



COMMUNITY AND STAKEHOLDER INFORMATION PACK

AUGUST 2024



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 First 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 data interconnector between North West Tasmania and the Latrobe Valley in Victoria.

The project includes high voltage direct current (HVDC) cables, fibre optic cables, a communications station, and converter stations at each end. The converter stations will connect Marinus Link directly into the transmission networks in both Tasmania and Victoria.

The project's cables span 345 kilometres (km). This includes 255 km of undersea cables across Bass Strait and 90 km of underground cables in Gippsland, Victoria.

Marinus Link will be supported by more than 240 kilometres of high voltage alternating current (HVAC) network developments in Tasmania, called the North West Transmission Developments.

Marinus Link is currently in planning and development, known as the project's 'Design and Approvals' phase.

Marinus Link will be delivered in two stages. Initially as a 750 megawatt (MW) project (Stage 1) with a second 750 MW link to follow at a later date (Stage 2).

Marinus Link will enable the flow of more electricity in both directions, delivering low-cost, reliable and clean energy for customers in the National Electricity Market (NEM).

With Marinus Link, Tasmania can import low-cost renewable energy, such as surplus solar, while reserving hydropower and storing the extra energy. Green hydropower can then be exported to the mainland grid when it is needed most to reduce the risk of brownouts.

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



Why Marinus Link is Important

As coal energy generators retire, Australia needs access to '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 power, there can be fluctuations in supply, depending on the weather conditions.

Marinus Link will allow the two-way transmission of energy between Tasmania and Victoria. It will use excess energy to move water in Tasmania's hydro system and store it to generate power for all customers in the NEM, when local 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 has limited capacity and significantly higher long term costs.

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

Who is behind the project?

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

Marinus Link unlocks savings of at least 140 million tonnes of CO₂ by 2050 = removing more than a million petrol/diesel cars off the road





The proposed cable route

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

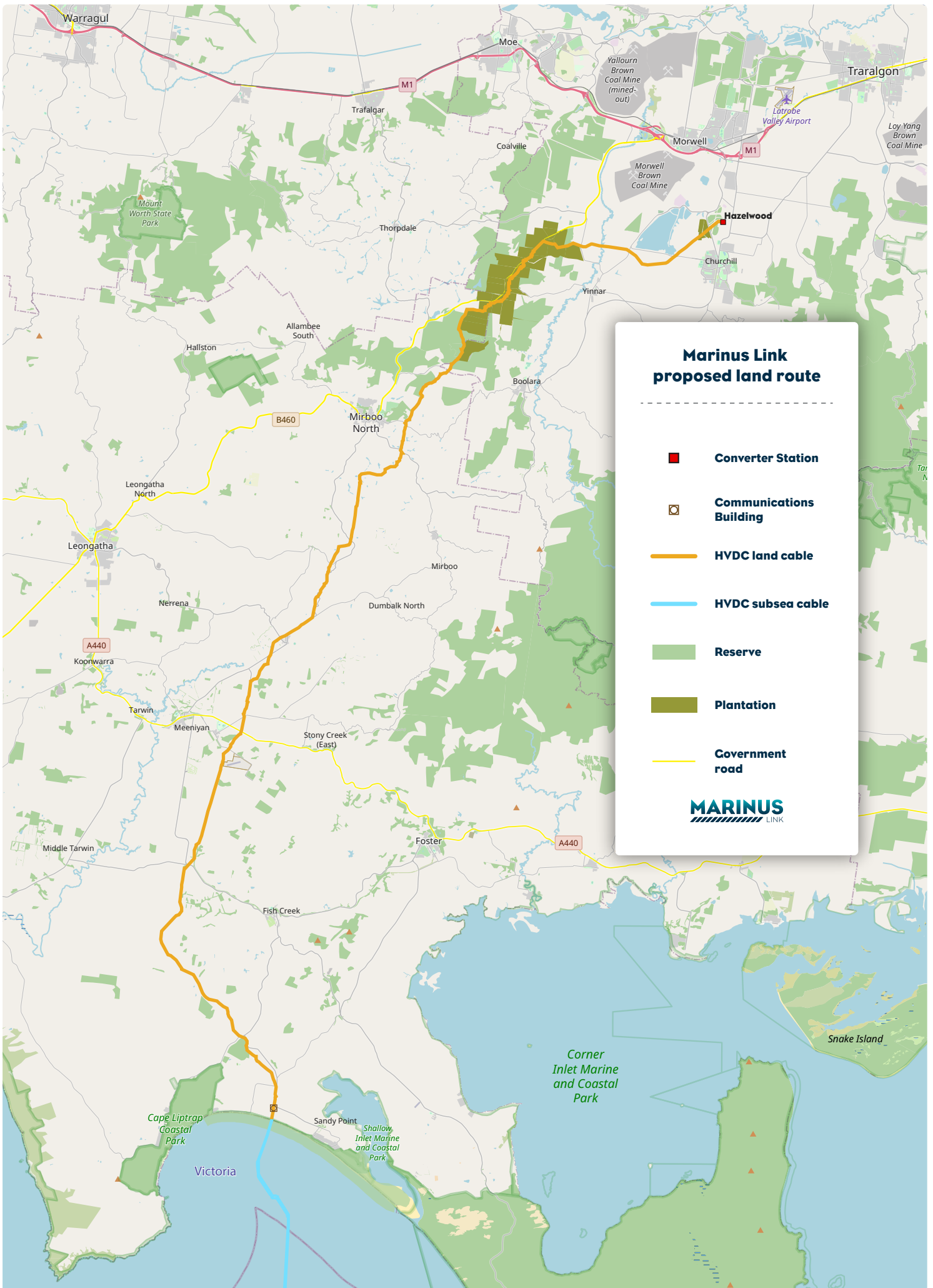
The proposed location of Marinus Link in North West Tasmania will enable connection into some of Australia's best renewable energy and storage resources.

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, the cable will cross Bass Strait for approximately 255 kilometres, 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 Hazelwood in the Latrobe Valley.



