight depression of dissolved oxygen concentrations relative to climatological background values, the findings were not indicative of hypoxia (<2.0 mg L⁻¹) (Operational Science Advisory Team, 2010). Stations revisited around the Macondo wellhead in October 2010, approximately six months after the beginning of the event showed no measurable oxygen depressions (Operational Science Advisory Team, 2010).

Due to the project area's location, most water quality impacts would occur in offshore waters. Depending on the spill trajectory and the effectiveness of spill response measures, coastal water quality could be affected. Based on the 30-day OSRA modeling (**Table 3**), Lafourche and Plaquemines Parishes in Louisiana are the coastal areas most likely to be affected (1% and 5% probabilities within 10 days and 2% and 11% within 30 days). Seven Louisiana parishes and two Florida counties have a 1% to 11% probability of shoreline contact within 30 days of a spill.

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures detailed in DOCD **Section 2j**. In the event of a large spill, water quality would be temporarily affected, but no long-term detectable impacts are expected. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce any resultant impacts. DOCD **Section 9b** provides details on spill response measures.

C.2 Seafloor Habitats and Biota

The water depth within the project area ranges from approximately 3,980 to 4,010 ft (1,213 to 1,222 m). See DOCD **Section 6a** for further information.

According to BOEM (2016a, 2017a, 2023a), existing information for the deepwater Gulf of America indicates that the seafloor is composed primarily of soft sediments; exposed hard substrate habitats and associated biological communities are rare. No features or areas that could support significant, high-density benthic communities were found within 2,000 ft (610 m) of the proposed wellsites/project activities (Tesla, 2010; Berger Geosciences, 2011). As a result, proposed activities are not expected to have a significant impact on regionally present high-density deepwater benthic communities.

C.2.1 Soft Bottom Benthic Communities

There are no site-specific benthic community data from the project area. However, data from various gulf-wide studies have been conducted to regionally characterize the continental slope habitats and benthic ecology (Wei, 2006; Rowe and Kennicutt, 2009; Wei et al., 2010; Carvalho et al., 2013; Spies et al., 2016), which can be used to describe typical baseline benthic communities that could be present in the vicinity of the proposed activities, subsea infrastructure, and drill centers. **Table 4** summarizes data from two stations in the vicinity of the proposed activities. Sediments at these two stations were similar, predominantly clay (53% at Station MT3 and 46% at Station MT4) and silt (42% at Station MT3 and 46% at Station MT4) (Rowe and Kennicutt, 2009).

Table 4. Baseline benthic community data from stations near to the project area in water depths similar to those sampled during the Northern Gulf of Mexico Continental Slope Habitats and Benthic Ecology Study (From: Wei, 2006; Rowe and Kennicutt, 2009).

Station	Distance from Project Area	Water Depth (m)	Density		
			Meiofauna (>63 μm ; individuals m^{-2})	Macroinfauna (>300 mm; individuals m^{-2})	Megafauna (>1 cm; individuals ha^{-1})
MT3	22 mi (35 km)	996	885,995	4,924	1,034
MT4	12 mi (19 km)	1,403	246,058	3,262	1,548

Density of meiofauna (animals that pass through a 0.5-millimeter sieve but are retained on a 0.062-millimeter sieve) in sediments collected at water depths representative of the project area ranged from approximately 246,000 to 886,000 individuals m^{-2} . Nematodes, nauplii, and harpacticoid copepods were the three dominant groups in the meiofauna, accounting for approximately 90% of total abundance (Rowe and Kennicutt, 2009).

The benthic macroinfauna is characterized by small mean individual sizes and low densities, both of which reflect the intrinsically low primary production in surface waters of the Gulf of America continental slope (Wei, 2006). Densities decrease exponentially with water depth (Carvalho et al., 2013). Based on an equation presented by Wei (2006), the macroinfaunal density in the water depth of the project area is estimated to be approximately 2,748 to 2,766 individuals m^{-2} ; however, actual densities at the project area are unknown and often highly variable.

Polychaetes are typically the most abundant macroinfaunal group on the northern Gulf of America continental slope, followed by amphipods, tanaids, bivalves, and isopods (Rowe and Kennicutt, 2009). Carvalho et al. (2013) found polychaete abundance to be higher in the central region of the northern Gulf of America when compared to the eastern and western regions. Wei (2006) recognized four depth-dependent faunal zones (1 through 4), two of which (Zones 2 and 3) are divided horizontally. The project area is located in Zone 2E, which extends from the Texas-Louisiana slope to the west Florida terrace. The most abundant species in this zone were the polychaetes *Aricidea suecica*, *Litocorsa antennata*, *Paralacydonia paradoxa*, and *Tharyx marioni*; and the bivalve *Heterodonta* spp. (Wei, 2006; Wei et al., 2010).

Megafaunal density at nearby stations in the vicinity of the project area ranged between 1,034 and 1,548 individuals ha^{-1} (**Table 4**). Common megafauna included motile groups such as echinoderms, cnidarians (sessile sea anemones, pens, and whips), decapod crustaceans, and demersal fish (Rowe and Kennicutt, 2009).

Bacteria are the foundation of deep-sea chemosynthetic communities (Ross et al., 2012) and are an important component in terms of biomass and cycling of organic carbon (Cruz-Kaegi, 1998).

Bacterial biomass at the depth range of the project area typically is approximately 1 to 2 g C m⁻² in the top 6 inches (15 cm) of sediments (Rowe and Kennicutt, 2009). In deep-sea sediments, Main et al. (2015) observed that microbial oxygen consumption rates increased and bacterial biomass decreased with hydrocarbon contamination.

IPFs that could potentially affect benthic communities are physical disturbance to the seafloor, effluent discharges (drilling muds and cuttings), and a large oil spill resulting from a well blowout at the seafloor. A small fuel spill would not affect benthic communities because the diesel fuel would float and dissipate on the sea surface.

Impacts of Physical Disturbance to the Seafloor

The proposed drilling and completion activities will be accomplished by vessels with DP; no vessel will use anchors. There will be minimal disturbance to the seafloor and soft bottom communities during positioning of the equipment. Physical disturbance to the seafloor will be limited to the proximal area where the wellbore penetrates the substrate, where mud and drill cuttings will be deposited, and where new equipment is placed on the seafloor. The total disturbed area is estimated to be 0.62 ac (0.25 ha) per well (BOEM, 2012a) but may vary depending on the specific well configuration.

Impacts of Effluent Discharges

Drilling muds and cuttings are the only effluents likely to affect these soft bottom benthic communities that could be present in vicinity of the project activities. During drilling and completion activities, cuttings and seawater-based “spud mud” may be released on the seafloor. Excess cement slurry will also be released at the seafloor by casing installation during the riserless portion of the drilling operations. Cement slurry components typically include cement mix and some of the same chemicals used in WBM (Boehm et al., 2001; Fink, 2015). The main impacts will be burial and smothering of benthic organisms within several meters to tens of meters around the wellbore. Small amounts of water-based BOP fluid will be released at the seafloor and are expected to be rapidly diluted and dispersed.

Benthic community effects of drilling discharges have been reviewed extensively by the National Research Council (1983), Neff (1987), Neff et al. (2005), and Hinwood et al. (1994). Due to the low toxicity of WBM and associated drill cuttings, the main mechanism of impact to benthic communities is increased sedimentation, possibly resulting in burial or smothering within several meters to tens of meters around the wellbore. Monitoring programs have shown that benthic impacts of drilling are minor and localized within a few hundred meters of the wellsite (National Research Council, 1983; Neff, 1987; Neff et al., 2005; Continental Shelf Associates, 2006). Soft bottom sediments disturbed by cuttings, drilling mud, cement slurry, and BOP fluid will eventually be recolonized through larval settlement and migration from adjacent areas. Because some deep-sea biota grow and reproduce slowly, recovery may require several years.

Discharges of treated SBM-associated cuttings from the MODU may affect benthic communities, primarily within several hundred meters of the wellsites/project activities. The fate and effects of SBM cuttings have been reviewed by Neff et al. (2000), and monitoring studies have been conducted in the Gulf of America by Continental Shelf Associates (2004, 2006). In general, cuttings with adhering SBM tend to clump together and form thick cuttings piles close to the drill sites. Areas of SBM cuttings deposition may develop elevated organic carbon concentrations and anoxic conditions (Continental Shelf Associates, 2006). Where SBM cuttings accumulate and concentrations exceed approximately 1,000 mg kg⁻¹, benthic infaunal communities may be adversely affected due to both the toxicity of the base fluid and organic enrichment (with resulting anoxia) (Neff et al., 2000). Infaunal density may increase and diversity may decrease as opportunistic species that tolerate low oxygen and high H₂S predominate (Continental Shelf Associates, 2006). As the base SBM is biodegraded by microbes, the area will gradually recover

to pre-drilling conditions. Disturbed sediments will be recolonized through larval settlement and migration from adjacent areas.

The areal extent of impact from drilling discharges will be small; the typical effect radius is approximately 1,640 ft (500 m) around each wellsite. Soft bottom benthic communities are ubiquitous along the northern Gulf of America continental slope (Galloway, 1988; Galloway et al., 2003; Rowe and Kennicutt, 2009); thus, impacts from drilling discharges during this project will not have a significant impact on soft bottom benthic communities on a regional basis.

Impacts of a Large Oil Spill

Potential impacts of a large oil spill on the benthic community are expected to be consistent with those analyzed and discussed by BOEM (2012a, 2015, 2016a, 2017a, 2023b). Impacts from a subsea blowout could include smothering and exposure to toxic hydrocarbons from oiled sediment settling to the seafloor. The most likely effects of a subsea blowout on benthic communities would be within a few hundred meters of the wellsites/project activities. BOEM (2012a) estimated that a severe subsurface blowout could suspend and disperse sediments within a 984-ft (300-m) radius. Although coarse sediments (sands) would probably settle at a rapid rate within 1,312 ft (400 m) from the blowout site, fine sediments (silts and clays) could be suspended for more than 30 days and dispersed over a much wider area. A previous study characterized surface sediments at the sampling stations in the vicinity of the proposed activities' location. Sediments at these two stations were similar, predominantly clay (53% at Station MT3 and 46% at Station MT4) and silt (42% at Station MT3 and 46% at Station MT4) (Rowe and Kennicutt, 2009).

Previous analyses by BOEM (2016a, 2017a) concluded that oil spills would be unlikely to affect benthic communities beyond the immediate vicinity of the wellhead (i.e., due to physical impacts of a blowout) because the oil would rise quickly to the sea surface directly over the spill location. During the *Deepwater Horizon* incident, the use of subsea dispersants at the wellhead caused the formation of subsurface plumes (NOAA, 2011b). While the behavior and impacts of subsurface plumes are not well known, a subsurface plume could contact the seafloor and affect benthic communities beyond the 984-ft (300-m) radius (BOEM, 2012a), depending on its extent, trajectory, and persistence (Spier et al., 2013). This contact could result in smothering and/or toxicity to benthic organisms. The subsurface plumes observed following the *Deepwater Horizon* incident were reported in water depths of approximately 3,600 ft (1,100 m), extending at least 22 mi (35 km) from the wellsite and persisting for more than a month (Camilli et al., 2010). The subsurface plumes apparently resulted from the use of subsea dispersants at the wellhead (NOAA, 2011b; Spier et al., 2013). Montagna et al. (2013) estimated that the most severe impacts to soft bottom benthic communities (e.g., reduction of faunal abundance and diversity) from the *Deepwater Horizon* incident extended 2 mi (3 km) from the wellhead in all directions, covering an area of approximately 9 mi² (24 km²). Moderate impacts were observed up to 11 mi (17 km) to the southwest and 5 mi (8.5 km) to the northeast of the wellhead, covering an area of 57 mi² (148 km²). NOAA (2016a) documented a footprint of over 772 mi² (2,000 km²) of impacts to benthic habitats surrounding the *Deepwater Horizon* incident site. The analysis also identified a larger area of approximately 3,552 mi² (9,200 km²) of potential exposure and uncertain impacts to benthic communities (NOAA, 2016a). Stout and Payne (2018) also noted that SBM released as a result of the blowout covered a seafloor area of 2.5 mi² (6.5 km²).

While the behavior and impacts of subsurface oil plumes are not well known, the Macondo findings indicate that benthic impacts likely extend beyond the immediate vicinity of the wellsite, depending on the extent, trajectory, and persistence of the plume. Baguley et al. (2015) noted that while nematode abundance increased with proximity to the Macondo wellhead, copepod abundance, relative species abundance, and diversity decreased in response to the *Deepwater Horizon* incident. Washburn et al. (2017) noted that richness, diversity, and evenness

were affected within a radius of 0.62 mi (1 km) of the wellhead. Reuscher et al. (2017) found that meiofauna and macrofauna community diversity was significantly lower in areas that were impacted by Macondo oil. Demopoulos et al. (2016) reported abnormally high variability in meiofaunal and macrofaunal density in areas near the Macondo wellhead, which supports the Valentine et al. (2014) supposition that hydrocarbon deposition and impacts in the vicinity of the Macondo wellhead were patchy. Noirungsee et al. (2020) observed that pressure has a significant influence on deep-sea sediment microbial communities with the addition of dispersant and oil with dispersants being shown to have an inhibitory effect on hydrocarbon degraders. Thus, the dispersant persistence due to hydrostatic pressure could further limit microbial oil biodegradation (Noirungsee et al., 2020). While there are some indications of partial recovery of benthic fauna, as of 2015, full recovery had not occurred (Montagna et al., 2016; Reuscher et al., 2017; Washburn et al., 2017).

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in DOCD **Section 2j**. In the unlikely event of a spill, implementation of Shell's OSRP will minimize potential impacts. DOCD **Section 9b** provides details on spill response measures. A large oil spill could have impacts on soft bottom communities but significant impacts on a regional basis are not expected.

C.2.2 High-Density Deepwater Benthic Communities

As defined in NTL 2009-G40, high-density deepwater benthic communities are features or areas that could support high-density chemosynthetic communities, high-density deepwater corals, or other associated high-density hard bottom communities. Chemosynthetic communities were discovered in the central Gulf of America in 1984 and have been studied extensively (MacDonald, 2002). Deepwater coral communities are also known from numerous locations in the Gulf of America (Cordes et al., 2008; Brooks et al., 2012; Demopoulos et al., 2017; Hourigan et al., 2017). These communities occur almost exclusively on exposed authigenic carbonate rock created by a biogeochemical (microbial) process, and on shipwrecks.

In water depths such as those encountered in the project area, the MODU or installation vessel will disturb the seafloor only in the immediate vicinity of the project activities (**Section A.2**). The nearest known high-density deepwater benthic community is located approximately 30 mi (48 km) from the project area. High-resolution geophysical surveys, including an autonomous underwater vehicle, and reprocessed exploration three-dimensional seismic data have been conducted in the project area as part of the assessment of archaeological resources and shallow hazards (GEMS, 2007, 2018; Worley Parsons Group, 2015; Oceaneering, 2017). The surveys, along with offset well data found no evidence of high-density deepwater benthic communities.

The only IPF identified for this project that could potentially affect high-density deepwater benthic communities is a large oil spill from a well blowout at the seafloor. Physical disturbances and effluent discharges are not likely to affect high-density deepwater benthic communities since these are generally limited to localized impacts. A small fuel spill would not affect benthic communities because the diesel fuel would float and dissipate from the sea surface.

Impacts of a Large Oil Spill

BOEM (2012a, 2015, 2016c, 2017a) concluded that oil spills would be unlikely to affect benthic communities beyond the immediate vicinity of the wellhead (i.e., due to physical impacts of a blowout) because the oil would rise quickly to the sea surface directly over the spill location. However, subsea oil plumes resulting from a seafloor blowout could affect sensitive deepwater communities (BOEM, 2016a). During the *Deepwater Horizon* incident, subsurface plumes were reported at a water depth of approximately 3,600 ft (1,100 m), extending at least 22 mi (35 km) from the wellsite and persisting for more than a month (Camilli et al., 2010). The subsurface

plumes apparently resulted from the use of subsea dispersants at the wellhead (NOAA, 2011c). Chemical components of subsea dispersants used during the *Deepwater Horizon* incident persisted for up to 2 months and were detectable up to 186 mi (300 km) from the wellsite at water depths of 3,280 to 3,937 ft (1,000 to 1,200 m) (Kujawinski et al., 2011). However, estimated dispersant concentrations in the subsea plume were below levels known to be toxic to marine life. While the behavior and impacts of subsurface plumes are not well known, a subsurface plume could have the potential to contact high-density deepwater benthic communities beyond the 984-ft (300-m) radius estimated by BOEM (2016a) depending on its extent, trajectory, and persistence (Spier et al., 2013). Potential impacts on sensitive resources would be an integral part of the decision and approval process for the use of dispersants.

Potential impacts of oil on high-density deepwater benthic communities are discussed by BOEM (2012a, 2015, 2016c, 2017a, 2023b). Oil plumes that directly contact localized patches of sensitive benthic communities before degrading could potentially impact the resource. However, the potential impacts would be localized due to the directional movement of oil plumes by the water currents and because the sensitive habitats have a scattered, patchy distribution. The more likely result would be exposure to widely dispersed, biodegraded particles that “rain” down from a passing oil plume. While patches of habitat may be affected, the Gulf-wide ecosystem of live bottom communities would be expected to suffer no significant effects (BOEM, 2016a).

Although chemosynthetic communities live among hydrocarbon seeps, natural seepage occurs at a relatively constant low rate compared with the potential rates of oil release from a blowout. In addition, seep organisms require unrestricted access to oxygenated water at the same time as exposure to hydrocarbon energy sources (MacDonald, 2002). Oil droplets or oiled sediment particles could come into contact with chemosynthetic organisms. As discussed by BOEM (2017a), impacts could include loss of habitat and biodiversity; destruction of hard substrate; change in sediment characteristics; and reduction or loss of one or more commercial and recreational fishery habitats.

Sublethal effects are possible for deepwater coral communities that receive a lower level of oil impact. Effects to deepwater coral communities could be temporary (e.g., lack of feeding, loss of tissue mass) or long lasting and could affect the resilience of coral colonies to natural disturbances (e.g., elevated water temperature and diseases) (BOEM, 2012a, 2015, 2016a, 2017a, 2023b). The potential for a spill to affect deepwater corals was observed during an October 2010 survey of deepwater coral habitats in water depths of 4,600 ft (1,400 m) approximately 7 mi (11 km) southwest of the Macondo wellhead. Much of the soft coral observed in a location measuring approximately 50 ft × 130 ft (15 m × 40 m) was covered by a brown flocculent material (Bureau of Ocean Energy Management, Regulation, and Enforcement, 2010) with signs of stress, including varying degrees of tissue loss and excess mucous production (White et al., 2012). Hopanoid petroleum biomarker analysis of the flocculent material indicated that it contained oil from the *Deepwater Horizon* incident. The injured and dead corals were in an area in which a subsea plume of oil had been documented during the spill in June 2010. The deepwater coral at this location showed signs of tissue damage that was not observed elsewhere during these surveys or in previous deepwater coral studies in the Gulf of America. The team of researchers concluded that the observed coral injuries likely resulted from exposure to the subsurface oil plume (White et al., 2012). Apparent recovery of some affected areas by March 2012 correlated negatively with the proportion of the coral covered with floc in late 2010 (Hsing et al., 2013). Fisher et al. (2014a) reported two additional coral areas affected by the *Deepwater Horizon* incident; one 4 mi (6 km) south of the Macondo wellsite, and the other 14 mi (22 km) to the southeast. Prouty et al. (2016) found evidence that corals located northeast of the *Deepwater Horizon* incident were also affected. In addition to direct impacts on corals and other sessile epifauna, the spill also affected macroinfauna associated with these hard bottom communities (Fisher et al., 2014b).

Although no known deepwater coral communities are likely to be impacted by a subsurface plume, previously unidentified communities may be encountered if a large subsurface oil spill occurs. However, because of the scarcity of deepwater hard bottom communities, their comparatively low surface area, and the requirements set by BOEM in NTL 2009-G40, it is unlikely that a sensitive habitat would be located adjacent to a seafloor blowout or that concentrated oil would contact the site (BOEM, 2012a).

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in DOCD **Section 2j**.

In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. DOCD **Section 9b** provides detail on Shell's spill response measures. Potential impacts on sensitive resources would be an integral part of the decision and approval process for the use of dispersants.

C.2.3 Designated Topographic Features

The project location is not within or near a designated topographic feature or a no-activity zone as identified in NTL 2009-G39. The nearest designated topographic feature stipulation block is West Delta Block 147, located approximately 43 mi (69 km) from the project area. There are no IPFs associated with either routine operations or accidents that could cause impacts to designated topographic features due to their distance from the project area.

C.2.4 Pinnacle Trend Area Live Bottoms

The project area is not covered by the Live Bottom (Pinnacle Trend) Stipulation. As defined in NTL 2009-G39, the nearest pinnacle trend block is Main Pass Block 290, approximately 90 mi (145 km) from the project area. There are no IPFs associated with either routine operations or accidents that could cause impacts to pinnacle trend area live bottoms due to the distance from the project area.

C.2.5 Eastern Gulf Live Bottoms

The project area is not covered by the Live Bottom (Low-Relief) Stipulation, which pertains to seagrass communities and low-relief hard bottom reef within the Gulf of America Eastern Planning Area blocks in water depths of 328 ft (100 m) or less and portions of Pensacola and Destin Dome Area Blocks in the Western Planning Area. The nearest block covered by the Live Bottom Stipulation, as defined in NTL 2009-G39, is Destin Dome Block 573, located approximately 124 mi (200 km) from the project area. There are no IPFs associated with either routine operations or accidents that could cause impacts to eastern Gulf of America live bottom areas due to the distance from the project area.

C.3 Threatened, Endangered, and Protected Species and Critical Habitat

This section discusses species listed as Endangered or Threatened under the ESA. In addition, it includes marine mammal species in the region that are protected under the MMPA. To provide reference for potential impacts to Threatened, Endangered, and Protected species, the following sections include discussions of individual- (i.e., effect on single individual), population- (i.e., effect on localized population of individuals) and species-level (i.e., effect on entire species as a whole) impacts for select species. It is understood that contact with potential IPFs, particularly large oil spills, does not necessarily result in mortality. However, the size of the population, along with its status as Threatened, Endangered, or Protected were considered when determining if potential individual mortality may result in impacts at the individual, population, or species level.

Endangered, Threatened, or species of concern that may occur in the project area and/or along the northern Gulf Coast are listed in **Table 5**. The table also indicates the location of designated critical habitat in the Gulf of America. Critical habitat is defined as (1) specific areas within the geographical area occupied by the species at the time of listing, if they contain physical or biological features essential to conservation, and those features may require special management considerations or protection; and (2) specific areas outside the geographical area occupied by the species if the agency determines that the area itself is essential for conservation. NMFS has jurisdiction over ESA-listed marine mammals (cetaceans) and fishes in the Gulf of America, and USFWS has jurisdiction over ESA-listed birds, terrestrial and freshwater species (e.g., beach mice, Florida salt marsh vole [*Microtus pennsylvanicus dukecampbelli*], Panama City crayfish [*Procambarus econfinae*]), the Florida subspecies of the West Indian manatee (*Trichechus manatus latirostris*), and sea turtles while on their nesting beaches. NMFS has lead responsibility for sea turtles at sea.

Coastal Endangered or Threatened species that may occur along the U.S. Gulf Coast include the West Indian manatee, Piping Plover (*Charadrius melodus*), Florida salt marsh vole, Panama City crayfish, Whooping Crane (*Grus americana*), Gulf sturgeon (*Acipenser oxyrinchus desotoi*), smalltooth sawfish (*Pristis pectinata*), Black-capped Petrel (*Pterodroma hasitata*), Rufa Red Knot (*Calidris canutus rufa*); queen conch (*Aliger gigas*) and four subspecies of beach mouse. Critical habitat has been designated for all of these species (except the Florida salt marsh vole, Black-capped Petrel, Rufa Red Knot, and queen conch) as indicated in **Table 5** and is discussed in individual sections. Two other coastal bird species (Bald Eagle [*Haliaeetus leucocephalus*] and Brown Pelican [*Pelecanus occidentalis*]) are no longer federally listed as Endangered or Threatened; these are discussed in **Section C.4.2**.

Table 5. Federally listed Endangered and Threatened species potentially present in the project area and along the northern Gulf Coast. Adapted from U.S. Fish and Wildlife Service (2020a) and National Oceanic and Atmospheric Administration Fisheries (2020).

Species	Scientific Name	Status	Potential Presence		Critical Habitat Designated in Gulf of America
			Project Area	Coastal	
Marine Mammals					
Rice's whale	<i>Balaenoptera ricei</i>	E	X	--	None
Sperm whale	<i>Physeter macrocephalus</i>	E	X	--	None
West Indian manatee	<i>Trichechus manatus</i> ¹	T	--	X	Florida (Peninsular)
Sea Turtles					
Loggerhead turtle	<i>Caretta caretta</i>	T,E ²	X	X	Nesting beaches and nearshore reproductive habitat in Mississippi, Alabama, and Florida; <i>Sargassum</i> habitat including most of the central & western Gulf of America
Green turtle	<i>Chelonia mydas</i>	T	X	X	None
Leatherback turtle	<i>Dermochelys coriacea</i>	E	X	X	None
Hawksbill turtle	<i>Eretmochelys imbricata</i>	E	X	X	None
Kemp's ridley turtle	<i>Lepidochelys kempii</i>	E	X	X	None

Species	Scientific Name	Status	Potential Presence		Critical Habitat Designated in Gulf of America
			Project Area	Coastal	
Birds					
Piping Plover	<i>Charadrius melodus</i>	T	--	X	Coastal Texas, Louisiana, Mississippi, Alabama, and Florida
Whooping Crane	<i>Grus americana</i>	E	--	X	Coastal Texas (Aransas National Wildlife Refuge)
Black-capped Petrel	<i>Pterodroma hesitata</i>	E	X	--	None
Rufa Red Knot	<i>Calidris canutus rufa</i>	T	--	X	None
Fishes					
Oceanic whitetip shark	<i>Carcharhinus longimanus</i>	T	X	--	None
Giant manta ray	<i>Mobula birostris</i>	T	X	X	None
Gulf sturgeon	<i>Acipenser oxyrinchus desotoi</i>	T	--	X	Coastal Louisiana, Mississippi, Alabama, and Florida
Nassau grouper	<i>Epinephelus striatus</i>	T	--	X	20 different geographic units, located in waters off the coasts of southeastern Florida and the Florida Keys, Puerto Rico, Navassa, and the U.S. Virgin Islands
Smalltooth sawfish	<i>Pristis pectinata</i>	E	--	X	Southwest Florida
Invertebrates					
Queen conch	<i>Aliger gigas</i>	T	--	X	None
Elkhorn coral	<i>Acropora palmata</i>	T	--	X	Florida Keys and the Dry Tortugas
Staghorn coral	<i>Acropora cervicornis</i>	T	--	X	Florida Keys and the Dry Tortugas
Pillar coral	<i>Dendrogyra cylindrus</i>	T	--	X	Southeast Florida and Florida Keys, Puerto Rico, St. Thomas, St. John, St. Croix, and Navassa Island
Rough cactus coral	<i>Mycetophyllia ferox</i>	T	--	X	Southeast Florida and Florida Keys, Puerto Rico, St. Thomas, St. John, St. Croix, and Navassa Island
Lobed star coral	<i>Orbicella annularis</i>	T	--	X	Southeast Florida and Florida Keys, Puerto Rico, St. Thomas, St. John, St. Croix, Navassa Island, East and West Flower Garden Banks, Rankin Bright Bank, Geyer Bank, and McGrail Bank
Mountainous star coral	<i>Orbicella faveolata</i>	T	--	X	Southeast Florida and Florida Keys, Puerto Rico, St. Thomas, St. John, St. Croix, Navassa Island, East and West Flower Garden Banks, Rankin Bright Bank, Geyer Bank, and McGrail Bank

Species	Scientific Name	Status	Potential Presence		Critical Habitat Designated in Gulf of America
			Project Area	Coastal	
Boulder star coral	<i>Orbicella franksi</i>	T	--	X	Southeast Florida and Florida Keys, Puerto Rico, St. Thomas, St. John, St. Croix, Navassa Island, East and West Flower Garden Banks, Rankin Bright Bank, Geyer Bank, and McGrail Bank
Panama City crayfish	<i>Procambarus econfinae</i>	T	--	X	South-central Bay County, Florida
Terrestrial Mammals					
Beach mice (Alabama, Choctawhatchee, Perdido Key, St. Andrew)	<i>Peromyscus polionotus</i>	E	--	X	Alabama and Florida (Panhandle) beaches
Florida salt marsh vole	<i>Microtus pennsylvanicus dukecampbelli</i>	E	--	X	None

-- = not present; E = Endangered; T = Threatened; X = potentially present.

¹ There are two subspecies of West Indian manatee: the Florida manatee (*T. m. latirostris*), which ranges from the northern Gulf of America to Virginia, and the Antillean manatee (*T. m. manatus*), which ranges from northern Mexico to eastern Brazil. Only the Florida manatee subspecies is likely to be found in the northern Gulf of America.

² The Northwest Atlantic Ocean Distinct Population Segment (DPS) of loggerhead turtles is designated as Threatened (76 *Federal Register* [FR] 58868). The National Marine Fisheries Service and the U.S. Fish and Wildlife Service designated critical habitat for this DPS, including beaches and nearshore reproductive habitat in Mississippi, Alabama, and the Florida Panhandle as well as *Sargassum* spp. habitat throughout most of the central and western Gulf of America (79 FR 39756 and 79 FR 39856).

