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To whom it may concern

Attention: Marinus Link Ptd Ltd

MARINUS LINK – VICTORIA TERRESTIAL & COASTAL PROCESSES
SUPPLEMENTARY NOISE & VIBRATION ASSESSMENT – REVISED STAGE 2 TIMING

We understand that Marinus Link Pty Ltd (MLPL) has proposed a change to the timing of the two stages of the Marinus Project (the project) that differs from the timing referred to in the technical noise and vibration report (the noise and vibration report[1]) for the terrestrial components of the project.

This letter presents:

- our understanding of the proposed changes
- our review of the potential noise and vibration related implications of the proposed changes.

In reviewing the proposed timing change, we have considered both the construction and operational stages of the project.

We understand that the proposed timing changes would have no bearing on the decommissioning of the project and therefore this stage of the project did not warrant consideration as part of the review presented in this letter.

PROPOSED TIMING CHANGES

The noise and vibration report was prepared on the basis that the project would be constructed in two 750 MW stages over a period of approximately 5 years from 2025 to 2030. The nominal timeframe for construction and installation of the Stage 1 land cable, including the Stage 2 land cable infrastructure to be installed as part of Stage 1, was noted to be approximately three years (35 months). The notional timeframe for the remaining construction and installation activities associated with the Stage 2 land cable was noted to be approximately two years (21 months). It was assumed that the Stage 2 land cable would be installed immediately after the Stage 1 cable was completed, but the noise and vibration report noted that the actual timing of Stage 2 would be subject to market demand.

Stage 1 of the project, including the Stage 2 land cable infrastructure to be installed as part of Stage 1, is still planned to be completed within the period from 2025 to 2030. However, works to install the Stage 2 cable and construct the second stage of the converter station are now proposed to commence in 2031, with the Stage 2 circuit being commissioned by 2033.

Further specific details of the proposed staging are outlined in *Marinus Link Information Update #1 – Timing of Stage 2* provided on the MLPL website[2] and the instructions provided by Tetra Tech Coffey to undertake this assessment (see attachment).

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1 MDA report reference Rp 003 R01 20191171 titled *Marinus Link - Victoria Terrestrial & Coastal Processes - Technical Noise and Vibration Report* dated 20 May 2024 which is technical appendix T of the exhibited EIS/EES.

2 See website here: Marinus Link Information Update #1 – timing of Stage 2 Marinus Link

REVIEW FINDINGS

We have reviewed the proposed timing change and conclude that the change does not affect the assessment, recommendations or environmental performance requirements (EPRs) presented in the noise and vibration report. The following specific considerations are noted for the construction and operational stages of the project.

Construction noise

The noise modelling data which informed the assessment relates to the scenarios when construction noise levels from the two stages of the project would be highest. The highest predicted noise levels do not change as a result of the proposed timing change.

In terms of the cable route, the key construction noise and vibration considerations relate to the initial works associated with access track construction, vegetation clearance, top soil stripping and trenching activities. With the proposed Stage 2 timing change, these activities are still proposed to occur as part of the construction works for Stage 1, as assessed in the noise and vibration report. Further, the works to install the second cable would result in lower noise levels than the activities associated with the initial works completed during Stage 1.

In terms of specific work locations, the key works sites with respect to construction noise are the shore crossing and the converter station.

In relation to the shore crossing, the primary noise consideration is horizontal directional drilling which is still planned to be completed for both stages in a period of 12 months, as assessed in the noise and vibration report. The proposed changes are therefore inconsequential to the activities that are relevant to the construction noise assessment of the shore crossing.

In relation to the converter station site, the construction noise assessment is based on noise modelling data which accounts for the works occurring at the location of both the Stage 1 and Stage 2 plant. With the proposed timing change, the construction noise modelling data may slightly overestimate the range of predicted noise levels for each stage. However, these changes are marginal (estimated to be in the order of 1 to 2 dB) and are inconsequential to the assessment outcome presented in the noise and vibration report.

Based on the above, the recommended EPRs in the noise and vibration report remain applicable to the works to install the Stage 2 converter station. In particular, the EPRs specify that a construction noise and vibration management plan (CNVMP) is to be prepared prior to commencement of project works. The CNVMP will still need to be developed and implemented for both stages of the project.

Operational noise

The primary source of operational noise from the project is the electrical plant associated with the converter station.

The operational noise assessment in the noise and vibration report is based on the predicted noise levels associated with simultaneous operation of both stages of the project. The proposed change to the timing of Stage 2 means that there would be an extended period when only Stage 1 of the converter station is operational and the corresponding predicted noise level would be lower. However, the ultimate assessment requirement with respect to noise is that all legislative requirements, including the applicable noise limits, must be met when both stages of the project are complete, as assessed in the noise and vibration report.

The assessment of operational noise presented in the noise and vibration report therefore remains applicable with proposed changes to the timing of Stage 2. Further, the recommended EPRs in the noise and vibration report relating to operational noise remain applicable to the project. This includes requirements for design, compliance monitoring and ongoing operation which will need to be addressed for both stages of the project.

CONCLUSION

The proposed changes to the timing of the stages for the Marinus Link project are inconsequential to the assessment of noise and vibration presented in the noise and vibration report. Specifically, the predicted noise levels, assessments, recommendations and proposed environmental performance requirements presented in the noise and vibration report remain applicable to the project with the proposed timing change.

Trusting the above information is suitable for your immediate purposes.

