



SECTION 7 -
DECOMMISSIONING AND
REHABILITATION



MARINUS
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7. Decommissioning and rehabilitation

Decommissioning would occur at the end of the life of the project, currently proposed to be for a minimum of 40 years.

There would be two main stages of rehabilitation for the proposal, the first during and immediately after - construction and the second at decommissioning or the end of the operational life of the project.

Decommissioning has been considered as part of the assessment of various environmental impacts of the proposal.

7.1 Assessment guidelines

The relevant sections of the EIS guidelines for the Heybridge Shore Crossing, and where these have been addressed in this EIS, are outlined in Table 7-1.

Table 7-1 Relevant EIS guidelines

Decommissioning and rehabilitation – EIS guidelines	Section
Describe an on-going, staged approach to decommissioning and rehabilitation throughout the proposal life, including consideration of both post-construction and potential future decommissioning of the project.	Section 7.2, 7.3.
A preliminary decommissioning and rehabilitation plan or closure plan should be outlined.	Section 7.3, and also Section 7.4 of the Heybridge Converter Station EIS

7.2 Construction

Typical activities that would be carried out on the proposal site at the completion of construction activities include:

- Removal of all plant and machinery, and temporary buildings not required for a subsequent stage of construction.
- Clean-up of site including removal of rubbish and excess construction materials.
- Backfill and reinstatement of the HDD launch pad sites which would involve the application of soil ameliorate (if necessary) and seeding to establish a ground cover.
- Treatment and removal of any weed infestations.

The CEMP will provide detailed information on the demobilisation and reinstatement of the proposal site at completion of construction. Rehabilitation of areas not required for a future stage at the completion of the construction would be undertaken as part of the works associated with the Heybridge Converter Station and is considered in the Heybridge Converter Station EIS.

Because no above ground construction would occur outside the proposal site, no rehabilitation activities would be required elsewhere for the proposal. The process of cable laying (see Section 2.3.2) details the reinstatement of the sea floor upon completion of subsea cable installation.

7.3 Operation

The project is anticipated to operate for a minimum of 40 years and at this time it would be decommissioned or upgraded to extend its operational life. The objective of decommissioning is to leave a safe, stable and non-polluting environment at the end of the operational activities. A Decommissioning and Rehabilitation Plan would be prepared for the Heybridge Converter Station site in consultation with EPA Tasmania (MM DR02 in the Heybridge Converter Station EIS). This would include the HDD launch pad site. The steel casing used at the HDD launch pads would not be removed upon decommissioning to minimise site disturbance. The high-density polyethylene pipe used in the underground crossings would also be left in the ground upon decommissioning. This is best and common practice for HDD.

A decommissioning plan would not be prepared beyond the Heybridge Converter Station site, for the seabed alignments. Decommissioning of the subsea cables would be regulated and determined under the OEI Act and consistent with the licence for the project under that Act. It is not feasible to decommission subsea cables in Tasmania differently to the decommissioning of subsea cables across Bass Strait.

7.4 Management, mitigation and monitoring

Proposed measures to minimise potential impacts associated with decommissioning and rehabilitation are presented in Table 7-2. Mitigation measures in other sections that are relevant to the management of decommissioning and rehabilitation include:

- Section 6.8 (Waste management) specifically measures which address minimisation of waste.

Together, these measures will minimise the potential decommissioning and rehabilitation impacts.

Table 7-2 Decommissioning and rehabilitation – mitigation measures

Ref	Mitigation measure	Proposal stage
DR01	<p>Reinstatement of the proposal site (specifically the HDD launch pad site) on completion of construction, including:</p> <ul style="list-style-type: none"> • Removal of all plant and machinery, and temporary buildings not required for a subsequent stage of construction. • Clean-up of site including removal of rubbish and excess construction materials. • Reinstatement (including backfill) of the HDD launch pad sites, and land that has been occupied temporarily (and that would not be used for the operational asset) which would involve the application of soil ameliorate (if necessary) and seeding to establish a ground cover. • Treatment and removal of any weed infestations. <p>These requirements will be included in the CEMP.</p>	Construction
DR02	<i>Not relevant to this proposal</i>	



SECTION 8 -
MANAGEMENT,
MITIGATION AND
MONITORING



MARINUS
LINK

8. Management, mitigation and monitoring

8.1 Environmental management

The proposal would be delivered in accordance with the mitigation measures described in this EIS, any conditions of approval issued under the EMPC Act, the applicable EPRs in the Commonwealth and Victorian combined EIS/EES as well as any other permits or licences required for the proposal, including the EPBC Act.

MLPL would design, construct, operate and decommission the proposal under an EMS that has been developed in accordance with the requirements of AS/NZS ISO 14001:2016 *Environmental Management Systems – Requirements with guidance for use*. The EMS has been developed to manage MLPL's environmental responsibilities and seek continual improvement in environmental performance through planning, implementation, evaluation and review. The EMS applies to all geographic components and phases of the project, including the proposal.

The project would be constructed in stages by multiple construction contractors/principal contractors. MLPL and principal contractors (and their subcontractors) are responsible for complying with the requirements of the project approvals.

The final detailed design and construction methodology would be completed following project approvals and appointment of a principal contractor/s. It is noted that the final design would be required to be substantially in accordance with the proposal description in this EIS. The contractors' design and construction methods must comply with the approvals including mitigation measures and management plans approved by the EPA.

An allocation of responsibility of all project approval requirements between MLPL and principal contractors would be defined via the MLPL EMS.

In summary, environmental management of the proposal would be addressed through:

- The proposal would be designed as described in Section 2 and would incorporate best practice mitigation measures, alternatives and technologies that avoid and minimise environmental impacts.
- The proposal, and the project, would be subject to MLPL's EMS. The EMS would be used to manage the proponent's environmental responsibilities and environmental performance. Specifically, the EMS would provide the framework for tracking compliance of EMPs developed for construction, operation and decommissioning, and any conditions of approvals, licences and/or permits.
- The proposal would be subject to a CEMP for the construction phase. The CEMP would set out the environmental governance arrangements, and obligated parties for environmental protection, together with requirements for review.
- The proposal would be conditional on the implementation of mitigation measures (consolidated in Table 8-1). Where applicable, these would be included in CEMP sub-plans.

- Principal contractors would be required to have an EMS certified under AS/NZS ISO 14001:2016 or equivalent and would be contractually required to design, construct, and operate the proposal in accordance with planning approvals, approved management plans and applicable legislation.
- Environmental performance during operation of the subsea cables would be managed by the implementation of an Operational Environmental Management Plan (OEMP) (MM Gen03). The plan would detail how the mitigation measures and applicable EPRs would be implemented and achieved during operation and would specify the environmental management practices and procedures to be followed.
- Decommissioning of the subsea cables would be regulated and determined under the OEI Act.

8.2 Mitigation measures

A consolidated list of mitigation measures and monitoring requirements identified throughout this EIS is included in Table 8-1.