Route selection

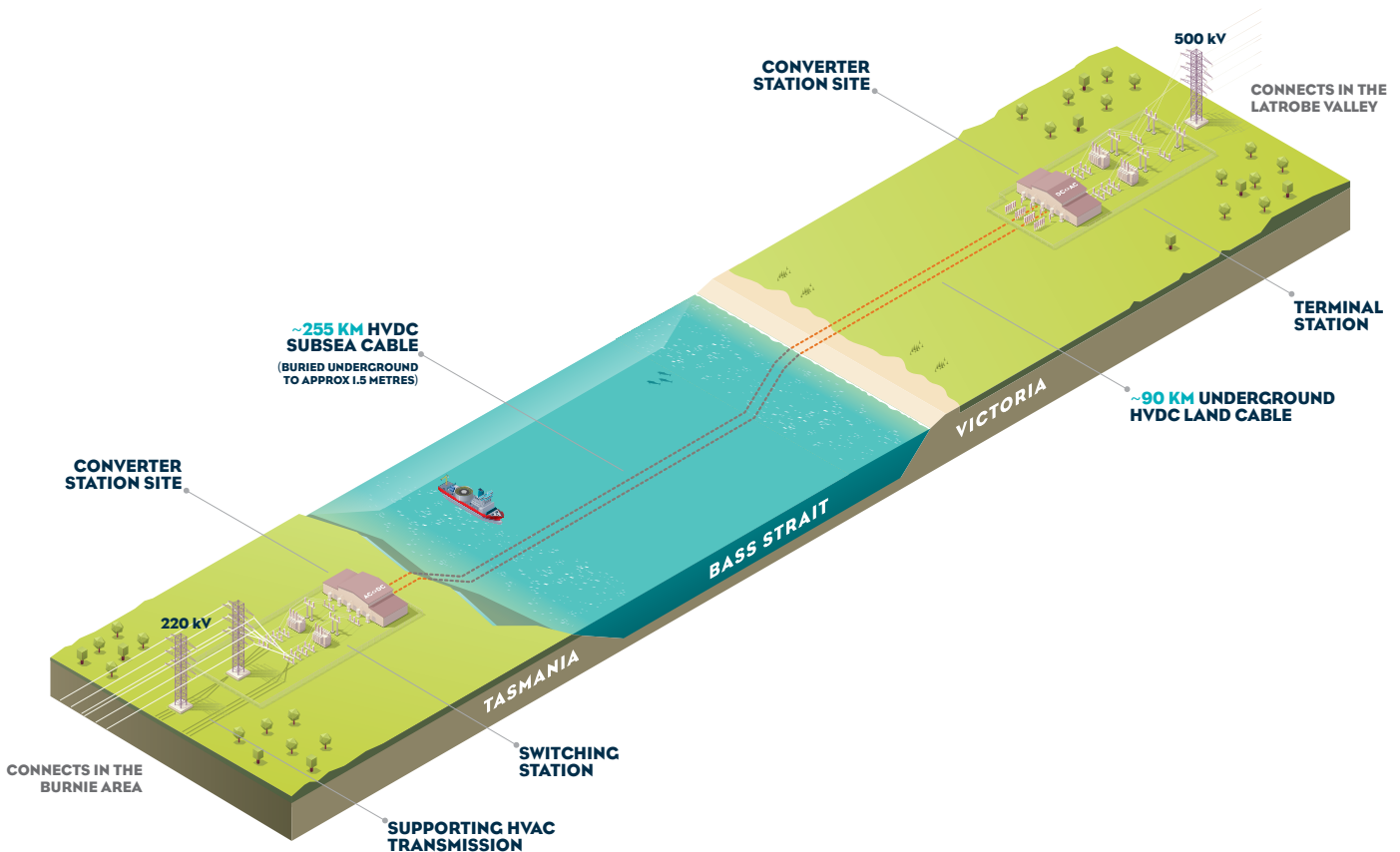
Route selection is guided by technical, environmental and social considerations, along with financial and commercial constraints.

Preliminary desktop studies were initially used to identify a suitable route between Waratah Bay and the Latrobe Valley. Since then, field studies including environmental surveys, cultural heritage surveys and geotechnical investigations have been undertaken to refine the route.

We are engaging with landholders, stakeholders and the community about the proposed route and making further changes where appropriate.

Our assessments include:

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



When will Marinius Link be built?

Who will pay for Marinius Link?

If approved for construction, Marinius Link will be designed and constructed in phases.

Key milestones:

- ◇ Design and Approvals (current phase)
- ◇ Final Investment Decision May 2025
- ◇ Manufacturing, construction and commissioning, to take place across two 750 MW stages from 2026 onwards
- ◇ Stage 1 expected to commence in 2026 and completed and in service by 2030
- ◇ Decision on Stage 2 to be made at a later date, with plans to be completed and in service around 2033

