INFORMATION PACK

MARINUS LINK

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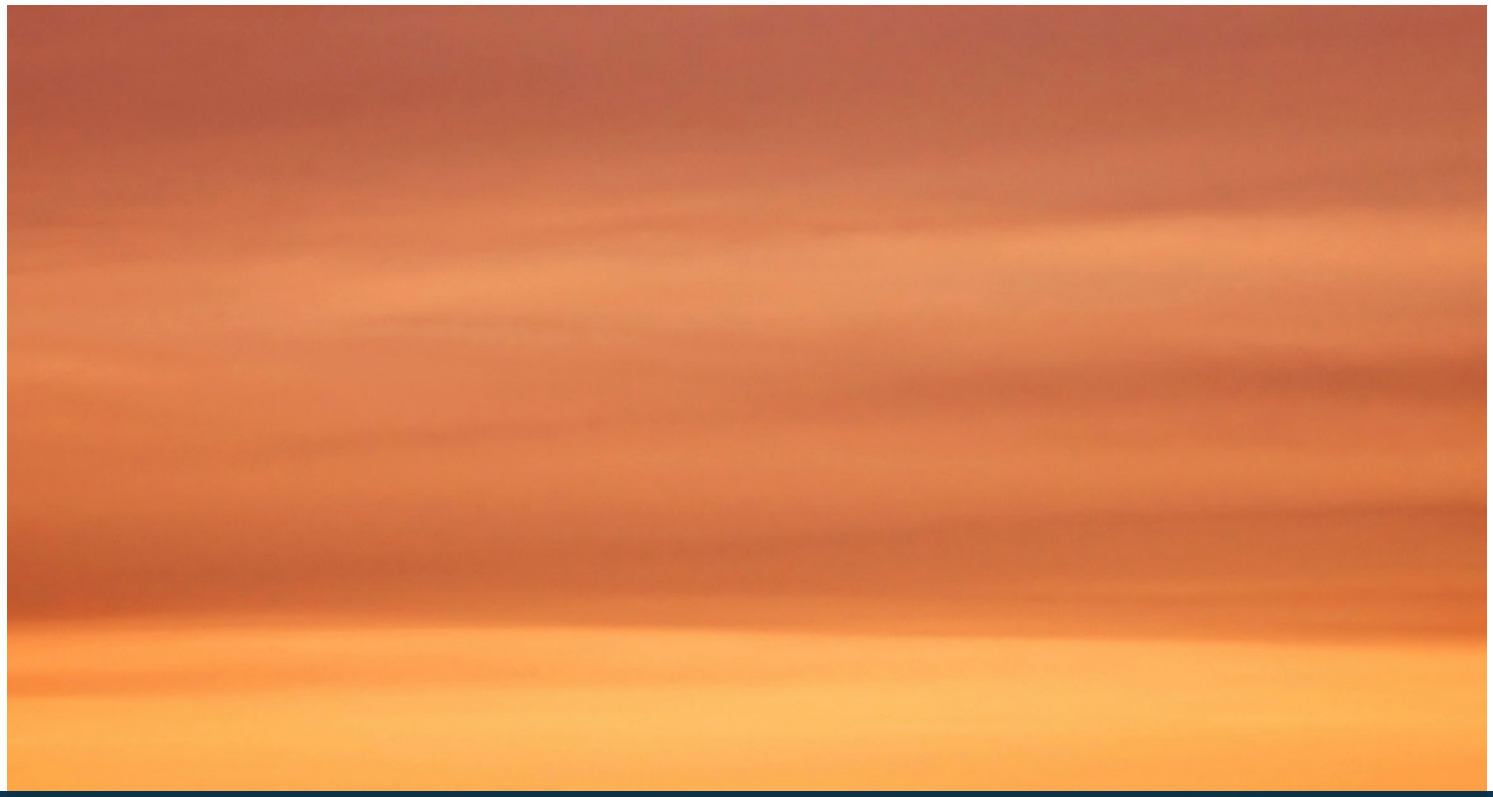


Acknowledgement of Country

We acknowledge the Traditional Owners of the country on which Marinus Link is proposed in Tasmania, across Bass Strait and in Victoria. We recognise Aboriginal peoples' continuing connection to land, sea, waterways, sky and culture, and pay our respects to all elders past and present.

WHAT IS MARINUS LINK?

Marinus Link is a proposed undersea and underground electricity and telecommunications interconnector between Tasmania and the Latrobe Valley in Victoria.

The project comprises high voltage direct current (HVDC) cables, fibre optic cables, and converter stations in both Tasmania and Victoria. The converter stations will connect Marinus Link to the existing transmission network.

The cables will be about 345 kilometres long, including 255 kilometres of undersea cables and 90 kilometres of underground cables.

Marinus Link will be supported by more than 240 kilometres of high voltage alternating current (HVAC) network developments in Tasmania (under the North West Transmission Developments). Together, these projects are known as Project Marinus.

Marinus Link is currently in planning and development, known as the project's 'design and approvals' phase. If approved for construction, it will be built in two 750 megawatt (MW) stages, with each stage comprising electric and telecommunications cabling and converters.

The project will unlock Tasmania's renewable energy and storage resources to deliver low-cost, reliable and clean energy for customers in the National Electricity Market.

It will further connect Tasmania to the National Electricity Market (NEM), which comprises Queensland, New South Wales, ACT, Victoria, Tasmania and South Australia.

Marinus Link's 1500 MW capacity is equal to the power supply for 1.5 million Australian homes and three times the capacity of the existing Tasmania to Victoria connector, Basslink.

THE PROPOSED CABLE ROUTE

Marinus Link will cross Bass Strait, connecting into existing electricity transmission networks near Burnie in Tasmania and the Latrobe Valley in Victoria.

The proposed location of Marinus Link in North West Tasmania will enable connection into some of Australia's best renewable energy and storage resources.

The proposed cable route connects to Tasmania's North West Transmission Network at the proposed Heybridge converter station, on the coast just east of Burnie. From Heybridge it will cross Bass Strait for approximately 255 kilometres and be buried beneath the seabed.

Marinus Link will be underground in Victoria, crossing the shore at Waratah Bay about 3 km west of Sandy Point, running north through South Gippsland and into the Latrobe Valley.

It will connect into the national electricity grid at or near to Hazelwood in the Latrobe Valley.