Table 8-1 Consolidated list of proposed mitigation measures

Environmental aspect	Ref	Mitigation Measure	Proposal stage
General	Gen01	Develop, implement, and maintain an Environmental Management System (EMS) that conforms to AS/NZS ISO 14001:2016 Environmental Management Systems – Requirements with guidance for use. The EMS will be implemented during construction, operation and decommissioning of the project. Principal contractors must also have an EMS that is certified to AS/NZS ISO 14001:2016 or equivalent standard.	Construction Operation Decommissioning
	Gen02	<p>Prior to construction commencing, prepare a Construction Environmental Management Plan (CEMP). The CEMP will be developed in accordance with the scope of works and will include the applicable approval conditions, requirements of other permits and licences, the Principal Contractor’s certified EMS and applicable Marinus Link EMS documents.</p> <p>At a minimum, the CEMP will include:</p> <ul style="list-style-type: none"> • An environment and sustainability policy. • A description of activities to be undertaken during construction. • Accountabilities and responsibilities. • A procedure for identifying, managing and monitoring environmental risks. • A process for inspections including daily observations of the proposal site and weekly environmental inspections. • A schedule for audits (MM Gen04). • Awareness and competency requirements in relation to environmental management for works for all personnel working on the project. • Communication requirements. • Procedures for identifying non-conformance and implementing corrective actions. • A protocol for incident notification and management in accordance with the environmental duty under Section 23A EMPC Act. <p>The CEMP will be implemented for the duration of construction, or where staged, for the duration of the staged construction. The CEMP sub-plans specific to environmental aspects will include a matrix of relevant approval conditions. Each sub-plan will set objectives and targets and key performance indicators. CEMP sub-plans may be developed for separate stages or work packages or sites, as appropriate.</p>	Construction
	Gen03	<p>Prior to the commencement of operation, develop an Operation Environmental Management Plan (OEMP). The OEMP will:</p> <ul style="list-style-type: none"> • Be developed in consultation with relevant stakeholders or as required by project approvals, legislation or guidelines. • Address waste management in accordance with the waste hierarchy. 	Operation

Environmental aspect	Ref	Mitigation Measure	Proposal stage
		<ul style="list-style-type: none"> Consider the management plans implemented during construction and apply and adapt any measures that are relevant for operation. <p>The OEMP will outline the framework for ongoing engagement with stakeholders consistent with the community and stakeholder engagement framework (MM S03). The OEMP will be implemented for the duration of operations.</p>	
	Gen04	<p>Develop an Environmental Audit Program for independent environmental auditing against the terms of the approval. The environmental auditor must be appropriately qualified and will verify compliance with the mitigation measures. The auditor will prepare an audit report after each audit. The audit report will be provided to the EPA Tasmania upon request.</p>	Construction Operation
	Gen05	<p>Prior to construction commencing, prepare an emergency response plan for the proposal, which addresses, at a minimum:</p> <ul style="list-style-type: none"> Emergency contact details and details of all shelter in place and offsite evacuation procedures. A quantitative analysis of all major hazards associated with electrical, chemical, contamination and other environmental risks (including risks to receiving aquatic waterbodies and ecosystems). This can be performed through a Hazard and Operability Study (HAZOPS) workshop and be develop into a safe work method statement. Procedures/protocols for the ongoing identification and assessment of risks. Management of pollution incidents (e.g., water runoff and air emissions). Site personnel induction and training in emergency response in accordance with the requirements of AS 3745:2010 <i>Planning for emergencies in facilities</i>. Responses to extreme or chronic weather events such as bushfires, heavy rainfall events and extreme wind speeds, including to the potential impact on safety of employees, accessibility, and operation of infrastructure. <p>The emergency response plan will be implemented for the duration of construction.</p>	Construction
	Gen06	<p>Co-ordinate and undertake consultation with other nearby projects where required, to manage the interface of projects under construction at the same time (i.e., North West Transmission Developments project). Co-ordination and consultation with these stakeholders will include:</p> <ul style="list-style-type: none"> Provision of regular updates of the construction program and haul routes. Identification of key potential cumulative impacts with other construction projects. Developing mitigation strategies in order to manage cumulative impacts. Depending on the nature of the impact, this could involve collaboration on data collection or adjustment to the construction program or construction activities of the proposal or the other construction projects. 	Construction

Environmental aspect	Ref	Mitigation Measure	Proposal stage
Terrestrial natural values	EC01	Develop and implement measures to protect the area of <i>Eucalyptus amygdalina</i> , coastal forest and woodland, present on the Heybridge converter station site, primarily by implementing a no-go zone.	Construction
	EC02	<p>To minimise potential ecological impacts of the proposal:</p> <ul style="list-style-type: none"> • Adopt measures detailing the identification and management of weeds in accordance with the <i>Weed and Disease Planning and Hygiene Guidelines</i> (DPIPWE 2015b), the relevant Statutory Weed Management plans associated with the declared weeds on site, and the Tasmanian <i>Biosecurity Act 2019</i>. • Adopt measures to minimise roadkill in MM T01, as appropriate. • Any night-time lighting associated with construction works must adhere to the guidance principles outlined in the <i>National Light Pollution Guidelines for Wildlife</i>. These measures would include, but are not limited to: <ul style="list-style-type: none"> - Night-time lighting required for the 24-hour operation of the HDD works will be minimised to the greatest extent practicable. - Red light will be used at night where possible. 	Construction
	EC03	<p>Prior to construction commencing and every year during construction, confirm that there are no active Tasmanian wedge-tailed eagle nor White-bellied sea-eagle nests within a distance of 500 m of the site boundary, or within 1 km line-of-sight of the site boundary, using eagle nest search data collected within one year of construction commencing.</p> <p>At any time prior to or during construction, if an eagle nest is observed within 500 m, or within 1 km line-of-sight, works will cease until activity checks and other measures have been implemented in accordance with the Tasmanian Forest Practices Authority's <i>Fauna Technical Note No. 1 Eagle nest searching, activity checking and nest management</i> (FPA 2023), the <i>Threatened Tasmanian Eagles Recovery Plan 2006-2010</i>, and the EPA <i>Guide to Eagle Nest Searches and Activity Checks</i>.</p> <p>If activity checks are required, the following measures will be implemented:</p> <ul style="list-style-type: none"> • Activity checks are to be conducted between mid-October and the end of December by a suitably qualified, FPA/NRE accredited assessor. • Activity checks are considered likely to disturb a breeding pair, potentially leading to breeding failure and would only be conducted under exceptional circumstances following consultation with NRE Tasmania and EPA Tasmania. <p>Construction will be deferred until outside of the eagle nest management constraint period if a nest within 500 m, or within 1 km line-of-sight is determined to be active as per FPA <i>Fauna Technical Note No. 1</i>.</p>	Construction
	EC04	Prepare and implement an eagle nest management strategy if a new eagle nest is identified within 500 m or 1 km line-of-sight of the site boundary during construction, in accordance with FPA <i>Fauna Technical Note No.</i>	Construction