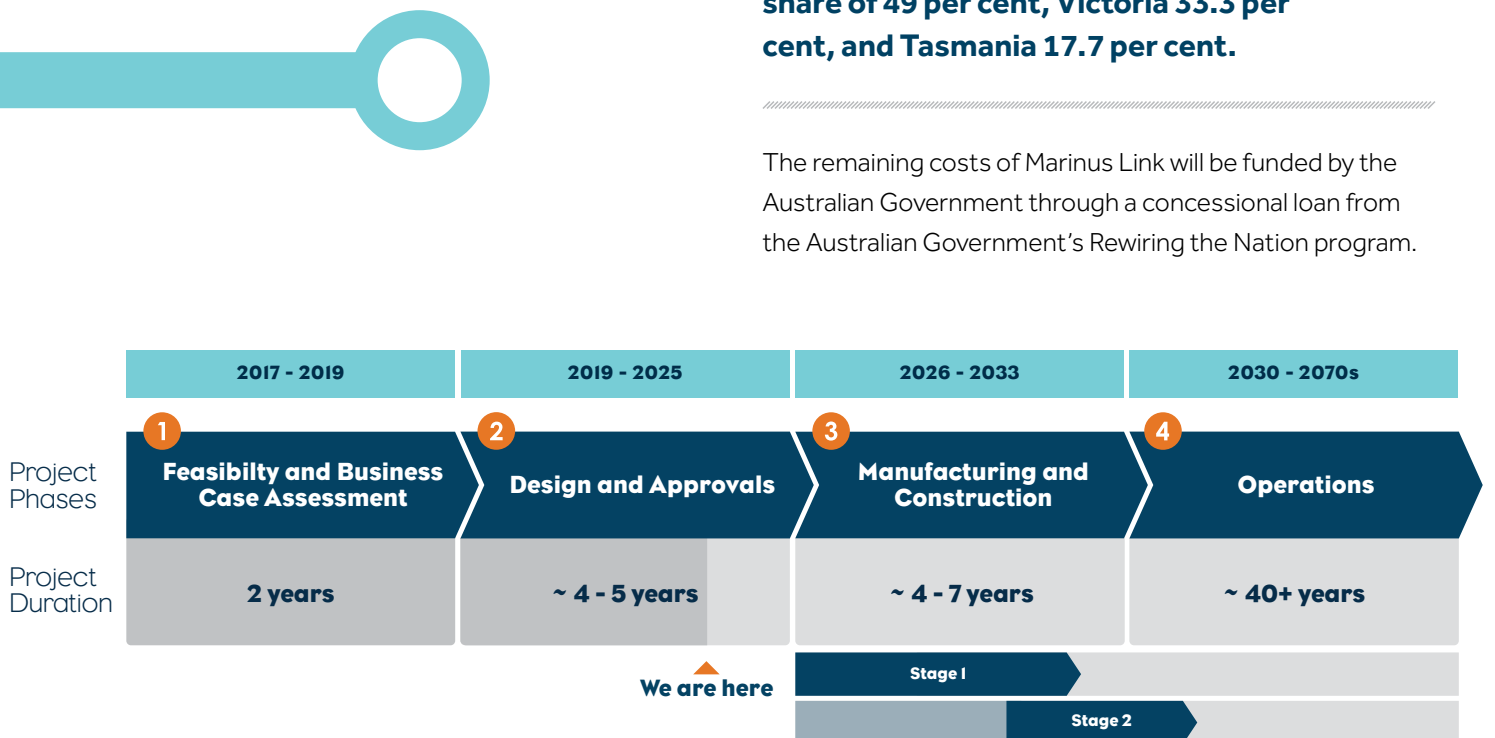
In Australia, customers pay for the cost of developing, building and maintaining electricity networks in their state or territory. Stage 1 of Marinius Link will cost approximately \$3 to \$3.3 billion to build, based on 2023 estimates. The Australian Energy Market Operator has estimated that gross energy market benefits to consumers from Marinius Link will be around \$10 billion.

The Australian and Tasmanian governments' committed \$244 million toward the planning and design of Marinius Link as a national priority project.

The Australian, Victorian and Tasmanian governments jointly own Marinius Link.

The Australian Government has an equity share of 49 per cent, Victoria 33.3 per cent, and Tasmania 17.7 per cent.

The remaining costs of Marinius Link will be funded by the Australian Government through a concessional loan from the Australian Government's Rewiring the Nation program.



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

Project benefits

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

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 major energy transition.

Marinus Link will ensure customers and businesses have access to the most reliable, clean power.

Marinus Link will unlock Tasmania's hydropower resources, providing Australia access to green energy storage with a capacity approximately 30,000 times bigger than Victoria's Big Battery.

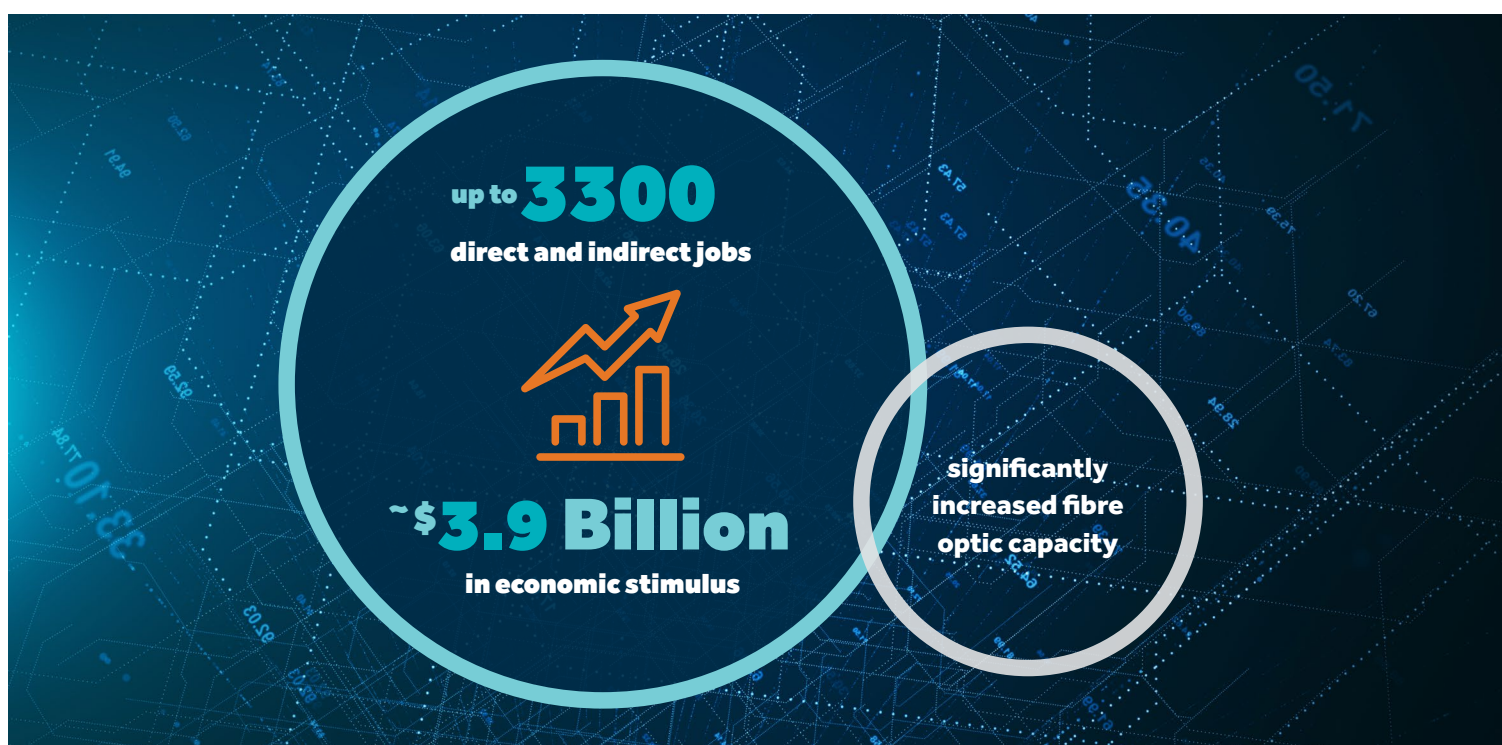
When demand for power exceeds supply, Tasmania's hydro power will be readily available for use as top up or back up across the National Electricity Market.

