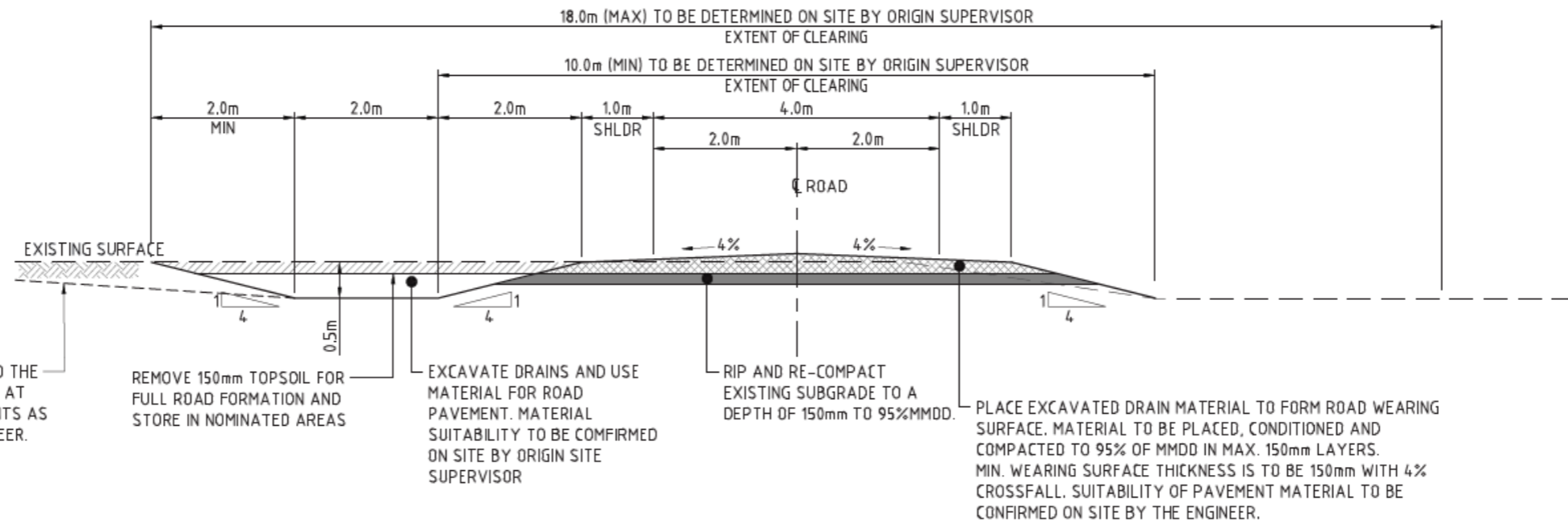
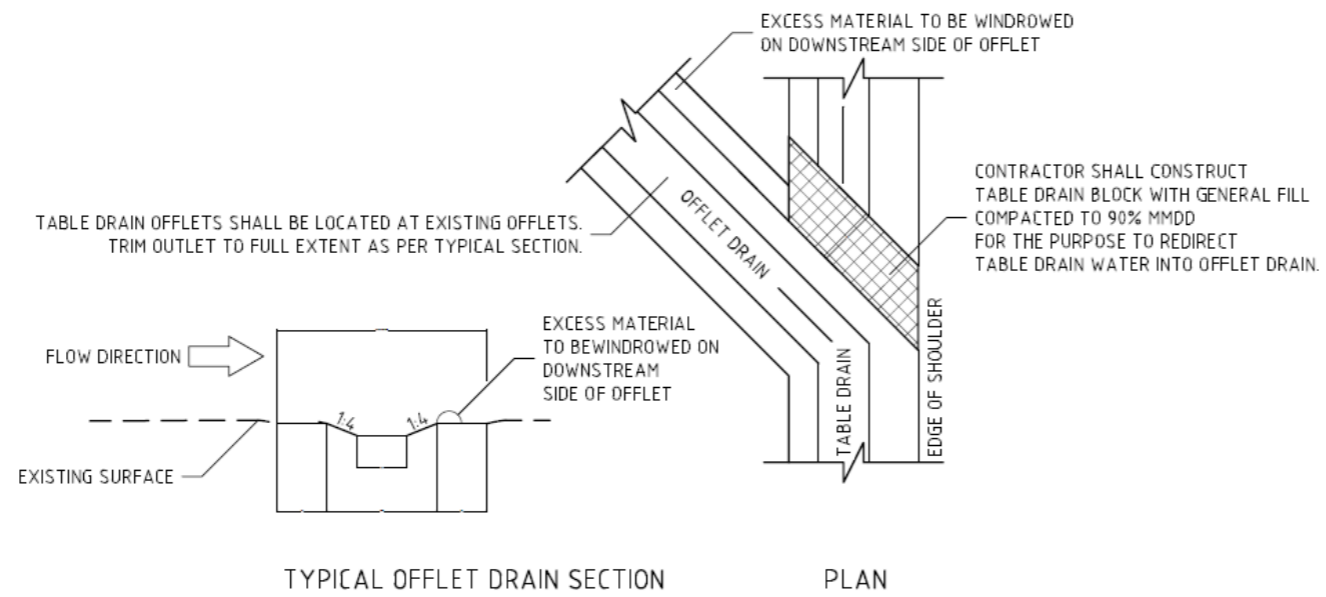