Environmental aspect	Ref	Mitigation Measure	Proposal stage
		1, the <i>Threatened Tasmanian Eagles Recovery Plan 2006-2010</i> , and the <i>EPA Guide to Eagle Nest Searches and Activity Checks</i> . This strategy will be prepared in consultation with NRE Tasmania and EPA Tasmania.	
Potentially contaminated material	CL01	Manage excavated soil, contaminated soils and potential risks to the environment due to contamination during construction.	Construction
	CL01-1	Undertake a detailed site investigation for the site (in accordance with guidance from the Assessment of Site Contamination NEPM – including as a minimum schedules B1 and B2) to define the nature and extent of potential contamination in soils (including asbestos and ASS).	
	CL01-2	Identify options to manage surplus soils in accordance with the waste hierarchy.	
	CL01-3	Sample and classify all soils surplus to project requirements in accordance with EPA Tasmania’s Information Bulletin 105 – Classification and Management of Contaminated Soil for Disposal, Australian Standards AS4482.1 (2005) and AS4482.2 (1999), and Tasmanian Acid Sulfate Soil Management Guidelines (DPIPWE 2009) to identify the waste classification of the soils.	
	CL01-4	Any waste soils that are classified as Level 1 (fill material), must be responsibly managed and disposed to a site where the soils do not result in impacts to the environment, or result in pollution (as defined in the EMPC Act), which may include disposal to a Solid Inert (Category A) Landfill. Level 1 soils may be reused on the site.	
	CL01-5	Any waste soils that are classified as Level 2 (low level contaminated soil) and surplus to project requirements are likely to be Controlled Wastes (depending on contaminants) and require disposal to a Category B (Putrescible Landfill). There are opportunities for Level 2 soils to be reused on the site, depending on the nature of the contamination and how they are proposed to be used. The reuse of Level 2 soils on the site will be assessed on a case-by-case basis in consultation with EPA.	
	CL01-6	All transport of contaminated soils must be undertaken by a licensed waste transporter.	
	CL01-7	Any temporary storage of soils must: <ul style="list-style-type: none"> • Be stored in appropriately sited stockpiles away from surface drainage lines with bunding. • Depending on the nature of the contamination in the material to be stockpiled, on a lined or impermeable surface. • Have surface covering if odorous. • Be sprayed during periods of dry weather with water or suitable dust suppressant. 	
	CL01-8	Any asbestos containing materials to be disturbed must be removed from the site by an appropriately qualified and licensed removalist.	
CL01-9	Develop an unexpected finds protocol for contamination, asbestos and odour management of excavated soils.		

Environmental aspect	Ref	Mitigation Measure	Proposal stage
	CL01-10	Develop and implement contingency and emergency response procedures to manage fuel, chemical or contamination spills	
	CL01-11	Manage all contaminated materials, chemicals, fuels and hazardous materials to mitigate potential environmental harm via: <ul style="list-style-type: none"> • All dangerous goods or environmentally hazardous materials will be stored in appropriately banded containers within the Heybridge Converter Station site, in accordance with relevant Australian Standards and state regulations. • Fuel storage on site during construction will be via tankers (between 20,000 L and 50,000 L in size) that will be parked in banded hardstands within the Heybridge Converter Station site, or temporary containerised, self-banded, above-ground fuel storage systems. Machinery and equipment will then either be refuelled within the site or in-situ via a refuelling truck, which will have on board spill kits and temporary bunding equipment. • Hydrocarbon and chemical spill kits will be stored within the Heybridge Converter Station site and wherever dangerous goods and environmentally hazardous materials are used throughout the site. 	
	CL01-12	The construction contractor will maintain records of waste soil volumes generated, disposal locations, and disposal facility receipts.	
	CL02	Develop and implement ASS management controls during construction.	
	CL02-1	Design excavation and soil disturbance works to avoid ASS where practicable.	
	CL02-2	ASS risk and management will be addressed through the development of an ASS Management Plan in accordance with the <i>Tasmanian Acid Sulfate Soil Management Guidelines</i> (DPIPWE 2009). The ASS Management Plan will be developed in consultation with EPA Tasmania.	
	CL02-3	Where disturbance of ASS cannot be avoided, develop management measures to reduce the potential impact from ASS in accordance with the <i>Tasmanian Acid Sulfate Soil Management Guidelines</i> (DPIPWE 2009) and the <i>National Acid Sulfate Soils Guidance</i> (DAWR 2018) as follows: <ul style="list-style-type: none"> • Design HDD cutting and drilling fluid retention systems to allow testing for potential acidic or ASS conditions in HDD returns and allow diversion for treatment. • Design and appropriately locate ASS stockpile areas to avoid and otherwise minimise impacts from acid generation including lining, covering and runoff collection to prevent release of acid. • Where ASS is identified and disturbed, it must be treated to ensure neutralisation of potential acid generation. Treatment (via liming) is to be at the rates identified during the further ASS assessment to be undertaken in the proposed detailed site investigations for MM CL01. • Any treatment must be designed with consideration of Tasmanian regulations and guidance and include sufficient neutralising capacity to mitigate acid generation. 	

Environmental aspect	Ref	Mitigation Measure	Proposal stage
		<ul style="list-style-type: none"> • Manage any odours that may be generated during handling of potential ASS. • Prevent oxidation of disturbed ASS so far as reasonably practicable via: <ul style="list-style-type: none"> - Scheduling works to limit exposure of ASS to oxidising conditions. - Ensuring ASS or acid sulfate rock is not retained in on-site stockpiles for long periods (i.e. greater than 48 hours) without treatment. - Designing and implementing ASS treatment to neutralise ASS prior to other management measures applied. • Identify suitable sites for re-use, management or disposal of ASS and acid sulfate rock that may be generated by the proposal. 	
	CL03	<i>Not relevant for this proposal</i>	
Marine natural values	MERU01	Monitor HDD activities and drilling fluid pressures to minimise release of drilling fluid to the environment. Extract cuttings and drilling fluids from the HDD pilot boreholes prior to breaking through to the sea floor.	Construction
	MERU02	Any changes to the seabed alignment should be located, to the extent reasonably practicable: <ul style="list-style-type: none"> • Within the sand-filled palaeochannels and gutters in Tasmanian coastal waters. • To avoid obstacles such as rocks and relocated to areas of soft-sediment seabed. • As informed by the completed geophysical surveys and geotechnical investigations, and seabed sampling. 	Design
	MERU03	Prior to subsea cable installation commencing, undertake a pre-lay survey to inform the final subsea project alignment so that it is clear of obstacles to the extent reasonably practicable, including low-profile reefs.	Design
	MERU04	Prior to commencement of subsea cable installation during Stage 2, measures will be developed and documented in the CEMP to manage the disturbance of sediments associated with the crossing of the disused dioxide pipeline/s in the event the sediment to be disturbed is above the default guideline values for sediment quality of the Australia and New Zealand Guidelines toxicant default guideline values for sediment quality (ANZG 2024).	Construction
	MERU05	In the event that third party subsea cables will be intersected during construction and prior to marine construction commencing, develop a cable crossing management plan with measures to avoid impacts on existing third-party subsea cables during construction. The cable crossing management plan will: <ul style="list-style-type: none"> • Be developed through consultation with the owner of any third-party cable crossed by the proposal. • Describe the approach and key requirements for safe cable crossing. • Include an engineering solution for the crossing with relevant infrastructure owners. • Include requirements for informing the Australian Maritime Safety Authority of the location, timing and duration of cable crossing works. 	Construction