Five sea turtle species, the Rice's whale (*Balaenoptera ricei*), sperm whale (*Physeter macrocephalus*), oceanic whitetip shark (*Carcharhinus longimanus*), giant manta ray (*Mobula birostris*), and the Black-capped Petrel are the only Endangered or Threatened species that could potentially occur within the project area. The listed sea turtles include the leatherback turtle (*Dermochelys coriacea*), Kemp's ridley turtle (*Lepidochelys kempii*), hawksbill turtle (*Eretmochelys imbricata*), loggerhead turtle (*Caretta caretta*), and green turtle (*Chelonia mydas*) (Pritchard, 1997). Effective August 11, 2014, NMFS has designated certain marine areas as critical habitat for the northwest Atlantic distinct population segment (DPS) of the loggerhead sea turtle (**Section C.3.5**). No critical habitat has been designated in the Gulf of America for the leatherback turtle, Kemp's ridley turtle, hawksbill turtle, or the green turtle.

Listed marine mammal species include one odontocete (sperm whale) which is known to occur in the Gulf of America (Würsig, 2017); no critical habitat has been designated for the sperm whale. The Rice's whale exists in the Gulf of America as a small, resident population. This species was formerly known as a subspecies to the Bryde's whale (*Balaenoptera edeni brydei*) until a 2021 DNA study identified it as a separate species (Rosel et al., 2021). It is the only baleen whale known to be resident of the Gulf of America. The species is thought to be severely restricted in range, usually being found in the northeastern Gulf in the waters of the DeSoto Canyon (Waring et al., 2016; Rosel et al., 2021). However, recent work by Soldevilla et al. (2022) suggests the range may be broader than previously thought (see **Section C.3.2**). The giant manta ray could occur in the project area but is most commonly observed in the Gulf of America at the Flower Garden Banks. The Nassau grouper (*Epinephelus striatus*) has been observed in the Gulf of America at the Flower Garden Banks but is most commonly observed in shallow tropical reefs of the Caribbean and is not expected to occur in the project area. Nassau grouper critical

habitat was designated in January 2024 and includes areas in the southeast Gulf of America near the Dry Tortugas and Florida Keys. The smalltooth sawfish is a coastal species limited to shallow areas off the west coast of Florida and is not expected to occur in the project area.

Four Endangered mysticete whales (blue whale [*Balaenoptera musculus*], fin whale [*B. physalus*], North Atlantic right whale [*Eubalaena glacialis*], and sei whale [*B. borealis*]) have been reported in the Gulf of America but are considered rare or extralimital (Würsig et al., 2000). These species were not considered likely to be present in the Gulf of America in the most recent final NMFS stock assessment report (Hayes et al., 2022) nor in the most recent BOEM multisale EIS (BOEM, 2023b) as present in the Gulf of America; therefore, they are not considered further in the EIA.

Seven Threatened coral species are known to be present in the Gulf of America: elkhorn coral (*Acropora palmata*), staghorn coral (*A. cervicornis*), lobed star coral (*Orbicella annularis*), mountainous star coral (*O. faveolata*), boulder star coral (*O. franksi*), pillar coral (*Dendrogyra cylindrus*), and rough cactus coral (*Mycetophyllia ferox*). None of these species are expected to be present in the project area (see **Section C.3.19**). Critical habitat for lobed star coral, mountainous star coral, boulder star coral, rough cactus coral, and pillar coral was designated by NMFS in August 2023 (**Table 5**; 88 FR 54026).

There are no other Threatened or Endangered species in the Gulf of America that are likely to be affected by either routine or accidental events associated with project activities.

C.3.1 Sperm Whale (Endangered)

Resident populations of sperm whales occur within the Gulf of America. Gulf of America sperm whales are classified as an Endangered species and a “strategic stock” by NMFS (Waring et al., 2016). A “strategic stock” is defined by the MMPA as a marine mammal stock that meets the following criteria:

- The level of direct human-caused mortality exceeds the Potential Biological Removal (PBR) level;
- Based on the best available scientific information, is in decline and is likely to be listed as a Threatened species under the ESA within the foreseeable future; or
- Is listed as a Threatened or Endangered species under the ESA or is designated as depleted under the MMPA.

Current threats to sperm whale populations worldwide are discussed in a final recovery plan for the sperm whale published by NMFS (2010). Threats are defined as “any factor that could represent an impediment to recovery,” and include fisheries interactions, anthropogenic noise, vessel interactions, contaminants and pollutants, disease, injury from marine debris, research, predation and natural mortality, direct harvest, competition for resources, loss of prey base due to climate change and ecosystem change, and cable laying. In the Gulf of America, the impacts from many of these threats are identified as either low or unknown (BOEM, 2012a).

The distribution of sperm whales in the Gulf of America is correlated with mesoscale physical features such as eddies associated with the Loop Current (Jochens et al., 2008). Sperm whale populations in the north-central Gulf of America are present there throughout the year (Davis et al., 2000). Results of a multi-year Minerals Management Service-funded Sperm Whale Seismic Study showed female sperm whales typically concentrated along the upper continental slope between the 656- and 3,280-ft (200- and 1,000-m) depth contours (Jochens et al., 2008). Male sperm whales were more variable in their movements and were documented in water depths $\geq 9,843$ ft (3,000 m). Generally, groups of sperm whales sighted in the Gulf of America field studies consisted of mixed-sex groups comprising adult females and juveniles, and groups of bachelor males. Typical group size for mixed groups was 10 individuals (Jochens et al., 2008).

A review of sighting reports from seismic mitigation surveys in the Gulf of America conducted over a 6-year period found a mean group size for sperm whales of 2.5 individuals (Barkaszi et al., 2012).

In these mitigation surveys, sperm whales were the most common cetacean encountered. Results of the Sperm Whale Seismic Study showed that sperm whales' transit through the vicinity of the project area (Jochens et al., 2008). Movements of satellite-tracked individuals suggest that this area of the Gulf continental slope is within the home range of the Gulf of America population (within the 95% utilization distribution) (Jochens et al., 2008).

IPFs that could potentially affect sperm whales include MODU/installation vessel presence, noise, and lights; support vessel and helicopter traffic; and both types of spill accidents: a small fuel spill and a large oil spill. Effluent discharges are likely to have negligible impacts on sperm whales due to rapid dispersion, the small area of ocean affected, the intermittent nature of the discharges, and the mobility of these marine mammals.

Although NMFS (2025a) identified marine debris as an IPF for sperm whales, compliance with the Conditions of Approval in Attachment 2 of the 2025 NMFS Biological Opinion will minimize the potential for marine debris-related impacts on sperm whales. NMFS (2025a) estimates that no more than three sperm whales will be nonlethally taken, with one sperm whale lethally taken through the ingestion of marine debris over 45 years of all proposed action in the Gulf of America. Therefore, marine debris is likely to have negligible impacts on sperm whales and is not further discussed (See **Table 2**).

Impacts of Mobile Offshore Drilling Unit/ Installation Vessel Presence (including noise and lights)

Some noises produced during drilling, operation of the MODU, and installation operations may be emitted at levels that could potentially disturb individual whales or mask the sounds animals would normally produce or hear. Noises associated with drilling and installation activities are relatively weak in intensity, and an individual animal's sound exposure would be transient. As discussed in **Section A.1**, an actively drilling MODU can produce a maximum broadband (10 Hz to 10 kHz) source level of approximately 190 dB re 1 μ Pa m, expressed as SPL (Hildebrand, 2005).

NMFS (2024a) lists sperm whales in the same functional hearing group (i.e., high-frequency cetaceans) as most dolphins and other toothed whales, with an estimated hearing sensitivity from 150 Hz to 160 kHz. Therefore, the frequencies of drilling and vessel-related noise overlap with the hearing sensitivity range of sperm whales. Frequencies <150 Hz produced by the drilling operations are not likely to be perceived with any significance by high-frequency cetaceans. The sperm whale may possess better low-frequency hearing than some of the other odontocetes, although not as low as many baleen whale species that primarily produce sounds between 12 Hz and 28 kHz (Wartzok and Ketten, 1999). Generally, most of the acoustic energy produced by sperm whales vocalizations is present at frequencies below 10 kHz, although diffuse energy up to and past 20 kHz is common, with source levels up to 236 dB re 1 μ Pa m, expressed as SPL (Møhl et al., 2003).

Observations of sperm whales near offshore oil and gas operations suggest an inconsistent response to anthropogenic marine noise (Jochens et al., 2008). Most observations of behavioral responses of marine mammals to non-impulsive sources such as drilling noise, in general, have been limited to short-term behavioral responses, which included onset of avoidance behavior and the cessation of feeding, resting, or social interactions (NMFS, 2015b). Animals can determine the direction from which a noise arrives based on cues, such as differences in arrival times, noise levels, and phases at the two ears. Thus, an animal's directional hearing capabilities have a bearing on its ability to avoid sound sources (National Research Council, 2003b).

NMFS (2024a) presents criteria that are used to determine auditory injury thresholds for marine mammals. For high-frequency cetaceans exposed to a non-impulsive source (such as MODU operations), permanent threshold shifts (PTS) are estimated to occur when the mammal has received a sound exposure level over 24-hours (SEL_{24h}) of 201 dB re 1 $\mu Pa^2 s$ (NMFS, 2024a). Similarly, temporary threshold shifts (TTS) are estimated to occur when the animal has received an SEL_{24h} of 181 dB re 1 $\mu Pa^2 s$. Given the non-impulsive nature of drilling noise and the estimate source levels, sperm whales are unlikely to be exposed to noise above the PTS threshold. While noise during MODU operations may exceed the TTS threshold, it is expected that, due to the relatively stationary nature of the MODU, sperm whales would move away from the proposed operations area, reducing the duration that individuals are exposed to noise, further reducing the likelihood of auditory injuries being realized. Therefore, due to the short propagation distance of above-threshold SEL_{24h} , the transient nature of sperm whales, and the stationary nature of the proposed MODU operations, it is not expected that any sperm whales will receive exposure levels necessary for the onset of auditory threshold shifts. It is expected that, due to the relatively stationary nature of the MODU operations, sperm whales would move away from the proposed operations area, and noise levels that could cause auditory injury would be avoided.

Noise associated with proposed vessel operations may cause behavioral disturbance effects to sperm whales. Behavioral disturbance thresholds have not been updated in the most recent acoustic guidance (NMFS, 2024a) and therefore, revert to thresholds established and published by NMFS in 70 *Federal Register* (FR) 1871. Behavioral disturbance thresholds for marine mammals are applied equally across all functional hearing groups. Received SPL of 120 dB re 1 μPa from a non-impulsive, continuous source is considered to be the lowest sound level that could elicit a behavioral reaction in some marine mammal species. The 120-dB isopleth may extend tens to hundreds of kilometers from the source depending on the propagation environment. However, in the case of behavioral responses, received levels alone do not indicate a behavioral response and, more importantly, do not equate to biologically important responses (Ellison et al., 2012; Southall et al., 2016, 2021).

The MODU and installation vessel will be located within a deepwater, open ocean environment. Sounds generated by drilling and installation operations are characterized as non-impulsive and continuous, with some variability in the noise levels produced depending on the location and type of drilling being conducted. This analysis assumes that the mobile nature of sperm whales with the fixed position of the MODU will allow for active avoidance of biologically significant behavioral impacts. Drilling-related noise will contribute to increases in the ambient noise environment of the Gulf of America, but it is not expected to be in amplitudes above ambient noise conditions sufficient enough to cause long-term behavioral effects to sperm whales. Drillship/installation vessel lighting and presence are not identified as an IPF for sperm whales (NMFS, 2007, 2015a, 2020b; BOEM, 2016c, 2017a, 2023b).

Impacts of Support Vessel and Helicopter Traffic

NMFS has found that support vessel traffic has the potential to disturb sperm whales and creates a risk of vessel strikes, which are identified as a threat in the recovery plan for this species (NMFS, 2010). To reduce the potential for vessel strikes, BOEM will programmatically implement Attachment 3 of the 2025 NMFS Biological Opinion, which recommends protected species identification training, and that vessel operators and crews maintain a vigilant watch for marine mammals and slow down or stop their vessel to avoid striking protected species and requires operators to report sightings of any injured or dead protected species. In addition, when sperm whales are sighted, vessel operators and crews are required to attempt to maintain a distance of 328 ft (100 m) or greater whenever possible (NMFS, 2025a). Vessel operators are required to reduce vessel speed to 10 knots or less, as safety permits, when mother/calf pairs, pods, or large assemblages of cetaceans are observed near an underway vessel (NMFS, 2025a). When sperm whales are sighted while a vessel is underway, the vessel should take action (e.g., attempt to

remain parallel to the whale's course, avoid excessive speed or abrupt changes in direction until the whale has left the area) as necessary to avoid violating the relevant separation distance. However, if the sperm whale is sighted within this distance, the vessel should reduce speed and shift the engine to neutral and not re-engage until the whale is outside of the separation area. This does not apply to any vessel towing gear (NMFS, 2025a). Compliance with these mitigation measures will minimize the likelihood of vessel strikes as well as reduce the chance for disturbing sperm whales.

NMFS (2025a) analyzed the potential for vessel strikes and harassment of sperm whales in its Biological Opinion on the Federally Regulated Oil and Gas Program Activities in the Gulf of Mexico. NMFS concluded that the observed avoidance of passing vessels by sperm whales is an advantageous response to avoid a potential threat and is not expected to result in any significant effect on migration, breathing, nursing, breeding, feeding, or sheltering to individuals, or have any consequences at the level of the population. With the implementation of the NMFS vessel strike protocols listed in Attachment 3 of the 2025 NMFS Biological Opinion, NMFS (2025a) concluded that the likelihood of collisions between vessels and sperm whales would be reduced during daylight hours. During nighttime and during periods of poor visibility, it is assumed that vessel noise and sperm whale avoidance of moving vessels would reduce the chance of vessel strikes with this species. It is, however, likely that a collision between a sperm whale and a moving support vessel would result in severe injury or mortality of the stricken animal. The current PBR level for the Gulf of America stock of sperm whales is 2.0 (Hayes et al., 2021). The PBR level is defined by the MMPA as the maximum number of animals, not including natural mortalities, that may be removed from a marine mammal stock while allowing that stock to reach or maintain its optimum sustainable population. NMFS (2025a) estimated that there would be four nonlethal takes and 12 lethal vessel strikes over the course of 45 years of proposed action. Based on its Endangered status, mortality of a single sperm whale would constitute a significant impact to the local (Gulf of America) population of sperm whales but would not likely be significant at the species level.

Helicopter traffic also has the potential to disturb sperm whales. Smultea et al. (2008) documented responses of sperm whales offshore Hawaii to fixed wing aircraft flying at an altitude of 804 ft (245 m). A reaction to the initial pass of the aircraft was observed during 3 of 24 sightings (12%). All three reactions consisted of a hasty dive and occurred at $\leq 1,180$ ft (360 m) lateral distance from the aircraft. Additional reactions were seen when the aircraft circled certain whales to make further observations. Based on other studies of cetacean responses to noise, the authors concluded that the observed reactions to brief overflights by the aircraft were short term and limited to behavioral disturbances (Smultea et al., 2008).

Helicopters maintain altitudes above 700 ft (213 m) during transit to and from the offshore working area. If a whale is seen during transit, the helicopter will not approach or circle the animal(s). In addition, guidelines and regulations issued by NMFS under the authority of the ESA and MMPA specify that helicopters maintain an altitude of 1,000 ft (305 m) within 328 ft (100 m) of marine mammals (BOEM, 2016b, 2017a, 2023a; NMFS, 2020a). Although whales may respond to helicopters (Smultea et al., 2008), NMFS (2020a, 2021a, 2025a) concluded that this altitude would minimize the potential for disturbing sperm whales. Therefore, no significant impacts are expected.

Impacts of a Small Fuel Spill

Potential spill impacts on sperm whales are discussed by NMFS (2020a, 2021, 2025a) and BOEM (2012a, 2015, 2016a, 2017a, 2023b). Oil impacts on marine mammals are discussed by Geraci and St. Aubin (1990) and by the Marine Mammal Commission (MMC) (2011). For the EIA, there are no unique site-specific issues with respect to spill impacts on sperm whales that were not analyzed in the previous documents.

The probability of a fuel spill will be minimized by Shell's preventative measures during routine operations, including fuel transfer. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the potential for impacts on sperm whales. DOC **Section 9b** provides details on spill response measures. Given the open ocean location of the project area and the duration of a small spill, the opportunity for impacts to occur would be very brief.

A small fuel spill in offshore waters would produce a thin slick on the water surface and introduce concentrations of petroleum hydrocarbons and their degradation products. The extent and persistence of impacts would depend on the meteorological and oceanographic conditions at the time of the spill as well as the effectiveness of spill response measures. **Section A.9.1** discusses the likely fate of a small fuel spill and indicates that more than 90% would evaporate or disperse naturally within 24 hours. The area of diesel fuel on the sea surface would range from 1.2 to 12 ac (0.5 to 5 ha), depending on sea state and weather conditions.

Direct physical and physiological effects of exposure to diesel fuel could include skin irritation, inflammation, or necrosis; chemical burns of skin, eyes, and mucous membranes; inhalation of toxic fumes; ingestion of oil directly or via contaminated prey; and stress from the activities and noise of response vessels and aircraft (MMC, 2011). However, due to the limited areal extent and short duration of water quality impacts from a small fuel spill as well as the mobility of sperm whales, no significant impacts are expected.

Impacts of a Large Oil Spill

Potential spill impacts on sperm whales are discussed by BOEM (2012a, 2015, 2016a, 2017a, 2023b) and NMFS (2020a, 2021, 2025a). Oil impacts on marine mammals are discussed by Geraci and St. Aubin (1990) and by the MMC (2011). For the EIA, there are no unique site-specific issues with respect to spill impacts on sperm whales.

Impacts of oil spills on sperm whales can include direct impacts from oil exposure as well as indirect impacts due to response activities and materials (e.g., vessel traffic, noise, dispersants) (MMC, 2011). Direct physical and physiological effects can include skin irritation, inflammation, or necrosis; chemical burns of skin, eyes, and mucous membranes; inhalation of toxic fumes; ingestion of oil (and dispersants) directly or via contaminated prey; and stress from the activities and noise of response vessels and aircraft. The level of impact of oil exposure depends on the amount, frequency, and duration of exposure; route of exposure; and type or condition of petroleum compounds or chemical dispersants (Waring et al., 2016). Complications of the above may lead to dysfunction of immune and reproductive systems, physiological stress, declining physical condition, and death. Behavioral responses can include displacement of animals from prime habitat, disruption of social structure, changing prey availability and foraging distribution and/or patterns, changing reproductive behavior/productivity, and changing movement patterns or migration (MMC, 2011). Ackleh et al. (2012) hypothesized that sperm whales may have temporarily relocated away from the vicinity of the *Deepwater Horizon* incident in 2010. However, based on aerial surveys conducted in the aftermath of the spill, visibly oiled cetaceans (including several sperm whales) were identified within the footprint of the oil slick (Dias et al., 2017).

In the event of a large spill, response activities that may impact marine mammals include increased vessel traffic, use of dispersants, and remediation activities (e.g., controlled burns, skimmers, boom) (BOEM, 2017a; NMFS, 2020a, 2021). The increased level of vessel and aircraft activity associated with spill response could disturb sperm whales and potentially result in vessel strikes, entanglement, or other injury or stress. Response vessels would operate in accordance with the Conditions of Approval in Attachment 3 of the 2025 NMFS Biological Opinion (see **Table 1**) to reduce the potential for striking or disturbing these animals.

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in DOCD

Section 2j. In the event of oil from a large spill contacting sperm whales, it is expected that impacts resulting in the injury or death of individual sperm whales would be adverse. Based on the current PBR level for the Gulf of America stock of sperm whales (2.0), mortality of a single sperm whale would constitute a significant impact to the local (Gulf of America) population of sperm whales but would not be significant at species level. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. DOCD **Section 9b** provides details on spill response measures.

C.3.2 Rice's Whale (Endangered)

A study by Rosel et al. (2021), identified the genetically distinct Northern Gulf of America Bryde's whale stock as a new species of baleen whale named the Rice's whale through DNA analysis. The reclassification was approved by NMFS under 86 FR 47022 and became effective October 22, 2021. The area identified by NMFS in the 2025 Biological Opinion as the "2020 Rice's Whale Area" is presented in **Figure 1** for reference and is approximately 91 mi (146 km) from the project area (NMFS, 2025a; Figure 14). NMFS has proposed to designate critical habitat for this species (88 FR 47453-47472), but this designation has not been finalized.

The Rice's whale is the only year-round resident baleen whale in the northern Gulf of America with the population estimated to be fewer than 100 individuals (NOAA Fisheries, 2025c). NOAA, in partnership with Scripps Institution of Oceanography and Florida International University, created the Gulf of America Rice's Whale Trophic Ecology Project to develop a comprehensive ecological understanding of the newly identified species (NOAA Fisheries, 2025c). The group is working on building a photo-identification catalog, conducting animal telemetry, biological sampling, and understanding their prey/distribution. Through animal telemetry, they have identified that Rice's whales make foraging dives during the day near the seafloor.

The Rice's whale is sighted most frequently in the waters over DeSoto Canyon between the 328- and 3,280-ft (100- and 1,000-m) isobaths (Rosel et al., 2016; Hayes et al., 2023). Most sightings have been made in the DeSoto Canyon region and off western Florida, although there have been some in the west-central portion of the northeastern Gulf of America. Soldevilla et al. (2022) identified new variants of long-moan calls along the northwestern Gulf of America shelf break that were determined to share distinctive features with typical eastern Gulf of America long-moan calls. A genetically confirmed sighting of a Rice's whale individual offshore Corpus Christi, Texas in 2017, along with the newly identified long-moan calls in the northwestern Gulf of America indicate that Rice's whales may occur in a broader range in the Gulf of America than previously known. Additionally, Kiszka et al. (2023) studied the drivers of resource selection by Rice's whales in relation to prey availability and energy density. The study indicated that Rice's whales are selective predators consuming schooling prey with the highest energy content (i.e., silver rag [*Ariomma bondi*]). The silver rag is found at a depth range of 82 to 2,100 ft (25 to 640 m) primarily over muddy bottoms on the OCS though juveniles can be within the surficial waters (Smithsonian Tropical Research Institute, 2015). Support vessels transiting through the 82 to 2,100 ft (25 to 640 m) water depths are unlikely to encounter a Rice's whale, given the rate of sightings of the whales.

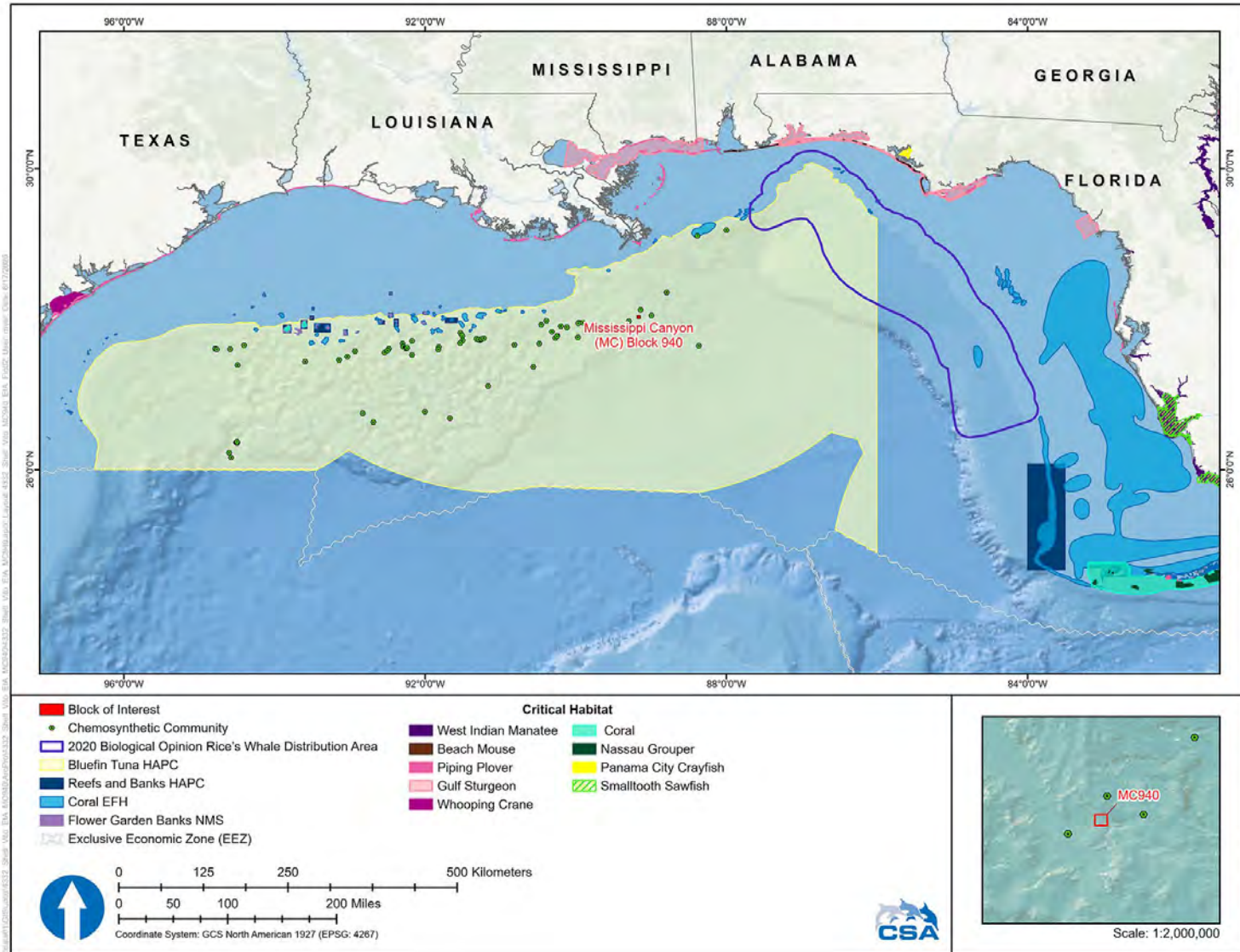


Figure 1. Location of selected environmental features in relation to the project area. EFH = Essential Fish Habitat; HAPC = Habitat Area of Particular Concern; NMS = National Marine Sanctuary.

In 2014, a petition was submitted to designate the northern Gulf of America population of the Bryde's whale as a DPS and list it as Endangered under the ESA (Natural Resources Defense Council, 2014). This petition received a 90-day positive finding by NMFS in 2015 and a proposed rule to list was published in 2016 (81 FR 88639). On April 15, 2019, NMFS issued a Final Rule to list the Gulf of America DPS of Bryde's whale as Endangered under the ESA (84 FR 15446). In August 2021, NMFS published a direct Final Rule revising the taxonomy and common name of the Bryde's whale to Rice's whale (86 FR 47022) which did not affect the ESA listing status; thus, the Rice's whale is listed as an Endangered species.

IPFs that could affect the Rice's whales include MODU/installation vessel presence, noise, and lights; support vessel and helicopter traffic; and both types of spill accidents: a small fuel spill and a large oil spill. Effluent discharges are likely to have negligible impacts on Rice's whales due to rapid dispersion, the small area of ocean affected, the intermittent nature of the discharges, and the mobility and low abundance of Rice's whales in the Gulf of America.

Though NMFS (2020a, 2021, 2025a) stated marine debris as an IPF, compliance with the Conditions of Approval in Attachment 2 of the 2025 NMFS Biological Opinion will minimize the potential for marine debris-related impacts on Rice's whales. NMFS (2025a) estimated no lethal takes of Rice's whale (previously referred to as Bryde's whales) from marine debris over 45 years of proposed action. Therefore, marine debris is likely to have negligible impacts on Rice's whales and is not further discussed (See **Table 2**).

Impacts of Mobile Offshore Drilling Unit/ Installation Vessel Presence (including noise and lights)

Some noise produced by the MODU or installation vessel may be emitted at levels that could potentially disturb individual whales or mask the sounds animals would normally produce or hear. Noise associated with drilling is relatively weak in intensity, and an individual animal's sound exposure would be transient. As discussed in **Section A.1**, an actively drilling MODU can produce noise with a maximum broadband (10 Hz to 10 kHz) source level of approximately 177 to 190 dB re 1 μPa m expressed as SPL (Hildebrand, 2005).

NMFS (2024a) lists Rice's whales (Bryde's whales at the time of publication) in the low-frequency cetaceans (baleen whales) functional hearing group, with an estimated hearing sensitivity from 7 Hz to 36 kHz. Therefore, the frequencies of drilling and vessel-related noise overlap with the hearing sensitivity range of Rice's whales.