Appendix A: Change notice – Regulation 22

Interest holder	Tamboran B2 Pty Ltd	EMP Title	Beetaloo Basin Shenandoah South E&A Program EP98 and EP117	Unique EMP ID	TAM1-3	Mod #	11	Date	1 December 2025
Brief Description	Disturbance for the Main Access Track (existing Pastoral Track) to enable safe and operational access to the exploration and appraisal areas.								
Geospatial files included?	KML attached.								
Does the proposed change result in a new, or increased, or potential or actual environmental impact or risk?	If an INCREASE in the existing potential or actual environmental risk, is it provided for in the 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 compliances 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?		
There are no new or increased environmental impacts or risks. The existing pastoral access track civil design has always been based on the DLI Standard Civil Drawing for Pastoral Track 2 (CS-3003). This modification provides more certainty for ongoing management of the access track drainage (including spoon drains and cut out drains), to maintain all weather access.	The EMP provides provision for the ongoing management of access tracks. There is no increased impact or risk associated with the disturbance, noting activities will improve ongoing access to the E&A area.	Existing mitigation measures are in place covering vegetation and soil disturbance as relates to access tracks used for the E&A program.	Tamboran continue communications with the Pastoralists and NTHs on access track. This is to ensure access is maintained for all relevant Stakeholders.	Environmental performance standards within the existing approved EMP are sufficient.	The Access Track is covered under the existing AAPA certificates C2024-031.	This is an existing pastoral access track that will be retained as an access track by the Pastoral Stations on completion of Tamboran’s activities. All plans remain valid and appropriate.	Land clearing commitments are outlined in <i>Table 52: Environmental outcomes, performance standards and measurement criteria – terrestrial ecosystems</i> , will be met.		
Additional contextual information	<p>The primary access to EP 98 and EP 117 has been the existing pastoral access track known as the Main Access Track from the Stuart Highway Intersection to Kyalla 117 N2 well site. This access track is an existing pastoral track with actual disturbance to vegetation and soils along the track not defined in more recent EMPs, the main activities described is use and maintenance in accordance with NT Standard Drawing (CS-3003).</p> <p>With the increase of wet weather conditions over the past 3-4 years, maintenance activities have increased to continue access to the E&A well sites covered by this EMP. As such, this Reg 22 aims to clarify the ongoing maintenance disturbance to keep the access track operational.</p> <p>The original Main Access Track was a well-formed pastoral access track when Origin commenced operations to access Kyalla 117 N2 and Velkerri 76 S2 well sites in 2016. The estimated disturbance along the entire length to Shenandoah S2 well site from Stuart Highway is 41.8 ha (based on 14 m wide x 29.9 km). In accordance with DLI Standard Civil Drawing there is provision that pastoral access tracks generally range from 14-18 m wide corridors, which is dependent on the controls to manage stormwater runoff, turn ins and other design requirements.</p> <p>Appendix D of the TAM1-3 provided Drawing No. NT-2050-20-DD-0023 Typical cross section – Access Road, which identified access tracks to be consistent with the Typical Cross Section Standard Drawing CS-3003 (refer Appendix D) and an allowance for typical offset drains and table drains blocks at sections along the road (refer Appendix H). The typical access track corridor will range from 10 m (min) to 18 m (max), however may require greater for installation of offset drains, although will have minimal disturbance.</p> <p>Below presents the cross section for access track provided in Appendix D of the EMP and typical offset drains in Appendix H of the EMP.</p>								



