

Modification Notice - Regulation 22

Interest Holder	Santos QNT Pty Ltd	EMP Title	Dukas-1 - Conventional Gas Well, EP 112 and 125	Unique EMP ID No.	STO-2019	Change/Mod No.	3	Date	17/02/2026
Brief Description	This modification to the EMP allows for a revised access track alignment to avoid a recently expanded Aboriginal Areas Protection Authority (AAPA) exclusion zone. The revised access track alignment avoids areas of ecological or cultural heritage significance. Existing mitigation measures in the EMP remain applicable and will ensure impacts are minimised.								
Geospatial Files Included?	No								
Does the proposed change result in a new, or increased, potential or actual environmental impact or risk?	If an INCREASE in an existing potential or actual environmental impact or risk, is it provided for in the approved EMP?	Does the proposed change require additional mitigation measures to be included?	Has additional stakeholder engagement been conducted?	Does it require additional environmental performance standards and measurement criteria?	Does it affect compliance with Sacred Site Authority Certificates?	Does it affect current rehabilitation, weed, fire, wastewater, erosion and sediment control, spill or emergency response plans?	Will the environmental outcome continue to be achieved and will the impacts and risks be managed to ALARP and acceptable?		
No	N/A	No	Yes	No	No	No	Yes		
Current EMP Text				Amended EMP Text					
<p>3.3.1 Civil works</p> <p>The civil activities required for the proposed drilling program are:</p> <ul style="list-style-type: none"> Vegetation clearing Construction and upgrade of approximately 27 km of access track from Lasseter Highway to wellsite Construction of borrow pits (18 potential borrow pit areas have been identified) 				<p>3.3.1 Civil works</p> <p>The civil activities required for the proposed drilling program are:</p> <ul style="list-style-type: none"> Vegetation clearing Construction and upgrade of approximately 27 30 km of access track from Lasseter Highway to wellsite Construction of borrow pits (18 potential borrow pit areas have been identified) 					

<ul style="list-style-type: none"> • Site preparation including vegetation clearing and site establishment for a wellsite, construction of fenced pits, and signage • Site preparation for two laydown areas for equipment storage and campsite • Upgrade of existing water bores and potential construction of two new water bores • Construction of firebreaks <p>Ongoing maintenance will be required to maintain the roads, campsite, laydown areas and wellsite consisting of grading, watering (sourced from bores) and minor patching.</p>	<ul style="list-style-type: none"> • Site preparation including vegetation clearing and site establishment for a wellsite, construction of fenced pits, and signage • Site preparation for two laydown areas for equipment storage and campsite • Upgrade of existing water bores and potential construction of two new water bores • Construction of firebreaks <p>Ongoing maintenance will be required to maintain the roads, campsite, laydown areas and wellsite consisting of grading, watering (sourced from bores) and minor patching.</p>																				
<p>3.3.2 Access road</p> <p>A 27 km access road from the Lasseter Highway to the Dukas-1 well location will be constructed. Approximately 17 km of this road is an existing access track built by the landholder. The remaining 10 km of road will consist of new track or be located on existing seismic tracks. The length (km) of each access track type is provided in Table 6 and the location of the access track is shown in Figure 4.</p> <p style="text-align: center;">Table 1: Access track type</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: #0070C0; color: white;"> <th>Access track type</th> <th>Length (km)</th> </tr> </thead> <tbody> <tr> <td>Existing Landholder Access Track</td> <td style="text-align: center;">16.7</td> </tr> <tr> <td>New track</td> <td style="text-align: center;">8.6</td> </tr> <tr> <td>Existing Seismic line</td> <td style="text-align: center;">1.6</td> </tr> <tr> <td>Total Project Footprint</td> <td style="text-align: center;">26.9</td> </tr> </tbody> </table>	Access track type	Length (km)	Existing Landholder Access Track	16.7	New track	8.6	Existing Seismic line	1.6	Total Project Footprint	26.9	<p>3.3.2 Access road</p> <p>A 27 30 km access road from the Lasseter Highway to the Dukas-1 well location will be constructed. Approximately 17 km of this road is an existing access track built by the landholder. The remaining 10 13 km of road will consist of new track or be located on existing seismic tracks. The length (km) of each access track type is provided in Table 6 and the location of the access track is shown in Figure 4.</p> <p style="text-align: center;">Table 2: Access track type</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: #0070C0; color: white;"> <th>Access track type</th> <th>Length (km)</th> </tr> </thead> <tbody> <tr> <td>Existing Landholder Access Track</td> <td style="text-align: center;">16.7</td> </tr> <tr> <td>New track</td> <td style="text-align: center;">8.6 11.6</td> </tr> <tr> <td>Existing Seismic line</td> <td style="text-align: center;">1.6</td> </tr> <tr> <td>Total Project Footprint</td> <td style="text-align: center;">26.9 29.9</td> </tr> </tbody> </table>	Access track type	Length (km)	Existing Landholder Access Track	16.7	New track	8.6 11.6	Existing Seismic line	1.6	Total Project Footprint	26.9 29.9
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<p>3.3.2.2 Seismic Track and New Track</p> <p>Access includes using the existing DK203 seismic line. Access extends from where DK203 intersects the existing landholder track up until the Dukas-1 well location (See Figure 4). Work on the junction will be required to widen and create a T-intersection. This section of the access track is uncapped, and very soft sand. There are a number of high dune crossings and where final road location should deviate from the original seismic shot line to avoid high dune crossings or desert Oaks is shown in in Figure 4.</p> <p>The final alignment has been selected to minimise damage to priority trees (Desert Oaks) and reduce the number of dune crossings. A second alternate access route is shown Figure 4. However, use of this alternate access is unlikely.</p>	<p>3.3.2.2 Seismic Track and New Track</p> <p>Access includes using the existing DK203 seismic line. Access extends from where DK203 intersects the existing landholder track up until the Dukas-1 well location (See Figure 4). Work on the junction will be required to widen and create a T-intersection. This section of the access track is uncapped, and very soft sand. There are a number of high dune crossings and where final road location should deviate from the original seismic shot line to avoid high dune crossings or desert Oaks is shown in in Figure 4.</p> <p>The final alignment has been selected to minimise damage to priority trees (Desert Oaks) and reduce the number of dune crossings. A second alternate access route is shown Figure 4. However, use of this alternate access is unlikely.</p>																				