Warragul
Moe
Yallourn Brown Coal Mine (mined-out)
Traralgon
M1
Trafalgar
Latrobe Valley Airport
Coalville
Morwell
Loy Yang Brown Coal Mine
Morwell Brown Coal Mine
Mount Worth State Park
Thorpdale
Driffield
Hazelwood
Churchill
Yinnar
Allambee South
Hallston
Boolara
B460
Mirboo North
Leongatha North
Leongatha
Mirboo
Nerrena
Dumbalk North
A440
Koonwarra
Tarwin
Meeniyan
Stony Creek (East)
Middle Tarwin
Foster
Fish Creek
Snake Island
Corner Inlet Marine and Coastal Park
Cape Liptrap Coastal Park
Sandy Point
Shallow Inlet Marine and Coastal Park
Victoria
Marinus Link proposed land route
Converter Station (potential)
Transition Station (potential)
HVDC land cable
HVDC subsea cable
Reserve
Government road
MARINUS LINK

ROUTE SELECTION

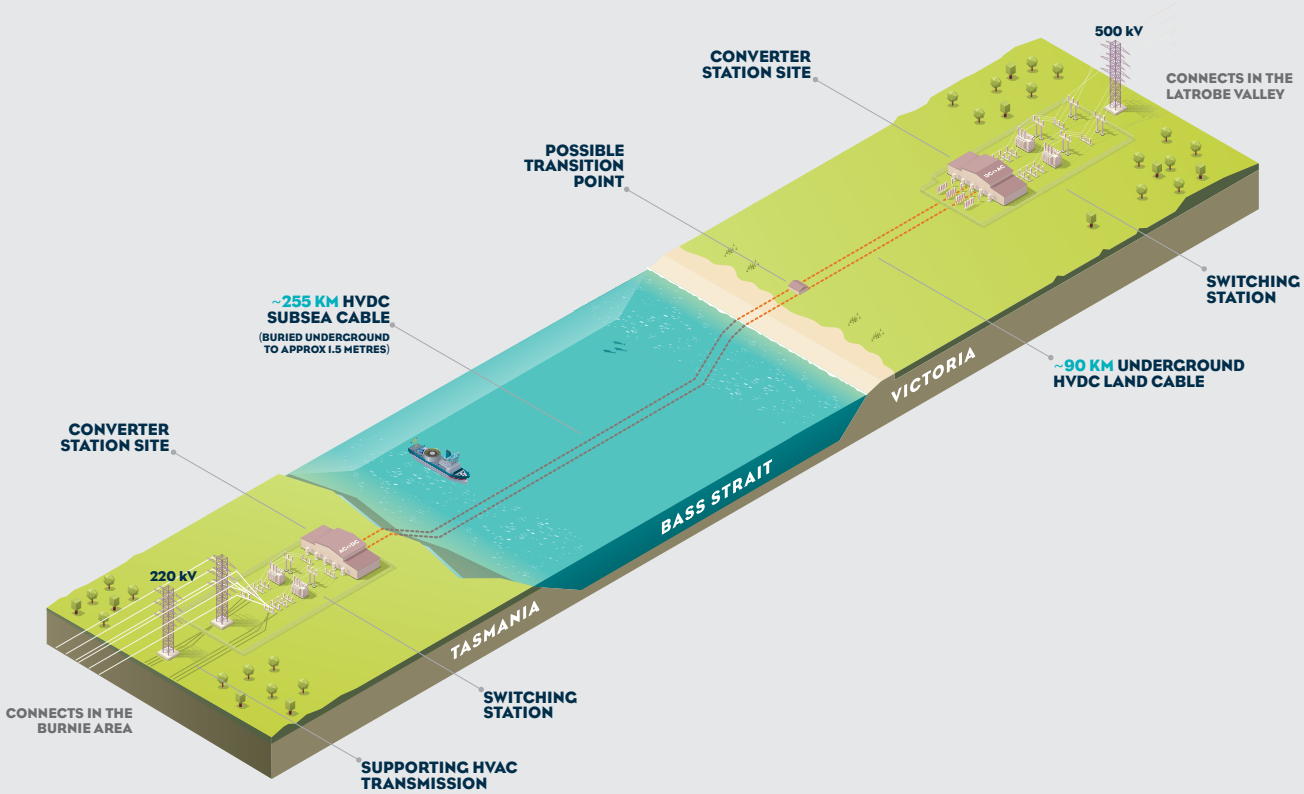
Route selection is guided by technical, environmental and social considerations, along with financial and commercial constraints.

We did preliminary desktop studies to identify the route between Waratah Bay and the Latrobe Valley. Field surveys, including environmental, cultural heritage and geotechnical investigations followed, and are still ongoing.

We are engaging with landowners and the community about the proposed route and completing field and marine studies to understand if further route changes are required.

Our assessments include:

- Technical considerations, such as energy transfer, engineering requirements and the ability to connect to the existing transmission network;
- Environmental considerations, including ecology, landscape and flora and fauna; and
- Social considerations, including landowners and communities in the region, the way they live and work, their issues and concerns, and the potential benefits from the project.



THE PROPOSED CONVERTER STATIONS

The most efficient way to transport electricity from where it is generated to where it is needed is via cables under Bass Strait and underground in Victoria.

These cables operate using a different type of current to the transmission network – HVAC is used in our electricity transmission and distribution systems, while HVDC is used for sending electricity efficiently over long distances. Converter stations are required to convert the HVAC into HVDC for the purposes of transmission.

PROPOSED LOCATIONS

We propose to build a converter station at Heybridge, near Burnie in Tasmania, and another near Driffield or Hazelwood in the Latrobe Valley in Victoria.

The converter station sites are carefully selected and must:

- Be close to the existing electricity transmission network;
- Have adequate space for buildings and equipment;
- Have minimal visual, acoustic and environmental impact;
- Be safe and secure; and
- Have road access for workers and heavy equipment.