NMFS (2024a) presents criteria that are used to determine auditory injury thresholds for marine mammals. For low-frequency cetaceans, specifically the Rice's whale, PTS and TTS onset from non-impulsive sources is estimated to occur at $\text{SEL}_{24\text{h}}$ of 197 dB re 1 μPa^2 s and 177 re 1 μPa^2 s, respectively. Given the non-impulsive nature of drilling noise and the estimate source levels, Rice's whales are unlikely to be exposed to noise above the PTS threshold. While noise during MODU operations may exceed the TTS threshold, it is expected that, due to the relatively stationary nature of the MODU, Rice's whales would move away from the proposed operations area, reducing the duration that individuals are exposed to noise, further reducing the likelihood of auditory injuries being realized. Additionally, the project area is in the Central Planning Area, 63 mi (101 km) from the nearest shoreline in Louisiana in water depths of approximately 3,980 to 4,010 ft (1,213 to 1,222 m) so it is unlikely this species will be exposed to drilling noise associated with the project. Therefore, due to the short propagation distance of above-threshold $\text{SEL}_{24\text{h}}$, the stationary nature of the proposed activities, and the low likelihood of encountering this species in the project area, it is not expected that any Rice's whales will receive exposure levels necessary for the onset of auditory threshold shifts.

Noise associated with proposed vessel operations may cause behavioral disturbance effects to individual Rice's whales. Behavioral disturbance thresholds have not been updated in the most

recent acoustic guidance (NMFS, 2024a) and therefore, revert to thresholds established and published by NMFS in 70 FR 1871. Received SPL of 120 dB re 1 μ Pa from a non-impulsive, continuous source is considered to be the lowest sound level that elicit a behavioral reaction in some marine mammal species. The 120-dB isopleth may extend tens to hundreds of kilometers from the source depending on the propagation environment. However, exposure to a SPL of 120 dB re 1 μ Pa alone does not equate to a behavioral response or a biological consequence; rather it represents the level at which onset of a behavioral response may occur (Ellison et al., 2012; Southall et al., 2016, 2021).

The MODU and installation vessel will be located within a deepwater, open ocean environment. This analysis assumes that the mobile nature of Rice's whales' distribution, the fixed position of the MODU, and lack of overlap between the project and Rice's whales' distribution will allow for active avoidance of biologically significant behavioral impacts. Drilling-related noise will contribute to increases in the ambient noise environment of the Gulf of America, but it is not expected to be in amplitudes above ambient noise conditions sufficient to cause hearing effects to Rice's whales, and due to the low density of Rice's whales expected in the project area, no significant impacts are expected.

Impacts of Support Vessel and Helicopter Traffic

Support vessel traffic has the potential to disturb Rice's whales and creates a potential for vessel strikes. To reduce the potential for vessel strikes, BOEM programmatically implemented Attachment 3 of the 2025 NMFS Biological Opinion, which recommends protected species identification training, and that vessel operators and crews maintain a vigilant watch for marine mammals and slow down or stop their vessel to avoid striking protected species and requires operators to report sightings of any injured or dead protected species. When whales are sighted, vessel operators and crews are required to attempt to maintain a distance of 1,640 ft (500 m) or greater whenever possible (NMFS, 2025a). Vessel operators are required to reduce vessel speed to 10 knots or less, as safety permits, when mother/calf pairs, pods, or large assemblages of cetaceans are observed near an underway vessel (NMFS, 2025a). When a Rice's whale is sighted while a vessel is underway, the vessel should take action (e.g., attempt to remain parallel to the whale's course, avoid excessive speed or abrupt changes in direction until the whale has left the area) as necessary to avoid violating the relevant separation distance. However, if the whale is sighted within this distance, the vessel should reduce speed and shift the engine to neutral and not re-engage until the whale is outside of the separation area. This does not apply to any vessel towing gear (NMFS, 2025a).

Compliance with these mitigation measures will minimize the likelihood of vessel strikes as well as reduce the chance for disturbing Rice's whales. The current PBR level for the Gulf of America stock of Rice's whale is 0.1 (Hayes et al., 2023). NMFS (2025a) estimated three nonlethal takes and nine lethal vessel strikes over the course of 45 years of proposed action. Mortality of a single Rice's whale would constitute a significant impact to the local (Gulf of America) stock of Rice's whales. However, it is very unlikely that Rice's whales occur within the project area, including the transit corridor for support vessels; consequently, the probability of a vessel collision with this species is extremely low. Compliance with these mitigation measures will minimize the likelihood of vessel strikes as well as reduce the chance of disturbing Rice's whales.

Helicopter traffic also has the potential to disturb Rice's whales. Based on studies of cetacean responses to noise, the observed reactions to brief overflights by aircraft were short term and limited to behavioral disturbances (Smultea et al., 2008). Helicopters maintain altitudes above 700 ft (213 m) during transit to and from the offshore working area. If a whale is seen during transit, the helicopter will not approach or circle the animal(s). Due to the brief potential for disturbance and the unlikelihood of Rice's whales in the project area, no significant impacts are expected.

Impacts of a Small Fuel Spill

Potential spill impacts on Rice's whales are discussed by NMFS (2020a, 2025a) and BOEM (2012a, 2015, 2016a, 2017a). Oil impacts on marine mammals are discussed by Geraci and St. Aubin (1990) and by the MMC (2011). The probability of a fuel spill will be minimized by Shell's preventative measures during routine operations, including fuel transfer. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the potential for impacts on Rice's whales. DOCD **Section 9b** provides details on spill response measures. Given the open ocean location of the project area and the duration of a small spill, the opportunity for impacts to occur would be very brief.

A small fuel spill in offshore waters would produce a thin slick on the water surface and introduce concentrations of petroleum hydrocarbons and their degradation products. The extent and persistence of impacts would depend on the meteorological and oceanographic conditions at the time of the spill as well as the effectiveness of spill response measures. **Section A.9.1** discusses the likely fate of a small fuel spill and indicates that more than 90% would evaporate or disperse naturally within 24 hours. The area of diesel fuel on the sea surface would range from 1.2 to 12 ac (0.5 to 5 ha), depending on sea state and weather conditions.

Direct physical and physiological effects of exposure to diesel fuel could include skin irritation, inflammation, or necrosis; chemical burns of skin, eyes, and mucous membranes; inhalation of toxic fumes; ingestion of oil directly or via contaminated prey; and stress from the activities and noise of response vessels and aircraft (MMC, 2011). However, due to the limited areal extent and short duration of water quality impacts from a small fuel spill as well as the mobility of Rice's whales and the unlikelihood of Rice's whales in the project area, no significant impacts are expected.

Impacts of a Large Oil Spill

Potential spill impacts on Rice's whales are discussed by BOEM (2012a, 2015, 2016a, 2017a, 2023b), and NMFS (2020a, 2025a). Oil impacts on marine mammals are discussed by Geraci and St. Aubin (1990) and by the MMC (2011).

Potential impacts of a large oil spill on Rice's whales could include direct impacts from oil exposure as well as indirect impacts due to response activities and materials (e.g., vessel traffic, noise, dispersants) (MMC, 2011). Direct physical and physiological effects could include skin irritation, inflammation, or necrosis; chemical burns of skin, eyes, and mucous membranes; inhalation of toxic fumes; ingestion of oil (and dispersants) directly or via contaminated prey; and stress from the activities and noise of response vessels and aircraft. The level of impact of oil exposure depends on the amount, frequency, and duration of exposure; route of exposure; and type or condition of petroleum compounds or chemical dispersants (Hayes et al., 2023). Complications of the above may lead to dysfunction of immune and reproductive systems, physiological stress, declining physical condition, and death. Behavioral responses can include displacement of animals from prime habitat, disruption of social structure, changing prey availability and foraging distribution and/or patterns, changing reproductive behavior/productivity, and changing movement patterns or migration (MMC, 2011).

In the event of a large spill, the level of vessel and aircraft activity associated with spill response could disturb Rice's whales and potentially result in vessel strikes, entanglement, or other injury or stress. Response vessels would operate in accordance with the Conditions of Approval in Attachment 3 of the 2025 NMFS Biological Opinion (see **Table 1**) to reduce the potential for striking or disturbing these animals.

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in DOCD

Section 2j. In the event of oil from a large spill contacting Rice's whales, it is expected that impacts resulting in the injury or death of individual Rice's whales would be significant based on the current PBR level for the Gulf of America subspecies and stock (0.1) (Hayes et al., 2023). Mortality of a single Rice's whale would constitute a significant population- and species-level impact. The core distribution area for Rice's whales is within the eastern Gulf of America OCS Planning Area; therefore, it is unlikely that Rice's whales occur within the project area and surrounding waters. Consequently, the probability of spilled oil from a project-related well blowout reaching Rice's whales is extremely low.

C.3.3 West Indian Manatee (Threatened)

Most of the Gulf of America West Indian manatee population is located in peninsular Florida (USFWS, 2001a). Critical habitat has been designated in southwest Florida in Manatee, Sarasota, Charlotte, Lee, Collier, and Monroe counties. Manatees regularly migrate farther west of Florida in the warmer months into Alabama and Louisiana coastal habitats (Wilson, 2003), with some individuals traveling as far west as Texas (Fertl et al., 2005). There have been three verified reports of Florida manatee sightings on the OCS during seismic surveys in mean water depths of over 1,969 ft (600 m) (Barkaszi and Kelly, 2019). One of these sightings resulted in a shutdown of airgun operations. A species description is presented in the recovery plan for this species (USFWS, 2001a).

IPFs that could potentially affect manatees include support vessel and helicopter traffic and a large oil spill. A small fuel spill in the project area would be unlikely to affect manatees because the project area is approximately 63 mi (101 km) from the nearest shoreline (Louisiana). As explained in **Section A.9.1**, a small fuel spill would not be expected to make landfall or reach coastal waters prior to dissipating. Compliance with the Conditions of Approval in Attachment 2 of the 2025 NMFS Biological Opinion (see **Table 1**) will minimize the potential for marine debris-related impacts on manatees. Consistent with the analysis by BOEM (2023a), impacts of routine project-related activities on the manatee would be negligible.

Impacts of Support Vessel and Helicopter Traffic

Support vessel traffic associated with routine operations has the potential to disturb manatees, and there is also a risk of vessel strikes, which are identified as a threat in the recovery plan for this species (USFWS, 2001a). Manatees are expected to be limited to inner shelf and coastal waters, and impacts are expected to be limited to transits of these vessels and helicopters through these waters. To reduce the potential for vessel strikes, BOEM will programmatically implement Attachment 3 of the 2025 NMFS Biological Opinion, which recommends protected species identification training, and that vessel operators and crews maintain a vigilant watch for marine mammals and slow down or stop their vessel to avoid striking protected species and requires operators to report sightings of any injured or dead protected species. Vessel strike avoidance measures described in NMFS (2025a) for marine mammals and other aquatic protected species include manatees. Specifically, all vessels must, to the maximum extent practicable, attempt to maintain a minimum separation distance of 50 m (164 ft) from all "other aquatic protected species" including sea turtles, with an exception made for those animals that approach the vessel.

Compliance with the Conditions of Approval in Attachment 3 of the 2025 NMFS Biological Opinion will minimize the likelihood of vessel strikes, and no significant impacts on manatees are expected. The nearest critical habitat for West Indian manatees is approximately 398 mi (641 km) from the project area. The current PBR level for the Florida subspecies of West Indian manatee is 127 (USFWS, 2023b). In the event of a vessel strike during support vessel transits, the mortality of a single manatee would constitute an adverse but insignificant impact to the subspecies.

Depending on flight altitude, helicopter traffic also has the potential to disturb manatees. Rathbun (1988) reported that manatees were disturbed more by helicopters than by fixed-wing aircraft; however, the helicopter was flown at relatively low altitudes of 66 to 525 ft (20 to 160 m). Helicopters used in support operations maintain a minimum altitude of 700 ft (213 m) while in transit offshore, 1,000 ft (305 m) over unpopulated areas or across coastlines, and 2,000 ft (610 m) over populated areas and sensitive habitats such as wildlife refuges and park properties. This mitigation measure will minimize the potential for disturbing manatees, and no significant impacts are expected.

Impacts of a Large Oil Spill

Potential spill impacts on manatees are discussed by BOEM (2012a, 2015, 2016a, 2017a, 2023b). Oil impacts on marine mammals are discussed by Geraci and St. Aubin (1990) and by the MMC (2011). Based on the 30-day OSRA modeling (**Table 3**), Lafourche and Plaquemines Parishes in Louisiana are the coastal areas most likely to be affected (1% and 5% probabilities within 10 days and 2% and 11% within 30 days). Seven Louisiana parishes and two Florida counties have a 1% to 11% probability of shoreline contact within 30 days of a spill. There is no manatee critical habitat designated in these areas, and the number of manatees potentially present is a small fraction of the population in peninsular Florida. In the event that manatees were exposed to oil, effects could include direct impacts from oil exposure as well as indirect impacts due to response activities and materials (e.g., vessel traffic, noise, dispersants) (MMC, 2011). Direct physical and physiological effects can include asphyxiation, acute poisoning, lowering of tolerance to other stress, nutritional stress, and inflammation infection (BOEM, 2017a). Indirect impacts include stress from the activities and noise of response vessels and aircraft (BOEM, 2017a). Complications of the above may lead to dysfunction of immune and reproductive systems, physiological stress, declining physical condition, and death. Behavioral responses can include displacement of animals from prime habitat, disruption of social structure, changing prey availability and foraging distribution and/or patterns, changing reproductive behavior/productivity, and changing movement patterns or migration (MMC, 2011).

In the event that a large spill reached coastal waters where manatees were present, the level of vessel and aircraft activity associated with spill response could disturb manatees and potentially result in vessel strikes, entanglement, or other injury or stress. Response vessels would operate in accordance with the Conditions of Approval in Attachment 3 of the 2025 NMFS Biological Opinion (see **Table 1**) to reduce the potential for striking or disturbing these animals.

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in DOCD **Section 2j**. In the event of oil from a large spill enters areas inhabited by manatees, it is expected that impacts resulting in the injury or death of individual manatees could be significant at the population level. The current PBR level for the Florida subspecies of West Indian manatee is 127 (USFWS, 2023b). It is not anticipated that groups of manatees would occur in coastal waters of the north-central Gulf of America; therefore, in the event of mortality of individual manatees from a large oil spill would constitute an adverse but insignificant impact at the population level to the subspecies. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. DOCD **Section 9b** provides details on spill response measures.

C.3.4 Non-Endangered Marine Mammals (Protected)

All marine mammal species are protected under the MMPA. In addition to the three Endangered species of marine mammals that were cited in **Sections C.3.1** to **C.3.3**, 20 additional species of marine mammals may be found in the Gulf of America. These include the dwarf and pygmy sperm whales (*Kogia sima* and *K. breviceps*, respectively), four species of beaked whales, and 14 species of delphinid whales and dolphins (see DOCD **Section 6h**). The minke whale

(*B. acutorostrata*) is considered rare in the Gulf of America, and is therefore not considered further in the EIA (BOEM, 2012a). The most common non-endangered cetaceans in the deepwater environment are odontocetes (toothed whales and dolphins) such as the pantropical spotted dolphin (*Stenella attenuata*), spinner dolphin (*S. longirostris*), and Clymene dolphin (*S. clymene*). A brief summary is presented in this section, and additional information on these groups is presented by BOEM (2017a).

Dwarf and pygmy sperm whales. At sea, it is difficult to differentiate dwarf sperm whales from pygmy sperm whales, and sightings are often grouped together as *Kogia* spp. Both species have a worldwide distribution in temperate to tropical waters. In the Gulf of America, both species occur primarily along the continental shelf edge and in deeper waters off the continental shelf (Mullin et al., 1991; Mullin, 2007; Hayes et al., 2021, 2024). Either species could occur in the project area.

Beaked whales. Four species of beaked whales are known from the Gulf of America. They are Blainville's beaked whale (*Mesoplodon densirostris*), Sowerby's beaked whale (*M. bidens*), Gervais' beaked whale (*M. europaeus*), and Cuvier's beaked whale (*Ziphius cavirostris*). Stranding records (Würsig et al., 2000) as well as passive acoustic monitoring in the Gulf of America (Hildebrand et al., 2015), suggest that Gervais' beaked whale and Cuvier's beaked whale are the most common species in the region. The Sowerby's beaked whale is considered extralimital, with one documented stranding reported in the Gulf of America by Bonde and O'Shea (1989). There are a number of extralimital strandings and sightings reported beyond the recognized range of Sowerby's beaked whale (e.g., Canary Islands, Mediterranean Sea), including from the eastern Gulf of America (Pitman and Brownell, 2020). Blainville's beaked whales are rare, with only four documented strandings in the northern Gulf of America (Würsig et al., 2000) and three sightings in the Gulf of America (Hayes et al., 2021).

Due to the difficulties of at-sea identification, beaked whales in the Gulf of America are identified either as Cuvier's beaked whales (*Ziphius* spp.) or grouped into an undifferentiated species complex (*Mesoplodon* spp.). In the northern Gulf of America, they are broadly distributed in waters $\geq 3,281$ ft (1,000 m) over lower slope and abyssal landscapes (Davis et al., 2000). Any of these species could occur in the project area (Hayes et al., 2021).

Delphinids. Fourteen species of delphinids are known to occur in the Gulf of America: Atlantic spotted dolphin (*S. frontalis*), bottlenose dolphin (*Tursiops truncatus*), Clymene dolphin, killer whale (*Orcinus orca*), false killer whale (*Pseudorca crassidens*), Fraser's dolphin (*Lagenodelphis hosei*), melon-headed whale (*Peponocephala electra*), pantropical spotted dolphin, pygmy killer whale (*Feresa attenuata*), short-finned pilot whale (*Globicephala macrorhynchus*), Risso's dolphin (*Grampus griseus*), rough-toothed dolphin (*Steno bredanensis*), spinner dolphin, and striped dolphin (*S. coeruleoalba*). The most common non-endangered cetaceans in the deepwater environment of the northern Gulf of America are the pantropical spotted dolphin, spinner dolphin, and rough-toothed dolphin. Any of these delphinid species could occur in the project area (Waring et al., 2016; Hayes et al., 2021, 2022, 2023).

The bottlenose dolphin is a common inhabitant of the northern Gulf of America, particularly within continental shelf waters. There are two ecotypes of bottlenose dolphins, a coastal form and an offshore form, which are genetically isolated from each other (Waring et al., 2016). The offshore form of the bottlenose dolphin inhabits waters seaward from the 656-ft (200-m) isobath and may occur within the project area. Inshore populations of coastal bottlenose dolphins in the northern Gulf of America are separated by the NMFS into 32 geographically distinct population units, or stocks, for management purposes (NMFS, 2025b). The Florida Bay stock was moved from the Western North Atlantic to the Gulf of America demographically independent populations.

Bottlenose dolphins in the northern Gulf of America are categorized into three stocks by NMFS (2025b): Bay, Sound, and Estuary; Continental Shelf; and Coastal and Oceanic. The Bay, Sound, and Estuary stocks are considered to be strategic stocks. The strategic stock designation in this case was based primarily on the occurrence of an “unusual mortality event” of unprecedented size and duration (from April 2010 through July 2014) (NOAA, 2016b) that affected these stocks. Carmichael et al. (2012) hypothesized that the unusual number of bottlenose dolphin strandings in the northern Gulf of America during this time may have been associated with environmental perturbations, including sustained cold weather and the *Deepwater Horizon* incident in 2010 as well as large volumes of cold freshwater discharge in the early months of 2011. Carmichael et al. (2012) and Schwacke et al. (2014a) reported that one year after the *Deepwater Horizon* incident, many dolphins in Barataria Bay, Louisiana, showed evidence of disease conditions associated with petroleum exposure and toxicity. Venn-Watson et al. (2015) performed histological studies to examine contributing factors and causes of deaths for stranded common bottlenose dolphins from Louisiana, Mississippi, and Alabama and found that the dead dolphins from the “unusual mortality event” were more likely than those from other areas to have primary bacterial pneumonia and thin adrenal cortices. The adrenal gland and lung diseases were consistent with exposure to petroleum compounds, and the exposure to petroleum compounds during and after the *Deepwater Horizon* incident are proposed as a cause.

IPFs that could potentially affect non-endangered marine mammals include MODU presence, noise, and lights; support vessel and helicopter traffic; and two types of accidents (a small fuel spill and a large oil spill). Effluent discharges are likely to have negligible impacts on marine mammals due to rapid dispersion, the small area of ocean affected, the intermittent nature of the discharges, and the mobility of marine mammals. Compliance with the Conditions of Approval in Attachment 2 of the 2025 NMFS Biological Opinion (see **Table 1**) will minimize the potential for marine debris-related impacts on marine mammals.

Impacts of Mobile Offshore Drilling Unit/ Installation Vessel Presence (including noise and lights)

Noise from routine drilling and installation activities has the potential to disturb marine mammals. Most odontocetes use higher frequency sounds than those produced by OCS drilling activities (Richardson et al., 1995). Three functional hearing groups are represented in the 20 non-endangered cetaceans found in the Gulf of America (NMFS, 2024a). Eighteen of the 19 odontocete species are considered to be in the high-frequency functional hearing group and two species (dwarf and pygmy sperm whales) are in the very high-frequency functional hearing group (NMFS, 2024a). Thruster noise will affect each group differently depending on the frequency bandwidth produced by operations.

NMFS (2024a) presents criteria that are used to determine auditory injury thresholds for marine mammals. For high-frequency cetaceans exposed to a non-impulsive source (like MODU or installation vessel operations), the onset of PTS is estimated to occur when the mammal has received an SEL_{24h} of 201 dB re 1 μPa^2 s. Similarly, the onset of TTS is estimated to occur when the mammal has received an SEL_{24h} of 181 dB re 1 μPa^2 s. For very high-frequency cetaceans exposed to a non-impulsive source, the onset of PTS is estimated to occur when the mammal has received an SEL_{24h} of 181 dB re 1 μPa^2 s, and the onset of TTS is estimated to occur when the mammal has received an SEL_{24h} of 161 dB re 1 μPa^2 s (NMFS, 2024a). Given the non-impulsive nature of drilling noise and the estimate source levels, marine mammals are unlikely to be exposed to noise above the PTS threshold. While noise during MODU operations may exceed the TTS threshold, it is expected that, due to the relatively stationary nature of the MODU, marine mammals would move away from the proposed operations area, reducing the duration that individuals are exposed to noise, further reducing the likelihood of auditory injuries being realized. Therefore, due to the short propagation distance of above-threshold SEL_{24h} , the transient nature of marine mammals and the stationary nature of the proposed activities, it is not

expected that any marine mammals will receive exposure levels necessary for the onset of auditory threshold shifts.

Behavioral disturbance thresholds have not been updated in the most recent acoustic guidance (NMFS, 2024a) and therefore, revert to thresholds established and published by NMFS in 70 FR 1871. Received SPL of 120 dB re 1 μ Pa from a non-impulsive, continuous source is considered to be the lowest sound level that elicit a behavioral reaction in some marine mammal species. The 120-dB isopleth may extend tens to hundreds of kilometers from the source depending on the propagation environment. However, in the case of behavioral responses, received levels alone do not indicate a behavioral response and, more importantly, do not equate to biologically important responses (Ellison et al., 2012; Southall et al., 2016, 2021).

BOEM (2012a) stated the source level from oil and gas production platforms are relatively low with a frequency range of 50 to 500 Hz, which overlaps with the hearing sensitivity range for mid-frequency cetaceans. The operation of the MODU would represent an incremental contribution of noise to the ambient levels. It is expected that marine mammals within or near the project area would be able to detect the presence of the MODU to avoid exposure to higher energy noise, particularly within an open ocean environment.

Some odontocetes have shown increased feeding activity around lighted platforms at night (Todd et al., 2009). Even the temporary presence of the vessels presents an attraction to pelagic food sources that may attract cetaceans (and sea turtles). Therefore, prey congregation could pose an attraction to protected species that would expose them to higher levels or longer durations of noise that might otherwise be avoided.

There are other OCS facilities and activities near the project area, and the region as a whole has a large number of similar sources. Due to the limited scope, timing, and geographic extent of drilling activities, this project would represent a small temporary contribution to the overall noise regime, and any short-term impacts are not expected to be biologically significant to marine mammal populations.

Vessel lighting and presence are not identified as an IPF for marine mammals by BOEM (2016a,b, 2017a). Therefore, no significant impacts are expected from this IPF.

Impacts of Support Vessel and Helicopter Traffic

Support vessel traffic has the potential to disturb marine mammals, and there is also a risk of vessel strikes. Data concerning the frequency of vessel strikes are presented by BOEM (2017a). To reduce the potential for vessel strikes, BOEM will programmatically implement Attachment 3 of the 2025 NMFS Biological Opinion (see **Table 1**), which recommends protected species identification training, and that vessel operators and crews maintain a vigilant watch for marine mammals and slow down or stop their vessel to avoid striking protected species and requires operators to report sightings of any injured or dead protected species. When cetaceans are sighted while a vessel is underway, vessels must attempt to remain parallel to the animal's course and avoid excessive speed or abrupt changes in direction until the cetacean has left the area. Vessel operators are required to reduce vessel speed to 10 knots or less when mother/calf pairs, pods, or large assemblages of cetaceans are observed near an underway vessel, when safety permits. Although vessel strike avoidance measures described in NMFS (2025a) are only applicable to ESA-listed species, complying with them may provide additional indirect protections to non-listed species as well. Specifically, all vessels must, to the maximum extent practicable, attempt to maintain a minimum separation distance of 164 ft (50 m) from all "other aquatic protected species" including sea turtles, with an exception made for those animals that approach the vessel. Use of these measures will minimize the likelihood of vessel strikes as well as reduce the chances for disturbing marine mammals, and therefore no significant impacts are expected.

The current PBR levels for several non-endangered cetacean species in the Gulf of America are less than three individuals (e.g., rough-toothed dolphin = undetermined, Clymene dolphin = 2.5, Fraser's dolphin = 1.0, killer whale = 1.5, pygmy and false killer whale = 2.8, dwarf and pygmy sperm whales = 2.5) (Table 1 of Hayes et al., 2024). Mortality of individuals equal to or in excess of their PBR level would constitute a significant impact at a population level to the local (Gulf of America) stocks of these species.

Helicopter traffic also has the potential to disturb marine mammals (Würsig et al., 1998). However, while flying offshore, helicopters maintain altitudes above 700 ft (213 m) during transit to and from the working area. Maintaining this altitude will minimize the potential for disturbing marine mammals, and no significant impacts are expected.

Impacts of a Small Fuel Spill

Potential spill impacts on non-endangered marine mammals are discussed by BOEM (2016a, 2017a, 2023b). Oil impacts on marine mammals are discussed by Geraci and St. Aubin (1990) and by the MMC (2011). For the EIA, there are no unique site-specific issues with respect to spill impacts on these animals.

The probability of a fuel spill will be minimized by Shell's preventative measures, including fuel transfer. In the unlikely event of a spill, implementation of Shell's OSRP is expected to mitigate and reduce the potential for impacts on marine mammals. DOCD **Section 9b** provides details on spill response measures. Given the open ocean location of the project area and the duration of a small spill, the opportunity for impacts to occur would be very brief.

A small fuel spill in offshore waters would produce a thin slick on the water surface and introduce the concentrations of petroleum hydrocarbons and their degradation products. The extent and persistence of impacts would depend on the meteorological and oceanographic conditions at the time and the effectiveness of spill response measures. **Section A.9.1** discusses the likely fate of a small fuel spill and indicates that over 90% would evaporate or disperse naturally within 24 hours. The area of diesel fuel on the sea surface would range from 1.2 to 12 ac (0.5 to 5 ha), depending on sea state and weather conditions.

Direct physical and physiological effects of exposure to diesel fuel could include skin irritation, inflammation, or necrosis; chemical burns of skin, eyes, and mucous membranes; inhalation of toxic fumes; ingestion of oil directly or via contaminated prey; and stress from the activities and noise of response vessels and aircraft (MMC, 2011). However, due to the limited areal extent and short duration of water quality impacts from a small fuel spill, as well as the mobility of marine mammals, no significant impacts would be expected.

Impacts of a Large Oil Spill

Potential spill impacts on non-endangered marine mammals are discussed by BOEM (2016a, 2017a, 2023b). Oil impacts on marine mammals are discussed by Geraci and St. Aubin (1990) and by the MMC (2011). For the EIA, there are no unique site-specific issues.

Impacts of oil spills on marine mammals can include direct impacts from oil exposure as well as indirect impacts due to response activities and materials (e.g., vessel traffic, noise, dispersants) (MMC, 2011). Direct physical and physiological effects can include skin irritation, inflammation, or necrosis; chemical burns of skin, eyes, and mucous membranes; inhalation of toxic fumes; ingestion of oil (and dispersants) directly or via contaminated prey; and stress from the activities and noise of response vessels and aircraft. Complications of the above may lead to dysfunction of immune and reproductive systems (DeGuise et al., 2017), physiological stress, declining physical condition, and death. Kellar et al. (2017) estimated reproductive success rates for two northern Gulf of America stocks affected by oil were less than a third (19.4%) of those previously reported

in other areas (64.7%) not impacted. Behavioral responses can include displacement of animals from prime habitat (McDonald et al., 2017a); disruption of social structure; changing prey availability and foraging distribution and/or patterns; changing reproductive behavior/productivity; and changing movement patterns or migration (MMC, 2011).