Environmental aspect	Ref	Mitigation Measure	Proposal stage
		<ul style="list-style-type: none"> • Be informed by guidelines published by the ICPC to assist the cable industry to adopt a harmonised approach in relation to crossings (ICPC 2023b). • Document the crossing point locations for the subsea cables, and the distances that the jet trencher will stop before crossing existing third-party subsea cable. • Outline the notification protocols for informing third-party cable owners of the final design and construction approach. <p>The plan will be implemented during construction.</p>	
	MERU06	<p>Prior to marine construction commencing, develop and implement a marine communication plan that includes:</p> <ul style="list-style-type: none"> • Identification of relevant stakeholders. • A protocol for notifying the Australian Maritime Safety Authority of the proposed locations, timing and duration of proposed marine construction activities. • The approach for compliance with <i>AMSA Marine Orders Part 30 (Prevention of Collisions)</i>, <i>AMSA Marine Orders Part 59 (Offshore Support Vessel Operations)</i> and the convention on the <i>International Regulations for Preventing Collisions at Sea, 1972 (COLREGs)</i>. • A protocol for informing the Australian Hydrographic Office of the locations, dates, times and duration of proposed marine construction activities. • A plan to engage with commercial and recreational fisheries on the project activities, schedule, locations and durations. • The approach for using guard vessels to enforce the temporary exclusion zone during cable laying across Bass Strait and at the shore crossings. • The approach for informing recreational users of marine activities, in accordance with the community and stakeholder engagement framework (MM S03). <p>This plan will be implemented during construction.</p>	Construction Operation
	MERU07	<p>Prior to marine construction commencing, develop a marine fauna management plan to avoid or minimise impacts to marine fauna. The management plan will outline the approach to:</p> <ul style="list-style-type: none"> • Managing interactions with marine fauna where there is not a specific species management plan required under MM MERU08 and MM MERU09. • Reporting and collation of information about siting of and interactions with marine fauna, including those covered by species specific management plans. • Protocols for incident management and reporting. • Protocols for managing injured seabird or coastal bird if discovered on a lit vessel. <p>The management plan will include species specific management plans as sub plans.</p>	Construction

Environmental aspect	Ref	Mitigation Measure	Proposal stage
		<p>The measures in the plans will be consistent with the objectives of relevant EPBC Act recovery plans, including:</p> <ul style="list-style-type: none"> • <i>Recovery Plan for Marine Turtles in Australia.</i> • <i>National Recovery Plan for threatened Albatrosses and Giant Petrels 2011-2016.</i> • <i>Recovery plan for the White Shark (Carcharodon carcharias).</i> • <i>Sub-Antarctic Fur Seal and Southern Elephant Seal Recovery Plan.</i> • <i>Recovery Plan for the Australian Sea Lion (Neophoca cinerea).</i> <p>The marine fauna management plan and species specific sub-plans will be implemented during construction.</p>	
	MERU08	<p>Prior to marine construction commencing, develop a cetacean interaction management plan to avoid or minimise impacts to cetaceans during construction. The cetacean interaction management plan will:</p> <ul style="list-style-type: none"> • Be developed in accordance with relevant guidelines including: <ul style="list-style-type: none"> - <i>EPBC Act Policy Statement 2.1 – Interaction between Offshore Seismic Exploration and Whales: Industry Guidelines</i> (DEHWA. 2008). - <i>Environmental and wildlife regulations</i> (Marine Safety Victoria 2022). - <i>A Guide to Boating and Swimming Around Whales, Dolphins and Seals</i> (DELWP 2022). - <i>Whale and Dolphin Viewing Guidelines for Tasmanian Waters</i> (NRE 2022). • Define the area for visual monitoring for cetaceans that is appropriate for cable laying works. • Define precaution zones for maintaining a separation distance of cable laying works from cetacean and the distance at which works should be suspended when cetaceans approach. • Outline vessel-cetacean strike avoidance measures to minimise the potential for collision. • Include a procedure for marine mammal observations which may include the role of Marine Mammal Observers on construction vessels at or around active construction locations. <p>The measures under the plan will be consistent with the goals of the <i>EPBC Act Conservation Management Plan for the Blue Whale</i> and <i>Conservation Management Plan for the Southern Right Whale</i> and any relevant national recovery plans. The cetacean interaction management plan can be a sub plan to the marine fauna management plan (MM MERU07) and be implemented during construction.</p>	Construction Operation
	MERU09	<p>Prior to marine construction commencing, develop a sea turtle interaction management plan for managing interactions with sea turtles to avoid or minimise impacts during construction. The plan will:</p> <ul style="list-style-type: none"> • Define the area for visual monitoring. • Document the approach to vessel based visual monitoring with a minimum visual monitoring buffer zone of 200 m. 	Construction Operation

Environmental aspect	Ref	Mitigation Measure	Proposal stage
		<ul style="list-style-type: none"> Define exclusion and buffer zones for maintaining a separation distance of vessels from sea turtles, including the requirement for transiting vessels to maintain a minimum separation distance of 50 m from sea turtles. Outline vessel-sea turtle strike avoidance measures to minimise the potential for collision with sea turtles, including if sea turtles are sighted within the 50 m separation distance, vessels must reduce speed and shift the engine to neutral, not engaging the engines until sea turtles are clear of the area. Consider all construction vessels including guard vessels, small boats manoeuvring floated cables, crew transit vessels and dive boats. A plan is not required for slow moving vessels laying cable, towing gear or subsea machines. <p>The sea turtle interaction management plan can be a sub plan to the marine fauna management plan (MM MERU07) and be implemented during construction.</p>	
	<p>MERU10</p>	<p>Prior to marine construction commencing, develop measures to minimise impacts on marine fauna due to artificial lighting for construction and operation. The measures will consider the following:</p> <ul style="list-style-type: none"> <i>Australia’s National Light Pollution Guidelines for Wildlife</i> (DCCEEW 2023a), to manage the effect of artificial light on marine turtles, seabirds, and migratory shorebirds that are listed under the EPBC Act, species that are part of a listed ecological community, and species protected under state or territory legislation for which artificial light has been demonstrated to affect behaviour, survivorship, or reproduction. Australian Standard AS/NZS 4282:2019 <i>Control of the obtrusive effects of outdoor lighting and recognise the impact of artificial light on living organisms</i>. EPBC Act Policy Statement 3.21 - <i>Industry Guidelines for avoiding, assessing and mitigating impacts on EPBC Act (Cwlth) listed migratory shorebird species</i>. <p>The measures will:</p> <ul style="list-style-type: none"> Minimise lighting where practicable and where safety is not compromised, minimise the number of lights, the intensity of lights, and the amount of time lights are turned on. Direct lighting to where it is needed and avoid general area floodlighting. Limit area and deck lighting to the amount and intensity necessary to maintain deck crew safety. Direct lighting inboard and downward (where possible) to reduce the potential for seabird attraction. Avoid direct lighting of the sea surface and minimise indirect lighting on the sea surface to the extent practicable. Include routine inspection of lighted areas of the cable lay vessel and other night-time operating vessels for birds that may have been attracted. <p>The measures can be included in the marine fauna management plan (MM MERU07) and be implemented during construction.</p>	<p>Construction Operation</p>

