



THE VICTORIAN  
CONVERTER STATION

**MARINUS**  
LINK

# MARINUS LINK

## Marinus Link is a proposed undersea and underground electricity and telecommunications interconnector between Tasmania and Victoria.

It will further connect Tasmania to the National Electricity Market, comprising Queensland, New South Wales, ACT, Victoria, Tasmania and South Australia.

Marinus Link will comprise high voltage direct current (HVDC) cables, fibre-optic cables and converter stations in both Tasmania and Victoria.

Marinus Link will be about 345 kilometres long – 255 kilometres of undersea cables and 90 kilometres of underground cables. It will have a 1500 megawatt capacity, equal to the power supply for 1.5 million Australian homes.

The project is currently in the design and approvals phase.

## CONVERTER STATION OVERVIEW

Marinus Link is investigating the suitability of converter station sites that are close to the existing electricity transmission network in Victoria. The sites are near Driffield and Hazelwood in the Latrobe Valley.

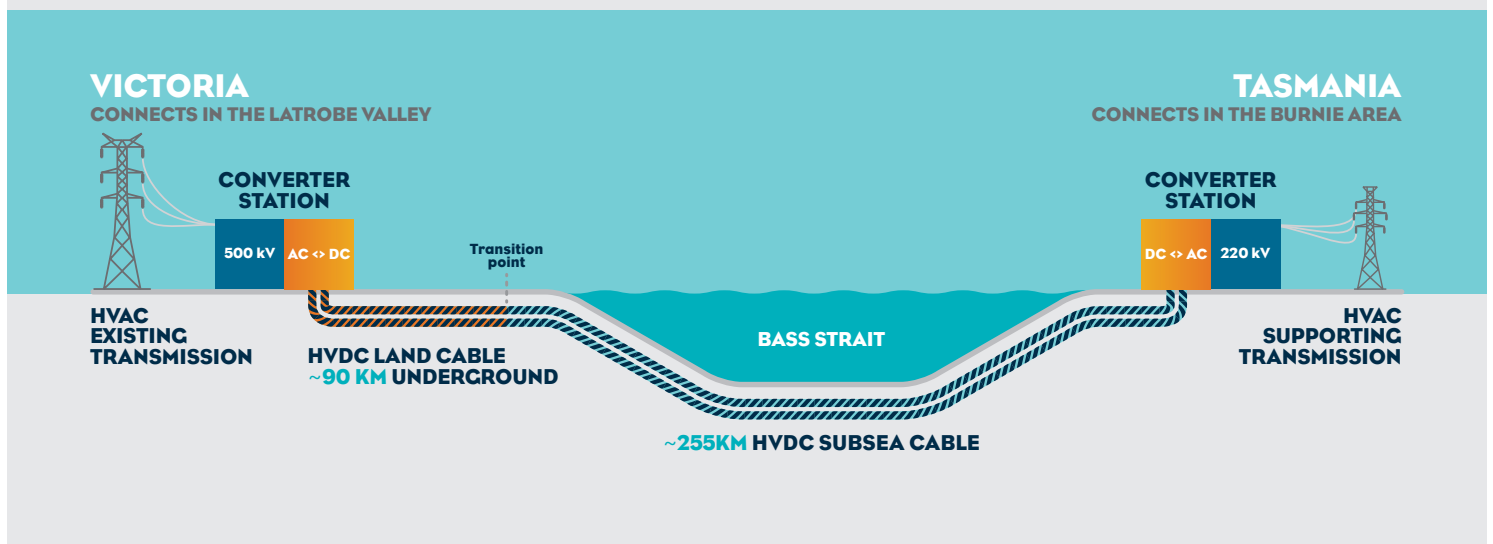
More investigations are required before a decision is made about which site is preferred.

Converter stations are a key part of the proposed Marinus Link project. This is because the energy coming to and from Victoria needs to be converted from HVDC to high voltage alternating current (HVAC). Once

converted, it can be connected into the national energy grid through Victoria, or used or stored in Tasmania.

Converter station sites are carefully selected for:

- ◇ Being close to the existing power transmission network;
- ◇ Enough space for buildings and equipment;
- ◇ Site access for heavy equipment.