Data from the *Deepwater Horizon* incident, as analyzed and summarized by NOAA (2016a) indicate the scope of potential impacts from a large spill. Tens of thousands of marine mammals were exposed to oil, where they likely inhaled, aspirated, ingested, physically contacted, and absorbed oil components (NOAA, 2016a; Takeshita et al., 2017). Nearly all marine mammal stocks in the northern Gulf of America were affected. The oil's physical, chemical, and toxic effects damaged tissues and organs, leading to a constellation of adverse health effects, including reproductive failure, adrenal disease, lung disease, and poor body condition (NOAA, 2016a). According to the National Wildlife Federation (2016a), nearly all of the 20 species of non-endangered dolphins and whales that live in the northern Gulf of America had demonstrable, quantifiable injuries. Because of known low detection rates of carcasses (Williams et al., 2011), it is possible that the number of marine mammal deaths was underestimated. Also, necropsies to confirm the cause of death could not be conducted for many of these marine mammals, therefore some cause of deaths reported as unknown could be attributable to oil interaction. Schwacke et al. (2014b) reported that one year after the spill, many dolphins in Barataria Bay, Louisiana, showed evidence of disease conditions associated with petroleum exposure and toxicity. Lane et al. (2015) noted a decline in pregnancy success rate among dolphins in the same region. BOEM (2012a) concluded that potential effects from a large spill could potentially contribute to more significant and longer-lasting impacts including mortality and longer-lasting chronic or sublethal effects than a small, but severe accidental spill.

In the event of a large spill, the level of vessel and aircraft activity associated with spill response could disturb marine mammals and potentially result in vessel strikes, entanglement, or other injury or stress. Response vessels would operate in accordance with the Conditions of Approval in Attachment 3 of the 2025 NMFS Biological Opinion (see **Table 1**) to reduce the potential for striking or disturbing these animals.

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in DOCD **Section 2j**. In the event of oil from a large spill, it is expected that impacts resulting in the injury or death of individual marine mammals could be significant at the population level depending on the level of oiling and the species affected. Based on the current PBR level for several non-endangered cetacean species in the Gulf of America that are <3 individuals (e.g., rough-toothed dolphin = undetermined, Clymene dolphin = 2.5, Fraser's dolphin = 1.0, killer whale = 1.5, pygmy and false killer whale = 2.8, dwarf and pygmy sperm whales = 2.5) (Table 1 of Hayes et al., 2024), mortality of individuals equal to or in excess of their PBR level would constitute a significant impact at the population level to the local (Gulf of America) stocks of these species. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. DOCD **Section 9b** provides details on spill response measures.

C.3.5 Sea Turtles (Endangered/Threatened)

As listed in DOCD **Section 6h**, five species of Endangered or Threatened sea turtles may be found near the project area. Endangered species are the leatherback, Kemp's ridley, and hawksbill turtles. As of May 6, 2016, the entire North Atlantic DPS of the green turtle is listed as Threatened (81 FR 20057). The DPS of loggerhead turtle that occurs in the Gulf of America is listed as Threatened, although other DPSs are Endangered. Of the sea turtle species that may be found in the project area, only the Kemp's ridley relies on the Gulf of America as its sole breeding ground. Species descriptions are presented by BOEM (2017a).

Critical habitat has been designated for the loggerhead turtle in the Gulf of America as shown in **(Figure 2)**. Critical habitat in the northern Gulf of America includes nesting beaches in Mississippi, Alabama, and the Florida Panhandle; nearshore reproductive habitat seaward from these beaches; and a large area of *Sargassum* habitat. The nearest designated nearshore reproductive critical habitat for loggerhead sea turtles is approximately 151 mi (243 km) from the project area.

Loggerhead turtles in the Gulf of America are part of the Northwest Atlantic Ocean DPS (NMFS, 2022). In July 2014, NMFS and the USFWS designated critical habitat for this DPS. The USFWS designation (79 FR 39756) includes nesting beaches in Jackson County, Mississippi; Baldwin County, Alabama; and Bay, Gulf, and Franklin Counties in the Florida Panhandle as well as several counties in southwest Florida and the Florida Keys (and other areas along the Atlantic coast). The NMFS designation (79 FR 39856) includes nearshore reproductive habitat within 1 mile (1.6 km) seaward of the mean high-water line along these same nesting beaches. NMFS also designated a large area of shelf and oceanic waters, termed *Sargassum* habitat, in the Gulf of America (and Atlantic Ocean) as critical habitat. *Sargassum* is a genus of brown alga (Class Phaeophyceae) that has an epipelagic existence. Rafts of *Sargassum* spp. serve as important foraging and developmental habitat for numerous fishes, and young sea turtles, including loggerhead, green, hawksbill, and Kemp ridley's turtles. NMFS also designated three other categories of critical habitat: of these, two (migratory habitat and overwintering habitat) are along the Atlantic coast, and the third (breeding habitat) is found in the Florida Keys and along the Florida east coast (NMFS, 2022).

Leatherbacks and loggerheads are the species most likely to be present near the project area as adults. Green, hawksbill, and Kemp's ridley turtles are typically inner shelf and nearshore species, unlikely to occur near the project area as adults. Female Kemp's ridley turtles may be found in the project area as they transit to and from nesting beaches. Hatchlings or juveniles of any of the sea turtle species may be present in deepwater areas, including the project area, where they may be associated with *Sargassum* spp. and other flotsam.

All five sea turtle species in the Gulf of America are migratory and use different marine habitats according to their life stage. These habitats include high-energy beaches for nesting females and emerging hatchlings and pelagic convergence zones for hatchling and juvenile turtles. As adults, green, hawksbill, Kemp's ridley, and loggerhead turtles forage primarily in shallow benthic habitats. Leatherbacks are the most pelagic of the sea turtles, feeding primarily on jellyfish.

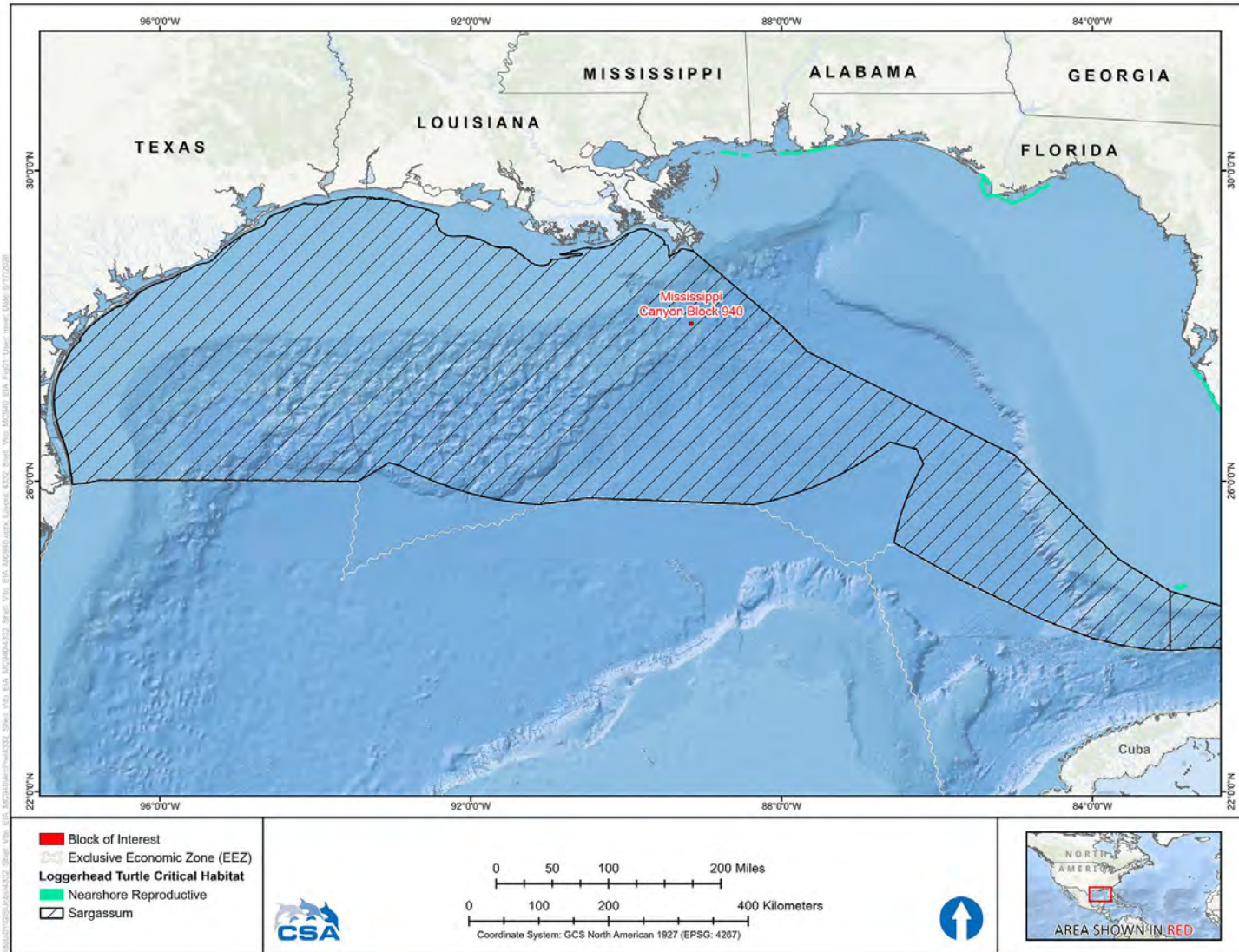


Figure 2.

Location of loggerhead turtle critical habitat in the northern Gulf of America in relation to the project area. The critical habitat includes terrestrial habitat (nesting beaches) and nearshore reproductive habitat in Mississippi, Alabama, and the Florida Panhandle as well as *Sargassum* habitat.

Sea turtle nesting in the northern Gulf of America can be summarized by species as follows:

- Loggerhead turtles—loggerhead turtles nest in significant numbers along the Florida Panhandle (Florida Fish and Wildlife Conservation Commission, nd-a) and, to a lesser extent, from Texas through Alabama (NMFS and USFWS, 2008);
- Green turtles—green turtles are known to nest along the Florida Panhandle and in southwest Florida, from Tampa Bay south to Ten Thousand Islands, and in the Florida Keys and Dry Tortugas (Florida Fish and Wildlife Conservation Commission, nd-b);
- Leatherback turtles—Leatherback turtles infrequently nest on Florida Panhandle beaches (Florida Fish and Wildlife Conservation Commission, nd-c);
- Kemp's ridley turtles—the main nesting site is Rancho Nuevo beach in Tamaulipas, America (NMFS et al., 2011). As of June 2026, a total of 617 Kemp's ridley turtle nests were counted on Texas beaches (Turtle Island Restoration Network, 2026). In 2025, a total of 449 Kemp's ridley turtle nests were counted on Texas beaches, 340 Kemp's ridley turtle nests were counted during the 2024 nesting season, and 256 Kemp's ridley turtle nests were counted during the 2023 nesting season. Padre Island National Seashore, along the coast of Willacy, Kenedy, and Kleberg Counties in southern Texas, is the most important nesting location for this species in the U.S.; and
- Hawksbill turtles—hawksbill turtles typically do not nest anywhere near the project area, with most nesting in the region located in the Caribbean Sea and on beaches of the Yucatán Peninsula (USFWS, 2016).

IPFs that could potentially affect sea turtles include MODU/installation vessel presence, noise, and lights; support vessel and helicopter traffic; and two types of accidents (a small fuel spill and a large oil spill). Effluent discharges are likely to have negligible impacts on sea turtles due to rapid dispersion, the small area of ocean affected, and the intermittent nature of the discharges.

Though NMFS (2025a) stated marine debris as an IPF, compliance with the Conditions of Approval in Attachment 2 of the 2025 NMFS Biological Opinion (See **Table 1**) will minimize the potential for marine debris-related impacts on sea turtles. NMFS (2025a) estimated a small proportion of individual sea turtles would be adversely affected from exposure to marine debris. Therefore, marine debris is likely to have negligible impacts on sea turtles and is not further discussed (See **Table 2**).

Impacts of Mobile Offshore Drilling Unit/ Installation Vessel Presence (including noise and lights)

Offshore activities produce broadband noise at frequencies and intensities that may be detected by sea turtles (Samuel et al., 2005; Popper et al., 2014). Potential impacts could include behavioral disruption and displacement from the area near the noise source. There is scarce information regarding hearing and acoustic thresholds for marine turtles. Sea turtles can hear low- to mid-frequency noise and they appear to hear best between 200 and 750 Hz and do not respond well to noise above 1,000 Hz (Ketten and Bartol, 2005). The currently accepted hearing and response estimates are derived from fish hearing data rather than from marine mammal hearing data in combination with the limited experimental data available (Popper et al., 2014). NMFS (2024c), which uses threshold estimates from Finneran et al. (2017), recommends SEL_{24h} PTS and TTS thresholds of 220 and 200 dB re 1 $\mu\text{Pa}^2 \text{ s}$, respectively, for non-impulsive sources, and an SPL behavioral threshold of 175 dB re 1 μPa for all sound sources. Based on the assessment conducted in the NMFS Biological Opinion (NMFS, 2020a), as well as the estimated source levels for MODU/installation vessel operations relative to the acoustic thresholds for sea turtles, there is a minimal likelihood of acoustic injury such as PTS in sea turtles, and behavioral responses to noise produced by activities such as vessel operations are not expected beyond 33 ft (10 m) from the source. Certain sea turtles, especially loggerheads, may be attracted to offshore structures (Lohofener et al., 1990; Gitschlag et al., 1997; Colman et al., 2020) and thus, may be more susceptible to impacts from noise produced during routine drilling activities. Helicopters and support vessels may also affect sea turtles because of machinery noise or visual disturbances. Any impacts would likely be short-term

behavioral changes such as diving and evasive swimming, disruption of activities, or departure from the area. Because of the limited scope, these short-term impacts are not expected to be biologically significant to sea turtle populations.

BOEM (2012a) stated the source level from oil and gas production platforms are low with a frequency range of 50 to 500 Hz, which overlaps with the hearing sensitivity range for sea turtles. The operation of the MODU would represent an incremental contribution of noise to the ambient levels. This noise will be of variable duration and intensity, depending on the type of machinery used.

Artificial lighting can disrupt the nocturnal orientation of sea turtle hatchlings (Tuxbury and Salmon, 2005; Berry et al., 2013; Simões et al., 2017). However, hatchlings may rely less on light cues when they are offshore than when they are emerging on the beach (Salmon and Wyneken, 1990). NMFS (2007) concluded that the effects of lighting from offshore structures on sea turtles are insignificant. Therefore, no significant impacts are expected.

NMFS (2025a) stated sea turtles have the potential to be entangled or entrapped in moon pools, and though many sea turtles could exit the moon pool under their own volition, sublethal effects could occur. Based on the moon pool entrapment cases of sea turtles reported and successful rescues and releases that have occurred, NMFS (2025a) estimated approximately one sea turtle will be sub-lethally entrapped in moon pools every year. Therefore, no significant impacts are expected.

Impacts of Support Vessel and Helicopter Traffic

Support vessel traffic has the potential to disturb sea turtles, and there is also a risk of vessel strikes. Data show that vessel traffic is one cause of sea turtle mortality in the Gulf of America (Lutcavage et al., 1997; NMFS, 2025a). While adult sea turtles are visible at the surface during the day and in clear weather, they can be difficult to spot from a moving vessel when resting below the water surface, during nighttime, or during periods of inclement weather. To reduce the potential for vessel strikes, BOEM will programmatically implement Attachment 3 of the 2025 NMFS Biological Opinion, which recommends protected species identification training, and that vessel operators and crews maintain a vigilant watch for sea turtles and slow down or stop their vessel to avoid striking protected species and requires operators to report sightings of any injured or dead protected species. When sea turtles are sighted, vessel operators and crews are required to attempt to maintain a distance of 164 ft (50 m) or greater whenever possible (NMFS, 2025a). Compliance with these mitigation measures will minimize the likelihood of vessel strikes as well as reduce the chance for disturbing sea turtles. Therefore, no significant impacts are expected.

Helicopter traffic also has the potential to disturb sea turtles. However, while flying offshore, helicopters maintain altitudes above 700 ft (213 m) during transit to and from the working area.

Impacts of a Small Fuel Spill

Potential spill impacts on sea turtles are discussed by NMFS (2025a) and BOEM (2017a). For this DOCD, there are no unique site-specific issues with respect to spill impacts on sea turtles.

Section A.9.1 discusses the size and fate of a potential small diesel fuel spill as a result of Shell's proposed activities. DOCD **Section 9b** provides details on spill response measures. Given the open ocean location of the project area, the duration of a small spill and opportunity for impacts to occur would be very brief.

Direct physical and physiological effects of exposure to diesel fuel could include skin irritation, inflammation, or necrosis; chemical burns of skin, eyes, and mucous membranes; inhalation of toxic fumes; ingestion of oil directly or via contaminated prey; and stress from the activities and noise of response vessels and aircraft (NMFS, 2020b). As discussed in **Section A.9.1**, more than 90% of a small diesel spill in offshore waters would evaporate or disperse naturally within 24 hours.

Therefore, due to the limited areal extent and short duration of water quality impacts from a small fuel spill, no significant impacts to sea turtles from direct or indirect exposure would be expected.

Loggerhead Critical Habitat – Nesting Beaches. A small fuel spill in the project area would be unlikely to affect sea turtle nesting beaches because the project area is 63 mi (101 km) from the nearest shoreline (Louisiana). Loggerhead turtle nesting beaches and nearshore reproductive habitat designated as critical habitat are located in Mississippi, Alabama, and the Florida Panhandle, at least 151 mi (243 km) from the project area. As explained in **Section A.9.1**, a small fuel spill would not be expected to make landfall or reach coastal waters prior to dissipating.

Loggerhead Critical Habitat – *Sargassum* Habitat. The project area is located within the *Sargassum* portion of the loggerhead turtle critical habitat (**Figure 2**). Juvenile sea turtles could come into contact with or ingest oil, resulting in death, injury, or other sublethal effects. Impacts would be limited to the small area (1.2 to 12 ac [0.5 to 5 ha]) likely to be impacted by a small spill. A 12-ac (5-ha) impact would represent a negligible portion of the 96,776,959 ac (39,164,246 ha) designated *Sargassum* habitat for loggerhead turtles in the northern Gulf of America.

Impacts of a Large Oil Spill

Potential spill impacts on sea turtles are discussed by BOEM (2012a, 2015, 2016a, 2017a, 2023b), and NMFS (2020a). Impacts of oil spills on sea turtles can include direct impacts from oil exposure as well as indirect impacts due to response activities and materials (e.g., vessel traffic, noise, dispersants). Direct physical and physiological effects can include skin irritation, inflammation, or necrosis; chemical burns of skin, eyes, and mucous membranes; inhalation of toxic fumes and smoke (e.g., from in situ burning of oil); ingestion of oil (and dispersants) directly or via contaminated food; and stress from the activities and noise of response vessels and aircraft. Complications of the above may lead to dysfunction of immune and reproductive systems, physiological stress, declining physical condition, and death. Behavioral responses can include displacement of animals from prime habitat, disruption of social structure, change in food availability and foraging distribution and/or patterns, changing reproductive behavior/productivity, and changing movement patterns or migration (MMC, 2011, NMFS, 2022). In the unlikely event of a spill, implementation of Shell's OSRP is expected to mitigate and reduce the potential for these types of impacts on sea turtles. DOD **Section 9b** provides details on spill response measures.

Studies of oil effects on loggerheads in a controlled setting (Lutcavage et al., 1995; NOAA, 2021) suggest that sea turtles show no avoidance behavior when they encounter an oil slick, and any sea turtle in an affected area would be expected to be exposed. Sea turtles' diving behaviors also put them at risk. Sea turtles rapidly inhale a large volume of air before diving and continually resurface over time, which may result in repeated exposure to volatile vapors and oiling (NMFS, 2020a).

Results of *Deepwater Horizon* incident studies provide an indication of potential effects of a large oil spill on sea turtles. NOAA (2016a) estimated that between 4,900 and 7,600 large juvenile and adult sea turtles (Kemp's ridleys, loggerheads, and hard-shelled sea turtles not identified to species) and between 56,000 and 166,000 small juvenile sea turtles (Kemp's ridleys, green turtles, loggerheads, hawksbills, and hard-shelled sea turtles not identified to species) were killed by the *Deepwater Horizon* incident. Nearly 35,000 hatchling sea turtles (loggerheads, Kemp's ridleys, and green turtles) were also injured by response activities (NOAA, 2016a). Evidence from McDonald et al. (2017b) suggests 402,000 turtles were exposed to oil in the aftermath of the *Deepwater Horizon* incident, including 54,800 which were likely to have been heavily oiled.

Spill response activities could also kill sea turtles and interfere with nesting. NOAA (2016a) concluded that after the *Deepwater Horizon* incident, hundreds of sea turtles were likely killed by response activities such as increased boat traffic, dredging for berm construction, increased lighting at night near nesting beaches, and oil cleanup operations on nesting beaches. In addition, it is

estimated that oil cleanup operations on Florida Panhandle beaches following the spill deterred adult female loggerheads from coming ashore and laying their eggs, resulting in a decrease of approximately 250 loggerhead nests, or a reduction of 43.7%, in 2010 (NOAA, 2016a; Lauritsen et al., 2017). Impacts from a large oil spill resulting in the death of individual listed sea turtles would be significant to local populations.

Loggerhead Critical Habitat – Nesting Beaches. Spilled oil reaching sea turtle nesting beaches could affect nesting sea turtles and egg development (NMFS, 2025a). An oiled beach could affect nest site selection or result in no nesting at all (e.g., false crawls). Upon hatching and successfully reaching the water, hatchlings would be subject to the same types of oil spill exposure hazards as adults. Hatchlings that contact oil residues while crossing a beach could exhibit a range of effects, from acute toxicity to impaired movement and normal bodily functions (NMFS, 2007).

Based on the 30-day OSRA modeling (**Table 3**), coastal areas would not likely be affected within 10 days; however, Lafourche and Plaquemines Parishes in Louisiana are the coastal areas most likely to be affected (1% and 5% probabilities within 10 days and 2% and 11% within 30 days). Seven Louisiana parishes and two Florida counties have a 1% to 11% probability of shoreline contact within 30 days of a spill. The nearest nearshore reproductive critical habitat for loggerhead turtles is 151 mi (243 km) from the project area.

Loggerhead Critical Habitat – *Sargassum* Habitat. The project area is located within the *Sargassum* habitat portion of the loggerhead turtle critical habitat (**Figure 2**). Due to the large area covered by the designated *Sargassum* habitat for loggerhead turtles, a large spill could result in oiling of a substantial part of the *Sargassum* habitat in the northern Gulf of America. The *Deepwater Horizon* incident affected approximately one-third of the *Sargassum* habitat in the northern Gulf of America (BOEM, 2016a). It is extremely unlikely that the entire *Sargassum* habitat would be affected by a large spill. Because *Sargassum* spp. are floating, pelagic species, it would only be affected by oil that is present near the surface.

The effects of oiling on *Sargassum* spp. vary with severity, but moderate to heavy oiling that could occur during a large spill could cause complete mortality to *Sargassum* spp. and its associated communities (BOEM, 2017a). *Sargassum* spp. also has the potential to sink during a large spill; thus temporarily removing the habitat and possibly being an additional pathway of exposure to the benthic environment (Powers et al., 2013). Lower levels of oiling may cause sublethal effects, including reduced growth, productivity, and recruitment of organisms associated with *Sargassum* spp. The *Sargassum* spp. algae itself could be less impacted by light to moderate oiling than associated organisms because of a waxy outer layer that might help protect it from oiling (BOEM, 2016a). *Sargassum* spp. have a yearly seasonal cycle of growth and a yearly cycle of dispersal from the Gulf of America to the western Atlantic. A large spill could affect a large portion of the annual crop of the algae; however, because of its ubiquitous distribution and seasonal cycle, recovery of the *Sargassum* spp. community would be expected to take one to two years (BOEM, 2017a).

Impacts on sea turtles from a large oil spill and associated cleanup activities would depend on spill extent, duration, and season (relative to turtle nesting season); the amount of oil reaching the shore; the importance of specific beaches to sea turtle nesting; and the level of cleanup vessel and beach crew activity required. A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in DOCD **Section 2j**. In the event of oil from a large spill, it is expected that impacts resulting in the injury or death of individual sea turtles would be adverse but not likely significant at the population level. In the unlikely event of a spill, implementation of Shell's OSRP would mitigate and reduce direct and indirect impacts to turtles from oil exposure and response activities and materials. DOCD **Section 9b** provides details on spill response measures.

C.3.6 Piping Plover (Threatened)

The Piping Plover is a migratory shorebird that overwinters along the southeastern U.S. and Gulf of America coasts. This Threatened species experienced declines in population as a result of hunting, habitat loss and modification, predation, and disease (USFWS, 2003). However, because of intensive conservation and management, populations of Piping Plover appear to have been increasing since 1991 throughout its range (BirdLife International, 2020). Critical overwintering habitat has been designated, including beaches in Texas, Louisiana, Mississippi, Alabama, and Florida (**Figure 1**). Piping Plovers inhabit coastal sandy beaches and mudflats, feeding by probing for invertebrates at or just below the surface. They use beaches adjacent to foraging areas for roosting and preening. A species description is presented by BOEM (2017a).

A large oil spill is the only IPF that could potentially affect Piping Plovers. There are no IPFs associated with routine project activities that could affect these birds. A small fuel spill in the project area would be unlikely to affect Piping Plovers because a small fuel spill would not be expected to make landfall or reach coastal waters prior to dissipating (see explanation in **Section A.9.1**).

Impacts of a Large Oil Spill

The project area is 65 mi (105 km) from the nearest shoreline designated as Piping Plover critical habitat (Plaquemines Parish, Louisiana). The 30-day OSRA modeling (**Table 3**) predicts that Piping Plover critical habitat could be contacted by a large oil spill within 10 days (1 to 5% conditional probability of shoreline contact).

Piping Plovers could become externally oiled while foraging on oiled shores or become exposed internally through ingestion of oiled intertidal sediments and prey (BOEM, 2017a). They congregate and feed along tidally exposed banks and shorelines, following the tide out and foraging at the water's edge. It is possible that some deaths of Piping Plovers could occur, especially if spills occur during winter months when the birds are most common along the coastal Gulf or if spills contacted critical habitat. Impacts could also occur from vehicular traffic on beaches and other activities associated with spill cleanup. Shell has extensive resources available to protect and rehabilitate wildlife in the event of a spill reaching the shoreline, as detailed in the OSRP.

However, a large spill that contacts shorelines would not necessarily impact Piping Plovers. In the aftermath of the *Deepwater Horizon* incident, Gibson et al. (2017) completed thorough surveys of coastal Piping Plover habitat in coastal Louisiana, Mississippi, and Alabama and found that only 0.89% of all observed Piping Plovers were visibly oiled, leaving the authors to conclude that the *Deepwater Horizon* incident did not substantially affect Piping Plover populations.

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in DOCD **Section 2j**. In the event of oil from a large spill contacting beaches inhabited by Piping Plovers, it is expected that impacts resulting in the injury or death of individual Piping Plovers could be significant at the population level. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. DOCD **Section 9b** provides details on spill response measures.

C.3.7 Whooping Crane (Endangered)

The Whooping Crane is a large omnivorous wading bird and a federally listed Endangered species. Four wild populations live in North America (National Wildlife Federation, 2016b; USFWS, 2020b). One population winters along the Texas coast at Aransas NWR and summers at Wood Buffalo National Park in Canada. This population represents the majority of the world's population of free-ranging Whooping Cranes, with 540 individuals recorded at Aransas NWR during the 2025 to 2026 winter (USFWS, 2026), a slight decrease from the estimated 557 whooping cranes during the 2024-2025 winter. Another reintroduced population summers in Wisconsin and migrates to Florida

for the winter (USFWS, 2020c). Whooping Cranes breed, migrate, winter, and forage in a variety of habitats, including coastal marshes and estuaries, inland marshes, lakes, ponds, wet meadows and rivers, and agricultural fields (USFWS, 2007). About 22,240 ac (9,000 ha) of salt flats in Aransas NWR and adjacent islands comprise the principal wintering grounds of the Whooping Crane. Aransas NWR is designated as critical habitat for the species (**Figure 1**). A species description is presented by BOEM (2012a).

A large oil spill is the only IPF that could potentially affect Whooping Cranes due to the distance of the project area from Aransas NWR.

Impacts of a Large Oil Spill

The 30-day OSRA modeling (**Table 3**) predicts a <0.5% chance of oil contacting Whooping Crane critical habitat (Calhoun or Aransas counties, Texas) within 30 days of a spill. The nearest Whooping Crane critical habitat is approximately 445 mi (716 km) from the project area.

In the event of oil exposure, Whooping Cranes could physically oil themselves while foraging in oiled areas or secondarily contaminate themselves through ingestion of contaminated shellfish, frogs, and fishes. It is possible that some deaths of Whooping Cranes could occur if the spill contacts their critical habitat in Aransas NWR, especially if spills occur during winter months when Whooping Cranes are most common along the Texas coast. Impacts could also occur from vehicular traffic on beaches and other activities associated with spill cleanup. Shell has extensive resources available to protect and rehabilitate wildlife in the event of a spill reaching the shoreline, as detailed in the OSRP. Impacts leading to the death of individual Whooping Cranes would be significant at population and species levels.

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in DOCD **Section 2j**. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. DOCD **Section 9b** provides details on spill response measures.