Yours sincerely

MARSHALL DAY ACOUSTICS PTY LTD

Justin Adcock

Senior Associate

ATTACHMENT – TETRA TECH COFFEY ASSESSMENT INSTRUCTIONS

Marinus Link supplementary impact assessment - revised timing of stage 2

1. BACKGROUND

Marinus Link Pty Ltd (MLPL) have proposed a change to the timing of the two stages of the Marinus Link project (the project) that is different to what has been assessed in the EIS/EES. Each stage would deliver one complete 750 MW HVDC circuit between Tasmania and Victoria.

The EIS/EES assumed the stage 2 cable would be installed immediately after the stage 1 cable was completed, and this would occur between 2025 and 2030. [redacted] The EIS/EES and technical reports note that the timing of stage 2 will be subject to market demand.

MLPL recently published on their website an information update regarding the timing of delivery of stage 1 and stage 2. A copy of this information update, titled *Marinus Link Information Update #1 – timing of Stage 2*, is available here: EIS/EES updates Marinus Link. This information is summarised below, but all specialists are requested to read the information provided on the MLPL website.

MLPL is now seeking supplementary impact assessments from technical specialists to consider whether the change in staging timing presents any changes to the impact assessment/s completed to support the EIS/EES.

The purpose of this document is to:

- provide further description of the activities and timeframe associated with the revised timing of stage 2.
- outline the scope of the supplementary assessment required of potential impacts associated with the revised timing.

2. PROJECT DESCRIPTION

The following section provides a summary of the *Information Update #1* provided on the MLPL website, with some further description of the works proposed to be completed in stage 1 and stage 2, and the timing of stage 2.

2.1 PROJECT CONSTRUCTION ACTIVITIES

The type of equipment used, and the nature of the works would be same as those outlined in the Project Description which has informed your technical assessment for the EIS/EES.

2.1.1 Stage 1

Stage 1 will include the works as assessed in the EIS/EES:

- Earthworks and site preparation for:
  - the converter station site to address requirements for both converter stations for stage 1 and stage 2.
  - access tracks and construction laydown areas.
  - all HDD drilling for the shore crossings, road, rail, third party asset, vegetation and river crossings for both stages.
  - trenching works to install conduits and joint pits within the linear easements that will accommodate cables for both stages.
  - sea floor pre-lay grapnel run.
- Laying the cable for stage 1 across Bass Strait and along the land cable route.
- Construction of the stage 1 converter station at Hazelwood, communications building (and transition station, if required).
- Establishing major construction laydown areas and access tracks, which will remain in place through the interim period between stage 1 and stage 2.

Fences will be removed along the construction area after completion of temporary reinstatement following completion of stage 1 and land use would be able to resume. It is anticipated that the haul road along the construction corridor will also be removed at the completion of stage 1 [redacted].

Stage 1 works on each property will include temporary reinstatement works. This will include including temporary infrastructure necessary to comply with Property Management Plans and to facilitate efficient use of the land in the interim period prior to stage 2 works.

Stage 1 will be completed when temporary reinstatement works are completed on each property. Rehabilitation works will be done following completion of stage 1 works.

2.1.2 Stage 2

Stage 2 works will include:

- Accessing and opening joint pits (requires removing soil and storing topsoil to reinstate) to enable cable pulling between joint pits. It is assumed there will be no ground disturbance along the cable route between joint pits.
- Accessing and establishing construction areas either side of conduits (that were constructed by trenchless construction methods in stage 1) under road, rail, third party assets, vegetation, river crossings and the shore crossing.
- Delivering cable drums that will be stored at major laydown areas in stage 2, in the same manner as stage 1, then transporting drums to joint pits for installation.
- Preparing the seafloor for stage 2 with a pre-lay grapnel run, then laying the subsea cables in the same manner as stage 1.
- Laying the cable for stage 2 across Bass Strait and along the land cable route.
- Delivering the transformer to the converter station site.
- Installing (including below-ground foundations) and commissioning the second converter station.
- Final reinstatement work following completion of stage 2.

2.2 TIMING

Stage 1 will take place between 2025 and 2030. Consistent with the EIS/EES, properties along the cable alignment will host main construction works for a period of time within that overall 5 year period. The stage 1 circuit will be commissioned by 2030.

Stage 1 works will be completed in 2030 and stage 2 works will commence in 2031.

Stage 2 circuit will be laid and commissioned by 2033.

[redacted]

3. SCOPE OF SUPPLEMENTARY ASSESSMENT

Based on the above, Tetra Tech Coffey (on behalf of MLPL) is now seeking an assessment, supplementary to your technical impact assessment prepared to support the EIS/EES, to consider the changes in project staging.

Your assessment should address the following key questions:

1. Identify whether a change to the timing for delivery of the works for stage 1 and stage 2 in accordance with the MLPL *Information Update #1* and project description information in this document would have any material implications for the assessment or conclusions of your technical assessment report (report) published with the EIS/EES and result in:
    a. any additional impacts to those identified in your report
    b. any changes to impacts identified in your report
    c. any changes to the conclusions set out in your report.
2. Identify whether, as a consequence of the changed timing for delivery of stage 2 and associated works there are:
    a. Any mitigation measures or Environmental Performance Requirements would be recommended in addition to those set out in your report
    b. Any changes to any mitigation measures and Environmental Performance Requirements set out in your Report would be recommended.

Your assessment must be documented in a short report/letter as a supplement to the report that you have already prepared and is published with the EIS/EES. The supplementary report/letter must be concise, document your assumptions and draw on the methods and information already documented in your report for the EIS/EES. If you make any additional assumptions to inform your supplementary report/letter these must be documented in the report/letter.

It is expected that the reports/letters will be quite short. The supplementary report/letter will be published as an information update to the EIS/EES and made available to the public on the Marinus Link website here: EIS/EES updates Marinus Link.

[redacted]

[redacted]

[redacted]