Marinus Link will provide significant economic benefits

Marinus Link will deliver up to 3300 direct and indirect jobs and approximately \$3.9 billion in economic stimulus for 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, helping with service affordability.



Support for local communities and the environment

We're working with communities in Gippsland and North West Tasmania to create opportunities and 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.

- ◇ The North West Transmission Developments (NWTDD) Stakeholder Liaison Group provides an important engagement forum for the NWTDD project during its Design and Approvals phase. Marinus Link connects through this group to investigate collaboration opportunities.
- ◇ The Gippsland Stakeholder Liaison Group was established to maximise the project's benefits across the region.
- ◇ We are engaging with industry, 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 established the First Peoples Advisory Group, representative of Traditional Owners in Gippsland, and have established relationships with the Tasmanian Aboriginal Community, to ensure a positive legacy is created by the project.
- ◇ We have been working closely with landholders since late 2019 to understand their needs and concerns, refine the cable 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.
- ◇ Our construction procurement process will provide contractor employment and manufacture and supply opportunities for local businesses and the community.

Environmental considerations:

Detailed terrestrial ecology surveys along the proposed route identified protected species of flora and fauna and impacts on native vegetation. Assessments, as well as mitigation and management measures, are detailed in the project's environmental assessment documents.

- ◇ 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 cable 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

At Marinus Link, sustainability is at the core of everything we do. We will plan and build our cable in a sustainable way, making sure we leave a positive legacy for people and the planet.

To us here at Marinus Link, that means:

- ◇ **Keeping our planet healthy**
- ◇ **Contributing to prosperous communities; and**
- ◇ **Being a trusted organisation**

Our sustainability framework is a set of objectives, priorities and focus areas that will guide our approach to sustainable development and the importance of respectful engagement with key stakeholders, including landholders, throughout the planning, construction and operations of the project.

Community benefit sharing program

Throughout the Design and Approvals phase, we will be working alongside key stakeholders to develop a framework that provides benefits to our communities. The intent of a benefits sharing program is to share the rewards of the project with local communities. Our program will seek to establish and maintain positive long-term social and economic impacts, creating a positive legacy for the communities we are impacting the most.

In 2023, we launched the Marinus Link and Burnie City Council Community Partnership Program. Marinus Link is funding the program for 10 years to make a positive, lasting impact in Burnie, North West Tasmania.

In Gippsland, we are investigating opportunities that will support communities during the Design and Approvals phase. Please contact Marinus Link for further information.



Healthy Planet

Trusted Organisation

Community Prosperity



What we are doing now

Marinus Link is in the Design and Approvals phase, which includes comprehensive environmental assessments covering Commonwealth, Victorian and Tasmanian jurisdictions.

Documents for assessment

The documents we are submitting for assessment:

- ◇ One combined Environmental Impact Statement / Environment Effects Statement (EIS/EES) for Commonwealth and Victorian jurisdictions
- ◇ One EIS and Development Application for the converter station in Tasmania
- ◇ One EIS for the shore crossing in Tasmania
- ◇ One Planning Scheme Amendment (PSA) in Victoria