C.3.8 Black-capped Petrel (Endangered)

The Black-capped Petrel is a pelagic seabird that solely nests on Hispaniola that was listed as Endangered under the ESA in 2024. The species travels long distances to forage on fish, squid, crustaceans, and *Sargassum* (Simons et al., 2013) and have occasionally been sighted in the northern Gulf of America. While the Gulf of America is not their primary foraging grounds, the most recent species status review (USFWS, 2023a) reported 11 sightings in the Gulf of America in 2017 to 2018 during surveys as part of the Gulf of Mexico Marine Assessment Program for Protected Species. Overall, the population of Black-capped Petrels is declining, largely due to deforestation and urbanization on Hispaniola. Exact population numbers are unknown due to the difficulty in obtaining accurate counts and their nocturnal nature, but BirdLife International (2018) estimated a total of 1,000 to 2,000 mature individuals and an overall population of 2,000 to 4,000 individuals.

IPFs that potentially may affect the Black-capped Petrel include MODU/installation vessel presence, noise, and lights, support vessel and helicopter traffic; and two types of accidents (a small fuel spill and a large oil spill). Effluent discharges permitted under the NPDES are likely to have negligible impacts on the birds due to rapid dispersion, the small area of ocean affected, the intermittent nature of the discharges, and the mobility of these animals. Compliance with the Conditions of Approval in Attachment 2 of the 2025 NMFS Biological Opinion is expected to minimize the potential for marine debris-related impacts. The IPFs with potential impacts listed in **Table 2** are discussed below.

Impacts of Mobile Offshore Drilling Unit/ Installation Vessel Presence (including noise and lights)

Marine birds that frequent offshore oil and gas operations may be exposed to contaminants including air pollutants and routine discharges, but significant impacts are unlikely due to rapid dispersion. Birds migrating over water have been known to collide with offshore structures, resulting in injury and/or death (Wiese et al., 2001; Russell, 2005). Black-capped Petrels may be attracted to the MODU lights, which could increase the risk of a collision.

The mortality of migrant birds at tall towers and other land-based structures has been reviewed extensively, and the mechanisms involved in rig collisions appear to be similar. In some cases, migrants simply do not see a part of the rig until it is too late to avoid it. In other cases, navigation may be disrupted by marine sound (Russell, 2005). On the other hand, offshore structures are suitable stopover perches for most species (Russell, 2005). Due to the limited scope and short duration of drilling activities described in this DOCD and the low density of Black-capped Petrels in the Gulf of America, no significant impacts are expected on the Black-capped Petrel.

Impacts of Support Vessel and Helicopter Traffic

Support vessels and helicopters are unlikely to significantly disturb Black-capped Petrels in open, offshore waters. Schwemmer et al. (2011) showed that several marine bird species showed behavioral responses and altered distribution patterns in response to ship traffic, which could potentially cause loss of foraging time and resting habitat. However, it is likely that individuals would experience, at most, only short-term behavioral disruption, and the impact would not be significant on Black-capped Petrels.

Impacts of a Small Fuel Spill

Potential spill impacts on marine birds in general are discussed by BOEM (2017a). For this DOCD, there are no unique site-specific issues with respect to spill impacts on Black-capped Petrels.

The probability of a fuel spill is expected to be minimized by Shell's preventative measures during routine operations, including fuel transfer procedures. In the unlikely event of a spill, implementation of Shell's OSRP is expected to reduce the potential for impacts on Black-capped Petrels. DOCD **Section 9b** provides details on spill response measures. Given the open ocean location of the project area and the expected short duration of a small fuel spill, the potential exposure period for Black-capped Petrels would be brief.

A small fuel spill in offshore waters would produce a slick on the water surface and increase the concentrations of petroleum hydrocarbons and their degradation products. The extent and persistence of impacts would depend on the meteorological and oceanographic conditions at the time and the effectiveness of spill response measures. **Section A.9.1** discusses the likely fate of a small fuel spill and indicates that over 90% would be evaporated or dispersed naturally within 24 hours (NOAA, 2022). The area of the sea surface with diesel fuel on it would range from 0.5 to 5 ha (1.2 to 12 ac), depending on sea state and weather conditions.

Black-capped Petrels exposed to fuel on the sea surface could experience direct physical and physiological effects including skin irritation; chemical burns of skin, eyes, and mucous membranes; and inhalation of VOCs. Due to the limited areal extent and short duration of water quality impacts from a small fuel spill, secondary impacts due to ingestion of oil via contaminated prey or reductions in prey abundance are unlikely. Due to the low densities of Black-capped Petrels, the small area affected, and the brief duration of the surface slick, minimal if any impacts would be expected.

Impacts of a Large Oil Spill

Potential spill impacts on marine and pelagic birds in general are discussed by BOEM (2017a). For this DOCD, there are no unique site-specific issues with respect to spill impacts on Black-capped Petrels.

Black-capped Petrels could be exposed to oil from a spill at the project area; the number of individuals that could be affected in open, offshore waters would depend on the extent and persistence of the oil slick and the number of Black-capped Petrels in the area.

Following the *Deepwater Horizon* incident in 2010, no Black-capped Petrels were reported as oiled or recovered dead (USFWS, 2023a), but decomposition would likely have made positive identification difficult (Haney et al., 2014). Exposure of marine birds to oil can result in adverse health with severity, depending on the level of oiling. Effects can range from plumage damage and loss of buoyancy from external oiling to more severe effects, such as organ damage, immune suppression, endocrine imbalance, reduced aerobic capacity, and death as a result of oil inhalation or ingestion (NOAA, 2016a). Other indirect impacts would also likely occur after a large oil spill, such as a reduction in suitable foraging habitat and the decline in population of prey species (USFWS, 2023a).

Overall, a large oil spill could cause significant impacts on Black-capped Petrel populations if there were numerous individuals in the area of the spill. However, due to the low number of individuals thought to frequent the northern Gulf of America, significant impacts on this species from a large spill is considered unlikely.

C.3.9 Rufa Red Knot (Threatened)

The Rufa Red Knot is a small to medium-sized migratory shorebird that transits each year between breeding grounds in Canada to wintering grounds in the southeast U.S., Caribbean, and along the Gulf of America coast (USFWS, 2020d). Listed as Threatened under the ESA in 2015, their primary habitat during the winter along the Gulf of America is in the Laguna Madre estuary system in Mexico and Texas.

The primary threats that are faced by Rufa Red Knot include habitat loss, reduced food availability, and alterations of their migratory timing and patterns due to climate and weather conditions (USFWS, 2020d). Precise population numbers are difficult to assess, but the most recent species status assessment (USFWS, 2020d) estimates the population in all wintering areas to be 63,600 including an estimated 5,500 in the western Gulf of America/Central America wintering area. However, the authors note that the certainty of the population estimate for the Western Gulf of America/Central America wintering area is low. Critical habitat was proposed by USFWS in 2023 which includes numerous areas along the U.S. Gulf of America coastline.

IPFs that potentially may affect the Rufa Red Knots include support vessel and helicopter traffic; and two types of accidents (a small fuel spill and a large oil spill). MODU presence, noise, lights, and effluent discharges are not expected to have a significant impact because this species typically is not found in offshore waters and instead is more coastal in nature. The IPFs with potential impacts listed in **Table 2** are discussed below.

Impacts of Support Vessel and Helicopter Traffic

Support vessels and helicopters are unlikely to significantly disturb Rufa Red Knots in offshore waters where they are not common or in nearshore industrial areas near the shorebase. Schwemmer et al. (2011) showed that several marine bird species showed behavioral responses and altered distribution patterns in response to ship traffic, which could potentially cause loss of foraging time and resting habitat. However, it is likely that individuals would experience, at most, only short-term behavioral disruption, and the impact would not be significant.

Impacts of a Small Fuel Spill

Potential spill impacts on coastal birds in general are discussed by BOEM (2017a). For this DOCD, there are no unique site-specific issues with respect to spill impacts on Rufa Red Knots.

The probability of a fuel spill is expected to be minimized by Shell's preventative measures during routine operations, including fuel transfer procedures. In the unlikely event of a spill, implementation of Shell's OSRP is expected to reduce the potential for impacts on Rufa Red Knots. DOCD **Section 9b** provides details on spill response measures. Given Rufa Red Knots are mostly found in coastal areas and the expected short duration of a small fuel spill, the potential exposure period for Rufa Red Knots would be brief.

A small fuel spill in coastal waters would produce a slick on the water surface and increase the concentrations of petroleum hydrocarbons and their degradation products. The extent and persistence of impacts would depend on the meteorological and oceanographic conditions at the time and the effectiveness of spill response measures. **Section A.9.1** discusses the likely fate of a small fuel spill and indicates that over 90% would be evaporated or dispersed naturally within 24 hours (NOAA, 2022). The area of the sea surface with diesel fuel on it would range from 0.5 to 5 ha (1.2 to 12 ac), depending on sea state and weather conditions.

Rufa Red Knots exposed to fuel on the sea surface could experience direct physical and physiological effects including skin irritation; chemical burns of skin, eyes, and mucous membranes; and inhalation of VOCs. Due to the limited areal extent and short duration of water quality impacts from a small fuel spill, secondary impacts due to ingestion of oil via contaminated prey or reductions in prey abundance are unlikely. It is not expected that a small fuel spill would substantially affect Rufa Red Knot populations.

Impacts of a Large Oil Spill

Potential spill impacts on coastal birds in general are discussed by BOEM (2017a). For this DOCD, there are no unique site-specific issues with respect to spill impacts on Rufa Red Knots.

Rufa Red Knots could be exposed to oil from a spill at the project area that travels into coastal area; the number of individuals that could be affected would depend on the extent and persistence of the oil slick and the number of Rufa Red Knots in the area, which is largely seasonally based.

Following the *Deepwater Horizon* incident in 2010, only a single Rufa Red Knot was reported as oiled (USFWS, 2020d), but decomposition would likely have made positive identification difficult (Haney et al., 2014). Exposure of marine and coastal birds to oil can result in adverse health with severity, depending on the level of oiling. Effects can range from plumage damage and loss of buoyancy from external oiling to more severe effects, such as organ damage, immune suppression, endocrine imbalance, reduced aerobic capacity, and death as a result of oil inhalation or ingestion (NOAA, 2016a). Other indirect impacts would also likely occur after a large oil spill, such as a reduction in suitable foraging habitat and the decline in population of prey species (USFWS, 2023a).

Overall, a large oil spill could cause significant impacts on Rufa Red Knot populations if there were numerous individuals in the area of the spill or in coastal areas that became oiled.

C.3.10 Oceanic Whitetip Shark (Threatened)

The oceanic whitetip shark was listed as Threatened under the ESA in 2018 by NMFS (83 FR 4153). Oceanic whitetip sharks are found worldwide in offshore waters between approximately 30° N and 35° S latitude and historically were one of the most widespread and abundant species of shark (Rigby et al., 2019). However, based on reported oceanic whitetip shark catches in several major longline fisheries, the global population appears to have suffered substantial declines (Camhi et al., 2008) and the species is now only occasionally reported in the Gulf of America (Rigby et al., 2019).

Oceanic whitetip shark management is complicated due to it being globally distributed, highly migratory, and overlapping in areas of high fishing pressure; thus, leaving assessment of population trends on fishery dependent catch-and-effort data rather than scientific surveys (Young and Carlson, 2020). A comparison of historical shark catch rates in the Gulf of America by Baum and Myers (2004) noted that most recent papers dismissed the oceanic whitetip shark as rare or absent in the Gulf of America. NMFS (2024b) noted that there has been an 88% decline in abundance of the species in the Gulf of America since the mid-1990s due to commercial fishing pressure.

IPFs that could affect the oceanic whitetip shark include MODU/installation vessel presence, noise, and lights, and a large oil spill. Though NMFS (2025a) lists a small diesel fuel spill as an IPF, in the project area, a small diesel fuel spill would be unlikely to affect oceanic whitetip sharks due to rapid natural dispersion of diesel fuel and the low density of oceanic whitetip sharks potentially present in the project area. Therefore, no significant impacts are expected from a small diesel fuel spill and they are not further discussed (**Table 2**).

Impacts of Mobile Offshore Drilling Unit/ Installation Vessel Presence (including noise and lights)

Offshore drilling and installation activities produce a broad array of noise at frequencies and intensities that may be detected by elasmobranchs including the Threatened oceanic whitetip shark. The general frequency range for elasmobranch hearing is approximately between 20 Hz and 1 kHz (Ladich and Fay, 2013), which includes frequencies exhibited by individual species such as the nurse shark (*Ginglymostoma cirratum*; 300 and 600 Hz) and the lemon shark (*Negaprion brevirostris*; 20 Hz to 1 kHz) (Casper and Mann, 2006). These frequencies overlap with noise associated with production activities (source levels of 195 dB re 1 μ Pa m, expressed as SPL, with peak frequencies at 40 to 100 Hz) (Hildebrand, 2005). Impacts from offshore activities (i.e., non-impulsive noise from MODU or installation activities) could include masking or behavioral change (Popper et al., 2014). This is consistent with the results of the assessment in the NMFS Biological Opinion (NMFS, 2025a), which indicates that oceanic whitetip sharks may be able to detect drillship and vessel noise, but are not likely to be adversely affected by it. Therefore, because the propagation distances of SPL sufficient to elicit behavioral disturbances from the MODU or installation vessel would be limited in geographic scope and no population level impacts on oceanic whitetip sharks are expected.

Impacts of a Large Oil Spill

Potential spill impacts on oceanic whitetip sharks are discussed by NMFS (2020a) and BOEM (2017a). Information regarding the direct effects of oil on elasmobranchs, including the oceanic whitetip shark are largely unknown. A study by Cave and Kajiura (2018) reported that when exposed to crude oil, the Atlantic stingray (*Hypanus sabinus*) experienced impaired olfactory function which could lead to decreased fitness. In the event of a large oil spill, oceanic whitetip sharks could be affected by direct ingestion, ingestion of oiled prey, or the absorption of dissolved petroleum products through the gills. Oil could also potentially harm the functional units of the mechanosensory lateral line system, a nearfield flow-sensing system common across fishes, including sharks. Because oceanic whitetip sharks may be found in surface waters, they could be more likely to be impacted by floating oil than other species which only reside at depth.

It is possible that a large oil spill could affect individual oceanic whitetip sharks and result in injuries or deaths. Due to the low density of oceanic whitetip sharks thought to exist in the Gulf of America, it is unlikely that a large spill would come in contact with oceanic whitetip sharks. However, if contact resulted in individual mortality, regional population-level effects on the species could be observed.

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in DOCD **Section 2j**. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. DOCD **Section 9b** provides details on spill response measures.

C.3.11 Giant Manta Ray (Threatened)

The giant manta ray was listed as Threatened under the ESA in 2018 by NMFS (83 FR 2916). The species is slow-growing, migratory, and planktivorous, inhabiting tropical, subtropical, and temperate bodies of water worldwide (NOAA Fisheries, 2025a).

Commercial fishing is the primary threat to giant manta rays (NOAA Fisheries, 2025a). The species is targeted and caught as bycatch in several global fisheries throughout its range. Although protected in U.S. waters, protection of populations is difficult as they are highly migratory with sparsely distributed and fragmented populations throughout the world. Some estimated regional population sizes are small ($\leq 1,000$ individuals) (NOAA Fisheries, 2025a; Marshall et al., 2020). Stewart et al. (2018) reported evidence that the Flower Garden Banks serves as nursery habitat for aggregations of juvenile manta rays. Approximately 100 unique individuals have been positively identified at the Flower Garden Banks based on unique underbelly coloration (Belter et al., 2020). Genetic and photographic evidence in the Flower Garden Banks over 25 years of monitoring showed that 95% of identified giant manta ray male individuals were smaller than mature size (Stewart et al., 2018).

IPFs that may affect giant manta rays include MODU/installation vessel presence, noise, and lights, and a large oil spill. Though NMFS (2025a) lists a small diesel fuel spill as an IPF, in the project area a small diesel fuel spill would be unlikely to affect giant manta rays due to rapid natural dispersion of diesel fuel and the low density of giant manta rays potentially present in the project area. Therefore, no significant impacts are expected from a small diesel fuel spill, and they are not discussed further (See **Table 2**).

Impacts of Mobile Offshore Drilling Unit/ Installation Vessel Presence (including noise and lights)

Offshore drilling and installation activities produce a broad array of noise at frequencies and intensities that may be detected by elasmobranchs including the giant manta ray. The general frequency range for elasmobranch hearing is approximately between 20 Hz and 1 kHz (Ladich and Fay, 2013). Studies indicate that the most sensitive hearing ranges for individual species were 300 and 600 Hz (yellow stingray [*Urobatis jamaicensis*]) and 100 to 300 Hz (little skate [*Leucoraja erinacea*]) (Casper et al., 2003; Casper and Mann, 2006). These frequencies overlap with noise associated with production activities (source levels of 195 dB re 1 μ Pa m, expressed as SPL, with peak frequencies at 40 to 100 Hz) (Hildebrand, 2005). Impacts from offshore activities (i.e., non-impulsive noise from MODU or installation activities) could include masking or behavioral change (Popper et al., 2014). This is consistent with the results of the assessment in the NMFS Biological Opinion (NMFS, 2025a), which indicates that giant manta rays may be able to detect drillship and vessel noise, but are not likely to be adversely affected by it. Therefore, because the propagation distances of SPL sufficient to elicit behavioral disturbances from the MODU or installation vessel would be limited in geographic scope, no population level impacts on giant manta rays are expected.

Impacts of a Large Oil Spill

Potential spill impacts on giant manta ray are discussed by NMFS (2020a) and BOEM (2017a). A large oil spill in the project area could reach coral reefs at the Flower Garden Banks which is the only known location of giant manta ray aggregations in the Gulf of America; although, individuals may occur anywhere in the Gulf. Information regarding the direct effects of oil on elasmobranchs, including the giant manta ray, is largely unknown. In the unlikely event of a large oil spill impacting

areas with giant manta rays, individual rays could be affected by direct ingestion of oil which could cover their gill filaments or gill rakers, or by ingestion of oiled plankton. A study by Cave and Kajiura (2018) reported that when exposed to crude oil, the Atlantic stingray experienced impaired olfactory function which could lead to decreased fitness. Giant manta rays typically feed in shallow waters of ≤ 33 ft (10 m) depth (NOAA Fisheries, 2025a). Because of this shallow water feeding behavior, giant manta rays may be more likely to be impacted by floating oil than other species which only reside at depth.

In the event of a large oil spill, due to the distance between the project area and the Flower Garden Banks (approximately 170 mi [274 km]), it is unlikely that oil would impact the giant manta ray nursery habitat. It is possible that a large oil spill could impact individual giant manta rays, and due to the low density of individuals thought to occur in the Gulf of America, there would likely be regional population-level effects on the species if mortality is observed.

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in DOCD **Section 2j**. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. DOCD **Section 9b** provides details on spill response measures.

C.3.12 Gulf Sturgeon (Threatened)

The Gulf sturgeon is a Threatened fish species that inhabits major rivers and inner shelf waters from the Mississippi River to the Suwannee River, Florida (Barkuloo, 1988; Wakeford, 2001). The Gulf sturgeon is anadromous, migrating from the sea upstream into coastal rivers to spawn in freshwater. The historic range of the species extended from the Texas/Louisiana border to Tampa Bay, Florida (Pine and Martell, 2009). This range has contracted to encompass major rivers and inner shelf waters from the Lake Pontchartrain and the Pearl River system in Louisiana and Mississippi to the Suwannee River, Florida (NOAA, 2025c). Populations have been depleted or even extirpated throughout the species' historical range by fishing, shoreline development, dam construction, water quality changes, and other factors (Barkuloo, 1988; Wakeford, 2001). These declines prompted the listing of the Gulf sturgeon as a Threatened species in 1991. The best-known populations occur in the Apalachicola and Suwannee Rivers in Florida (Carr, 1996; Sulak and Clugston, 1998), the Choctawhatchee River in Alabama (Fox et al., 2000), and the Pearl River in Mississippi/Louisiana (Morrow et al., 1998). Rudd et al. (2014) reconfirmed the spatial distribution and movement patterns of Gulf sturgeon by surgically implanting acoustic telemetry tags. Critical habitat in the Gulf extends from Lake Borgne, Louisiana (St. Bernard Parish), to Suwannee Sound, Florida (Levy County) (NMFS, 2025c) (**Figure 1**). Species descriptions are presented by BOEM (2012a) and in the recovery plan for this species (USFWS et al., 1995).

Large oil spills and vessel strikes are the IPFs that could potentially affect Gulf sturgeon. There are no IPFs associated with routine project activities that could affect this species. A small fuel spill in the project area would be unlikely to affect Gulf sturgeon because a small fuel spill would not be expected to make landfall or reach coastal waters prior to dissipating (see explanation in **Section A.9.1**). Vessel strikes to Gulf sturgeon would be unlikely based on the location of the support vessel base and that NMFS (2025a) estimated 104 Gulf sturgeon would be killed by vessel strikes over 45 years of proposed action. All vessel strikes from oil and gas vessels are assumed to be lethal to Gulf sturgeon due to vessel and propeller size (NMFS, 2025a). Due to the distance of the project area from the nearest Gulf sturgeon critical habitat (128 mi [206 km]) and the support vessel base being in Port Fourchon, Louisiana (98 mi [158 km] away), it is anticipated impacts from vessel strikes due to project activities will be negligible. The large oil spill IPF with potential impacts listed in (**Table 2**) is discussed below.

Impacts of a Large Oil Spill

Potential spill impacts on Gulf sturgeon are discussed by BOEM (2016a, 2017a), NMFS (2007), and NMFS (2025a). For this DOCD, there are no unique site-specific issues with respect to this species.

The project area is approximately 128 mi (206 km) from the nearest Gulf sturgeon critical habitat (Jefferson, St. Bernard, Louisiana and Okaloosa, Florida). The 30-day OSRA modeling (**Table 3**) predicts that a spill in the project area has a 2% conditional probability of contacting coastal areas containing Gulf sturgeon critical habitat within 30 days of a spill.

In the event of oil reaching Gulf sturgeon habitat, the fish could be affected by direct ingestion, ingestion of oiled prey, or the absorption of dissolved petroleum products through the gills. Oil could also potentially harm the functional units of the mechanosensory lateral line system, a nearfield flow-sensing system common across fishes. Based on the life history of this species, sub-adult and adult Gulf sturgeon would be most vulnerable to an estuarine or marine oil spill, and would be vulnerable primarily from October through April when this species is foraging in estuarine and marine habitats (NMFS, 2025a).

NOAA (2016a) estimated that 1,100 to 3,600 Gulf sturgeon were exposed to oil from the *Deepwater Horizon* incident. Overall, 63% of the Gulf sturgeon from six river populations were potentially exposed to the spill. Although the number of dead or injured Gulf sturgeon was not estimated, laboratory and field tests indicated that Gulf sturgeon exposed to oil displayed both genotoxicity and immunosuppression, which can lead to malignancies, cell death, susceptibility to disease, infections, and a decreased ability to heal (NOAA, 2016a).

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in DOCD **Section 2j**. In the event of oil from a large spill contacting waterways inhabited by Gulf sturgeon, it is expected that impacts resulting in the injury or death of individual sturgeon would be adverse but not likely significant at the population level. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. Shell has extensive resources available to protect coastal and estuarine wildlife and habitats in the event of a spill reaching the shoreline, as detailed in the OSRP. DOCD **Section 9b** provides details on spill response measures.

C.3.13 Nassau Grouper (Threatened)

The Nassau grouper is a Threatened, long-lived reef fish typically associated with hard bottom structures such as natural and artificial reefs, rocks, and underwater ledges (NOAA, 2025a). Once one of the most common reef fish species in the coastal waters of the United States and Caribbean (Sadovy, 1997), the Nassau grouper has been subject to overfishing and is considered extinct in much of its historical range. Observations of current spawning aggregations compared with historical landings data suggest that the Nassau grouper population is substantially smaller than its historical size (NOAA, 2025a). The Nassau grouper was listed as Threatened under the ESA in 2016 (81 FR 42268).

Nassau groupers are found mainly in the shallow tropical and subtropical waters of eastern Florida (rare), the Florida Keys, Bermuda, the Yucatán Peninsula, and the Caribbean, including the U.S. Virgin Islands and Puerto Rico within water depths up to 426 ft (130 m) (NOAA, 2025a). There has been one confirmed sighting of Nassau grouper from the Flower Garden Banks in the Gulf of America at a water depth of 118 ft (36 m) (Foley et al., 2007). Three additional unconfirmed reports (i.e., lacking photographic evidence) of Nassau grouper have also been documented from mooring buoys and the coral cap region of the West Flower Garden flats (Foley et al., 2007).

On January 2, 2024, NOAA designated critical habitat for the Nassau grouper that contains approximately 920.73 mi² (2,384.67 km²) of aquatic habitat located in waters off the southeastern coast of Florida, Puerto Rico, Navassa, and the U.S. Virgin Islands (**Figure 1**).

There are no IPFs associated with routine project activities that could affect Nassau grouper. A small fuel spill would not affect Nassau grouper because the fuel would float and dissipate on the sea surface and would not be expected to reach the Flower Garden Banks or the Florida Keys. A large oil spill would also not be expected to reach grouper habitat, and all new pipelines that overlap with grouper habitat would be subject to step-down review (NMFS, 2025a).

Impacts of a Large Oil Spill

Based on the 30-day OSRA modeling results, a large oil spill would be unlikely (<0.5% probability) to reach Nassau grouper habitat in the Florida Keys (Monroe County, Florida). Given the distance between oil and gas operations and the Nassau grouper habitat, it is unlikely that any activities from oil and gas operations would affect the Nassau grouper (NMFS, 2025a). The risk that an oil spill impacting the Nassau grouper is low enough to be considered discountable (NMFS, 2025a).

A spill would be similarly unlikely to contact the Flower Garden Banks based on the distance between the project area and the Flower Garden Banks (approximately 170 miles [274 km]), and the difference in water depth between the project area (approximately 3,980 to 4,010 ft [1,213 to 1,222 m]) and the Flower Garden Banks (approximately 56 to 476 ft [17 to 145 m]). While on the surface, oil would not be expected to contact subsurface fish. Natural or chemical dispersion of oil could cause a subsurface plume which would have the possibility of contacting Nassau groupers.

If a subsurface plume were to occur, impacts to Nassau groupers on the Flower Garden Banks would be unlikely due to the low density of Nassau grouper present on the Flower Garden Banks, the distance between the project area and the Flower Garden Banks (approximately 170 mi [274 km]), and the shallow location of the coral cap of the Flower Garden Banks. Near-bottom currents in the region are predicted to flow along the isobaths (Nowlin et al., 2001) and typically would not carry a plume up onto the continental shelf edge. Valentine et al. (2014) observed the spatial distribution of excess hopane, a crude oil tracer from the *Deepwater Horizon* incident sediment core samples, to be in the deeper waters and not transported up the shelf, thus confirming that near-bottom currents flow along the isobaths.

In the unlikely event that an oil slick should reach Nassau grouper habitat, oil droplets or oiled sediment particles could come into contact with Nassau grouper present on the reefs. Potential impacts include the direct ingestion of oil which could cover their gill filaments or gill rakers, ingestion of oiled prey, or the absorption of dissolved petroleum products through the gills.

In the event of a large oil spill, due to the distance between the project area and the Flower Garden Banks, it is unlikely that oil would impact Nassau grouper habitats. Due to the low density of individuals thought to occur in the Gulf of America, there is a very low probability for Nassau groupers to be exposed to oil from the spill. Impacts to Nassau grouper from a large oil spill would be considered at an individual level and very unlikely at a population level.

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in DOCD **Section 2j**. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. DOCD **Section 9b** provides details on spill response measures.

C.3.14 Smalltooth Sawfish (Endangered)

The smalltooth sawfish, named after their flat, saw-like rostrum, is an elasmobranch ray which lives in shallow coastal tropical seas and estuaries where they feed on fish and invertebrates such as

shrimp and crabs (NOAA Fisheries, 2025b). Once found along most of the northern Gulf of America coast from Texas to Florida, their current range in the Gulf of America is restricted to areas primarily in southwest Florida (Brame et al., 2019) where several areas of critical habitat have been designated (**Figure 1**). A species description is presented in the recovery plan for this species (NMFS, 2009a).

Listed as Endangered under the ESA in 2003, population numbers have drastically declined over the past century primarily due to accidental bycatch (Seitz and Poulakis, 2006). Although there are no reliable estimates for smalltooth sawfish population numbers throughout its range (NMFS, 2018), data from 1989 to 2004 indicated a slight increasing trend in population numbers in Everglades National Park during that time period (Carlson et al., 2007). More recent data resulted in a similar conclusion, with indications that populations were stable or slightly increasing in southwest Florida (Carlson and Osborne, 2012).

There are no IPFs associated with routine project activities that could affect smalltooth sawfish. A small fuel spill would not affect smalltooth sawfish because the fuel would float and dissipate on the sea surface and would not be expected to reach smalltooth sawfish habitat in coastal areas (see **Section A.9.1**). A large oil spill would also not be expected to reach smalltooth sawfish habitat (NMFS, 2025a).

Impacts of a Large Oil Spill

The project area is approximately 430 mi (692 km) from the nearest smalltooth sawfish critical habitat in Charlotte County, Florida. Based on the 30-day OSRA modeling (**Table 3**), coastal areas containing smalltooth sawfish critical habitat are unlikely to be affected within 30 days of a spill (<0.5% conditional probability).