Environmental aspect	Ref	Mitigation Measure	Proposal stage
	<p>MERU11</p>	<p>Prior to marine construction commencing, develop and implement a ballast water management plan and biofouling management requirements for each marine vessel to avoid the introduction of marine pests via ballast water or biofouling of the vessel’s hull and semi-enclosed spaces. During construction and operation, vessel owners will comply with the:</p> <ul style="list-style-type: none"> • <i>Australian Ballast Water Management Requirements</i> (DAFF 2020). • <i>Biosecurity Act 2015</i> (Cwlth). • <i>International Convention for the Control and Management of Ships’ Ballast Water and Sediments, 2004</i> (BWM Convention). • <i>Australian Anti-fouling and in-water Cleaning Guidelines</i> (DoA and DoE 2015). • <i>Ballast Water Management Requirements</i> (DAWE 2020). • Maritime and Aircraft Reporting System (MARS) and the Vessel Compliance Scheme (VCS): <ul style="list-style-type: none"> - Prepare and submit a Pre-arrival Report (PAR) for answering the ballast water questionnaire from DAFF. - Non-First Point of Entry (NFP) application v16. - Ballast Water (BW) report v108. <p>International marine traffic will have a ballast water management plan for ballast water and sediments that includes:</p> <ul style="list-style-type: none"> • A ballast water record book. • An International Ballast Water Management certificate where ships are 400 gross tonnes and above in accordance with the BWM Convention and specifies which standard the ship is complying with, as well as the date of expiry of the Certificate. • Vessels with a ballast water management system must carry a type of approval certificate specific to the type of ballast water management system installed. • Complete and accurate record of all ballast water movements. • Detailed information regarding vessel maintenance history for treating biofouling. <p>During construction and operation, vessel owners will comply with the following biofouling management requirements:</p> <ul style="list-style-type: none"> • <i>Biosecurity Amendment (Biofouling Management) Regulations 2021</i> (Cwlth) requires operators of all vessels to provide information on biofouling management practices prior to arriving in Australia. • Australian Biofouling Management Requirements (ABFMR) (DAFF 2022) via: <ul style="list-style-type: none"> - Biofouling Management Plan. - Biofouling Record Book. 	<p>Construction Operation</p>

Environmental aspect	Ref	Mitigation Measure	Proposal stage
		<ul style="list-style-type: none"> - Alternatively, clean all biofouling within 30 days prior to arriving in Australia and submit a cleaning report to DAFF. - <i>Australian National Antifouling and In-water Cleaning Guidelines</i> (DoA and DoE 2015). <p>The ballast water management plans and biofouling management requirements will be implemented during construction and operation.</p>	
	MERU12	<p>The cable and construction method will be designed to install and bury subsea cables in a manner that reduces the EMF emitted from the subsea cables at the seabed and overlying the water column. The cable design and installation will include:</p> <ul style="list-style-type: none"> • Cable burial from 0.5 m up to 1.5 m. • Bundling the HVDC cables in each subsea circuit to cancel out or greatly reduce EMF. • Separating each subsea circuit to reduce interaction of EMF. 	Design Construction
	MERU13	<p>At the completion of marine construction, inform the Australian Hydrographic Office of the locations and coordinates of the final seabed alignments to enable the Australian Hydrographic Office to publish Notices to Mariners to inform maritime users of the presence of seabed power cables and mark them on navigation charts.</p>	Operation
Water quality (surface and groundwater)	SW01	<i>Not relevant to this proposal</i>	
	SW02	<p>Prior to construction commencing, a progressive sediment and erosion control plan for the proposal will be developed (either as a standalone document or part of the CEMP) and submitted to the EPA for approval. The plan will:</p> <ul style="list-style-type: none"> • Be implemented throughout construction. • Identify all major drainage lines and waterways and site-specific management and mitigation to be implemented, including controls such as sandbags, sediment fences, sediment traps and diffusion paths to ensure stormwater is suitably contained, managed and released to avoid and minimise sediment release, pollution and erosion. <p>The plan must describe erosion and sediment controls and monitoring requirements in accordance with:</p> <ul style="list-style-type: none"> • EPA Tasmania fact sheets: Soil and Water Management on Large Building and Construction Site; Erosion Control Mats and Blankets; Scour Protection – Stormwater Pipe Outfalls and Check Dams; Stabilised Access and Sediment Fences and Fibre Rolls. • IECA Best Practice Erosion and Sediment Control Guidelines 2008. • EPA Tasmania Bunding and Spill Management Guidelines 2015. 	Construction
	SW03	<p>Prior to construction commencing, a flood risk management plan for the launch pad site will be developed (either as a standalone document or part of the CEMP) in line with the requirements outlined in the Floodplain Risk Assessment Guidelines for Municipal Councils in Tasmania (White 2019).</p>	Construction

Environmental aspect	Ref	Mitigation Measure	Proposal stage
	SW04	Prior to construction commencing, a surface water monitoring program will be developed in consultation with EPA Tasmania and must include, as a minimum: <ul style="list-style-type: none"> Parameters, frequency, durations of water quality monitoring, and flow paths and drainage channels condition inspections. Requirements for daily visual monitoring of active construction areas for visible water quality issues including high sediment loads or erosion. Requirements for daily inspections of the launch pad site construction controls (including sediment and erosion control measures). 	Construction
	SW05	<i>Not relevant to this proposal</i>	
	GW01	<i>Not relevant to this proposal</i>	
	GW02	<i>Not relevant to this proposal</i>	
	GW03	Prevent groundwater movement and contamination as a result of Horizontal Directional Drilling (HDD) and other drilling activities, including: <ul style="list-style-type: none"> Develop specifications and methods that address seal the borehole annulus, prevent saline water movement along the cable conduit, use non-toxic drilling additives (where additives are necessary), and include drainage systems to prevent runoff entering boreholes. Prepare a frac-out prevention and management plan to be implemented during HDD. These specifications and methods will be informed by site specific geotechnical data, be consistent with relevant guidelines, and will be documented in the CEMP.	Construction
	GW04	Develop and implement a groundwater management plan to manage, monitor, reuse, treat, and dispose of groundwater during construction dewatering. The groundwater management plan will: <ul style="list-style-type: none"> Prioritise groundwater reuse (such as for construction water supply, dust suppression, or reinjection for hydraulic control, where feasible). Specify approved disposal options (e.g., discharge to surface water, sewer, or stormwater). Document agreed water quality discharge criteria and action trigger levels. Outline suitable treatment technologies that will be implemented or reserved as contingency measures should unforeseen contamination be encountered. 	Construction
GW05	<i>Not relevant to this proposal</i>		
GW06	<i>Not relevant to this proposal</i>		
	NV01	Prior to construction commencing, conduct additional background noise monitoring at noise affected sensitive receptors in the vicinity of the proposal site. The background noise monitoring data will:	Construction