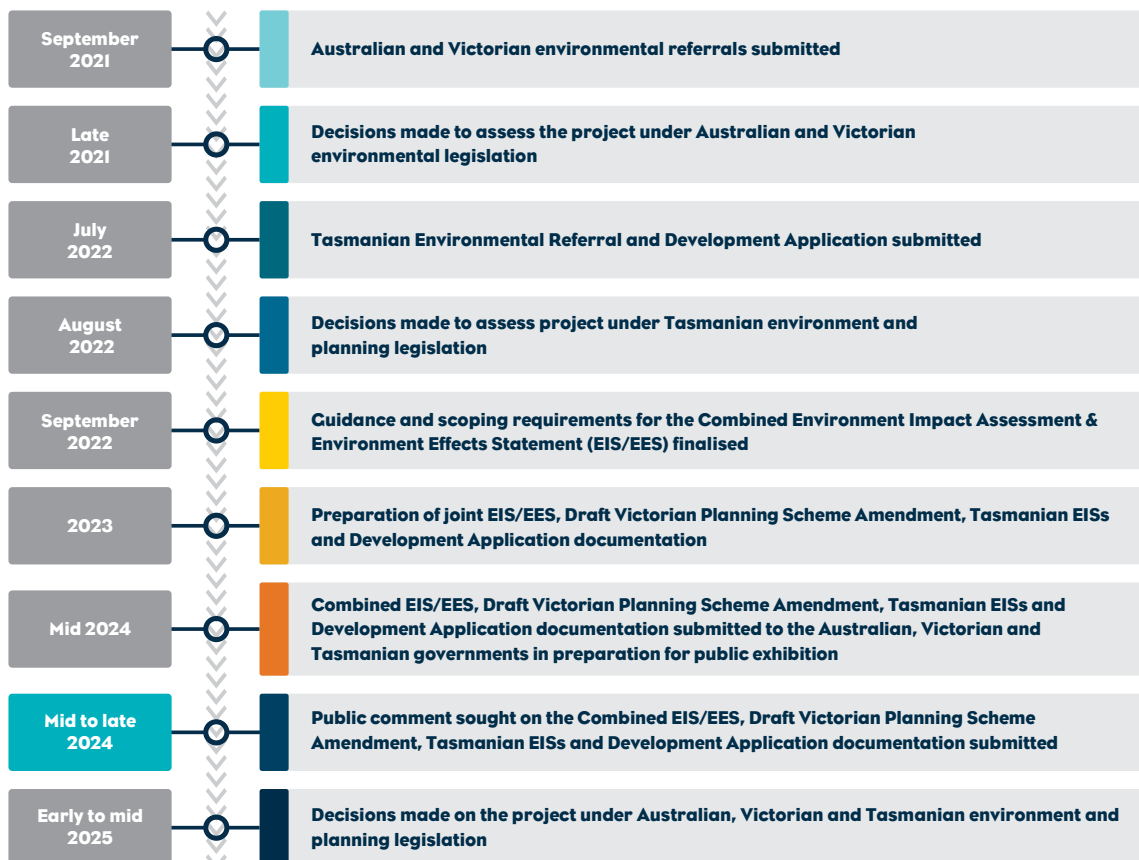
Environmental approvals

Marinus Link is a complex project, crossing national, state and local jurisdictions.

The project needs to obtain environment, planning and heritage approvals under Commonwealth, Tasmanian and Victorian legislation.

Where possible, Marinus Link and the relevant regulatory authorities have aligned the assessment process across all three jurisdictions.

From 31 May - 12 July 2024, Marinus Link's environmental assessment documents addressing Commonwealth and Victorian matters were on public exhibition. During this time, members of the public were invited to read and make submissions on the documents.





Next steps

Victorian Inquiry and Advisory Committee

Following public exhibition, the Victorian Minister for Planning will appoint an independent Inquiry and Advisory Committee (IAC) to consider the EIS/EES, public submissions and to conduct a public hearing regarding the EES and draft PSA. The Hearing is due to commence in September 2024 and expected to run for up to nine weeks.

Commonwealth

Following receipt of public submissions Marinus Link will finalise the EIS and provide the Commonwealth Minister for the Environment and Water with the EIS, submissions received on the draft EIS, and Marinus Link's response to those comments. The Commonwealth Minister for the Environment and Water will decide whether the project is approved, approved with conditions, or refused under the EPBC Act.

Tasmania

Public comment on the Development Application and EISs addressing Tasmanian matters will be sought in late 2024. An approvals process facilitated by the Environmental Protection Authority Tasmania will follow public comment.

Environmental and geotechnical investigations

We will continue to work with landholders and key stakeholders as we undertake a range of land and marine investigations along the length of route to 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 European heritage with an association to the project.



Noise, traffic and other impacts

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

We will assess potential noise during construction and operation so we can comply with all applicable regulatory 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, where required.

Once completed, we will lodge our 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 dampening methods to minimise dust on site and on access roads.

We'll also be moving earthmoving and general project equipment to and from converter station sites. A Traffic Management Plan will be implemented, ensuring the safe access of road users during construction.

Construction

Marinus Link is proposed to be built in two 750 MW stages, with each stage comprising three cables bundled together - two HVDC cables plus one fibre optic cable.

For the land cables, the trenches, Horizontal Directional Drilling (HDD) and installation of conduits for both stages will be completed during Stage 1. This is to minimise disturbances to landholders and their properties, land use and farming activities. The site establishment and working areas for proposed construction areas including converter stations, switching stations and communications building for both stages will be constructed during the first stage.

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
- ◇ Up to 36 m for the land cable construction corridor, including joint bays every 1200 m (approx.)
- ◇ Up to 10 m for access tracks, with rehabilitation or retention negotiated with landholders
- ◇ Between 40 m by 40 m and 60 m by 60 m for HDD drill pads when crossing major watercourses, roads or railways, to avoid vegetation or to cross over major third-party infrastructure

Easements are needed for the transmission infrastructure that will run underground on private property in Victoria. The easements will generally be 20 m wide, and will provide a legal right of access to a specific area for the project to operate the transmission infrastructure. The easement area will be negotiated with landholders and will be registered on property titles. Many farming practices can continue following completion of construction, however some activities will be conditional or prohibited within the easement and within immediate proximity to the easement due to safety, access and the cables' technical requirements.

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, however no buildings or trees will be allowed on easements. The suitability of other activities will be subject to approval by Marinus Link.

The cable route will be marked at property boundaries.

Communications building

A communications building is needed as part of Marinus Link's telecommunications services. This will be a small building within a compound near Waratah Bay in Victoria.

Converter stations

The most efficient way to transport electricity from where it is generated to where it is needed is by using HVDC 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 transmitting electricity efficiently over long distances. Converter stations are required to convert HVAC and HVDC for the purposes of transmission.

Converter station locations

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

The converter station sites have been carefully selected in order to fulfill the following criteria:

- ◇ 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

Converter station – Tasmania

The Tasmanian converter station site proposed for Heybridge (near Burnie) in North West Tasmania, is owned by Marinus Link.

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.