Information regarding the direct effects of oil on elasmobranchs, including the smalltooth sawfish are largely unknown. A study by Cave and Kajiura (2018) reported that when exposed to crude oil, the Atlantic stingray experienced impaired olfactory function which could lead to decreased fitness. In the event of oil reaching smalltooth sawfish habitats, the smalltooth sawfish could be affected by direct ingestion, ingestion of oiled prey, or the absorption of dissolved petroleum products through the gills as well as impaired olfactory function. Based on the shallow, coastal habitats preferred by smalltooth sawfish, individuals in areas subject to coastal oiling could be more likely to be impacted than other species that reside at depth. Due to its Endangered status, a large oil spill resulting in death to individuals could have impacts on smalltooth sawfish at population and species levels.

However, as smalltooth sawfish are typically found in southern coastal Florida waters, outside of the action area for the oil and gas program within the Gulf of America, it is unlikely that an oil spill would reach sawfish critical habitat (NMFS, 2025a). The risk of an oil spill impacting the smalltooth sawfish is low enough to be discountable (NMFS, 2025a).

C.3.15 Beach Mouse (Endangered)

Four subspecies of Endangered beach mouse occur on the barrier islands of Alabama and the Florida Panhandle: the Alabama (*Peromyscus polionotus ammobates*), Choctawhatchee (*P. p. allopshrys*), Perdido Key (*P. p. trissyllepsis*), and St. Andrew beach mouse (*P. p. peninsularis*). Critical habitat has been designated for all four subspecies and is shown combined in **Figure 1**. One additional species of beach mouse inhabiting dunes on the western Florida Panhandle, the Santa Rosa beach mouse (*P. p. leucocephalus*), is not listed under the ESA. Species descriptions are presented by BOEM (2017a).

A large oil spill is the only IPF that could potentially affect subspecies of the beach mouse. There are no IPFs associated with routine project activities that could affect these animals due to the distance from shore and the lack of onshore support activities near their habitat.

Impacts of a Large Oil Spill

Potential spill impacts on Endangered beach mouse subspecies are discussed by BOEM (2016a, 2017a). For this DOCD, there are no unique site-specific issues with respect to these species.

The project area is approximately 164 mi (264 km) from the nearest beach mouse critical habitat. The 30-day OSRA modeling predicts that a spill in the project area has a <0.5% conditional probability of contacting coastal areas containing beach mouse critical habitat within 30 days of a spill.

In the event of oil contacting these beaches, beach mice could experience several types of direct and indirect impacts. Contact with spilled oil could cause skin and eye irritation and subsequent infection; matting of fur; irritation of sweat glands, ear tissues, and throat tissues; disruption of sight and hearing; asphyxiation from inhalation of fumes; and toxicity from ingestion of oil and oiled food. Indirect impacts could include reduction of food supply, destruction of habitat, and fouling of nests. Impacts could also occur from vehicular traffic and other activities associated with spill cleanup (BOEM, 2017a).

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in DOCD **Section 2j**. In the event of oil from a large spill contacting beach mice habitat, it is expected that impacts resulting in the death of individual beach mice would be adverse and due to its Endangered status potentially significant at the population and species levels. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. DOCD **Section 9b** provides details on spill response measures.

C.3.16 Florida Salt Marsh Vole (Endangered)

The Florida salt marsh vole is a small, dark brown or black rodent found only in saltgrass (*Distichlis spicata*) meadows in the Big Bend region of Florida that was listed as Endangered under the ESA in 1991. Only two populations of Florida salt marsh vole are known to exist: one near Cedar Key in Levy County, Florida and one in the Lower Suwanee NWR in Dixie County, Florida (Florida Fish and Wildlife Conservation Commission, nd-d). No critical habitat has been established for the Florida salt marsh vole in part due to concerns over illegal trapping or trespassing if the location of the populations were publicly disclosed (USFWS, 2001b).

A large oil spill is the only IPF that may potentially affect the Florida salt marsh vole. There are no IPFs associated with routine project activities that could affect these animals due to the distance from the project area to their habitat and the lack of any onshore support activities near their habitat. A small fuel spill in the project area would not affect the Florida salt marsh vole because a small fuel spill would not be expected to reach their habitat prior to dissipating (see **Section A.9.1**).

Impacts of a Large Oil Spill

Florida salt marsh vole habitat in Levy and Dixie counties, Florida is approximately 373 mi (600 km) from the project area. The 30-day OSRA modeling predicts that a spill in the project area has a <0.5% conditional probability of contacting any coastal areas containing Florida salt marsh voles within 30 days of a spill.

In the event of oil contacting beaches containing these animals, Florida salt marsh voles could experience several types of direct and indirect impacts. Contact with spilled oil could cause skin and eye irritation and subsequent infection; matting of fur; irritation of sweat glands, ear tissues, and throat tissues; disruption of sight and hearing; asphyxiation from inhalation of fumes; and toxicity from ingestion of oil and contaminated food. Indirect impacts could include reduction of food supply, destruction of habitat, and fouling of nests. Impacts could also occur from vehicular traffic and other activities associated with spill cleanup. Impacts associated with an extensive oiling of coastal habitat

containing Florida salt marsh voles from a large oil spill are expected to be significant. Due to the extremely low population numbers, extensive oiling of Florida salt marsh vole habitat could result in the extinction of the species. However, any such impacts are unlikely due to the distance from the project area to Florida salt marsh vole habitat and response actions that would occur in the event of a spill.

C.3.17 Panama City Crayfish (Threatened)

The USFWS issued a Final Rule designating the Panama City crayfish as Threatened under the ESA on January 5, 2022 (effective February 4, 2022). The Panama City crayfish is a semi-terrestrial crayfish that grows up to 2 inches (51 mm) in size and is found in south-central Bay County, Florida. Medium to dark brown in color, the crayfish prefers areas dominated by herbaceous vegetation and shallow or fluctuating water levels (Keppner and Keppner, 2004). Historically prevalent in shallow freshwater bodies in pine and prairie communities, development has largely replaced these habitats with commercial or residential buildings. The Panama City crayfish is now generally found in wet or semi-wet swales, ditches, slash pine plantations, undeveloped utility rights-of-way, and remnant wetlands (Florida Fish and Wildlife Conservation Commission, 2016).

A large oil spill is the only IPF that may potentially affect the Panama City crayfish. There are no IPFs associated with routine project activities that could affect these animals due to the distance from the project area to their habitat and the lack of any onshore support activities near their habitat. A small fuel spill in the project area would not affect the Panama City crayfish because a small fuel spill would not be expected to reach their habitat prior to dissipating (**Section A.9.1**).

Impacts of a Large Oil Spill

Panama City crayfish critical habitat in Bay County, Florida is approximately 254 mi (409 km) from the project area. The 30-day OSRA modeling (**Table 3**) predicts that a spill in the project area has a 1% conditional probability of contacting any coastal areas potentially containing Panama City crayfish critical habitat within 30 days.

Effects of oiling on the Panama City crayfish are largely unknown. In general, crayfishes use chemoreception to orient themselves in their environment and find food, and avoid predators (Bergman and Moore, 2005). Exposure to hydrocarbons has been shown to damage receptor cells that crayfish use for chemoreception, thus decreasing their fitness (Tierney et al., 2010).

Indirect impacts could include reduction of food supply, destruction of habitat, and fouling of burrows. Impacts could also occur from vehicular traffic and other activities associated with spill cleanup. Impacts associated with an extensive oiling of coastal habitat containing Panama City crayfish from a large oil spill are expected to be significant. Due to the low population numbers and restricted range, extensive oiling of Panama City crayfish habitat could be significant at the species level. However, any such impacts are unlikely due to the distance from the project area to Panama City crayfish habitat and response actions that would occur in the event of a spill.

C.3.18 Queen Conch (Threatened)

The queen conch is a large gastropod that occurs throughout the Caribbean Sea, Gulf of America (specifically the nearshore waters of Florida), and Bermuda and was listed as Threatened under the ESA in 2024 (NOAA, 2025b). The species is slow moving and found in a variety of habitats including seagrass beds, sands flats, algal beds, and rubble areas up to 100 ft (30 m) water depth. Larval conch feed primarily on phytoplankton, while juveniles and adults feed on a mix of seagrass and macroalgae (Stoner and Appeldoorn, 2022). Overall, the population of queen conch is declining throughout its range, largely due to overutilization of commercial fishing and illegal fishing practices. Exact area-specific population numbers are unknown due to the difficulty in obtaining accurate counts. Most available density estimates suggest that conch populations are below minimum

thresholds necessary for replacement reproduction (i.e., ≤ 50 adult individuals ha^{-1} ; Horn et al., 2022). Florida is a very low-density area due to Florida's large self-recruiting population that receives very little larval input from other locations. Some areas may exist above the critical density threshold due to evidence of increased abundance on back reefs and the restoration of the reproductive capacity of nearshore adult conch following translocation (Horn et al., 2022).

The only relevant IPF that potentially may affect the queen conch is a large oil spill, although it would not be expected to reach queen conch habitat (NMFS, 2025a). There are no IPFs associated with routine project activities that could affect the queen conch in the northern Gulf of America. A small fuel spill would not affect the Threatened species because the oil would float and dissipate on the sea surface.

Impacts of a Large Oil Spill

A large oil spill in the project area could reach the queen conch habitat, potentially affecting the substrate. These effects would be of particular concern where the species occurs in shallower waters. The 30-day OSRA modeling predicts the conditional probability of oil contacting the Florida Keys is $<0.5\%$ within 30 days of a spill. There is some information available on the effects of oil spills on seagrass meadows and other marine gastropods but little information available on the direct effects of oil on queen conch (Horn et al., 2022). In the event of a large oil spill, due to the low density of individual queen conchs thought to occur in the Gulf of America, there would not likely be any population-level impacts.

C.3.19 Threatened Coral Species

Seven Threatened coral species are known from the Gulf of America: elkhorn coral, staghorn coral, lobed star coral, mountainous star coral, boulder star coral, pillar coral, and rough cactus coral. Elkhorn coral, lobed star coral, mountainous star coral, and boulder star coral have been reported from the coral cap region of the Flower Garden Banks (NOAA, 2024), but are unlikely to be present as regular residents in the northern Gulf of America (proximity to project area) because they typically inhabit coral reefs in shallow, clear tropical, or subtropical waters. Staghorn coral, pillar coral, and rough cactus coral are not known to inhabit reefs of the Flower Garden Banks, but are present on reefs in the Florida Keys and Dry Tortugas (Florida Fish and Wildlife Conservation Commission, nd-e). Other Caribbean coral species evaluated by NMFS in 2014 (79 FR 53852) either do not meet the criteria for ESA listing or are not known from the Flower Garden Banks, Florida Keys, or Dry Tortugas. Critical habitat has been designated for elkhorn coral and staghorn coral in the Florida Keys (Monroe County, Florida) and Dry Tortugas.

NMFS has designated critical habitat for the boulder star coral, lobed star coral, mountainous star coral, pillar coral, and rough cactus coral in the Atlantic Ocean, Gulf of America, and Caribbean Sea per 88 FR 54026. The critical habitat designation became effective in September 2023. For the areas in the Gulf of America this includes the Flower Garden Banks and the waters near Miami-Dade and Monroe counties, Florida, and the Dry Tortugas (**Figure 1**).

There are no IPFs associated with routine project activities that could affect Threatened corals in the northern Gulf of America. A small fuel spill would not affect Threatened coral species because the oil would float and dissipate on the sea surface. A large oil spill is the only relevant IPF (potential impacts listed in **Table 2**) and is discussed below.

Impacts of a Large Oil Spill

A large oil spill would be unlikely to reach coral reefs at the Flower Garden Banks or elkhorn coral critical habitat in the Florida Keys (Monroe County, Florida) or Dry Tortugas. NMFS (2025a) states that listed corals are not likely to be affected by oil spills. The 30-day OSRA modeling predicts the conditional probability of oil contacting the Florida Keys is $<0.5\%$ within 30 days of a spill. A surface

slick would not contact corals on the seafloor. If a subsurface plume were to occur, impacts on the Flower Garden Banks would be unlikely due to the distance and the difference in water depth.

Near-bottom currents in the region are predicted to flow along the isobaths (Nowlin et al., 2001) and typically would not carry a plume up onto the continental shelf edge. Valentine et al. (2014) observed the spatial distribution of excess hopane, a crude oil tracer from *Deepwater Horizon* incident sediment core samples, to be in the deeper waters and not transported up the shelf, thus confirming near-bottom currents flow along the isobaths.

In the unlikely event that an oil slick reached reefs at the Flower Garden Banks or other Gulf of America reefs, oil droplets or oiled sediment particles could come into contact with reef organisms or corals. As discussed by BOEM (2017a) impacts could include loss of habitat, biodiversity, and live coral coverage; destruction of hard substrate; change in sediment characteristics; and reduction or loss of one or more commercial and recreational fishery habitats. Sublethal effects could be long-lasting and affect the resilience of coral colonies to natural disturbances (e.g., elevated water temperature, diseases) (BOEM, 2017a).

Due to the distance between the project area and coral habitats, there is a low chance of oil contacting Threatened coral habitat in the event of a spill and no significant impacts on Threatened coral species are expected.

C.4 Coastal and Marine Birds

C.4.1 Marine Birds

Marine birds include seabirds and other species that may occur in the pelagic environment of the project area (Clapp et al., 1982a,b, 1983; Peake, 1996; Hess and Ribic, 2000). Seabirds spend much of their lives offshore over the open ocean, except during breeding season when they nest on islands and along the coast. Other waterbirds, such as waterfowl, marsh birds, and shorebirds may occasionally be present over open ocean areas. No Endangered or Threatened bird species are likely to occur at the project area with the exception of the Black-capped Petrel. For a discussion of coastal birds, see **Section C.4.2**.

Marine birds of the northern Gulf of America were surveyed from ships during the GulfCet II program (Davis et al., 2000). Davis et al. (2000) reported that terns, storm-petrels, shearwaters, and jaegers were the most frequently sighted seabirds in the deepwater area. From these surveys, four ecological categories of seabirds were documented in the deepwater areas of the Gulf: summer migrants (shearwaters, storm-petrels, boobies); summer residents that breed along the Gulf Coast (Sooty Tern [*Onychoprion fuscatus*], Least Tern [*Sternula antillarum*], Sandwich Tern [*Thalasseus sandvicensis*], Magnificent Frigatebird [*Fregata magnificens*]); winter residents (gannets, gulls, jaegers); and permanent resident species (Laughing Gulls [*Leucophaeus atricilla*], Royal Terns [*T. maximus*], Bridled Terns [*O. anaethetus*]) (Davis et al., 2000). The GulfCet II study did not estimate bird densities; however, seabird densities over the open ocean have been estimated to be 1.6 birds km⁻² (Haney et al., 2014).

The distributions and relative densities of seabirds within the deepwater areas of the Gulf of America, including the project area, vary temporally (i.e., seasonally) and spatially. In GulfCet II studies (Davis et al., 2000), species diversity and density varied by hydrographic environment and by the presence and relative location of mesoscale features such as Loop Current eddies that may enhance nutrient levels and productivity of surface waters where these seabird species forage (Davis et al., 2000).

Trans-Gulf migrant birds including shorebirds, wading birds, and terrestrial birds may also be present in the project area. Migrant birds may use offshore structures, including platforms and semisubmersibles for resting, feeding, or as temporary shelter from inclement weather (Ronconi et al., 2015). Some birds may be attracted to offshore structures because of the lights and the fish populations that aggregate around these structures.

IPFs that could potentially affect marine birds include MODU/installation vessel presence, noise, and lights; support vessel and helicopter traffic; and two types of accidents (a small fuel spill and a large oil spill).

Effluent discharges permitted under the NPDES general permit are likely to have negligible impacts on the birds due to rapid dispersion, the small area of ocean affected, the intermittent nature of the discharges, and the mobility of these animals. Compliance with the Conditions of Approval in Attachment 2 of the 2025 NMFS Biological Opinion (See **Table 1**) will minimize the potential for marine debris-related impacts on birds.

Impacts of Mobile Offshore Drilling Unit / Installation Vessel Presence (including noise and lights)

Marine birds migrating over water have been known to strike offshore structures, resulting in death or injury (Wiese et al., 2001; Russell, 2005). Mortality of migrant birds at tall towers and other land-based structures has been reviewed extensively, and the mechanisms involved in platform collisions appear to be similar. In some cases, migrants simply do not see a part of the platform until it is too late to avoid it. In other cases, navigation may be disrupted by noise or lighting (Russell, 2005; Ronconi et al., 2015). However, offshore structures may in some cases serve as suitable stopover habitats for trans-Gulf migrant species, particularly in the spring (Russell, 2005; Ronconi et al., 2015).

Overall, potential negative impacts to marine birds from vessel lighting, potential collisions, or other adverse effects are highly localized and may be expected to affect only small numbers of birds during migration periods. The presence of the proposed MODU and installation vessel would result in long-term additional lighting, as well as the potential for impacts and collisions by birds. Sound generated from the MODU/installation vessel is not expected to impact marine birds. Therefore, these potential impacts are not expected to affect birds at the population level and are not significant (BOEM, 2012a). Any impacts on populations of marine and pelagic birds are not expected to be significant.

Impacts of Support Vessel and Helicopter Traffic

Support vessels and helicopters are unlikely to substantially disturb marine birds in open, offshore waters. Schwemmer et al. (2011) showed that several sea birds showed behavioral responses and altered distribution patterns in response to ship traffic, which could potentially cause loss of foraging time and resting habitat. However, it is likely that individual birds would experience, at most, only short-term behavioral disruption resulting from support vessel and helicopter traffic, and the impact would not be significant.

Impacts of a Small Fuel Spill

Potential spill impacts on marine birds are discussed by BOEM (2016a, 2017a). For this DOCD, there are no unique site-specific issues with respect to spill impacts on marine birds.

The probability of a fuel spill will be minimized by Shell's preventative measures implemented during routine operations, including fuel transfer. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the potential for impacts on marine birds. DOCD **Section 9b** provides details on spill response measures. Given the open ocean location of the project area and the short duration of a small spill, the potential exposure for pelagic marine birds would be brief.

A small fuel spill in offshore waters would produce a thin slick on the water surface and introduce concentrations of petroleum hydrocarbons and their degradation products. The extent and persistence of impacts would depend on the meteorological and oceanographic conditions at the time and the effectiveness of spill response measures. **Section A.9.1** discusses the likely fate of a small fuel spill and indicates that more than 90% would evaporate or disperse naturally within 24 hours. The area of diesel fuel on the sea surface would range from 1.2 to 12 ac (0.5 to 5 ha), depending on sea state and weather conditions.

Birds exposed to fuel on the sea surface could experience direct physical and physiological effects including skin irritation; chemical burns of skin, eyes, and mucous membranes; and inhalation of VOCs.

Because of the limited areal extent and short duration of water quality impacts from a small fuel spill, secondary impacts due to ingestion of oil via contaminated prey or reductions in prey abundance are unlikely. Due to the low densities of birds in open ocean areas, the small area affected, and the brief duration of the surface slick, no significant impacts on marine birds are expected.

Impacts of a Large Oil Spill

Potential spill impacts on marine birds are discussed by BOEM (2016a, 2017a). For this DOCD, there are no unique site-specific issues with respect to spill impacts on marine birds.

Pelagic seabirds could be exposed to oil from a spill at the project area. Hess and Ribic (2000) reported that terns, storm-petrels, shearwaters, and jaegers were the most frequently sighted seabirds in the deepwater Gulf of America (>656 ft [200 m]). Haney et al. (2014) estimated that seabird densities over the open ocean are approximately 1.6 birds km⁻². The number of marine birds that could be affected in open, offshore waters would depend on the extent and persistence of the oil slick.

Data following the *Deepwater Horizon* incident provides relevant information about the species of marine birds that may be affected in the event of a large oil spill. Birds that have been treated for oiling include several pelagic species such as the Northern Gannet (*Morus bassanus*), Magnificent Frigatebird, and Masked Booby (*Sula dactylatra*). The Northern Gannet was among the species with the largest numbers of individuals affected by the spill. NOAA reported that at least 93 resident and migratory bird species across all five Gulf Coast states were exposed to oil from the *Deepwater Horizon* incident in multiple habitats, including offshore/open waters, island waterbird colonies, barrier islands, beaches, bays, and marshes (NOAA, 2016a). Exposure of marine birds to oil can result in adverse health, with severity depending on the level of oiling. Effects can range from plumage damage and loss of buoyancy for external oiling to more severe effects such as organ damage, immune suppression, endocrine imbalance, reduced aerobic capacity and death as a result of oil inhalation or ingestion (NOAA, 2016a).

However, a blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in DOCD **Section 2j**. It is expected that impacts to marine birds from a large oil spill resulting in the death of individual birds would be adverse but likely not significant at population levels. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. DOCD **Section 9b** provides details on spill response measures.

C.4.2 Coastal Birds

Threatened and Endangered bird species present in the Gulf of America (Piping Plover, Whooping Crane, Black-capped Petrel, and Rufa Red Knot) are discussed in **Section C.3**. Various species of non-endangered coastal birds are also found along the northern Gulf Coast, including diving birds,

shorebirds, marsh birds, wading birds, and waterfowl. Gulf Coast marshes and beaches also provide important feeding grounds and nesting habitats. Species that nest on beaches, flats, dunes, bars, barrier islands, and similar coastal and nearshore habitats include the Sandwich Tern, Wilson's Plover (*Charadrius wilsonia*), Black Skimmer (*Rynchops niger*), Forster's Tern (*Sterna forsteri*), Gull-Billed Tern (*Gelochelidon nilotica*), Laughing Gull, Least Tern, and Royal Tern. Additional information is presented by BOEM (2012a, 2017a).

The Brown Pelican was delisted from federal Endangered status in 2009 (USFWS, 2009) and was delisted from state species of special concern status by the State of Florida in 2017 (Florida Fish and Wildlife Conservation Commission, 2022) and Louisiana (Louisiana Wildlife & Fisheries, 2020). However, this species remains listed as Endangered by Mississippi (Mississippi Natural Heritage Program, 2018). Brown Pelicans inhabit coastal habitats and forage within both coastal waters and waters of the inner continental shelf. Aerial and shipboard surveys, including GulfCet and GulfCet II (Davis et al., 2000), indicate that Brown Pelicans do not occur over deep offshore waters (Fritts and Reynolds, 1981; Peake, 1996).

The Bald Eagle was delisted from its federal Threatened status under the ESA in 2007. The Bald Eagle still receives protection under the Migratory Bird Treaty Act of 1918 and the Bald and Golden Eagle Protection Act of 1940 (USFWS, 2024). The Bald Eagle is a terrestrial raptor widely distributed across the southern U.S., including coastal habitats along the Gulf of America. The Gulf Coast is inhabited by both wintering migrant and resident Bald Eagles (Buehler, 2022).

IPFs that could potentially affect coastal birds include support vessel and helicopter traffic and a large oil spill. MODU presence, noise, lights, and effluent discharges are not expected to have a significant impact because coastal birds are typically not found in offshore waters. As explained in **Section A.9.1**, a small fuel spill would not be expected to make landfall or reach coastal waters prior to dissipating. Compliance with the Conditions of Approval in Attachment 2 of the 2025 NMFS Biological Opinion will minimize the potential for marine debris-related impacts on shorebirds.

Impacts of Support Vessel and Helicopter Traffic

Support vessels and helicopters will transit coastal areas where coastal birds may be found. These activities could periodically disturb individuals or groups of birds within sensitive coastal habitats (e.g., wetlands that may support feeding, resting, or breeding birds).

Vessel traffic may disturb some foraging and resting birds. Flushing distances vary among species and individuals (Rodgers and Schwikert, 2002; Schwemmer et al., 2011; Mendel et al., 2019). The disturbances will be limited to flushing birds away from vessel pathways; known distances are from 65 to 160 ft (20 to 49 m) for personal watercraft and 75 to 190 ft (23 to 58 m) for outboard-powered boats (Rodgers and Schwikert, 2002). Flushing distances may be similar or less for the support vessels to be used for this project, and some species such as gulls are attracted to boats. Support vessels will not approach nesting or breeding areas on the shoreline, so nesting birds, eggs, and chicks will not be disturbed. Vessel operators will use designated navigation channels and comply with posted speed and wake restrictions while transiting sensitive inland waterways. Due to the limited scope, duration, and geographic extent of the project activities, any short-term impacts are not expected to be significant to coastal bird populations.

Helicopter traffic can cause some disturbance to birds on shore and offshore. Responses highly depend on the type of aircraft, bird species, activities that animals were previously engaged in, and previous exposures to overflights (Efroymson et al., 2001). Helicopters seem to cause the most intense responses over other human disturbances for some species (Bélanger and Bédard, 1989; Rojek et al., 2007; Fuller et al., 2018). However, Federal Aviation Administration Advisory Circular No. 91-36D recommends that pilots maintain a minimum altitude of 2,000 ft (610 m) when flying over noise-sensitive areas such as wildlife refuges, parks, and areas with wilderness characteristics. This is greater than the distance (slant range) at which aircraft overflights have been

reported to cause behavioral effects on most species of birds studied in Efroymsen et al. (2001). With these guidelines in effect, it is likely that individual birds would experience, at most, only short-term behavioral disruption. The potential impacts are not expected to be significant to bird populations in the project area.

Impacts of Large Oil Spill

Coastal birds can be exposed to oil as they float on the water surface, dive during foraging, or wade in oiled coastal waters. The Brown Pelican and Bald Eagle could be impacted by the ingestion of contaminated fish or birds (BOEM, 2012a, 2016a). In the event of a large oil spill reaching coastal habitats, cleanup personnel and equipment could create short-term disturbances to coastal birds. Indirect effects could occur from restoration efforts, resulting in habitat loss, alteration, or fragmentation (BOEM, 2017a). Based on the 30-day OSRA modeling (**Table 3**), Lafourche and Plaquemines Parishes in Louisiana are the coastal areas most likely to be affected (1% and 5% probabilities within 10 days and 2% and 11% within 30 days). Seven Louisiana parishes and two Florida counties have a 1% to 11% probability of shoreline contact within 30 days of a spill.

Studies concerning the *Deepwater Horizon* incident provide additional information regarding impacts on coastal birds that may be affected in the event a large oil spill reaches coastal habitats. According to NOAA (2016a), an estimated 51,600 to 84,500 birds were killed by the spill, and the reproductive output lost as a result of breeding adult bird mortality was estimated to range from 4,600 to 17,900 fledglings that would have been produced in the absence of premature deaths of adult birds (NOAA, 2016a). Species with the largest numbers of estimated mortalities were American White Pelican (*Pelecanus erythrorhynchos*), Black Skimmer, Black Tern (*Chilidonias niger*), Brown Pelican, Laughing Gull, Least Tern, Northern Gannet, and Royal Tern (NOAA, 2016a).

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in DOCD **Section 2j**. However, if oil from a large spill reaches coastal bird habitats, significant injuries or mortalities to coastal birds are possible and could be significant at the population level. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. DOCD **Section 9b** provides details on spill response measures.

C.5 Fisheries Resources

C.5.1 Pelagic Communities and Ichthyoplankton

Biggs and Ressler (2000) reviewed the biology of pelagic communities in the deepwater environment of the northern Gulf of America. The biological oceanography of the region is dominated by the influence of the Loop Current, whose surface waters are among the most oligotrophic in the world's oceans. Superimposed on this low-productivity condition are productive "hot spots" associated with entrainment of nutrient-rich Mississippi River water and mesoscale oceanographic features. Anticyclonic and cyclonic hydrographic features play an important role in determining biogeographic patterns and controlling primary productivity in the northern Gulf of America (Biggs and Ressler, 2000).

Most fishes inhabiting shelf or oceanic waters of the Gulf of America have planktonic eggs and larvae (Ditty, 1986; Ditty et al., 1988; Richards et al., 1989; Richards et al., 1993).

A study by Ross et al. (2012) on midwater fauna to characterize vertical distribution of mesopelagic fishes in selected deepwater areas in the Gulf of America substantiated high species richness, but the community was dominated by relatively few families and species.

IPFs that could potentially affect pelagic communities and ichthyoplankton include MODU/installation vessel presence, noise, and lights; effluent discharges; water intakes; and two types of accidents (a small fuel spill and a large oil spill).

Impacts of Mobile Offshore Drilling Unit / Installation Vessel Presence (including noise and lights)

The MODU and installation vessel, as floating structures in the deepwater environment, will act as fish-aggregating devices (FAD). In oceanic waters, the FAD effect would be most pronounced for epipelagic fishes such as tunas, dolphin, billfishes, and jacks, which are commonly attracted to fixed and drifting surface structures (Holland, 1990; Higashi, 1994; Relini et al., 1994). Positive fish associations with offshore rigs and platforms in the Gulf of America are well documented (Gallaway and Lewbel, 1982; Wilson et al., 2003; Wilson et al., 2006; Edwards and Sulak, 2006). The FAD effect could possibly enhance the feeding of epipelagic predators by attracting and concentrating smaller fish species. MODU or installation noise could potentially cause acoustic masking in fishes, thereby reducing their ability to hear biologically relevant sounds (Radford et al., 2014). The only defined acoustic threshold levels for non-impulsive noise are given by Popper et al. (2014) and apply only to species of fish with swim bladders that provide some hearing (pressure detection) function. Popper et al. (2014) estimated an SPL threshold of 170 dB re 1 μ Pa accumulated over a 48-hour period for onset of recoverable injury and 158 dB re 1 μ Pa accumulated over a 12-hour period for onset temporary auditory threshold shifts. However, no consistent behavioral thresholds for fish have been established (Popper et al., 2014), and the most widely accepted is an SPL of 150 dB re 1 μ Pa applicable for all sound sources (NMFS, 2024c). Noise may influence fish behaviors, such as predator-avoidance, foraging, reproduction, and intraspecific interactions (Picciulin et al., 2010; Brintjes and Radford, 2013; McLaughlin and Kunc, 2015). Fish aggregation is likely to occur to some degree due to the presence of the MODU and installation vessel, but the impacts would be limited in geographic scope and no population level impacts are expected.