Environmental aspect	Ref	Mitigation Measure	Proposal stage
Noise and vibration emissions		<ul style="list-style-type: none"> • Inform the assessment of construction noise (MM NV02 and MM NV03). • Be conducted at a selection of locations which are representative of the existing human receivers that could be impacted by construction. <p>The background noise monitoring and results analysis will be conducted, where relevant, in accordance with procedural guidance detailed in:</p> <ul style="list-style-type: none"> • <i>Noise Measurement and Procedures Manual 2008.</i> • Australian Standard 1055:2018 <i>Acoustics - Description and measurement of environmental noise.</i> 	
	NV02	<p>Prior to commencement of construction, develop a construction noise and vibration management plan in consultation with EPA Tasmania.</p> <p>The construction noise and vibration management plan will document:</p> <ul style="list-style-type: none"> • A description of all noise generating construction activities and their locations. This must include a schedule of equipment types and numbers for each activity and location. • A description of the construction program including timing and duration of construction activities. • The results of additional background monitoring conducted under MM NV01. • Detail the reasonable and feasible work practices and mitigation measures to be applied to minimise noise and vibration associated with both on-site and off-site sources of construction activities (including heavy vehicle movements on local roads), including: <ul style="list-style-type: none"> - Requirement for the selection major plant items with low noise emissions, characterised by sound power levels that are equivalent to, or lower than, the values/ranges indicated in AS 2436 <i>Guide to Noise and Vibration Control on Construction, Demolition and Maintenance Sites (Reconfirmed 2016)</i>, unless it can be demonstrated that adhering to these values would not be reasonably practicable. - Measures for the control of potentially annoying characteristics such as tonality, impulsive and low-frequency. - Scheduling protocols for minimising the potential disruption caused by high noise levels as a result of transient construction activities which occur near to receivers for brief periods. - Details of any locations where temporary screens or enclosures are identified as a reasonably practicable control measure, informed by updated construction noise modelling. • Requirements for monitoring including verification noise testing (if warranted) to assess the effectiveness of the noise controls before commencing continuous night works. • Communication protocols for notifying affected receivers in advance of the works occurring. • Protocols for providing respite in circumstances where residents are affected by prolonged exposure to elevated noise levels as a result of construction works outside of standard working hours. • Complaint handling and response protocols 	Construction

Environmental aspect	Ref	Mitigation Measure	Proposal stage
		<p>The construction noise and vibration management plan will address the requirements of:</p> <ul style="list-style-type: none"> • <i>Environmental Management and Pollution Control (Noise) Regulations 2016.</i> • <i>Environment Protection Policy (Noise) 2009.</i> • Australian Standard AS 2436. <p>The construction noise and vibration management plan will be a sub plan to the CEMP and implemented for the duration of construction.</p>	
	NV03	<p>Conduct construction noise monitoring in accordance with the requirements of the construction noise and vibration management plan prepared in accordance with MM NV02.</p> <p>The results of the construction noise monitoring must be documented in accordance with the timeframe and reporting requirements established in the construction noise and vibration management plan. The report must identify if changes to the construction noise mitigation and management measures are warranted to minimise the impact of noise as far as reasonably practicable.</p>	Construction
	NV04	<i>Not relevant to this proposal</i>	
	NV05	<i>Not relevant to this proposal</i>	
	NV06	<i>Not relevant to this proposal</i>	
Air quality	AQ01	<p>The following best-practice dust management measures will be implemented during construction:</p> <ul style="list-style-type: none"> • Regular wetting down of exposed and disturbed areas including stockpiles, in dry and windy weather. • Adjust the intensity of construction activities based on observed dust levels and weather forecasts (MM AQ02). • Minimise the amount of materials stockpiled and position stockpiles away from proposal site boundary (where practicable). • Regularly inspect dust emissions (MM AQ02) and apply additional controls as necessary. 	Construction
	AQ02	<p>Conduct construction air quality monitoring, including:</p> <ul style="list-style-type: none"> • Daily monitoring of wind/weather forecasts and temperature and humidity using data from nearby automatic weather station and/or BoM. • Hourly monitoring of rainfall using data from nearby automatic weather station and/or BoM. • Daily monitoring of odour when odour generating works are being carried out, or when a complaint is made. • Daily visual surveillance to confirm effectiveness of dust control mitigation and that there are no visible dust emissions beyond the project boundary. • Investigations as required in response to a complaint. This may require review of monitoring data, frequency, and effectiveness of mitigation. 	Construction

Environmental aspect	Ref	Mitigation Measure	Proposal stage
	AQ03	Plant and equipment will be maintained in a proper and efficient manner. Visual inspections of emissions from plant will be carried out as part of pre-acceptance checks.	Construction
	AQ04	The following best practice odour management measures will be implemented during relevant construction works: <ul style="list-style-type: none"> • The extent of opened and disturbed contaminated soil at any given time will be minimised. • Temporary coverings or odour suppressing agents will be applied to excavated areas where appropriate. • Monitoring as outlined in MM AQ02. 	Construction
Waste management	WM01	Prior to construction commencing, develop and implement a waste management plan, for the identification of waste management strategies, in accordance with the waste management hierarchy. The waste management plan will include (at a minimum): <ul style="list-style-type: none"> • The waste mitigation measures in this EIS. • Identification of a designated waste area on site, where all waste (and recyclables) would be stored or stockpiled. • Responsibilities of the key personnel implementing this plan. • Waste area inspection frequency. 	Construction
	WM02	All waste will be assessed, classified, managed, transported and disposed of in accordance with the <i>Environmental Management and Pollution Control (Waste Management) Regulations 2020</i> .	Construction
	WM03	If hazardous waste, controlled waste (e.g., asbestos containing materials) or contaminated soil is encountered, it will be handled and managed in accordance with relevant legislation, codes of practice and Australian standards.	Construction
	WM04	Construction waste will be minimised by accurately calculating materials brought to the site and limiting materials packaging, and maximising reuse where feasible and reasonable.	Construction
	WM05	Waste streams will be segregated, using appropriately labelled and managed bins, to avoid cross-contamination of materials and maximise reuse and recycling opportunities.	Construction
	WM06	A materials tracking system will be implemented for material transferred between the proposal site and offsite licensed waste management facilities.	Construction
	WM07	<i>Not relevant to this proposal.</i>	
Dangerous goods and environmentally hazardous material	DG01	Ensure spill prevention and clean up equipment is readily available and accessible in the vicinity of all plant and machinery, including mobile and fixed fuel storages. Spill prevention and clean up procedures will be in accordance with the following principles: <ul style="list-style-type: none"> • Adequate training and site induction for personnel for the handling of dangerous goods and environmentally hazardous materials. 	Construction

Environmental aspect	Ref	Mitigation Measure	Proposal stage
		<ul style="list-style-type: none"> • Install trays, thick plastic mats or similar beneath stationary machinery and equipment to protect the soil from oil/fuel spills and leaks. • Install spill trays immediately if there is any potential or, evidence of, leakage. • Maintain a supply of oil-absorbent material. 	
	DG02	<p>The transport of dangerous goods will be in accordance with the <i>Australian Code for the Transport of Dangerous Goods by Road and Rail</i>, and the <i>Dangerous Goods (Road and Rail Transport) Act 2010</i>, including, but not limited to measures for:</p> <ul style="list-style-type: none"> • Classification. • Documentation. • Safety equipment and procedures. 	Construction
Greenhouse gases and ozone depleting substances	GHG01	<p>Identify opportunities to reduce Scope 1 and Scope 2 GHG emissions (as defined in the <i>National Greenhouse and Energy Reporting Act 2007</i>) so far as reasonably practicable and in accordance with the Marinius Link Sustainability Framework. Consideration will be given to:</p> <ul style="list-style-type: none"> • Use of low emission fuels. • Maintenance of equipment and vehicles. • Purchase of green energy. • Procurement of energy efficient machinery. • Use of low carbon emission concrete. • Use of recycled materials. 	Construction
	GHG02	<i>Not relevant to this proposal.</i>	
	CC01	<i>Not relevant to this proposal.</i>	
Socio-economic issues	S01	<p>Prior to construction commencing, in preparing the project's worker health and safety plan, include:</p> <ul style="list-style-type: none"> • Requirements and measures for responding to health, medical and safety incidents of construction personnel during the construction phase. • Strategies for provision of first response medical capabilities on-site for both local and non-local employees and contractors to minimise the impact on local health services. 	Construction
	S02	<p>Develop a workforce and accommodation strategy to address the potential social impact from the workforce and accommodation requirements during construction. The strategy will:</p> <ul style="list-style-type: none"> • Be developed in consultation with government, industry and other relevant providers. • Include a protocol for the identification and management of impacts due to accommodation requirements. 	Construction