	<p>Additionally, the AAPA cultural heritage exclusion zone located approximately 4.8 km south-west of the Dukas-1 well pad has recently been expanded to include a section of the existing landholder access track. A new CLC certificate was issued on 27 March 2025 (C2022-154) that includes a condition that Santos are not to utilise the existing access track within the revised Cultural Heritage Exclusion Zone. A revised access track alignment of approximately 3 km has been scouted to the west of the existing track to avoid the exclusion zone. The proposed access track realignment passes through land that was subject to a cultural heritage pre-clearance survey and ecological survey in 2018 and 2023 respectively, and does not impact any areas of cultural or ecological significance. Refer to Figure 4-1 for the location of the proposed access track realignment.</p>
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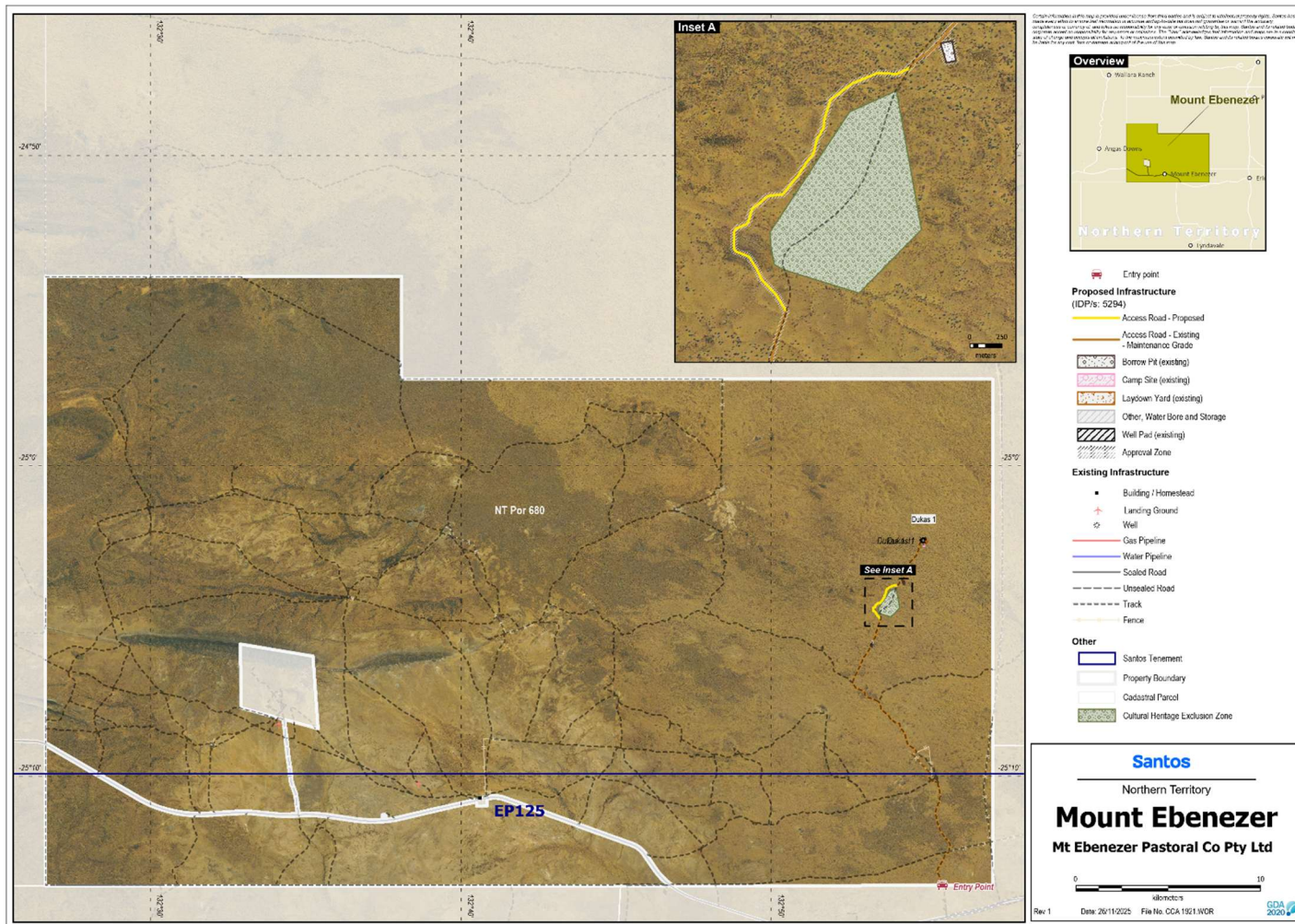


Figure 4-1: Proposed Access Track Realignment