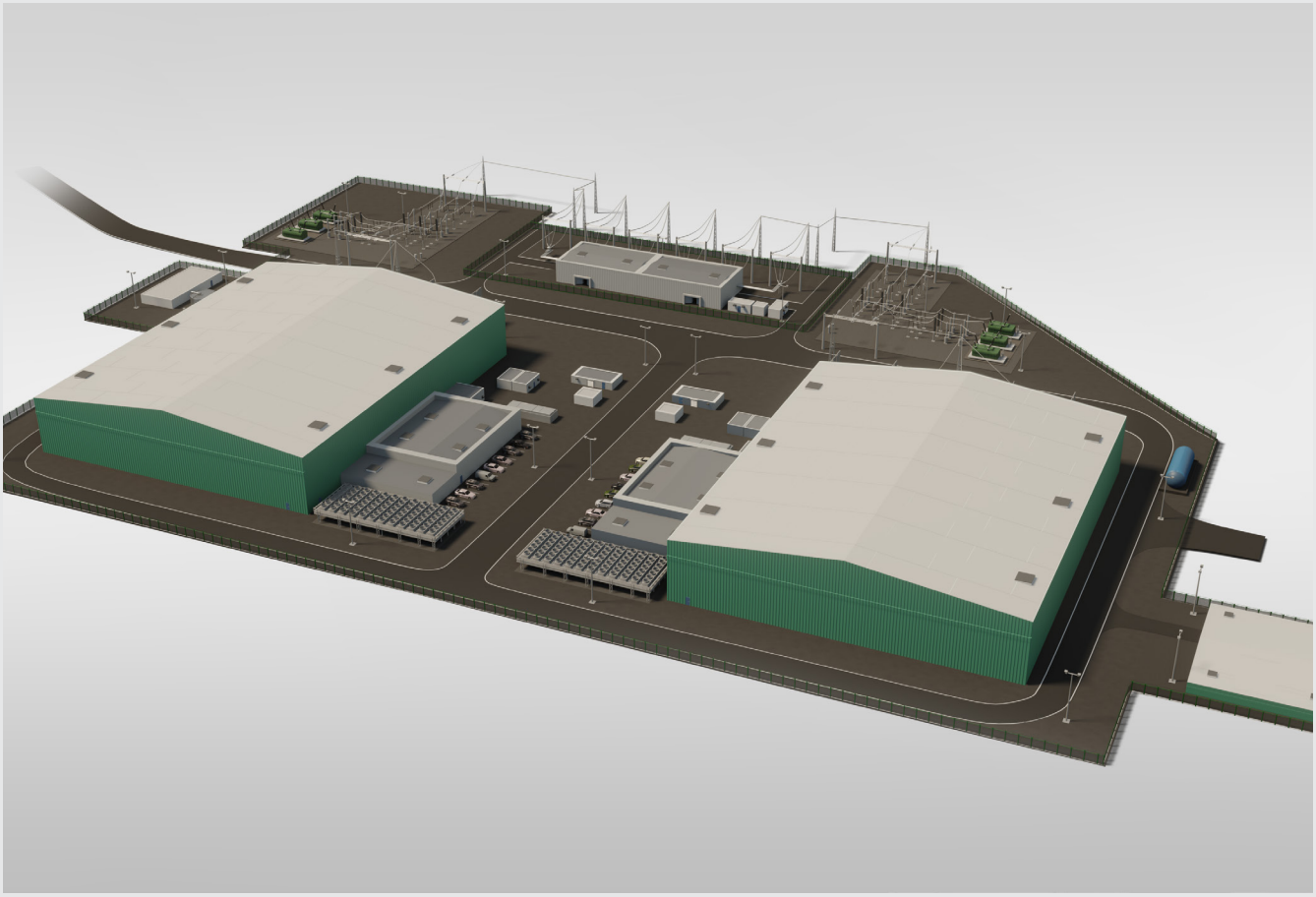
TASMANIA

The Tasmanian converter station is proposed for Heybridge (near Burnie) in Northern Tasmania, on the corner of the Bass Highway and Minna Road. The location is the former tioxide factory site, which was owned by Burnie City Council.

The converter station will include transformers, switchgear, stormwater runoff systems, a control room and two large buildings (one for each cable bundle) containing the HVAC/HVDC converter technology. The proposed HVAC transmission network (as part of the NWTD) will be connected into the converter station through the project's Stowport to Heybridge line.

The first converter station building will take up to 18 months to build, with construction expected to start in early 2025. The second converter station building will be constructed two to three years after the first, on the same site.

See below a model of the proposed Heybridge converter station looking south from the Bass Highway.



VICTORIA

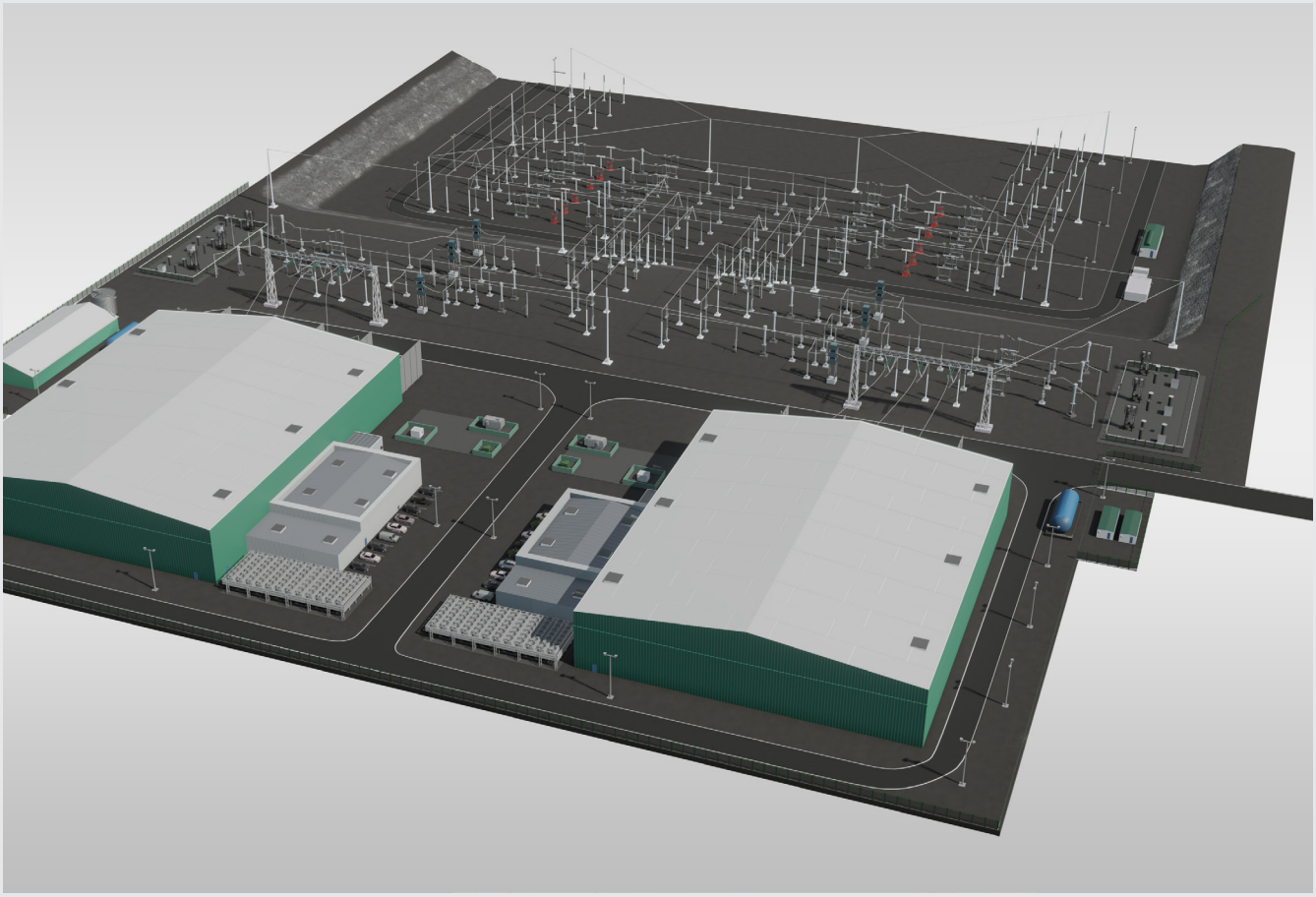
Marinus Link is investigating the suitability of sites close to the existing electricity transmission network for its Victorian converter station. The sites are near Driffield and Hazelwood in the Latrobe Valley. More investigation of these sites is required before a decision is made about which one is preferred.