Environmental aspect	Ref	Mitigation Measure	Proposal stage
		<ul style="list-style-type: none"> Address cumulative impacts on accommodation due to other large-scale construction and infrastructure projects in the identified local study areas. <p>The outcomes of the strategy will be considered during construction planning.</p>	
	S03	<p>Prior to construction commencing, develop a community and stakeholder engagement framework for the whole project, which outlines the approach to engagement with community, stakeholders, First Peoples and the Tasmanian Aboriginal Community that will be undertaken for the project, including the proposal, and by all contractors. The community and stakeholder engagement framework must:</p> <ul style="list-style-type: none"> Be consistent with IAP2 principles and guidance in the National guidelines <i>Community engagement and benefits for electricity transmission projects</i> (ECMC 2024), and <i>Renewable energy development in Tasmania: A guideline for community engagement, benefit sharing and local procurement</i> (Department of State Growth 2024). Identify key community and stakeholder groups across the project, including for the proposal, with a likely interest such as property owners, local residents, business owners, business and industry associations road users, and local Council. Describe the approach for engaging the community, stakeholders, First Peoples and the Tasmanian Aboriginal Community. Establish communication protocols and tools for communication that provide: <ul style="list-style-type: none"> Early and ongoing information and notification to local communities and stakeholders about timing and duration of works, potential impacts and proposed management measures. Information on issues of community concern and proposed management measures such as project scope, construction noise (including out of hours works), construction air quality and construction traffic. Outline complaints policies and management procedures for recording, managing, and resolving complaints. The complaints management system will be consistent with Australian Standard AS/NZS 10002: 2014 <i>Guidelines for Complaints Management in Organisations</i>. <p>Principal contractors will prepare a community and stakeholder engagement management plan in accordance with the framework for their works package, including tailored to the proposal.</p> <p>The community and stakeholder engagement framework and contractors' community and stakeholder engagement management plan will be updated annually to reflect any project or stakeholder changes and improvements identified. The community and stakeholder engagement framework will be implemented during construction.</p>	Construction
	S04	<p>Prior to construction commencing, develop a Tasmanian community benefits sharing scheme in consultation with communities and the Tasmanian Aboriginal Community in the identified local study area. The Tasmanian community benefits sharing scheme will be developed having regard to <i>Renewable energy development in</i></p>	Construction

Environmental aspect	Ref	Mitigation Measure	Proposal stage
		<i>Tasmania: A guideline for community engagement, benefit sharing and local procurement</i> (Department of State Growth 2024).	
	S05	<p>Prior to construction commencing, develop an industry participation plan to integrate First Peoples, the Tasmanian Aboriginal Community, women, youth and socially vulnerable groups into the project workforce. The purpose of the industry participation plan is to stimulate entrepreneurship, business and economic development, providing First Peoples, the Tasmanian Aboriginal Community and vulnerable groups with more opportunities to participate in the economy. The plan will:</p> <ul style="list-style-type: none"> • Set out an employment and supplier-use participation target within the project's locality. • Outline the project's social procurement policies and local procurement policies considering each component and phase of construction. • Be developed in conjunction with the requirements under the Indigenous Employment and Supplier-use Infrastructure Framework (February 2019). • Identify a range of potential opportunities for job-seekers and businesses to be involved in the project across the construction supply chain. • Set employment targets with reference to local First Peoples or the Tasmanian Aboriginal Community working age population within the project area and consistent with the 'locals first principle'. • Identify opportunities for women, youth and other socially vulnerable groups to be involved in the project workforce. 	Construction
	S06	<p>Prior to construction commencing, engage with local emergency service providers in the preparation, planning, monitoring and review of the project's emergency response plan and procedures. The project's emergency response plan must outline protocols for:</p> <ul style="list-style-type: none"> ▪ Ongoing engagement with emergency services about changes to local access and project activities that have potential to cause delay or disruption to emergency response. ▪ Engaging with the community and managing social impacts during an emergency incident. <p>The protocols will form part of the project's emergency response plan and will be implemented during construction.</p>	Construction
Infrastructure and off-site ancillary facilities	T01	<p>Prior to construction commencing, prepare and implement a transport management plan in consultation with Burnie City Council. The transport management plan will include:</p> <ul style="list-style-type: none"> • Requirements for maintaining transport capacity and appropriate performance for all travel modes in the peak travel demand periods, particularly at the key intersections of Bass Highway / Minna Road and Minna Road / the Heybridge Converter Station site access point. • Management of full or partial traffic lane closures. • Requirements that construction vehicles use identified vehicle routes or nominate alternatives as required, obtaining road authority approvals where necessary. 	Construction

Environmental aspect	Ref	Mitigation Measure	Proposal stage
		<ul style="list-style-type: none"> • Containment of construction worker car parking within the Heybridge Converter Station site. • Identification of methods to reduce impact of project generated traffic where practicable. • Driver training requirements, with drivers required to undertake project training that addresses site specific road safety risks along haulage routes. • Measures to minimise heavy vehicle movements through designated school zones when these zones are in operation (8:00 am to 9:30 am, 2:30 pm to 4:00 pm, school days). • Mitigation measures to minimise potential roadkill risk in accordance with <i>Tasmanian Devil Survey Guidelines and Management Advice for Development Proposals</i>, including, but not limited, to: <ul style="list-style-type: none"> - Protection measures for Tasmanian devils and Spotted-tailed quolls with a focus on construction traffic and awareness regarding roadkill included in site inductions. - Establishing and implementing a recording and reporting process for roadkill on Minna Road between intersection with Bass Highway and the entry to site, where vehicles associated with the proposal will travel, especially for reporting Tasmanian devils and spotted-tail quoll roadkill incidents to NRE. - Construction vehicles to maintain low speeds between dusk and dawn. - Removing roadkill mortalities off the road within a specified distance of the site to reduce attracting carnivorous fauna during the construction period. 	
Decommissioning and rehabilitation	DR01	Reinstatement of the proposal site (specifically the HDD launch pad site) on completion of construction, including: <ul style="list-style-type: none"> • Removal of all plant and machinery, and temporary buildings not required for a subsequent stage of construction. • Clean-up of site including removal of rubbish and excess construction materials. • Reinstatement (including backfill) of the HDD launch pad sites, and land that has been occupied temporarily (and that would not be used for the operational asset) which would involve the application of soil ameliorate (if necessary) and seeding to establish a ground cover. • Treatment and removal of any weed infestations. These requirements will be included in the CEMP.	Construction
	DR02	<i>Not relevant to this proposal</i>	

8.3 Monitoring and review

Particular aspects of the environment would be subject to monitoring programs during construction and operations. These are for the purpose of ensuring compliance with emissions standards and for the purpose of responsive environmental management (e.g., to halt earthworks during hot and very windy conditions to avoid dust). Details of monitoring (parameters and frequency) are included in the mitigation measures in Table 8-1.