Limited data exist regarding the impacts of noise on pelagic larvae and eggs. Generally, it is believed that larval fish will have similar hearing sensitivities as adults, but may be more susceptible to barotrauma injuries associated with impulsive noise (Popper et al., 2014). Larval fish were experimentally exposed to simulated impulsive noise by Bolle et al. (2012). The controlled playbacks produced SEL_{24h} of 206 dB re 1 μ Pa² s but resulted in no increased mortality between the exposure and control groups. Non-impulsive noise sources (such as MODU and installation vessel operations) are expected to be far less injurious than impulsive noise sources given the characteristics of these source types. Because of the limited propagation distances of above-threshold SEL_{24h} and the periodic and transient nature of ichthyoplankton, no impacts to these life stages are expected.

Impacts of Effluent Discharges

Discharges of treated WBM- and SBM-associated cuttings will produce temporary, localized increases in suspended solids in the water column around the MODU. In general, turbid water can be expected to extend between a few hundred meters and several kilometers down current from the discharge point (National Research Council, 1983; Neff, 1987). NPDES permit limits and requirements will be met.

WBM, cuttings, excess cement slurry, and BOP fluid will be released at the seafloor. These discharges could smother or cover benthic communities in the vicinity of the discharge location. Impacts will be limited to the immediate area of the discharge, with little or no impact to fisheries resources.

Treated sanitary and domestic wastes may have little or no effect on the pelagic environment in the immediate vicinity of these discharges. These wastes may have elevated levels of nutrients, organic matter, and chlorine, but should dilute rapidly to undetectable levels within tens to hundreds of meters from the source. As a result of quick dilution, minimal impacts on water quality, plankton, and nekton are anticipated.

Deck drainage will have little or no impact on the pelagic environment in the immediate vicinity of these discharges. Deck drainage from oily areas will be passed through an oil-and-water separator

prior to release, and discharges will be monitored for visible sheen. The discharges may have slightly elevated levels of hydrocarbons but should dilute rapidly to undetectable levels within tens to hundreds of meters from the source. Minimal impacts on water quality, plankton, and nekton are anticipated.

Other effluent discharges from the MODU, installation vessel, and support vessels are expected to include well treatment and completion fluids, desalination unit brine, ballast water, bilge water, firewater, cooling water, untreated/treated seawater, hydrate inhibitor, utility seawater, and subsea fluid discharges. The MODU, installation vessel, and support vessel discharges are expected to be in compliance with NPDES permit and USCG regulations, as applicable, and are not expected to cause significant impacts on water quality (BOEM, 2012a).

Impacts of Water Intakes

Seawater will be drawn from several meters below the ocean surface for various services, including firewater and once-through non-contact cooling of machinery on the MODU and installation vessel (DOCD **Table 7a**). Section 316(b) of the Clean Water Act requires NPDES permits to ensure that the location, design, construction, and capacity of cooling water intake structures reflect the best technology available to minimize adverse environmental impact from impingement and entrainment of aquatic organisms. The current general NPDES Permit No. GMG290000 specifies requirements for new facilities for which construction commenced after July 17, 2006, with a cooling water intake structure having a design intake capacity of >2 million gallons of water per day, of which at least 25% is used for cooling purposes.

The MODU selected for this project meets the described applicability for new facilities, and the vessel's water intakes are expected to be in compliance with the design, monitoring, and recordkeeping requirements of the NPDES permit.

The intake of seawater for cooling water will entrain plankton. The low intake velocity should allow most strong-swimming juvenile fishes and smaller adults to escape entrainment or impingement. However, drifting plankton would not be able to escape entrainment except for a few fast-swimming larvae of certain taxonomic groups. Those organisms entrained may be stressed or killed, primarily through changes in water temperature during the route from cooling intake structure to discharge structure and mechanical damage (turbulence in pumps and condensers). Because of the limited scope and short duration of drilling activities, any short-term impacts of entrainment are not expected to be significant to plankton or ichthyoplankton populations (BOEM, 2017a).

Impacts of a Small Fuel Spill

Potential spill impacts on fisheries resources are discussed by BOEM (2016a, 2017a). For this DOCD, there are no unique site-specific issues with respect to spill impacts.

The probability of a fuel spill will be minimized by Shell's preventative measures during routine operations, including fuel transfer. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the potential for impacts on pelagic communities, including ichthyoplankton. DOCD **Section 9b** provides details on spill response measures. Given the open ocean location of the project area, the duration of a small spill and opportunity for impacts to occur would be very brief.

A small fuel spill in offshore waters would produce a thin slick on the water surface and introduce concentrations of petroleum hydrocarbons and their degradation products. The extent and persistence of impacts would depend on the meteorological and oceanographic conditions at the time and the effectiveness of spill response measures. **Section A.9.1** discusses the likely fate of a small fuel spill and indicates that more than 90% would evaporate or disperse naturally within 24 hours. The area of diesel fuel on the sea surface would range from 1.2 to 12 ac (0.5 to 5 ha), depending on sea state and weather conditions.

A small fuel spill could have localized impacts on phytoplankton, zooplankton, ichthyoplankton, and nekton. Due to the limited areal extent and short duration of water quality impacts, a small fuel spill would be unlikely to produce detectable impacts on pelagic communities.

Impacts of a Large Oil Spill

Potential spill impacts on pelagic communities and ichthyoplankton are discussed by BOEM (2016a, 2017a). For this DOCD, there are no unique site-specific issues.

A large oil spill could directly affect water column biota including phytoplankton, zooplankton, ichthyoplankton, and nekton. A large spill that persisted for weeks or months would be more likely to affect these communities. While adult and juvenile fishes may actively avoid a large spill, planktonic eggs and larvae would be unable to avoid contact. Eggs and larvae of fishes in the upper layers of the water column are especially vulnerable to oiling; certain toxic fractions of spilled oil may be lethal to these life stages. Impacts would be potentially greater if local scale currents retained planktonic larval assemblages (and the floating oil slick) within the same water mass. Impacts to ichthyoplankton from a large spill would be greatest during spring and summer when concentrations of ichthyoplankton on the continental shelf peak (BOEM, 2014, 2015, 2016a).

Oil spill impacts to phytoplankton include changes in community structure and increases in biomass, which have been attributed to the effects of oil contamination and of decreased predation due to zooplankton mortality (Abbriano et al., 2011; Ozhan et al., 2014). Ozhan et al. (2014) reported that the formation of oil films on the water surface can limit gas exchange through the air-sea interface and can reduce light penetration into the water column which will limit phytoplankton photosynthesis. Determining the impact of a diesel spill on phytoplankton is a complex issue as some phytoplankton species are more tolerant of oil exposure than others while some species are more tolerant under low concentrations and some under high concentrations (Ozhan et al., 2014). Phytoplankton populations can change quickly on small temporal and spatial scales making it difficult to predict how a phytoplankton community will respond to an oil spill.

Mortality of zooplankton has been shown to be positively correlated with oil concentrations (Lennuk et al., 2015). Spills that are not immediately lethal can have short- or long-term impacts on biomass and community composition, behavior, reproduction, feeding, growth and development, immune response, and respiration (Harvell et al., 1999; Wootton et al., 2003; Auffret et al., 2004; Hannam et al., 2010; Bellas et al., 2013; Blackburn et al., 2014). Zooplankton are especially vulnerable to acute oil pollution, showing increased mortality and sublethal changes in physiological activities (e.g., egg production) (Moore and Dwyer, 1974; Linden, 1976; Lee et al., 1978; Suchanek, 1993). Zooplankton may also accumulate PAHs through diffusion from surrounding waters, direct ingestion of micro-droplets (Berrojalbiz et al., 2009; Lee et al., 2012; Lee, 2013), and by ingestion of droplets that are attached to phytoplankton (Almeda et al., 2013). Bioaccumulation of hydrocarbons can lead to additional impacts among those higher trophic level consumers that rely on zooplankton as a food source (Almeda et al., 2013; Blackburn et al., 2014).

Planktonic communities have a high capacity for recovery from the effects of oil spill pollution due to their short life cycle and high reproductive capacity (Abbriano et al., 2011). Planktonic communities drift with water currents and recolonize from adjacent areas. Because of these attributes, plankton usually recover relatively rapidly to normal population levels following hydrocarbon spill events. Research in the aftermath of the *Deepwater Horizon* incident found that phytoplankton population recovered within weeks to months and zooplankton populations may have only been minimally affected (Abbriano et al., 2011).

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in DOCD **Section 2j**. It is expected that impacts to pelagic communities and ichthyoplankton from a large oil spill would be adverse but not significant at population levels. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. DOCD **Section 9b** provides details on spill response measures.

C.5.2 Essential Fish Habitat

Essential Fish Habitat (EFH) is defined as those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity. Under the Magnuson-Stevens Fishery Conservation and Management Act, as amended, federal agencies are required to consult on activities that may adversely affect EFH designated in Fishery Management Plans developed by the regional Fishery Management Councils.

The Gulf of Mexico Fishery Management Council (hereinafter referred to as the Gulf Council per Executive Order 14172) has prepared Fishery Management Plans for corals and coral reefs, shrimps, spiny lobster, reef fishes, coastal migratory pelagic fishes, and red drum (*Sciaenops ocellatus*). In 2005, the EFH for these managed species was redefined in Generic Amendment No. 3 to the various Fishery Management Plans (GMFMC, 2005). The EFH for most of these Gulf Council-managed species is on the continental shelf in waters shallower than 600 ft (183 m). The shelf edge is the outer boundary for coastal migratory pelagic fishes, reef fishes, and shrimps. EFH for corals and coral reefs includes some shelf edge topographic features located approximately 46 mi (74 km) from the project area.

EFH has been identified in the deepwater Gulf of America for highly migratory pelagic fishes, which occur as transients in the project area. Species in this group, including tunas, swordfishes, billfishes, and sharks, are managed by NMFS. Highly migratory species with EFH within or near the project area include the following (NMFS, 2009b):

- Albacore tuna (*Thunnus alalunga*) (juvenile)
- Bigeye thresher shark (*Alopias superciliosus*) (all)
- Bigeye tuna (*Thunnus obesus*) (adult, juvenile)
- Blue marlin (*Makaira nigricans*) (adult, juvenile, spawning, eggs, larvae)
- Bluefin tuna (*Thunnus thynnus*) (adult, spawning, eggs, larvae)
- Dusky shark (*Carcharhinus obscurus*) (adult, juvenile)
- Longbill spearfish (*Tetrapturus pfluegeri*) (all)
- Longfin mako shark (*Isurus paucus*) (all)
- Oceanic whitetip shark (*Carcharhinus longimanus*) (all)
- Sailfish (*Istiophorus albicans*) (adult, juvenile, spawning, eggs, larvae)
- Scalloped hammerhead shark (*Sphyrna lewini*) (adult, juvenile)
- Shortfin mako shark (*Isurus oxyrinchus*) (all)
- Silky shark (*Carcharhinus falciformis*) (all)
- Skipjack tuna (*Katsuwonus pelamis*) (adult, juvenile, spawning, eggs, larvae)
- Swordfish (*Xiphias gladius*) (adult, juvenile, spawning, eggs, larvae)
- Tiger shark (*Galeocerdo cuvier*) (adult, juvenile)
- Whale shark (*Rhincodon typus*) (all)
- White marlin (*Kajikia albidus*) (adult, juvenile)
- Yellowfin tuna (*Thunnus albacares*) (adult, juvenile, spawning, eggs, larvae)

Research indicates the central and western Gulf of America may be important spawning habitat for Atlantic bluefin tuna (Theo and Block, 2010), and NMFS (2009b) has designated a Habitat Area of Particular Concern (HAPC) for this species. The HAPC covers much of the deepwater Gulf of America, including the project area (**Figure 1**). The areal extent of the HAPC is approximately 115,830 miles² (300,000 km²). Atlantic bluefin tuna follow an annual cycle of foraging in June

through March off the eastern U.S. and Canadian coasts, followed by migration to the Gulf of America to spawn in April, May, and June (NMFS, 2009b). The Atlantic bluefin tuna has also been designated as a species of concern (NMFS, 2011).

NTLs 2009-G39 and 2009-G40 provide guidance and clarification of regulations for biologically sensitive underwater features and areas and benthic communities that are considered EFH. As part of an agreement between BOEM and NMFS to complete a new programmatic EFH consultation for each new Five-Year Program, an EFH consultation was initiated between BOEM's Gulf of America Region and NOAA's Southeastern Region during the preparation, distribution, and review of BOEM's 2017-2022 Gulf of Mexico Multisale EIS (BOEM, 2017a). The EFH assessment was completed and there is ongoing coordination among NMFS, BOEM, and BSEE, including discussions of mitigation (BOEM, 2016c).

Other HAPCs to protect corals and coral reefs have been designated by the Gulf Council (GMFMC 2005, 2010). These include the Florida Middle Grounds, Madison-Swanson Marine Reserve, Tortugas North and South Ecological Reserves, Pulley Ridge, and several other reefs and banks of the northwestern Gulf of America (**Figure 1**). The nearest HAPC is MC 885, which is located approximately 30 mi (48 km) from the project area.

Routine IPFs that could potentially affect EFH, and fisheries resources include MODU/installation vessel presence, noise, and lights; effluent discharges; and water intakes. In addition, two types of accidents (a small fuel spill and a large oil spill) may potentially affect EFH and fisheries resources.

Impacts of Mobile Offshore Drilling Unit / Installation Vessel Presence (including noise and lights)

The MODU and installation vessel, as floating structures in the deepwater environment, will act as FADs. In oceanic waters, the FAD effect would be most pronounced for epipelagic fishes such as tunas, dolphin (*Coryphaena* spp.), billfishes, and jacks, which are commonly attracted to fixed and drifting surface structures (Holland, 1990; Higashi, 1994; Relini et al., 1994; Gates et al., 2017). The FAD effect would possibly enhance feeding of epipelagic predators by attracting and concentrating smaller fish species.

MODU, installation vessel, and support vessel noise could potentially cause acoustic masking for fishes, thereby reducing their ability to hear biologically relevant sounds (Radford et al., 2014). Noise may also influence fish behaviors such as predator avoidance, foraging, reproduction, and intraspecific interactions (Picciulin et al., 2010; Brintjes and Radford, 2013; McLaughlin and Kunc, 2015; Nedelec et al., 2017). Further discussion on the impact on fish from noise and injury criteria is discussed in **Section C.5.1**. Any impacts on EFH for highly migratory pelagic fishes are not expected to be significant.

Impacts of Effluent Discharges

Effluent discharges affecting EFH by diminishing ambient water quality include treated sanitary and domestic wastes, deck drainage, well treatment and completion fluids, desalination unit discharge, ballast water, bilge water, firewater, cooling water, untreated/treated seawater, hydrate inhibitor, utility seawater, and subsea fluid discharges. Impacts on EFH from effluent discharges are anticipated to be like those described in **Section C.5.1** for pelagic communities. No significant impacts on EFH for highly migratory pelagic fishes or coral are expected from these discharges.

Impacts of Water Intakes

As noted previously, cooling water intake will cause entrainment and impingement of plankton, including fish eggs and larvae (ichthyoplankton). Due to the limited scope, timing, and geographic extent of drilling activities, any short-term impacts on EFH for highly migratory pelagic fishes are not expected to be significant.

Impacts of a Small Fuel Spill

Potential spill impacts on EFH are discussed by BOEM (2016a, 2017a). For this DOCD, there are no unique site-specific issues with respect to spill impacts.

The probability of a fuel spill will be minimized by Shell's preventative measures during routine operations, including fuel transfer. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the potential for impacts on EFH. DOCD **Section 9b** provides details on spill response measures. Given the open ocean location of the project area, the duration of a small spill and opportunity for impacts to occur would be very brief.

A small fuel spill in offshore waters would produce a thin slick on the water surface and introduce concentrations of petroleum hydrocarbons and their degradation products. The extent and persistence of impacts would depend on the meteorological and oceanographic conditions at the time and the effectiveness of spill response measures. **Section A.9.1** discusses the likely fate of a small fuel spill and indicates that more than 90% would evaporate or disperse naturally within 24 hours. The area of diesel fuel on the sea surface would range from 1.2 to 12 ac (0.5 to 5 ha), depending on sea state and weather conditions.

A small fuel spill could have localized impacts on EFH for highly migratory pelagic fishes, including tunas, swordfishes, billfishes, and sharks. These species occur as transients in the project area.

A spill would also produce short-term impacts on surface and near-surface water quality in the HAPC for spawning Atlantic bluefin tuna, which covers much of the deepwater Gulf of America. The affected area would represent a negligible portion of the HAPC, which covers approximately 115,830 miles² (300,000 km²) of the Gulf of America. Therefore, no significant spill impacts on EFH for highly migratory pelagic fishes are expected.

A small fuel spill would not affect EFH for corals or coral reefs; the nearest of which is located approximately 46 mi (74 km) from the project area. A small fuel spill would float and dissipate on the sea surface and would not contact these seafloor features. Therefore, no significant spill impacts on EFH for corals and coral reefs are expected.

Impacts of a Large Oil Spill

Potential spill impacts on EFH are discussed by BOEM (2016a, 2017a). For this DOCD, there are no unique site-specific issues with respect to EFH.

An oil spill in offshore waters would temporarily increase hydrocarbon concentrations on the water surface and potentially the subsurface as well. Given the extent of EFH designations in the Gulf of America (GMFMC, 2005; NMFS, 2009b), some impact on EFH would be unavoidable.

A large spill could affect the EFH for many managed species, including shrimps, spiny lobster, reef fishes, coastal migratory pelagic fishes, and red drum. It would result in adverse impacts on water quality and water column biota including phytoplankton, zooplankton, ichthyoplankton, and nekton. In coastal waters, sediments could be oiled and result in persistent degradation of the seafloor habitat for managed demersal fish and shellfish species.

The project area is within the HAPC for spawning bluefin tuna (NMFS, 2009b). A large spill could temporarily degrade the HAPC due to increased hydrocarbon concentrations in the water column, with the potential for lethal or sublethal impacts on spawning tuna. Potential impacts would depend in part on the timing of a spill, as this species migrates to the Gulf of America to spawn in April, May, and June (NMFS, 2009b).

The nearest feature designated as EFH for corals is located 46 mi (74 km) from the project area. An accidental spill could reach or affect this feature, although near-bottom currents in the region are

expected to flow along the isobaths (Nowlin et al., 2001; Valentine et al., 2014) and typically would not carry a plume up onto the continental shelf edge.

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in DOCD **Section 2j**. In the event of oil from a large spill contacting EFH for managed species, it is expected that impacts could be significant, but the duration of these impacts would likely be short term. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. DOCD **Section 9b** provides details on spill response measures.

C.6 Archaeological Resources

C.6.1 Shipwreck Sites

In BOEM (2012a), information was presented that altered the impact conclusion for archaeological resources which came to light as a result of BOEM-sponsored studies and industry surveys. Evidence of damage to significant cultural resources (i.e., historic shipwrecks) has been shown to have occurred because of an incomplete knowledge of seafloor conditions in project areas >656 ft (200 m) water depth that have been exempted from high-resolution surveys. Since significant historic shipwrecks have recently been discovered outside the previously designated high-probability areas (some of which show evidence of impacts from permitted activities prior to their discovery), a survey is now required for exploration and development projects.

No archaeologically significant sonar contacts were identified within 2,000 ft (610 m) of the proposed project activities during the wellsite assessments (GEMS, 2007, 2018; Worley Parsons Group, 2015; Oceaneering, 2017). In the unlikely case that contact is suspected or has been made with any wastes from a barrel during operations, Shell will follow its Waste Barrel Avoidance and Release Response in the Mississippi Canyon Area document. No archaeological impacts are expected from routine activities in the project area. Per the Final Rule in 89 FR 71160, Shell complies with the archaeological report submission requirements for the project.

Because no historic shipwreck sites are known to be present in the project area (see DOCD **Section 6**), there are no routine IPFs that are likely to affect these resources. A small fuel spill would not affect shipwrecks in adjoining blocks because the oil would float and dissipate on the sea surface. The only IPF considered would be the impact from a large oil spill that could contact shipwrecks in other blocks.

Impacts of a Large Oil Spill

BOEM (2012a) estimated that a severe subsurface blowout could resuspend and disperse sediments within a 984-ft (300-m) radius. Because there are no known historic shipwrecks in the project area, this impact would not be relevant.

Beyond the seafloor blowout radius, there is the potential for impacts from oil, dispersants, and depleted oxygen levels (BOEM, 2017a). These impacts could include chemical contamination, alteration of the rates of microbial activity (BOEM, 2017a), and reduced biodiversity as shipwreck-associated sediment microbiomes (Hamdan et al., 2018). During the *Deepwater Horizon* incident, subsurface plumes were reported at a water depth of approximately 3,600 ft (1,100 m), extending at least 22 mi (35 km) from the wellsite and persisting for more than a month (Camilli et al., 2010). The subsurface plumes apparently resulted from the use of dispersants at the wellhead (NOAA, 2011b). While the behavior and impacts of subsurface plumes are not well known, a subsurface plume could contact shipwreck sites beyond the 984-ft (300-m) radius estimated by BOEM (2012a), depending on its extent, trajectory, and persistence (Spier et al., 2013). If oil from a subsea spill should contact wooden shipwrecks on the seafloor, it could adversely affect their condition and in situ preservation.

A spill entering shallow coastal waters could conceivably contaminate undiscovered or known historic shipwreck sites. Based on the 30-day OSRA modeling (**Table 3**), Lafourche and Plaquemines Parishes in Louisiana are the coastal areas most likely to be affected (1% and 5% probabilities within 10 days and 2% and 11% within 30 days). Seven Louisiana parishes and two Florida counties have a 1% to 11% probability of shoreline contact within 30 days of a spill. If an oil spill contacted a coastal historic site, such as a fort or a lighthouse, the impacts may be temporary and reversible (BOEM, 2017a). Undiscovered shipwreck sites on or near shore could also be impacted by foot or vehicle traffic during response and clean-up efforts in the aftermath of a spill.

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in DOCD **Section 2j**. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. DOCD **Section 9b** provides details on spill response measures.

C.6.2 Prehistoric Archaeological Sites

With a water depth of approximately 3,980 to 4,010 ft (1,213 to 1,222 m), the project area is well beyond the 197-ft (60-m) depth contour used by BOEM as the seaward extent for prehistoric archaeological site potential in the Gulf of America. Because prehistoric archaeological sites are not found in the project area, the only relevant IPF is a large oil spill that would reach coastal waters within the 197-ft (60-m) depth contour.

Impacts of a Large Oil Spill

Because of the water depth and the lack of prehistoric archaeological sites found in the project area, it is highly unlikely that any such resources would be affected by the physical effects of a subsea blowout. BOEM (2012a) estimates that a severe subsurface blowout could resuspend and disperse sediments within a 984-ft (300-m) radius.

Along the northern Gulf Coast, prehistoric sites occur frequently along the barrier islands and mainland coast and along the margins of bays and bayous (BOEM, 2012a). Based on the 30-day OSRA modeling (**Table 3**), Lafourche and Plaquemines Parishes in Louisiana are the coastal areas most likely to be affected (1% and 5% probabilities within 10 days and 2% and 11% within 30 days). Seven Louisiana parishes and two Florida counties have a 1% to 11% probability of shoreline contact within 30 days of a spill. A spill reaching a prehistoric site along these shorelines could coat fragile artifacts or site features and compromise the potential for radiocarbon dating organic materials in a site (although other dating methods are available, and it is possible to decontaminate an oiled sample for radiocarbon dating). Coastal prehistoric sites could also be damaged by spill cleanup operations (e.g., destroying fragile artifacts, disturbing the provenance of artifacts or site features). BOEM (2017a) notes that some unavoidable direct and indirect impacts on coastal historic resources could occur.

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in DOCD **Section 2j**. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. DOCD **Section 9b** provides details on spill response measures.

C.7 Coastal Habitats and Protected Areas

Coastal habitats in the northern Gulf of America that may be affected by oil and gas activities are described in previous EISs (BOEM, 2012a, 2013, 2014, 2015, 2016a, 2017a, 2023b) and are tabulated in the OSRP. Coastal habitats inshore of the project area include coastal and barrier island beaches and dunes, wetlands, oyster reefs, and submerged seagrass beds. Most of the northern Gulf of America is fringed by coastal and barrier island beaches, with wetlands, oyster reefs, and submerged seagrass beds occurring in sheltered areas behind the barrier islands and in estuaries.

Because of the distance from shore, the only IPF associated with routine activities in the project area that could affect beaches and dunes, wetlands, oyster reefs, seagrass beds, coastal wildlife refuges, wilderness areas, or any other managed or protected coastal area is support vessel traffic. The support bases at Port Fourchon, Louisiana and Gulfport, Mississippi are not located in wildlife refuges or wilderness areas. Potential impacts of support vessel traffic are briefly addressed below.

A large oil spill is the only accidental IPF that could affect coastal habitats and protected areas. A small fuel spill in the project area would be unlikely to affect coastal habitats because the project area is 63 mi (101 km) from the nearest shoreline (Louisiana). As explained in **Section A.9.1**, a small fuel spill would not be expected to make landfall or reach coastal waters prior to natural dispersion.

Impacts of Support Vessel Traffic

Support operations, including the crew boats and supply boats as detailed in DOCD **Section 14**, may have a minor incremental impact on coastal and barrier island beaches, wetlands, oyster reefs, and protected habitats. Over time, with a large number of vessel trips, vessel wakes can erode shorelines along inlets, channels, and harbors, resulting in localized land loss. Impacts will be minimized by following the speed and wake restrictions in harbors and channels.

Support operations, including crew boats and supply boats, are not anticipated to have a significant impact on submerged seagrass beds. While submerged seagrass beds have the potential to be uprooted, scarred, or lost due to direct contact from vessels, use of navigation channels and adherence to local requirements and implemented programs will decrease the likelihood of impacts to submerged seagrass beds (BOEM, 2017a,c).

Impacts of a Large Oil Spill

Potential spill impacts on coastal habitats are discussed by BOEM (2016a, 2017a). Coastal habitats inshore of the project area include coastal and barrier island beaches, wetlands, oyster reefs, and submerged seagrass beds. For this DOCD, there are no unique site-specific issues with respect to coastal habitats.

NWRs and other protected areas such as Wildlife Management Areas along the coast are discussed in the lease sale EIS (BOEM, 2017a) and Shell's OSRP. Based on the 30-day OSRA, coastal and near-coastal wildlife refuges, wilderness areas, and state and national parks within the geographic range of the potential shoreline contacts within 30 days are listed in **Table 6**. The level of impacts from oil spills on coastal habitats depends on many factors, including the oil characteristics, the geographic location of the landfall, and the weather and oceanographic conditions at the time of the spill (BOEM, 2017a). Oil that makes it to beaches may be liquid, weathered oil, an oil-and-water mousse, or tarballs. Oil is generally deposited on beaches in lines defined by wave action at the time of landfall. Oil that remains on the beach will thicken as its volatile components are lost. Thickened oil may form tarballs or aggregations that incorporate sand, shell, and other materials into its mass. Tar may be buried to varying depths under the sand. On warm days, both exposed and buried tarballs may liquefy and ooze. Oozing may also serve to expand the size of a mass as it incorporates beach materials. Oil on beaches may be cleaned up manually, mechanically, or both. Some oil can remain on the beach at varying depths and may persist for several years as it slowly biodegrades and volatilizes (BOEM, 2017a). Impacts associated with an extensive oiling of coastal and barrier island beaches from a large oil spill are expected to be significant (**Table 6**).

Table 6. Wildlife refuges, wilderness areas, and state and national parks and preserves within the geographic range of 1% or greater conditional probability of shoreline contact within 30 days of a hypothetical spill from Launch Area C058 based on the 30-day Oil Spill Risk Analysis (OSRA) model.