This converter station will incorporate the same converter technology as the Heybridge converter station, but may require a larger switch yard and a different design to connect into the existing energy infrastructure.

The first converter station building will take up to 18 months to build, with construction expected to start in early 2025, subject to the final investment decision. The second converter station building will be constructed two to three years after the first, on the same site.

Once operational, the facility will have a small operations and maintenance crew.

See a model of the Victorian converter station below, noting that the design is subject to change.



NOISE, TRAFFIC AND OTHER IMPACTS

As with all infrastructure projects, there may be some noise, dust and traffic impacts during construction and operation. We are doing traffic, noise and visual studies to understand the potential impacts and will work to reduce impacts through all stages of the project life cycle.

We will assess potential noise during construction and operation so we can comply with all appropriate requirements and minimise impacts to the local community and environment. This may include the design and positioning of buildings and equipment, or the use of noise insulation.

We will lodge the findings of our investigations with the relevant regulators and approval bodies and provide updates when findings are complete.

We'll be doing major earthworks to establish the converter station sites and will use dust dampening to minimise dust on site and on access roads.

We'll also be moving earthmoving equipment to and from the converter sites. Our traffic management team will ensure the safety and access of road users during construction.

COMMUNICATIONS BUILDING AND TRANSITION STATION

A communications building is needed as part of Marinus Link's telecommunications services. This is a small building that will be near Waratah Bay, preferably close to Waratah Bay Road.

A transition station may also be needed in the Waratah Bay area if underground and undersea cables are provided by different suppliers. It is our intention to use one supplier to avoid the need for a transition station.

WHY MARINUS LINK IS IMPORTANT

As coal energy generators retire, Australia needs access to affordable, 'on-demand' electricity and the ability to store energy for long periods.

Australia's transition from coal-fired power to renewables is occurring quickly, and while wind and solar farms produce clean and low-cost power, there can be fluctuations in supply, depending on the weather.

Marinus Link will allow the two-way transmission of energy between Tasmania and Victoria. It will use excess energy to move water in the hydro system and store it to generate power for all customers in the NEM when supply is not meeting demand.

This generation and storage capability can last for days, acting like a big battery for the nation. This is essential because current battery technology is fast to charge and discharge, but only lasts a number of hours at any given time and has significantly higher long-term costs.

Marinus Link is a project of national significance that will contribute to Australia's emission reduction targets, critical to address increasing risks of climate change.

WHO IS BEHIND THE PROJECT?

Marinus Link Pty Ltd is a subsidiary of TasNetworks, which plans, owns and operates Tasmania's electricity network.

Marinus Link will be jointly owned by the Australian, Tasmanian and Victorian governments.

Marinus Link unlocks savings of at least 140 million tonnes of CO_2 by 2050 = removing more than a million petrol/diesel cars off the road

PROJECT BENEFITS

Marinus Link will put downward pressure on electricity prices

Marinus Link's two-way energy transmission will enable Tasmania to soak up excess, low-cost wind and solar generated power from mainland Australia.

When demand for power exceeds supply, Tasmania's hydro power will be readily available for use as top up or back up across the NEM.

Greater interconnection in our renewable energy supply and storage will provide more stable, abundant, lower-cost and clean energy and lower wholesale energy prices than would be the case without Marinus Link.

Marinus Link will provide significant economic benefits

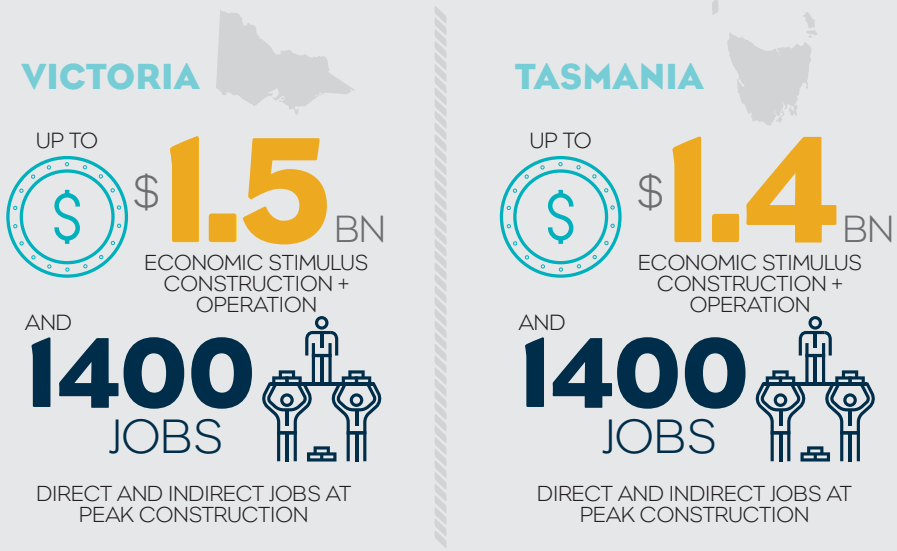
Marinus Link will deliver 2800 direct and indirect jobs at peak construction and approximately $2.9 billion in direct economic investment in Tasmania and Victoria.