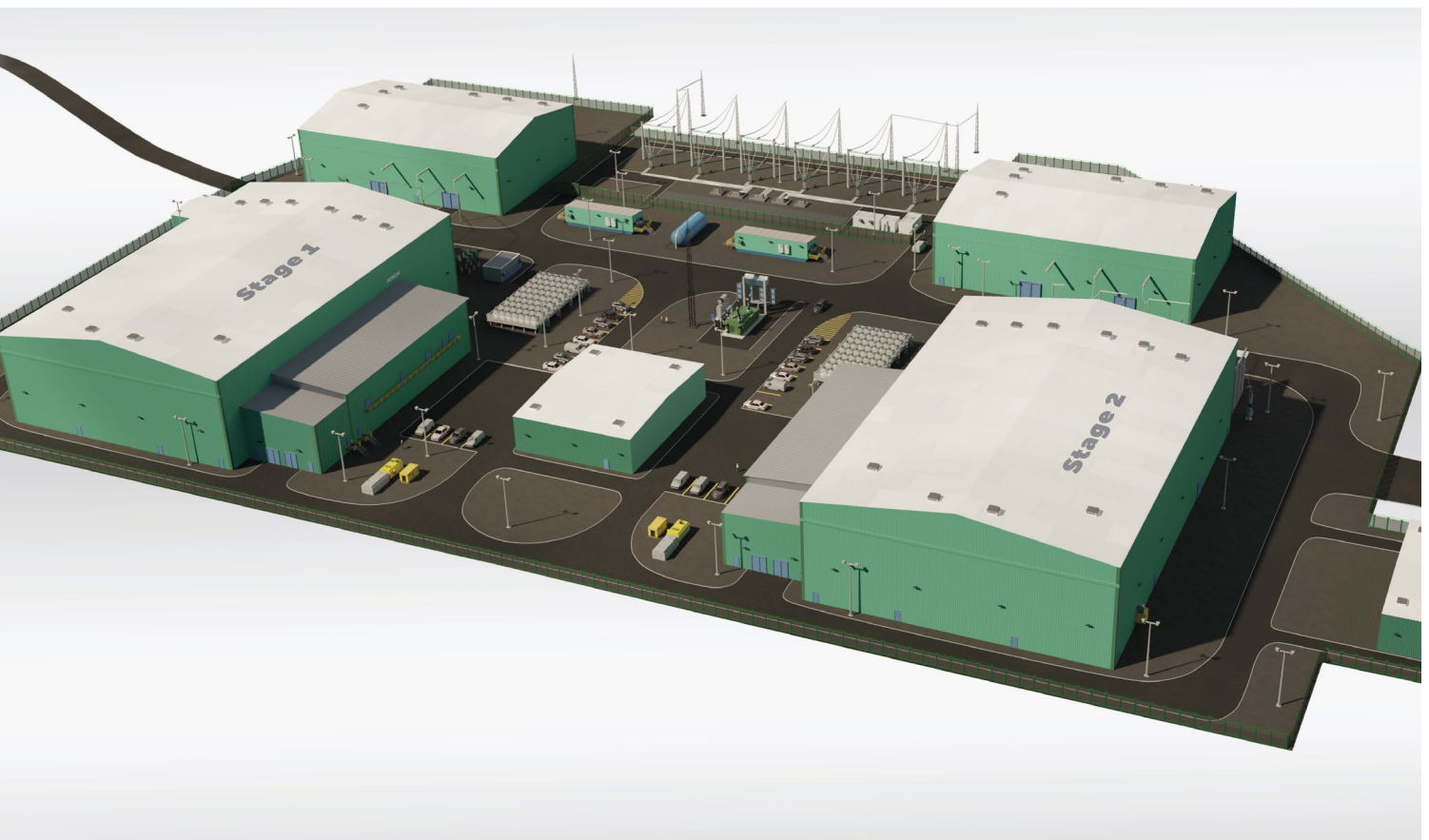
The proposed HVAC transmission network (part of the North West Transmission Developments) will be connected into the converter station through the project's Stowport to Heybridge line.

The first converter station building will take up to 18 months to build, with construction expected to start in 2026, subject to project approvals.

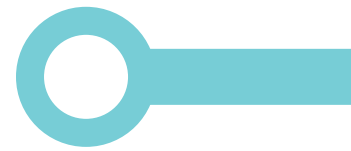
The second converter station building will be constructed in line with Stage 2 on the same site.

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

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



Converter station – Victoria



The Victorian converter station site proposed for Hazelwood in the Latrobe Valley, and adjacent to the existing Hazelwood Terminal Station, is owned by Marinus Link.

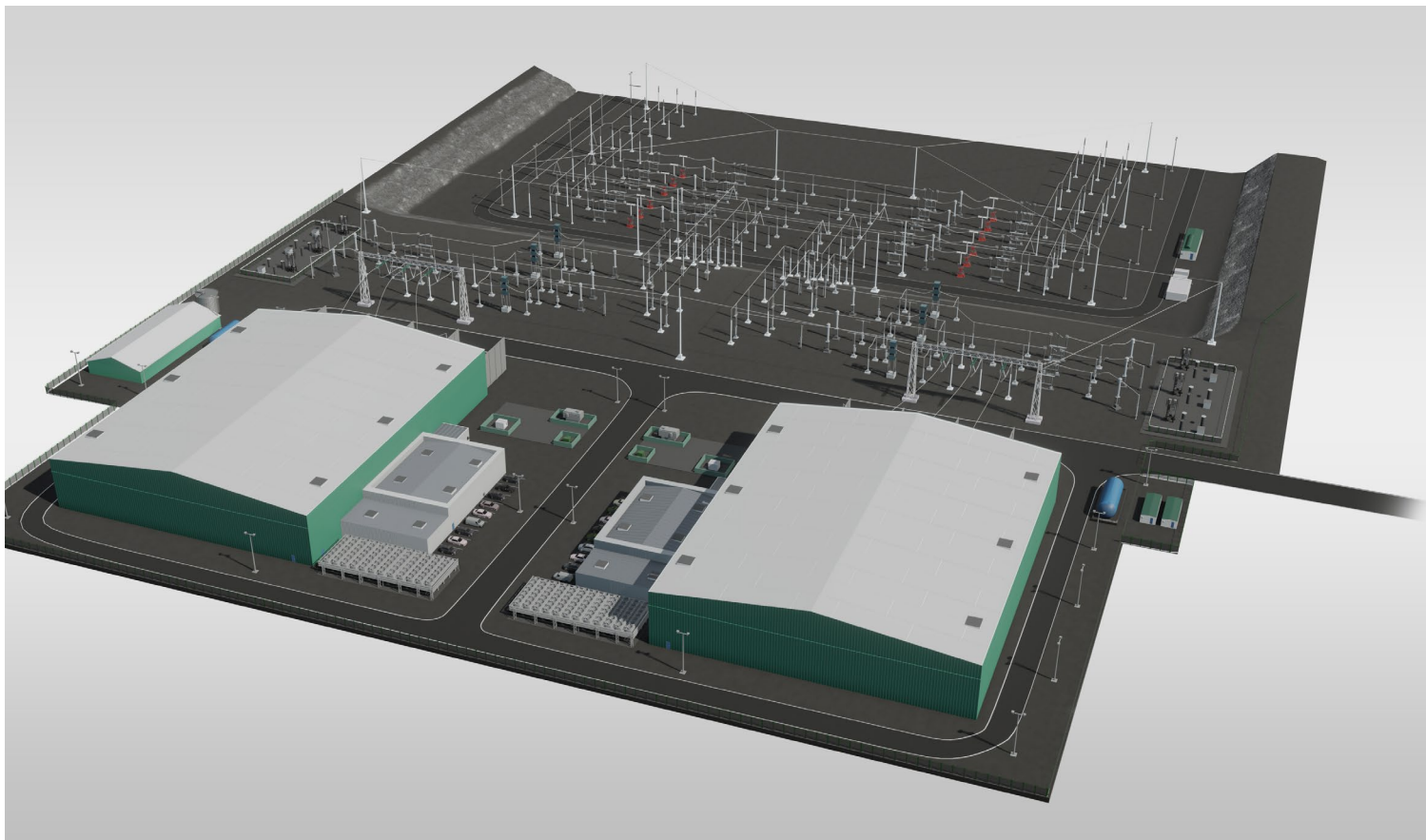
This converter station will incorporate the same converter technology as the Heybridge converter station but may require a larger switch yard and a different design to connect into the existing energy infrastructure.