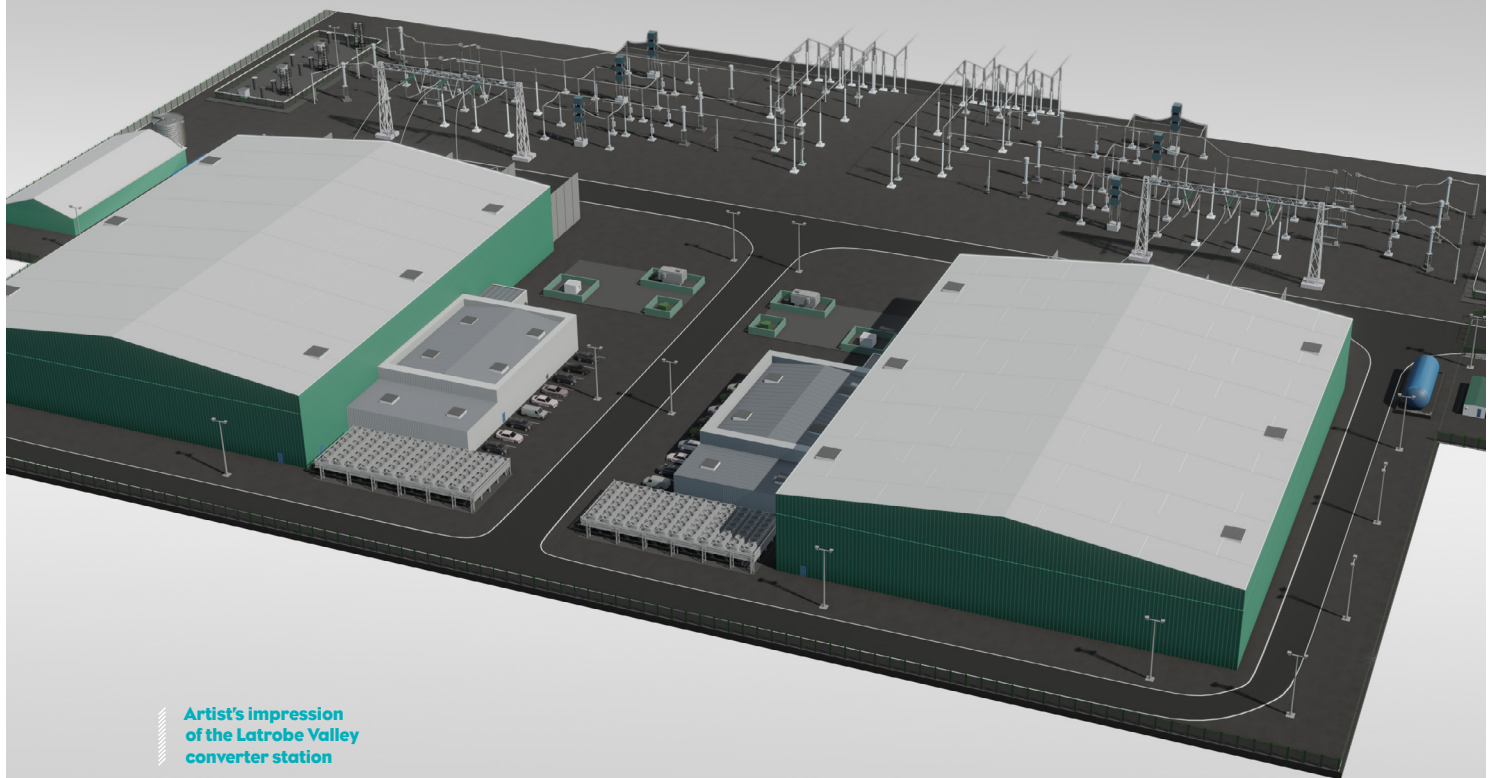


# WHAT WILL THE VICTORIAN CONVERTER STATION LOOK LIKE?

The converter station site will be up to 16 hectares in size, with two large buildings and external infrastructure. Depending on the location, a fire break may also be required.

These two large buildings will each house a converter, which will connect the underground cables to the HVAC/HVDC converter technology and the transmission network.

Outside the buildings there will be switch yards, transformers, switchgear and a control building and associated equipment, storm water management and landscaping.



Artist's impression  
of the Latrobe Valley  
converter station

# CONSTRUCTION

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## **The Victorian converter station will be built in two stages.**

The first converter building will take up to 18 months to build, with construction expected to start in early 2025.

The second converter building will be constructed two to three years after the first, on the same site.

As with all infrastructure projects, there may be some noise, dust and road impacts during construction and operation.

A larger area will be required during construction for temporary laydown areas and parking.

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

# MINIMISING DISRUPTIONS

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## **We're doing traffic, noise and visual studies so we understand the potential impacts and can address them where possible.**

We'll assess potential noise during construction and operation so we can 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.

Modeling undertaken has indicated the converter station is unlikely to generate noise at levels which would be noticeable to nearby residents.

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

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

If the Hazelwood site is selected, an intersection upgrade at Tramway Road may be required. If the Driffield site, upgrades may be needed at the Strzelecki Highway and Yinnar Driffield Road intersection.

For both sites, local roads around the converter station are expected to remain well below capacity and construction traffic is not expected to create significant delays.



## FURTHER INFORMATION

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**visit** [marinuslink.com.au](https://marinuslink.com.au)  
**email** [team@marinuslink.com.au](mailto:team@marinuslink.com.au)  
**call** 1300 765 275