It will unlock approximately $7 billion in additional investments in wind, solar and hydro developments and firm up other renewable energy projects, by enabling them to transmit energy to the national electricity grid.

Marinus Link will also significantly increase fibre optic capacity between Tasmania and Victoria, providing greater choice and reliability for customers, which will help with service affordability.

Marinus Link will help address climate change, creating a better future for generations to come

Australia is undergoing a renewable energy revolution, with rapid growth in renewable generation, closure of coal plants and support from investors and governments for large-scale energy storage. Marinus Link supports this revolution.



TASMANIAN BENEFITS

Marinus Link will create employment, new opportunities and support growth of Tasmania's economy

At peak construction, Marinus Link and supporting transmission developments will create about 1400 direct and indirect jobs in Tasmania, and generate about $1.4 billion in economic activity during construction and operation.

Marinus Link will unlock greater value from Tasmania's hydro resources

Marinus Link will unlock extra value from Tasmania's hydro and provide the market with access to long duration pumped hydro energy storage, encouraging investment in wind generation, industry and manufacturing.

VICTORIAN BENEFITS

Marinus Link will create employment and support Victoria's economy

At peak construction, Marinus Link will create about 1400 direct and indirect jobs in Victoria and generate about $1.5 billion in economic activity during construction and operation.

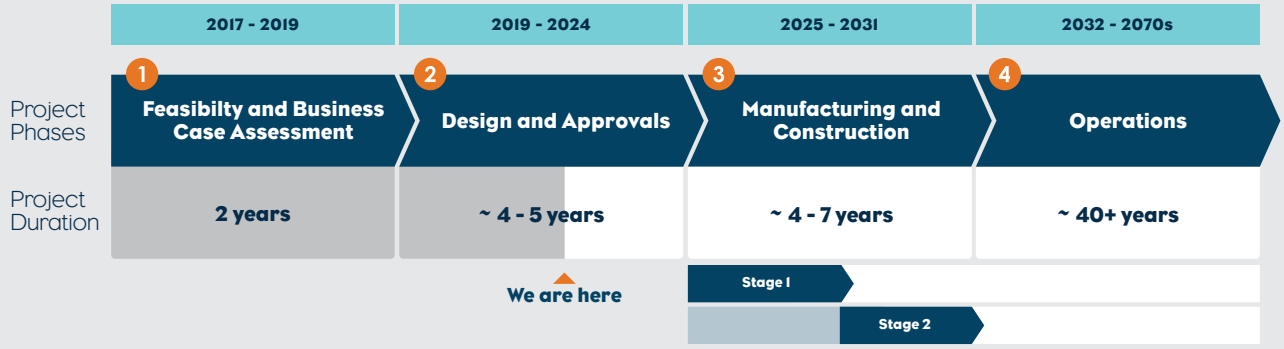
Importantly, Marinus Link forms a key part of Victoria's energy transformation and supports its ambition to be a leading renewable energy state.

Marinus Link is a key part of Gippsland's transition from coal generation to a renewable energy region.

WHEN WILL MARINUS LINK BE BUILT?

If approved for construction, Marinus Link will be designed and constructed in phases. Key milestones include:

- ◊ Design and approvals (current phase)
- ◊ Final Investment Decision late 2024
- ◊ Manufacturing, construction and commissioning, to take place across two 750 MW stages from early 2025
- ◊ Stage I will be completed and in service 2028-29
- ◊ Stage 2 will be completed and in service 2030-31



*Note: timelines are subject to approvals, access, weather, construction and market constraints.

WHO WILL PAY FOR MARINUS LINK

In Australia, customers pay for the cost of developing, building and maintaining electricity networks in their state or territory. Marinus Link will cost $3 billion to build based on 2021 estimates. The Australian Energy Market Operator has estimated that net energy market benefits to consumers from Marinus Link will be around $4.5 billion.

We're working to ensure customers who benefit from Marinus Link pay fairly for the services they receive.

The Australian and Tasmanian Governments committed $244 million toward the planning and design of Marinus Link as a national priority project.

In October 2022, the Australian, Tasmanian and Victorian Governments agreed to an equal-parts share in 20% of the project's construction costs, with the remainder to be funded through a concessional loan from the Australian Government's Rewiring the Nation program.

Tasmanian customers will pay no more than 15% of estimated project costs for Marinus Link and the North West Transmission Developments combined.

SUPPORT FOR LOCAL COMMUNITIES AND THE ENVIRONMENT

We're working with communities in Gippsland and North West Tasmania to minimise project impacts.

We are working across the regions to ensure we engage with current and future communities to plan the delivery of the project.

- We established the North West Transmission Developments (NWTD) Stakeholder Liaison Group, to provide an important engagement forum for the NWTD project during the design and approvals phase.
- We established the Gippsland Stakeholder Liaison Group to maximise the project's benefits across the region. This includes developing a Community Benefit Sharing Plan, which is currently underway.
- We are engaging with schools, tertiary education providers and training institutions to plan for the future workforce required to construct, operate and maintain Marinus Link.
- We have appointed experienced and local Aboriginal Engagement Advisors to the project team, to provide input and guidance on all cultural heritage activities for the project.
- We have been working closely with landowners since late 2019 to understand their needs and concerns, refine the route, provide updates and create a greater understanding of the project.
- We are continuing to engage with the community at information sessions, markets and local events to provide information about the project. We are ensuring we understand the issues which are important to them.
- Our construction procurement process will provide contractor employment and manufacture and supply opportunities for local businesses and the community.