The first converter station building will take up to 18 months to build, with construction expected to start in 2026, subject to the project approvals.

The second converter station building will be constructed in line with Stage 2 on the same site.

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

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



Laydown areas

There will be construction laydown areas along the cable route. Laydown areas will accommodate materials, spare parts, parking, site offices and amenities and will be up to one hectare in size. They will be positioned as required along the cable route.

Other smaller laydown areas are required to support cable pulling activity and are used to store cable drums. They will be located at every second joint bay, which is where the cable lengths are joined.

We anticipate that all works and laydown spaces 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.

Tasmanian 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.

Victorian survey area

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

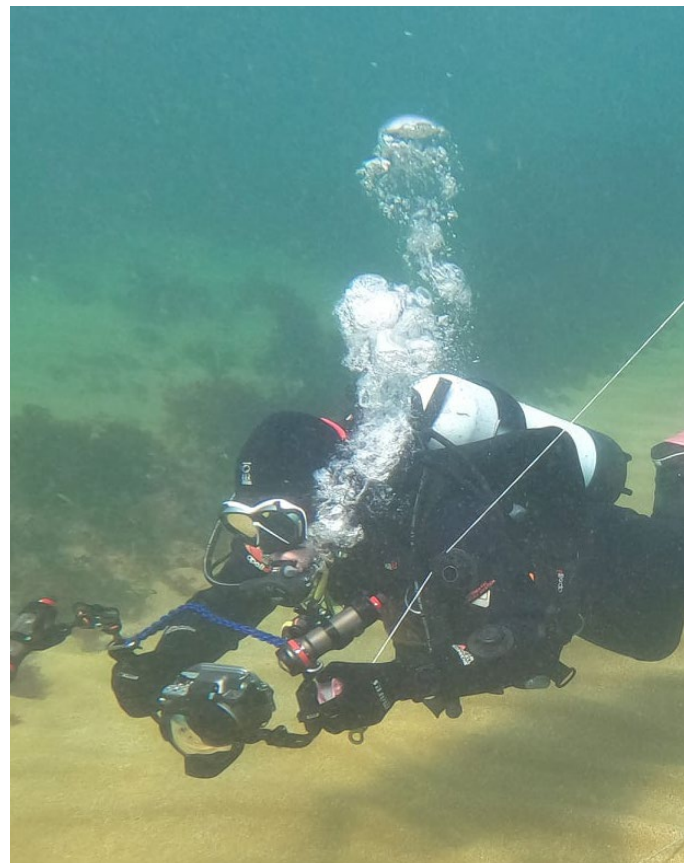
In some locations, the survey area width varies.

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, landholder negotiations and the final design.

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



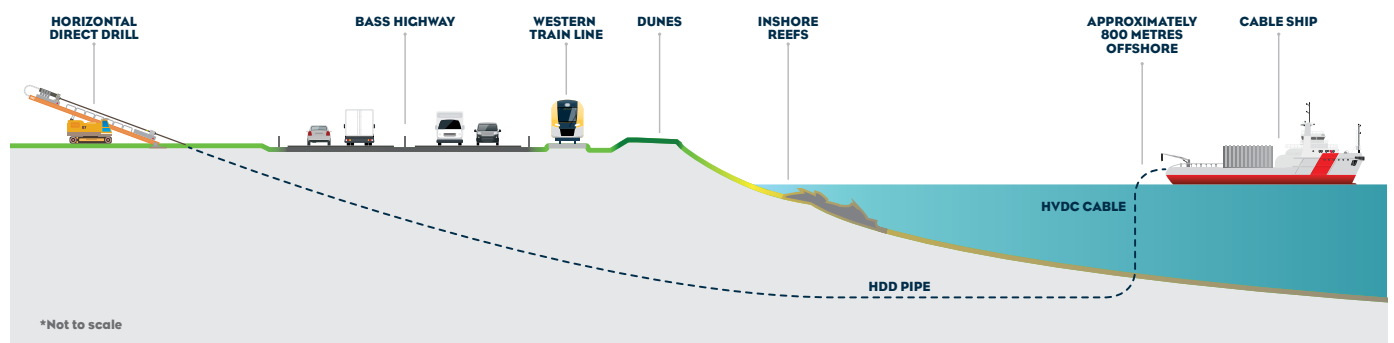
Construction methods

Tasmanian shore crossing

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

Three boreholes will be required: 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.

INDICATIVE TASMANIAN SHORE CROSSING CONSTRUCTION



Subsea cable installation

The cables will be loaded onto a cable lay vessel and transported to a preferred local port, 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.

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. In some locations where trenching cannot be used, cast iron or concrete mattresses may be laid over the cables to protect them.

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

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 marinuslink.com.au/construction-methods.