County or Parish, State	Wildlife Refuge, Wilderness Area, or State/National Park
Cameron Parish, Louisiana	Peveto Woods Sanctuary
	Rockefeller State Wildlife Refuge and Game Preserve
	Sabine National Wildlife Refuge
	Lacassine National Wildlife Refuge
Vermilion Parish, Louisiana	Paul J. Rainey Wildlife Refuge and Game Preserve
	Rockefeller State Wildlife Refuge and Game Preserve
	State Wildlife Refuge
Terrebonne Parish, Louisiana	Isles Dernieres Barrier Islands Refuge
	Pointe aux Chenes Wildlife Management Area
Lafourche Parish, Louisiana	East Timbalier Island National Wildlife Refuge
	Pointe aux Chenes Wildlife Management Area
	Wisner WMA (Includes Picciola Tract)
Jefferson Parish, Louisiana	Grand Isle State Park
Plaquemines Parish, Louisiana	Breton National Wildlife Refuge
	Delta National Wildlife Refuge
	Pass a Loutre Wildlife Management Area
St. Bernard Parish, Louisiana	Biloxi Wildlife Management Area
	Breton National Wildlife Refuge
	Saint Bernard State Park
Walton County, Florida	Choctawhatchee River Delta Preserve
	Choctawhatchee River Water Management Area
	Deer Lake State Park
	Grayton Beach State Park
	Point Washington State Forest
	Topsail Hill Preserve State Park
Bay County, Florida	Camp Helen State Park
	SS Tarpon Underwater Archaeological Preserve
	St. Andrews Aquatic Preserve
	St. Andrews State Park
	Vamar Underwater Archaeological Preserve

Coastal wetlands are highly sensitive to oiling and can be significantly impacted because of the inherent toxicity of hydrocarbon and non-hydrocarbon components of the spilled substances (Mendelsohn et al., 2012; Lin et al., 2016). Numerous variables such as oil concentration and chemical composition, vegetation type and density, season or weather, preexisting stress levels, soil types, and water levels may influence the impacts of oil exposure on wetlands. Light oiling could cause plant die-back, followed by recovery in a fairly short time. Vegetation exposed to oil that persists in wetlands could take years to recover (BOEM, 2017a). However, in a study in Barataria Bay, Louisiana, after the *Deepwater Horizon* spill, Silliman et al. (2012) reported that previously healthy marshes largely recovered to a pre-oiling state within 18 months. At 103 salt marsh locations that spanned 267 mi (430 km) of shoreline in Louisiana, Mississippi, and Alabama, Silliman et al. (2016) determined a threshold for oil impacts on marsh edge erosion with higher erosion rates occurring for approximately 1 to 2 years after the *Deepwater Horizon* spill at sites with the highest amounts of plant stem oiling (90% to 100%); thus, displaying a large-scale ecosystem loss.

In addition to the direct impacts of oil, cleanup activities in marshes may accelerate rates of erosion and retard recovery rates (BOEM, 2017a). A review of the literature and new studies indicated that oil spill impacts to seagrass beds are often limited and may be limited to when oil is in direct contact with these plants (Fonseca et al., 2017). However, if oiling were to occur, oil within the estuarine sediments may pose the risk of periodic re-releases of oil in the area, causing potential secondary impacts to the localized area (BOEM, 2023b). Impacts associated with an extensive oiling of coastal wetland habitat are expected to be significant.

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in DOCD **Section 2j**. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. DOCD **Section 9b** provides details on spill response measures.

C.8 Socioeconomic and other Resources

C.8.1 Recreational and Commercial Fishing

Potential impacts to recreational and commercial fishing are analyzed by BOEM (2017a). The major species sought by commercial fishermen in federal waters of the Gulf of America include shrimp, menhaden, red snapper (*Lutjanus campechanus*), tunas, and groupers (BOEM, 2017a). However, most of the fishing effort for these species is on the continental shelf in shallow waters. The main commercial fishing activity in deep waters of the northern Gulf of America is pelagic longlining for tunas, swordfishes, and other billfishes (Continental Shelf Associates, 2002; Beerkircher et al., 2009). Pelagic longlining has occurred historically in the project area, primarily during spring and summer.

It is unlikely that any commercial fishing activity other than longlining will occur at or near the project area due to the water depth. Benthic species targeted by commercial fishers occur on the upper continental slope, well inshore of the project area. Royal red shrimp (*Pleoticus robustus*) are caught by trawlers in water depths of approximately 820 to 1,804 ft (250 to 550 m) (Stiles et al., 2007). Tilefishes (primarily the golden tilefish, *Lopholatilus chamaeleonticeps*) are caught by bottom longlining in water depths from approximately 540 to 1,476 ft (165 to 450 m) (Continental Shelf Associates, 2002).

Most recreational fishing activity in the region occurs in water depths ≤ 656 ft (200 m) (Continental Shelf Associates, 1997, 2002; Keithly and Roberts, 2017). In deeper water, the main attraction to recreational fishers is petroleum rigs offshore Texas and Louisiana. Due to the project site's distance from shore, it is unlikely that recreational fishing activity is occurring in the project area.

The only routine IPF that could potentially affect fisheries (commercial and recreational) is MODU/installation vessel presence (including noise and lights). Two types of potential accidents are also addressed in this section: a small fuel spill and a large oil spill.

Impacts of Mobile Offshore Drilling Unit/ Installation Vessel Presence (including noise and lights)

There is a slight possibility of pelagic longlines becoming entangled in the MODU or installation vessel. For example, in January 1999, a portion of a pelagic longline snagged on the acoustic Doppler current profiler of a drillship working in the Gulf of America (Continental Shelf Associates, 2002). The line was removed without incident. Generally, longline fishers use radar and are aware of offshore structures and ships when placing their sets. Therefore, little or no impact on pelagic longlining is expected.

No other adverse impacts on fishing activities are anticipated. The presence of the MODU and installation vessel would result in a limited area being unavailable for fishing activity, but this effect is considered negligible. Other factors such as effluent discharges are likely to have negligible impacts on commercial or recreational fisheries due to rapid dispersion, the small area of ocean affected, and the intermittent nature of the discharges.

Impacts of a Small Fuel Spill

The probability of a fuel spill will be minimized by Shell's preventative measures during routine operations, including fuel transfer. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the potential for impacts. DOCD **Section 9b** provides details on Shell's spill response measures. Given the open ocean location of the project area and the short duration of a small spill, the opportunity for impacts to occur would be very brief.

Pelagic longlining activities in the project area, if any, could be interrupted in the event of a small fuel spill. The area of diesel fuel on the sea surface would range from 1.2 to 12 ac (0.5 to 5 ha), depending on sea state and weather conditions. Fishing activities could be interrupted due to the activities of response vessels operating in the project area. A small fuel spill would not affect coastal water quality because the spill would not be expected to make landfall or reach coastal waters prior to dissipating (**Section A.9.1**).

Impacts of a Large Oil Spill

Potential spill impacts on fishing activities are discussed by BOEM (2016a, 2017a). For this DOCD, there are no unique site-specific issues with respect to this activity.

Pelagic longlining activities in the project area and other fishing activities in the northern Gulf of America could be interrupted in the event of a large oil spill. A spill may or may not result in fishery closures, depending on the duration of the spill, the oceanographic and meteorological conditions at the time, and the effectiveness of spill response measures. Data from the *Deepwater Horizon* incident provide information about the maximum potential extent of fishery closures in the event of a large oil spill in the Gulf of America. At its peak on 12 July 2010, closures encompassed 84,101 miles² (217,821 km²), or 34.8% of the U.S. Gulf of America Exclusive Economic Zone. BOEM (2012a) notes that fisheries closures from a large spill event could have a negative effect on short-term fisheries catch and marketability.

According to BOEM (2012a, 2017a), the potential impacts on commercial and recreational fishing activities from an accidental oil spill are anticipated to be minimal because the potential for oil spills is very low; the most typical events are small and of short duration; and the effects are so localized that fishes are typically able to avoid the affected area. Fish populations may be affected by an oil spill event should it occur, but they would be primarily affected if the oil reaches the productive shelf and estuarine areas where many fishes spend a portion of their life cycle. However, most species of commercially valuable fish in the Gulf of America have planktonic eggs or larvae which may be affected by a large oil spill in deep water (BOEM, 2017a). The probability of an offshore spill affecting these nearshore environments is also low.

Should a large oil spill occur, economic impacts on commercial and recreational fishing activities would likely occur, but are difficult to predict because impacts would differ by fishery and season (BOEM, 2017a,c). Loss of consumer confidence and public health concerns can lead to the potential for economic loss since it is likely to result in seafood being withdrawn from the market. A loss of consumer confidence may also lead to price reductions or outright rejection of seafood products by commercial buyers and consumers. Quantifying financial loss due to loss in market confidence can be difficult, because it depends on reliable data being available to demonstrate both that sales have been lost and that prices have fallen as a direct consequence of the spill (International Tanker Owners Pollution Federation Limited, 2014). An analysis of the effects of the *Deepwater Horizon*

incident on the seafood industry in the Gulf of America estimated that the spill reduced total seafood sales by \$51.7 to \$952.9 million, with an estimated loss of 740 to 9,315 seafood-related jobs (Carroll et al., 2016).

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in DOCD **Section 2j**. In the event of a large spill, impacts to recreational and commercial fishing are expected to be significantly adverse for up to several years. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. DOCD **Section 9b** provides details on spill response measures.

C.8.2 Public Health and Safety

There are no IPFs associated with routine operations that are expected to affect public health and safety. A small fuel spill that is dissipated within a few days would have little or no impact on public health and safety, as the spill response would be completed entirely offshore, 63 mi (101 km) from the nearest shoreline (Louisiana). A large oil spill is the only IPF that has the potential to affect public health and safety.

Impacts of a Large Oil Spill

In the event of a large spill from a blowout, the main safety and health concerns are those of the offshore personnel involved in the incident and those responding to the spill. The proposed activities will be covered by the OSRP and, in addition, the MODU maintains a Shipboard Oil Pollution Emergency Plan as required under MARPOL 73/78.

Depending on the spill rate and duration, the physical and chemical characteristics of the oil, the meteorological and oceanographic conditions at the time, and the effectiveness of spill response measures, the public could be exposed to oil on the water and along the shoreline, through skin contact or inhalation of VOCs. Crude oil is a highly flammable material, and any smoke or vapors from a crude oil fire can cause irritation. Exposure to large quantities of crude oil may pose a health hazard.

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in DOCD **Section 2j**. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. DOCD **Section 9b** provides details on spill response measures. No significant spill impacts on public health and safety are expected.

C.8.3 Employment and Infrastructure

There are no IPFs associated with routine operations that are expected to affect employment and infrastructure. The project involves drilling and completion with support from existing shore-based facilities in Louisiana and Mississippi. No new or expanded facilities will be constructed, and no new employees are expected to move permanently into the area. The project will have a negligible impact on socioeconomic conditions such as local employment and existing offshore and coastal infrastructure (including major sources of supplies, services, energy, and water). A small fuel spill that is dissipated within a few days would have little or no economic impact, as the spill response would use existing facilities, resources, and personnel. A large oil spill is the only IPF that has the potential to affect employment and infrastructure.

Impacts of a Large Oil Spill

Potential socioeconomic impacts of an oil spill are discussed by BOEM (2016a, 2017a). For this DOCD, there are no unique site-specific issues with respect to employment and coastal infrastructure. A large spill could cause several types of economic impacts: extensive fishery closures

could put fishermen out of work; temporary employment could increase as part of the response effort; adverse publicity could reduce employment in coastal recreation and tourism industries; and OCS drilling activities, including service and support operations that are an important part of local economies, could be suspended.

Nonmarket effects such as traffic congestion, strains on public services, shortages of commodities or services, and disruptions to the normal patterns of activities or expectations could also occur in the short term. These negative, short-term social and economic consequences of a spill are expected to be modest in terms of projected cleanup expenditures and the number of people employed in cleanup and remediation activities (BOEM, 2017a). Net employment impacts from a spill would not be expected to exceed 1% of baseline employment in any given year (BOEM, 2017a).

The project area is 63 mi (101 km) from the nearest shoreline (Louisiana) and, based on the 30-day OSRA modeling (**Table 3**), Lafourche and Plaquemines Parishes in Louisiana are the coastal areas most likely to be affected (1% and 5% probabilities within 10 days and 2% and 11% within 30 days). Seven Louisiana parishes and two Florida counties have a 1% to 11% probability of shoreline contact within 30 days of a spill. A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in DOCD **Section 2j**. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. DOCD **Section 9b** provides details on spill response measures. No significant spill impacts on employment and infrastructure are expected.

C.8.4 Recreation and Tourism

For this DOCD, there are no unique site-specific issues with respect to recreation and tourism. There are no known recreational or tourism uses in the project area. Recreational resources and tourism in coastal areas would not be affected by routine activities due to the distance from shore. Compliance with the Conditions of Approval in Attachment 2 of the 2025 NMFS Biological Opinion (See **Table 1**) will minimize the chance of trash or debris being lost overboard from the MODU and support vessels and subsequently washing up on beaches. As explained in **Section A.9.1**, a small fuel spill would not be expected to make landfall or reach coastal waters prior to dissipating. Therefore, a small fuel spill in the project area would be unlikely to affect recreation and tourism. A large oil spill is the only IPF that has the potential to affect recreation and tourism.

Impacts of a Large Oil Spill

Potential impacts of an oil spill on recreation and tourism are discussed by BOEM (2017a). For this DOCD, there are no unique site-specific issues with respect to these impacts.

Impacts on recreation and tourism would vary depending on the duration of the spill and its fate, including the effectiveness of response measures. A large spill that reached coastal waters and shorelines could adversely affect recreation and tourism by contaminating beaches and wetlands, resulting in negative publicity that encourages people to stay away. Loss of tourist confidence and public health concerns can then lead to the potential for economic loss. Media coverage of oil contamination, or word-of-mouth, can have implications on public perception of the incident. However, quantifying financial loss due to loss in confidence can be difficult because it depends on implementation of an effective response plan as well as a strategy to restore any loss of appeal to tourists that the area may have suffered.

According to BOEM (2017a), should an oil spill occur and contact a beach area or other recreational resource, it would cause some disruption during the impact and cleanup phases of the spill. However, these effects are also likely to be small in scale and of short duration, in part because the probability of an offshore spill contacting most beaches is small. Based on the 30-day OSRA modeling (**Table 3**), there is a 5% conditional probability of shoreline contact within 10 days of a spill for Plaquemines Parish in Louisiana. Within 30 days of a spill, a 1% to 11% chance of shoreline

contact is predicted from Cameron Parish, Louisiana to Bay County, Florida. In the unlikely event that a spill occurs that is sufficiently large to affect areas of the coast and, through public perception, have effects that reach beyond the damaged area, effects to recreation and tourism could be significant (BOEM, 2017a).

Impacts of the *Deepwater Horizon* incident on recreation and tourism provide some insight into the potential effects of a large spill. NOAA (2016a) estimated that the public lost 16,857,116 user-days of fishing, boating, and beach-going experiences as a result of the spill. The U.S. Travel Association has estimated the economic impact of the *Deepwater Horizon* incident on tourism across the Gulf Coast over a 3-year period at \$22.7 billion (Oxford Economics, 2010). Hotels and restaurants were the most affected tourism businesses, but charter fishing, marinas, and boat dealers and sellers were among the others affected (Eastern Research Group, 2014).

However, a blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in DOCD **Section 2j**. In the event of a large spill, impacts to recreation and tourism are expected to be adverse, but likely temporary. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. DOCD **Section 9b** provides details on spill response measures.

C.8.5 Land Use

Land use along the northern Gulf Coast is discussed by BOEM (2016a, 2017a). There are no routine IPFs potentially affecting land use. The project will use existing onshore support facilities in Louisiana and Mississippi. The land use at the existing shorebase sites is industrial. The project will not involve new construction or changes to existing land use and, therefore, will not have any impacts. Levels of boat and helicopter traffic as well as demand for goods and services, including scarce coastal resources, will represent a small fraction of the level of activity occurring at the shorebases.

A large oil spill is the only relevant accidental IPF. A small fuel spill would not have impacts on land use, as the response would be staged out of existing shorebases and facilities.

Impacts of a Large Oil Spill

The initial response for a large oil spill would be staged out of existing facilities, with no effect on land use. A large spill could have limited temporary impacts on land use along the coast if additional staging areas were needed. For example, during the *Deepwater Horizon* incident, 25 temporary staging areas were established in Louisiana, Mississippi, Alabama, and Florida for spill response and cleanup efforts (BOEM, 2012a). In the event of a large spill in the project area, similar temporary staging areas could be needed. These areas would eventually return to their original use as the response is demobilized.

An oil spill is not likely to significantly affect land use and coastal infrastructure in the region, in part because an offshore spill would have a small probability of contacting onshore resources. BOEM (2016a) states that landfill capacity would probably not be an issue at any phase of an oil spill event or the long-term recovery. In the case of the *Deepwater Horizon* incident and response, USEPA reported that existing landfills receiving oil spill waste had sufficient capacity to handle waste volumes; the wastes that were disposed of in landfills represented $\leq 7\%$ of the total daily waste normally accepted at these landfills (USEPA, 2016).

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in DOCD **Section 2j**. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. DOCD **Section 9b** provides details on spill response measures. No significant spill impacts on land use are expected.

C.8.6 Other Marine Uses

The project area is not located within any USCG-designated fairway, shipping lane, or Military Warning Area. Shell will comply with BOEM requirements and lease stipulations to avoid impacts on uses of the area by military vessels and aircraft.

The wellsite assessment did not detect any archaeologically significant sonar targets within 2,000 ft (610 m) of the proposed wellsites (GEMS, 2007, 2018; Worley Parsons Group, 2015; Oceaneering, 2017). The proposed wellsites are in close proximity to the existing Vito hub, to which they will be connected for production. MC 940 also lies within a known waste barrel dump area. There are other previously drilled wells and seafloor infrastructure within 500 ft (152 m) of the proposed installation. Shell will be using one DP MODU and will pre-plot the positioning of the existing subsea infrastructure to ensure safe operations.

A large oil spill is the only relevant IPF that could affect other marine uses. A small fuel spill would not have impacts on other marine uses because the spill and response activities would be mainly within the project area, and the duration would be brief.

Impacts of a Large Oil Spill

An accidental spill would be unlikely to significantly affect shipping or other marine uses. In the event of a large spill requiring numerous response vessels, coordination would be required to manage the vessel traffic for safe operations.

A blowout resulting in a large oil spill is a rare event, and the probability of such an event will be minimized by Shell's well control and blowout prevention measures as detailed in DOCD **Section 2j**. In the unlikely event of a spill, implementation of Shell's OSRP will mitigate and reduce the impacts. DOCD **Section 9b** provides details on spill response measures. No significant spill impacts on other marine uses are expected.

C.9 Cumulative Impacts²

Prior Studies. Prior to the lease sales, BOEM and its predecessors prepared multisale EISs to analyze the environmental impact of activities that might occur in the multisale area. BOEM and its predecessors also analyzed the impacts from all planned activities of OCS exploration activities similar to those planned in this DOCD in several documents. The level and types of activities planned in Shell's DOCD are within the range of activities described and evaluated by BOEM (2012a,b, 2013, 2014, 2015, 2016a,b, 2017a, 2023a,b). Past, present, and reasonably foreseeable activities were identified in these documents, which are incorporated by reference. The proposed action will not result in any additional impacts beyond those evaluated in the multisale and Final EISs.

Description of Planned Actions to Occur in the Vicinity of Project Area. Shell does not anticipate other projects in the vicinity of the project area beyond the types of projects analyzed in the lease sale and Supplemental EISs (BOEM, 2012a, 2013, 2014, 2015, 2016a, 2017a, 2023b).

Impacts of Other Planned Activities in the Supplemental Development Operations Coordination Plan. The BOEM (2023a) Final EIS included a lengthy discussion of impacts of planned activities, which analyzed the environmental and socioeconomic impacts from the incremental impact of the 10 proposed lease sales, in addition to all activities (including non-OCS activities) projected to occur from past, proposed, and future lease sales. The EISs considered exploration, delineation, and development wells; platform installation; service vessel trips; and oil spills. The EISs examined the potential effects of the planned actions on each specific resource for the entire Gulf of America.

² On May 20, 2022, NEPA original requirements came into effect and were reinstated by the CEQ, which is responsible for Federal agency implementation of NEPA.

The EIA incorporates and builds on these analyses by examining the potential impacts on physical, biological, and socioeconomic resources from the work planned in this DOCD, in conjunction with the other reasonably foreseeable activities expected to occur in the Gulf of America. Thus, for all impacts, the incremental contribution of Shell's proposed actions to the impacts from all planned activities in these prior analyses is not considered significant.

C.9.1 Impacts to Physical/Chemical Resources

The work planned in this DOCD is limited in geographic scope and the impacts on the physical/chemical environment will be correspondingly limited.

Air Quality. Emissions from pollutants into the atmosphere from activities are not projected to have significant effects on onshore air quality because of the distance from shore, the prevailing atmospheric conditions, emission rates and heights, and resulting pollutant concentrations. As BOEM found in the multisale EISs, the incremental contribution of activities like Shell's proposed activities is not significant and will not cause or contribute to a violation of NAAQS (BOEM, 2012a, 2013, 2014, 2015, 2016a, 2017a, 2023a,b). In addition, the planned actions contribution to visibility impairment is minimal. As mentioned in previous sections, projected emissions meet BOEM's exemption criteria and would not contribute to the impacts from all planned activities on air quality.

Climate Change. CO₂ and CH₄ emissions from the project would constitute a negligible contribution to greenhouse gas emissions from all OCS activities. According to BOEM (2013), greenhouse gas emissions from all OCS oil and gas activities make up a very small portion of national CO₂ emissions, and BOEM does not believe that emissions directly attributable to OCS activities are a significant contributor to global greenhouse gas levels. Greenhouse gas emissions identified in this DOCD represent a negligible contribution to the total greenhouse gas emissions from reasonably foreseeable activities in the Gulf of America area and would not significantly alter any of the climate change impacts evaluated in the previous EISs.

Water Quality. Shell's project may result in some minor water quality impacts due to the NPDES-permitted discharge of drilling muds and cuttings, treated sanitary and domestic wastes, deck drainage, well treatment and completion fluids, desalination unit brine, ballast water, bilge water, firewater, cooling water, untreated/treated seawater, hydrate inhibitor, utility seawater, and subsea fluid discharges. These effects are expected to be minor (localized to the area within a few hundred meters of the MODU) and temporary (lasting only hours longer than the disturbance or discharge). Any impacts from all planned activities to water quality are unquantifiable and expected to be negligible.

Archaeological Resources. No known shipwrecks or other archaeological artifacts were identified in the project area (GEMS, 2007, 2018; Worley Parsons Group, 2015; Oceaneering, 2017). The project area is well beyond the 197-ft (60-m) depth contour used by BOEM as the seaward extent for prehistoric archaeological site potential in the Gulf of America. There are no sonar contacts of archaeological significance within 2,000 ft of the proposed installation areas. Therefore, Shell's operations will have no impacts from all planned activities on historic shipwrecks or prehistoric archaeological resources. Per the Final Rule in 89 FR 71160, Shell complies with the archaeological report submission requirements for the project.

New Information. New information included in the most recent Programmatic, Supplemental, and Final EISs (BOEM, 2012a, 2013, 2014, 2015, 2016a,b, 2017a, 2023a,b) has been incorporated into the EIA, where applicable.

C.9.2 Impacts to Biological Resources

The work planned in this DOCD is limited in geographic scope and duration, and the impacts on biological resources will be correspondingly limited.

Seafloor Habitats and Biota. Effects on seafloor habitats and biota from proposed project activities are expected to be minor and limited to a small area. The shallow hazards assessment did not identify any features that could support significant high-density deepwater benthic communities within 2,000 ft (610 m) of the proposed wellsites/project activities (GEMS, 2007, 2018; Worley Parsons Group, 2015; Oceaneering, 2017).

Areas that may support high-density deepwater benthic communities will be avoided as required by NTL 2009-G40. Soft bottom communities are ubiquitous along the northern Gulf of America continental slope, and the extent of benthic impacts during this project is insignificant regionally. As noted in the multisale EISs, the incremental contributions of activities similar to Shell's proposed activities to the impacts from all planned activities is not significant (BOEM, 2012a,b, 2013, 2014, 2015, 2016a, 2017a, 2023b).

Threatened, Endangered, and Protected Species. Threatened, Endangered, and Protected species that could occur in the project area include the sperm whale, Rice's whale, oceanic whitetip shark, giant manta ray, Gulf sturgeon, Black-capped Petrel, and five species of sea turtles. Potential impact sources include the MODU, installation vessel, and support vessels. Potential effects for these species would be limited and temporary and would be reduced by Shell's compliance with BOEM-required mitigation measures, including Attachments 2 and 3 of the 2025 NMFS Biological Opinion. No significant impacts from all planned activities are expected.

Coastal and Marine Birds. Birds may be exposed to contaminants, including air pollutants and routine discharges, but significant impacts are unlikely due to rapid dispersion. Shell's compliance with the Conditions of Approval in Attachment 2 of the 2025 NMFS Biological Opinion will minimize the likelihood of debris-related impacts on birds. Support vessel and helicopter traffic may disturb some foraging and resting birds; however, it is likely that individual birds would experience, at most, only short-term behavioral disruption.

Due to the limited scope, timing, and geographic extent of the proposed activities, collisions or other adverse effects are unlikely, and no significant impacts from all planned activities are expected.

Fisheries Resources. Exploration and production structures occur in the vicinity of the project area. The additional effect of the proposed activities would be negligible.

Coastal Habitats. Due to the distance of the project area from shore, routine activities are not expected to have any impact on beaches and dunes, wetlands, seagrass beds, coastal wildlife refuges, wilderness areas, or any other managed or protected coastal area. The support bases are not in wildlife refuges or wilderness areas. Support operations, including the crew boat and supply boats, may have a minor incremental impact on coastal habitats. Over time with a large number of vessel trips, vessel wakes can erode shorelines along inlets, channels, and harbors. Impacts will be minimized by following the speed and wake restrictions in harbors and channels.

New Information. New information included in the most recent Programmatic, Supplemental, and Final EISs (BOEM, 2012a,b, 2013, 2014, 2015, 2016a,b, 2017a, 2023a,b) has been incorporated into the EIA, where applicable.

C.9.3 Impacts to Socioeconomic Resources

The work planned in this DOCD is limited in geographic scope and duration, and the impacts on socioeconomic resources will be correspondingly limited.

The multisale and Supplemental and Final EISs analyzed the impacts from all planned activities of oil and gas exploration and development in the project area, in combination with other impact-producing activities, on commercial fishing, recreational fishing, recreational resources, historical and archaeological resources, land use and coastal infrastructure, demographics, and

environmental justice (BOEM, 2012a, 2013, 2014, 2015, 2016a, 2017a, 2023a,b). BOEM also analyzed the economic impact of oil and gas activities on the Gulf States, finding only minor impacts in most of Texas, Mississippi, Alabama, and Florida, more significant impacts in parts of Texas, and substantial impacts on Louisiana.

Shell's proposed activities will have negligible impacts from all planned activities on socioeconomic resources. There are no IPFs associated with routine operations that are expected to affect public health and safety, employment and infrastructure, recreation and tourism, land use, or other marine uses. Due to the distance from shore, it is unlikely that any recreational fishing activity is occurring in the project area, and it is unlikely that any commercial fishing activity other than longlining occurs at or near the project area. The project will have negligible impacts on fishing activities.

New Information. New information included in the most recent Programmatic, Supplemental, and Final EISs (BOEM, 2017a) has been incorporated into the EIA, where applicable.

D. ENVIRONMENTAL HAZARDS

D.1 Geologic Hazards

Based on the results of high-resolution geophysical surveys, the proposed project area appears suitable for the planned activities (GEMS, 2007, 2018; Worley Parsons Group, 2015; Oceaneering, 2017). See DOCD **Section 6a** for supporting geological and geophysical information.

D.2 Severe Weather

Under most circumstances, the weather is not expected to have any effect on the proposed activities. Extreme weather, including high winds, strong currents, and large waves, was considered in the design criteria for the MODU and installation vessel. High winds and limited visibility during a severe storm could disrupt communication and support activities (vessel and helicopter traffic) and make it necessary to suspend some activities on the MODU or installation vessel for safety reasons until the storm or weather event passes.

From 2011 to 2024, 22 tropical storms and/or hurricanes have shut down oil and gas activities in the Gulf of America (BSEE, 2024). Damage was minimal from the storms in 2017 to 2022 and only Hurricane Ida in 2021 caused an accidental release from a ruptured pipeline and well head off the Louisiana coastline (BOEM, 2023b). In the event of a hurricane, procedures in Shell's Hurricane Evacuation Plan would be followed.

D.3 Currents and Waves

A rig-based acoustic Doppler current profiler will be used to continuously monitor the current beneath the MODU. Metocean conditions, such as sea state, wind speed, ocean currents, etc., will also be continuously monitored. Under most circumstances, physical oceanographic conditions are not expected to have any effect on the proposed activities. Strong currents (caused by Loop Current eddies and intrusions) and large waves were considered in the design criteria for the MODU. High waves during a severe storm could disrupt support activities (i.e., vessel and helicopter traffic) and make it necessary to suspend some activities on the MODU for safety reasons until the storm or weather event passes.

E. ALTERNATIVES

No formal alternatives were evaluated in this DOCD. However, various technical and operational options, including the location of the proposed project activities and the selection of the MODU were considered by Shell in developing the proposed action. There are no other reasonable alternatives to accomplish the goals of this project.

F. MITIGATION MEASURES

The proposed action includes numerous mitigation measures required by laws, regulations, and BOEM lease stipulations and NTLs. The project will comply with applicable federal, state, and local requirements concerning air pollutant emissions, discharges to water, and solid waste disposal. Project activities will be conducted under Shell's OSRP and will include the measures described in DOCD **Section 2j**.

G. CONSULTATION

No persons beyond those cited as Preparers (**Section H., Preparers**) or agencies were consulted regarding potential impacts associated with the proposed activities during the preparation of the EIA.

H. PREPARERS

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SECTION 19: ADMINISTRATIVE INFORMATION

A. Exempted Information Description (Public Information Copies Only)

The following attachments were excluded from the public information copies of this plan:

- 1b. OCS Plan Information form – Bottom hole locations & proposed total depth
- 2c. Production Information
- 2j. Worst Case Discharge Information (Proprietary attachments)
- 4b. H2S Classification Information
- 5. Mineral Resource Conservation information – proposed formation information

B. Bibliography

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Shell OSRP

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Vito DOCD N-10018, R-6842, R-6883, R-7000, R-7077, R-7232, R-7351 and S-8053.