TYPICAL CROSS SECTION - ACCESS ROAD



TYPICAL OFFLET DRAIN AND TABLE DRAIN BLOCK DETAIL
NTS

Interest holder	Tamboran B2 Pty Ltd	EMP Title	Beetaloo Basin Shenandoah South E&A Program EP98 and EP117	Unique EMP ID	TAM1-3	Mod #	9	Date	1 December 2025
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Current EMP text	Amended EMP text
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Executive Summary

- **Operation and maintenance of the existing Kyalla 117 N2 E&A location, main access track(s), gravel pits and ancillary activities.** Includes the incorporation of all remaining / in force regulated activities from the following approved EMPs 2 (refer Appendix A) at the Kyalla 117 N2 sites:
 - Beetaloo Basin Kyalla, civil construction EP 117 N2 EMP (ORI1-1), approved 6 June 2019.
 - Beetaloo Basin Kyalla drilling hydraulic fracture stimulation and well testing program EP 117 N2 EMP (ORI3-2), approved 13 August 2019.
 - Beetaloo Sub-basin Kyalla 117 N2 multi-well drilling, hydraulic fracturing and well testing program EMP (ORI6-3), approved 22 February 2021.

Executive Summary

- **Operation and maintenance of the existing Kyalla 117 N2 E&A location, civil construction, upgrade and ongoing use and maintenance of the access track(s), gravel pits and ancillary activities.** Includes the incorporation of all remaining / in force regulated activities from the following approved EMPs 2 (refer Appendix A) at the Kyalla 117 N2 sites:
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Executive Summary
Table 1: Project description

Activity	Parameter	Description
Exploration - on site civil construction	Access tracks - ~20.1 ha	<ul style="list-style-type: none"> • Construction/ upgrade of access tracks to pastoral track type 2 (e.g. 14 m wide): • Bitumen sealing of the existing Kyalla 117 N2 access track intersection with the Stuart Highway (no new disturbance) • Use and maintenance of the existing 28 km of access connecting the Stuart Highway with the existing Kyalla 117 N2 site • Use and upgrade of approximately 2.5 km of existing pastoral access track from the Kyalla N2 access to the new Shenandoah S2 access – 4.5 ha • Construction of a new 2.0 km access track (including turn-ins, erosion and sediment controls, and passing bays) connecting the existing pastoral access track to the new Shenandoah S2 – 3.3 ha • Construction of a new 1.5 km access track from the existing Kyalla N2 access track (including turn-ins, erosion and sediment controls, and passing bays) connecting to the new Shenandoah S B location – 3.3 ha • Construction of a new 1.5 km access track from the existing Kyalla N2 access track (including turn-ins, erosion and sediment controls, and passing bays) connecting Shenandoah S C– 3.3 ha • Use and upgrade of existing ~26 km of existing pastoral track connecting the Shenandoah N A location to the Kyalla 117 N2 location – 4.0 ha of new disturbance • Construction of a 1.0 km access track from the existing pastoral access track (including turn-ins, erosion and sediment controls, and passing bays) to Shenandoah N A – 2.0 ha.
.....		
Total disturbance and rehabilitation (approx.)	139.66 ha	<ul style="list-style-type: none"> • Final rehabilitation activities to return all sites back to a safe, stable and non-polluting form consistent with pre-disturbed condition: • 119.26 ha new clearing across all sites, including seismic.