Victorian shore crossing

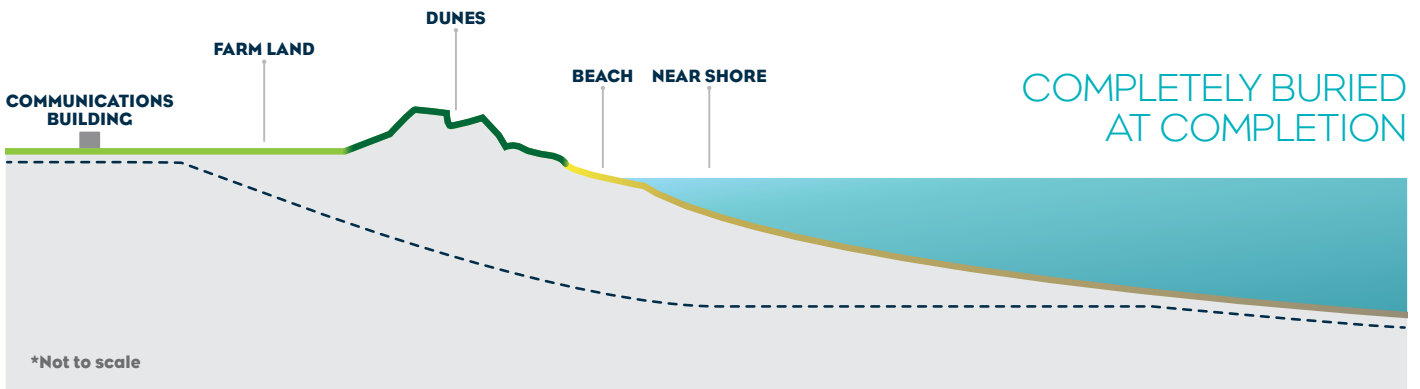
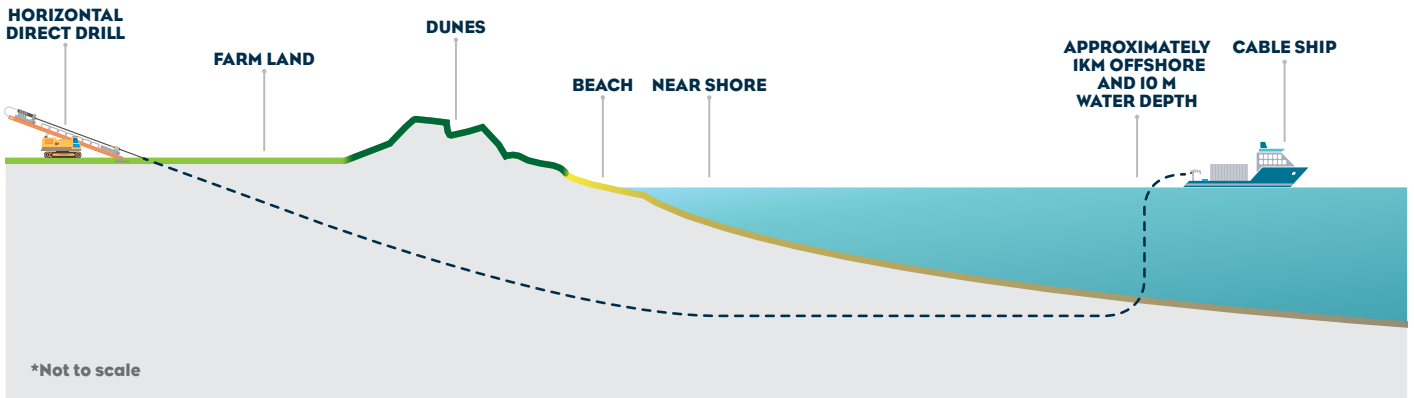
The Victorian shore crossing will be constructed using HDD to approximately 10 m water depth.

The subsea cables will be installed in conduits 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 light vehicles, a crane, rigid and light trucks, an excavator and drill rigs to be on site during these 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.

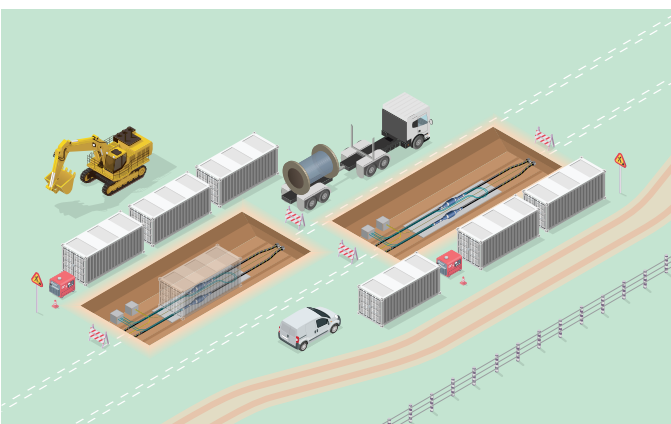
INDICATIVE VICTORIAN SHORE CROSSING CONSTRUCTION



Land cables

Land cables will be joined at concrete joint bays, up to 1200 m apart, with the joint bays buried at least 0.5 m below the surface. The joint bays measure about 13 m long, 2.5 m wide and 2.5 m deep.

The cable joint bays for each stage will be located side by side wherever possible or staggered along the alignment. 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 landholder;
- ◇ Other specific activities as agreed with landholders e.g. cross-overs for stock movement or temporary drinking receptacles
- ◇ 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; and
- ◇ 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.

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 (if required) and converter station equipment and infrastructure, including scheduled minor and major outages;
- ◇ Maintenance of access tracks; and
- ◇ Fault finding and repairs for any unplanned outages.

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 yearly
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, with outdoor spaces unlit at night, unless activated by security system or sensors.

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 every four to six years.

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

Minimal operational emissions will come from the routine testing of the standby diesel generators and from the switchgear.

There will also be a minimal 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, seabed inspections undertaken periodically.

Land cables

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

We will inspect the route regularly to ensure that no unknown construction activities or non-permitted activities are occurring above the cables and that the cables are functioning at capacity.

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 landholder.

All underground infrastructure will be decommissioned in accordance with the requirements at 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.



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 landholders and 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 meet your needs in a professional way, 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 through its Land Access Complaints Policy. This can be found on our website www.marinuslink.com.au/landholder-engagement.

This allows landholders and community members a way to formally raise concerns and have those concerns addressed in a timely, consistent and transparent manner throughout the life of a project

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.



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