We're working to minimise construction impacts along the length of the alignment. This includes impacts to flora and fauna, land use for owners, cultural heritage and visual impacts.

Detailed surveys of the proposed sites onshore include identifying protected species of flora and fauna and assessing impacts on native vegetation, which will be documented through an environmental effects statement. Surveys to identify cultural heritage artefacts are also being undertaken.

Across Bass Strait, the proposed route has been selected to avoid seabed habitats of significance and the cables designed to avoid electromagnetic interference.

Detailed geophysical, geotechnical and benthic surveys have been undertaken to identify and finalise the preferred offshore route. These surveys included assessing the presence of protected species and archaeological remains on the seabed.

The cables are to be laid in pairs. This arrangement cancels out any magnetic fields arising from the flow of electrical current in each cable, avoiding potential impacts on marine navigation, fish and marine mammals.

SUSTAINABILITY FRAMEWORK

Marinus Link is developing a Sustainability Framework. The framework will guide our operations and activities to deliver value to the community. Its objective is to ensure we make a positive, lasting impact in line with stakeholder expectations and industry best practice.

Extensive consultation with internal and external stakeholders is underway to ensure our Sustainability Framework considers the project's context, circumstances, expectations and goals, noting that Marinus Link is considered a national priority project.

Getting this right from the start will ensure Marinus Link achieves its purpose of unlocking Australia's renewable energy future.

COMMUNITY BENEFIT SHARING PLAN

Marinus Link will co-design a Community Benefit Sharing Plan with regional communities and stakeholders. This will involve sharing the rewards of the project with local communities. It will seek to establish and maintain positive long-term social and economic impacts and to be a 'good neighbour'.

WHAT WE ARE DOING NOW

Marinus Link is in the design and approvals phase, which includes comprehensive environmental effects and impact assessments for Tasmania, Victoria and Australia.

We're also talking to landowners, engaging the community and working with training bodies and employer groups to ensure we have the workforce ready to support the project's construction.

ENVIRONMENTAL APPROVALS

Marinus Link is subject to environment, planning and heritage approvals under Victorian, Tasmanian and Australian legislation.

The project requires approval from the Australian Minister for the Environment and Water under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act). As part of the approvals process, Marinus Link is required to undertake an assessment of relevant impacts through the preparation of an Environmental Impact Statement (EIS).

To inform approval decisions by regulators in Victoria (such as the Minister for Planning under the Planning & Environment Act 1987), Marinus Link is required to prepare an Environment Effects Statement (EES) under the Environment Effects Act 1978 (EE Act).

In Tasmania, the project will be assessed by the Environment Protection Authority (EPA) under the Environmental Management and Pollution Control Act 1994 (Tas) (EMPC Act), requiring the preparation of an Environmental Impact Statement (EIS).

It is proposed that Marinus Link prepares a single set of documents for the project that will incorporate what is needed for an EES in Victoria, an EIS under the national EPBC Act and for an EIS in Tasmania.

The Marinus Link Combined EIS and EES document will respond to the Tasmanian, Victorian and Australian assessment and documentation requirements.

Sep 2021		**Australian and Victorian environmental referrals submitted**
late 2021		**Decisions made to assess the project under Australian and Victorian environmental legislation**
Jul 2022		**Tasmanian Environmental Referral and Development Application submitted**
Aug 2022		**Decisions made to assess project under Tasmanian environment and planning legislation**
Sep 2022		**Guidance and scoping requirements for the joint Environment Impact Assessment (EIS/EES) finalised** (including public comment)
Early-Mid 2023	We are here	**Environment Impact Assessment (EIS/EES) being prepared**
Dec 2023		**EIS/EES submitted to Australian, Victorian and Tasmanian governments. Planning Scheme Amendment submitted under Victorian planning legislation**
Early 2024		**Public comment on Environmental Impact Assessment, Development Application and draft Planning Scheme Amendment**
Late 2024		**Decisions made on the project under Australian, Victorian and Tasmanian environment and planning legislation**

ENVIRONMENTAL AND GEOTECHNICAL INVESTIGATIONS

We will continue with a range of land and marine investigations along the length of route to further inform design so we can identify, minimise and manage potential impacts.

CULTURAL HERITAGE

We recognise and respect the history, culture and stories that Aboriginal and Torres Strait Islander people bring to our communities and acknowledge that they have a profound spiritual connection to the lands and waters on which the project is being planned and constructed.

Marinus Link is working closely with Registered Aboriginal Parties, Traditional Owners and Community to ensure the project from planning to delivery is conducted with a deep understanding of its responsibilities surrounding cultural heritage.

Marinus Link has engaged highly qualified and experienced heritage specialists to conduct cultural heritage surveys as a key component of its legislated approvals processes. These activities will consider both Aboriginal and non-Aboriginal heritage with an association to the project.

CONSTRUCTION

If approved for construction, Marinus Link will be built in two 750 MW stages, with each stage comprising three cables bundled together - two HVDC cables plus one optic-fibre cable.

For the land cables, the trenches and Horizontal Directional Drilling (HDD) ducts for both stages will be done during Stage 1 to minimise disturbance to properties, land use and farming activities.

The site establishment and working areas for the proposed converter stations, switching stations and transition stations for both stages will also be constructed during the first stage.

The first converter at both Heybridge and the Latrobe Valley will be built in Stage 1.

The second converter for both Heybridge and the Latrobe Valley will be constructed in Stage 2.

MATERIALS AND EQUIPMENT

Materials and construction equipment associated with the land cable will be sourced locally where possible.

CONSTRUCTION FOOTPRINT

The approximate construction footprint will include:

- 10 hectares for the Tasmanian converter station site
- 16 hectares for the Victorian converter station site
- 100 m by 100 m for HDD drill pads at the shore crossings
- 15 m by 4.5 m for the Victorian telecommunications building
- 10 m for each subsea cable bundle
- 20 m to 36 m for the land cable construction corridor
- Up to 10 m for access tracks, noting that existing tracks are preferred
- Between 40 m by 40 m and 60 m by 60 m for HDD drill pads when crossing major watercourse, roads or railways, to avoid vegetation or to cross over major third-party infrastructure.