Executive Summary
Table 1: Project description

Activity	Parameter	Description
Exploration - onsite civil construction	New access track disturbance - ~12 ha Existing pastoral access track disturbance – ~78.2 ha	Civil construction, upgrade and ongoing use and maintenance of access tracks to pastoral track type 2 (e.g. 14 to 18 m wide) as follows: <ul style="list-style-type: none"> • Bitumen sealing of the existing Stuart Highway – Kyalla turn-in intersection (no new disturbance) • 28 km of existing access (Main Access Track) connecting the Stuart Highway with the existing Kyalla 117 N2 well site (~14.5 ha) • 2.5 km of existing access (Main Access Track) from the Kyalla 117 N2 well site turn-in to Shenandoah S2 turn-in (4.5 ha) • new 2.0 km access track (including turn-ins, erosion and sediment controls, and passing bays) connecting the Main Access Track to the new Shenandoah S2 well site (3.3 ha) • new 1.5 km access track from the existing Main Access Track (including turn-ins, erosion and sediment controls, and passing bays) connecting to the new Shenandoah S B well site (3.3 ha) • new 1.5 km access track from the existing Main Access Track (including turn-ins, erosion and sediment controls, and passing bays) connecting Shenandoah S C well site (3.3 ha) • ~26 km of existing pastoral track (Northern Access Track) connecting the Shenandoah S2 turn-in to Shenandoah N A well site turn-in (10.4 ha) • New 1 km access track from the existing Northern Access Track (including turn-ins, erosion and sediment controls, and passing bays) to Shenandoah N A well site (2.0 ha).
.....		
Total disturbance and rehabilitation (approx.)	139.66 ha	Final rehabilitation activities to return all sites back to a safe, stable and non-polluting form consistent with pre-disturbed condition: <ul style="list-style-type: none"> • 119.26 ha new clearing across all sites, including seismic.

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<ul style="list-style-type: none"> 20.40 ha approved clearing across Kyalla 117 N2 site. 					<ul style="list-style-type: none"> 20.40 ha approved clearing across Kyalla 117 N2 site. The existing pastoral access tracks used for the E&A activities will not be rehabilitated at completion. These will be returned to pastoralists for ongoing access. 																
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Total disturbance and rehabilitation (approx.)	139.66 ha	<ul style="list-style-type: none"> Final rehabilitation activities to return all sites back to a safe, stable and non-polluting form consistent with pre-disturbed condition: 119.26 ha new clearing across all sites, including seismic. 20.40 ha approved clearing across Kyalla 117 N2 site. 	Total disturbance and rehabilitation (approx.)	139.66 ha	Final rehabilitation activities to return all sites back to a safe, stable and non-polluting form consistent with pre-disturbed condition: <ul style="list-style-type: none"> 119.26 ha new clearing across all sites, including seismic. 20.40 ha approved clearing across Kyalla 117 N2 site. The existing pastoral access tracks used for the E&A activities will not be rehabilitated at completion. These will be returned to pastoralists for ongoing access. 				
3.6.2 Access tracks Most access tracks used to access the sites will be via existing pastoral tracks. New disturbance is predominantly for the construction of access tracks linking the existing access track to the new well pads and upgrading the intersection with the Stuart Highway. Estimated clearing for new access tracks and upgrades to existing pastoral tracks is 20.1 ha, with each track being cleared to a width of 14 m. Access tracks will be constructed to NTG Pastoral Access Road 2 standards (refer Appendix D). A 2 m road shoulder will be installed to accommodate spoon drains. Land clearing will be undertaken in accordance with the NT Land Clearing Guidelines. The access tracks will be gravelled and regularly maintained to ensure continued access to each site. The existing access track intersection with the Stuart Highway will also be upgraded and sealed to DIPL specifications. A road corridor permit and traffic control will mitigate the risk to road users. 					3.6.2 Access tracks Most access tracks used to access the sites will be via existing pastoral tracks. New disturbance is predominantly for the construction of access tracks linking the existing access track to the new well pads and upgrading the intersection with the Stuart Highway. Estimated clearing for new access tracks is 12 ha. Ongoing upgrades, maintenance of existing pastoral tracks will aim to meet the minimum width of 14 m to a maximum width of 18 m (as per DLI drawing CS3003 (refer Appendix D)). Access tracks will be constructed to NTG Pastoral Access Road 2 standards (refer Appendix D). Spoon drains and off chute drains will be installed to allow for stormwater runoff to occur, reducing flooding of the access track (Appendix H). Land clearing will be undertaken in accordance with the NT Land Clearing Guidelines. The access tracks will be gravelled and regularly maintained to ensure continued access to each site. The existing access track intersection with the Stuart Highway will also be upgraded and sealed to DIPL specifications. A road corridor permit and traffic control will mitigate the risk to road users. 				