LAYDOWN AREAS

There will be minor and major laydown areas along the cable route. Major laydown areas will accommodate materials, spare parts, parking, a site office and amenities and will be up to one hectare in size. They will be located approximately every 13 km along the cable route in Victoria and will be outside the 36 m-wide construction corridor.

Minor laydown areas support cable pulling activity and are used to store cable drums. They will be located at every second joint pit, which is where the cable lengths are joined. The joint pits are concrete pits or 'bays' measuring about 13 metres long, 2.5 metres wide and 2.5 metres deep, and buried at least 0.5 metres below the surface.

We anticipate that all works for the proposed converter stations will be contained within converter station sites.

SURVEY AREAS

Survey corridors along the route enable the project team to undertake environmental surveys and geotechnical investigations.

Tasmania survey area

The survey area in Tasmania is defined by the property boundary of the Heybridge converter station site and the location of the shore crossing, which extends from the Heybridge site, under the Bass Highway and Western Line railway to Bass Strait.

Marine survey area

The marine survey area is approximately 200 m wide along each cable route in Australian waters, noting that Tasmanian and Victorian state waters extend to three nautical miles offshore. The cable bundles are expected to be approximately:

- ◊ 1 km apart at the Tasmanian shore crossing;
- ◊ 2 km apart for most of the Bass Strait crossing;
- ◊ 800 m apart at the Victorian shore crossing.

Victoria survey area

A nominal 220 m wide survey area is being assessed for the Victorian land cable route. This will accommodate the 20 m to 36 m wide construction corridor and minor laydown areas.

In some locations the survey area is wider or narrower and follows property boundaries. In some instances, major laydown areas are adjacent to the 220 m survey area corridor and in some locations are offset from the land cable route.

Marinus Link infrastructure is expected to be within the survey area, however the final location will be determined following detailed environmental and social impact assessments, landowner negotiations and the final design.

CONSTRUCTION METHODS

Tasmanian shore crossing

The subsea cables will be installed in ducts from the Heybridge converter station site, underneath the Bass Highway, Western Line, the coast and near the shore.

Three boreholes will be required for each circuit; one for each power cable and one for the fibre-optic cable. It will take up to 12 months to drill these circuits, including site establishment and demobilisation.

Subsea cable installation

The cables will be manufactured in 125 km lengths in either Northern Europe or Japan. They will be loaded onto a cable lay vessel and transported to the Port of Melbourne, Burnie or Devonport, and from there to the shore crossings.

Cable laying can occur all year round but is best done in late spring and summer. Debris, such as discarded fishing nets, old pipes, anchor chains or out of service cables, will be removed prior to cable installation.

From the cable lay vessel, the cable will be unspooled and lowered over the back of the vessel to the seabed. Once on the seabed, smaller vessels (typically locally owned commercial, charter or fishing vessels) will guard the exposed cable to ensure no damage is done by third parties.

A cable burial vessel will follow the cable laying vessel. For the majority of Bass Strait, it will use water-jetting tools to 'fluidise' the seabed, while trenching tools will be used where the sea floor is hard. The cables will be buried 0.5 m to 1.5 m deep. The trench will fill naturally with sand and silt. In some locations cast iron or concrete may be used to protect the cables.

At any one time there could be one cable lay vessel, one burial vessel and five guard vessels operating.

The cable bundles will be approximately 100 m apart at the shore crossing to 2 km apart in offshore waters.

No waste will be disposed into the ocean from cable installation.

More information on the subsea cable installation can be found at Marinus Link's Subsea Construction fact sheet at **www.marinuslink.com.au/construction-methods**.

Victorian shore crossing

The Victorian shore crossing will be constructed using HDD to approximately 10 m water depth.

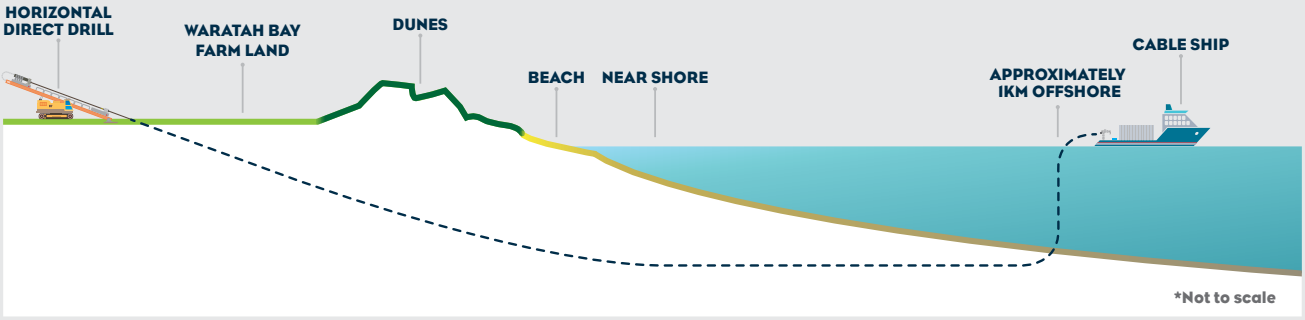
The subsea cables will be installed in ducts inserted into the HDD boreholes. The boreholes are expected to be up to 1200 m long. Three boreholes will be required for each circuit; one for each of the two power cables and one for the fibre-optic cable.

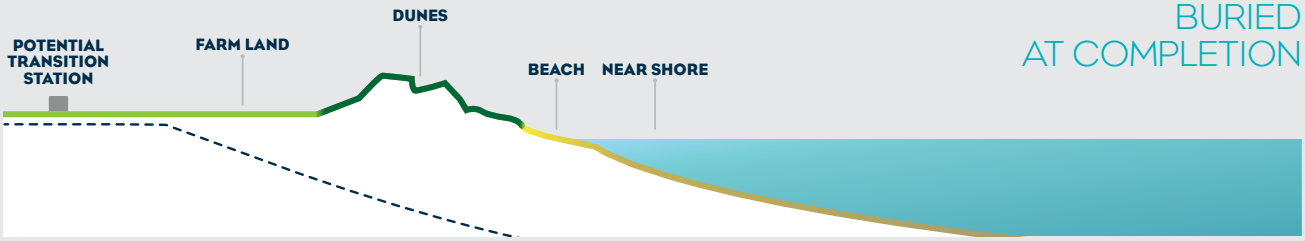
We anticipate six light vehicles, one crane, three rigid trucks and one light truck, an excavator and two large drill rigs will be on site during the works.

Waratah Bay beach will not be closed during construction, unless this is required to manage public safety, in which case disruption will be short term and temporary.

It will take about 23 months to drill the circuits.

INDICATIVE CONSTRUCTION





BURIED AT COMPLETION

Land cables

Land cables will be 800 m to 1200 m long. These will be joined at concrete cable joint pits, which will be buried at least 0.5 m below the surface.

The cable joint pits for each stage will be located side by side wherever possible or staggered along the alignment if necessary. Cable joint pits will be located adjacent to boundary fences or other features where practicable.

Key construction activities include:

- Establishing laydown areas, site offices and amenities;
- Establishing the site including entries and gates, access roads and tracks, wash-down facilities, and stock-proof fencing where required and agreed with the landowner;
- Topsoil stripping and stockpiling;
- Building haul roads along the construction corridor;
- HDD and trench excavation;
- Installing conduits and thermal backfill, sometimes required to dissipate heat;
- Backfilling trenches with subsoil and topsoil;
- Building or installing cable joint pits;
- Pulling land cables through conduits between adjacent cable joint pits.

Crews will work on one section at a time, completing construction before moving on to the next section.

More information about our on land construction can be found in Marinus Link's On Land Construction **fact sheet**.

OPERATION AND MAINTENANCE

It is proposed that Marinus Link will operate 24 hours per day, every day over a minimum 40-year operational lifespan.

Proposed operation and maintenance activities include:

- Routine inspections of the land-cable easement for potential operational and maintenance issues;
- Periodic inspection of the subsea cable routes by remotely operated vehicles;
- Remote monitoring of shipping activity near the subsea cables for potential anchoring issues;
- Servicing, testing and repair of the subsea and land cables, transition station and converter station equipment and infrastructure, including scheduled minor and major outages;
- Maintenance of access tracks;
- Fault finding and repairs for any unplanned outages.

Easement conditions will be specific to each land title, and will outline any activity restrictions on the easement. Most farming and cropping activities can continue. No buildings or trees will be allowed on easements.

Joint pits will be marked with poles and the cable route will be marked at field boundaries.

The table below provides further details of Marinus Link's maintenance schedule.

Activity	Asset	Schedule
Non-outage scheduled maintenance	Converter stations	Quarterly
Outage scheduled maintenance	Converter stations	Twice/year
Outage scheduled maintenance	All links	Year one then every two years
Mid-life refurbishment	All links	Year 10, year 20 and year 30
Cable surveys and works	Cable stores	Every two years
	Cables	Seabed surveys in year two, year four and then every six years Remediation work every six years or as required

CONVERTER STATIONS

Our plan is to staff converter stations during business hours. Outdoor spaces will be unlit at night unless activated by security system or sensors.

It is expected about five operation and maintenance vehicles will enter and exit the converter stations each day. On some days it may be as little as two vehicles.

There will also be planned outages up to twice a year, which would involve 15 to 20 staff for up to two weeks.

During the operational and maintenance phase, workers will collect waste, inspect and maintain equipment, respond to alarms and outages, and undertake training.

Typically, maintenance would be undertaken on switchgear equipment containing SF6 gas every four to six years. SF6 gas is often used for insulating mid- and high-voltage electrical equipment.

Whilst 'non-active' gas compartments (i.e. those containing no switching devices/moving parts) will generally not be accessed over the lifetime of the installation, 'active' compartments may be subject to internal inspection after 20 to 25 years in service.

Should leaks develop in service, they will be attended to promptly.

Monitoring and alarm systems are fitted to switchgear.

Operational emissions

Operational emissions will come from the routine testing of the standby diesel generators and the leakage of SF6 gas from the switchgear.

There will also be a small amount of emissions associated with power used to operate the proposed converter stations.

SUBSEA CABLES

Cable monitoring systems will be installed to identify the location of any potential cable faults and seabed inspections will be undertaken periodically.

LAND CABLES

In general, land cables are typically maintenance free with routine maintenance limited to the joint pits, which are concrete pits or bays where the cable lengths are joined.

We will drive the route about once a fortnight to ensure that no unknown construction activities or non-permitted activities are occurring above the cables.

Routine maintenance would include sheath tests, every five years. These prove the integrity of the cable jacket or can locate a faulty section of cable using hand-held testing equipment.

DECOMMISSIONING

Marinus Link's operational lifespan is expected to be a minimum of 40 years. At the end of this period it will either be decommissioned or upgraded.

If Marinus Link is decommissioned, all above-ground infrastructure will be removed, and any associated land returned to the previous land use or as agreed with the landowner.

All underground infrastructure will be decommissioned in accordance with the requirements of the time. This may include removing the infrastructure and leaving some components underground – where it is safe to do so. It is generally considered less impactful to leave underground and submarine infrastructure in place rather than remove it.

All metal removed would be recycled and concrete broken down for recycling or disposal.

OUR COMMITMENT TO YOU

Marinus Link will continue to offer a range of formal and informal opportunities to learn about the project and speak with the project team. Your feedback informs the project's environmental, cultural heritage, social and economic impact considerations, which in turn informs the project's design and construction.

Find out more about our upcoming engagement opportunities, and read our project updates on our Community Engagement webpage at **www.marinuslink.com.au/engagement**.

We care for our stakeholders

We are committed to listening to you and understanding your needs, keeping you informed, doing what we say, and communicating clearly and consistently with you.

We strive to provide a great experience, but there may be times where you feel we don't meet your expectations.

If this happens, please tell us. We'll do our best to resolve your concern and use your feedback to improve what we do.

Complaints handling

Marinus Link currently manages enquiries and complaints in line with TasNetworks policies and procedures. These can be found at **www.tasnetworks.com.au/about-us/policies**.

Marinus Link is developing its Complaints Management Policy and Complaints Handling Procedure, which allows community members to formally raise concerns and have those concerns addressed in a timely, consistent and transparent manner throughout the life of a project

Once finalised, these will be available on our website at **www.marinuslink.com.au**.

PRIVACY

All customer feedback and personal details provided to us are maintained and recorded in our customer record management system. Your privacy is protected in accordance with our privacy policy. A copy of the Marinus Link Privacy Policy can be found on our website **www.marinuslink.com.au/privacy-policy**.

MARINUS LINK

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