SECTION 9 - CONCLUSION



MARINUS
LINK

9. Conclusion

This EIS satisfies the requirements of the EIS guidelines (refer to Appendix A) and the information required by Section 74(9) of the EMPC Act. Throughout the EIS:

- The environmental impacts of the proposal have been identified and assessed.
- The benefits of the proposal and the project have been explained.
- Controls and mitigation measures for the proposal have been recommended.

This section provides an overall conclusion as to the environmental acceptability of the proposal. It demonstrates compliance with principles of ecologically sustainable development (ESD) drawn from intergovernmental policy and the objectives and requirements of the EMPC Act.

9.1 The project is environmentally acceptable

The proposal involves the construction, operation and decommissioning of the Heybridge Shore Crossing, which is an essential part of the Marinus Link Project (the project). The project would support Australia's transition to renewable energy by providing the NEM with greater market access to Tasmania's wind and hydro power and proposed pumped hydro long duration energy storage resources. Once operational, together with the NWTDC project, the project would enable the flow of electricity between Tasmania and Victoria, delivering low-cost, reliable and clean energy for customers in the NEM. The project would contribute to a shift away from Australia's dependence on fossil fuels, so would help governments achieve their goals of renewable energy uptake and climate mitigation.

The proposal has been designed to minimise potential environmental impacts to the environment and to the local community. Adverse impacts have been avoided through selection of the launch pad site (being within the Heybridge Converter Station site) as a former industrial site with limited sensitivities. The location of the shore crossing for the cables has also been chosen as the least environmental and social impact location. Comprehensive investigations have been carried out in the preparation of this EIS to assess the biophysical, economic and social impacts.

Some potential environmental and social impacts from the proposal, if not managed, include potential risk of disturbing contaminated soils which may lead to contaminants entering waterways, noise impacts outside of permissible hours, potential for combined noise impacts with construction of the Heybridge Converter Station, potential for additional roadkill due to an increase in vehicles using the road network, dust impacts to sensitive receptors associated with construction activities, potential impact from underwater noise to marine fauna, inconvenience to marine users during subsea cable installation activities and strain on support services, local infrastructure and rental accommodation (refer to Section 6).

The proposal would provide social and economic benefits through creation of jobs, and contribution to the local and regional economy (refer to Section 0).

Mitigation and management measures as detailed in this EIS (refer to Section 7) would further avoid or minimise any adverse impacts, and with these measures in place, the overall environmental impact would be

managed to an acceptable level. The proposal would be constructed in accordance with a CEMP, which would outline all environmental management, mitigation and monitoring required to be implemented. The ongoing management and monitoring requirements associated with the subsea cable would be detailed in an OEMP.

The EIS clearly demonstrates that the proposal should proceed and that the residual impacts can be managed appropriately.

9.2 Ecologically sustainable development (ESD)

The National Strategy for Ecologically Sustainable Development (1992) (NSES) describes ESD as *"development which aims to meet the needs of Australians today, while conserving our ecosystems for the benefit of future generations. To do this, we need to develop ways of using those environmental resources which form the basis of our economy in a way which maintains and, where possible, improves their range, variety and quality. At the same time we need to utilise those resources to develop industry and generate employment."*

The proposal, together with the project that it is a component of, has a relatively small footprint and a limited scale and duration of adverse impacts, yet has the potential to contribute to significant environmental, health and climatic improvements at a broader scale and longer timeframe as the proposal and project are a critical part of the transition to renewable energy and away from fossil fuel energy.

The objectives of ESD focus on economic improvement across generations, environmental protection, and responsible resource use. The NSES further explains that an ESD approach to development requires:

- Integrating economic, social and environmental implications of our decisions and actions for Australia, the international community and the biosphere.
- Adopting a long-term rather than short-term view when taking those decisions and actions.

This EIS lays out the necessary information to support a decision that considers the environmental, social and economic consequences of the proposal and distinguishes between temporary impacts associated with the construction of the proposal, the negligible long-term effects that the proposal would have on the landscape, and the lasting benefits for the economy and the people of North West Tasmania.

The general principles of ESD in the NSES are:

- Decision making processes should effectively integrate both long and short-term economic, environmental, social and equity considerations (**the integration principle**).
- Where there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation (**the precautionary principle**).
- The global dimension of environmental impacts of actions and policies should be recognised and considered (**the global dimension**).

- The need to develop a strong, growing and diversified economy which can enhance the capacity for environmental protection should be recognised (**a strong economy**).
- The need to maintain and enhance international competitiveness in an environmentally sound manner should be recognised (**international competitiveness**).
- Cost effective and flexible policy instruments should be adopted, such as improved valuation, pricing and incentive mechanisms (**improved valuation, pricing and incentive mechanisms**).
- Decisions and actions should provide for broad community involvement on issues which affect them (**the public participation principle**).

Schedule 1 of the EMPC Act sets out the objectives of the resource and management planning system of Tasmania. This includes “*to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity*”. Sustainable development is defined in the EMPC Act as managing the use, development and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic and cultural well-being and for their health and safety while:

- Sustaining the potential of natural and physical resources to meet the reasonably foreseeable needs of future generations (**intergenerational equity**).
- Safeguarding the life-supporting capacity of air, water, soil and ecosystems (**biodiversity conservation principle**).
- Avoiding, remedying or mitigating any adverse effects of activities on the environment (**environmental management principle**).

The following discussion identifies how the proposal and its environmental assessment complies with these principles of ESD. As recognised by the NSESD, these principles must be balanced. No one principle dominates over the others, and not all principles are as relevant as others to all projects.

9.2.1 Integration principle

Project planning and design has considered the potential social, economic and environmental impacts that may occur during construction, operation and decommissioning. The objective of the route and site selection was to identify the ‘shortest, technically feasible route between connection points that minimises environmental, land use and cultural heritage impacts’ (Marinus Link 2021).

The project involved a route and site selection process that considered technical, environmental, cultural and social constraints. Desktop assessments of ecological values, cultural heritage values and geomorphology were completed to inform the route selection process, with detailed consideration of options occurring since 2018. Consultation activities with a range of stakeholders was carried out to inform the route and site selection process.

Based on economic analysis of potential capacity options of 600 MW up to 1500 MW, a transmission capacity of 1500 MW was identified as delivering the highest net economic benefit (TasNetworks 2021).

An integrated assessment of the technical requirements and potential impacts, considering both short and long terms impacts, was completed to determine the preferred project alignment. It has also informed the development of the proposal concept design assessed in this EIS.

In comprehensively responding to the EIS guidelines (refer to Appendix A), the assessment of the proposal has considered economic, social and economic considerations. In the preparation of this EIS the various impacts and mitigation measures have responded in a holistic way to the different positive and negative impacts of the proposal. Importantly, mitigation measures have been developed with input from technical specialists and shared across technical disciplines.

9.2.2 Precautionary principle

This principle was considered during the site selection process (refer to Section 3) and in the design of the project, which has sought to avoid environmental impacts. Additionally, the precautionary principle has guided the risk-based assessment of environmental impacts for this EIS (refer to Section 6) and has been a key objective of the development of mitigation and management measures. These measures would be implemented during construction and operation of the proposal and would be supported by key monitoring protocols. No measures have been postponed out of any lack of scientific certainty. Rather, where uncertainty as to the likelihood or magnitude of risk exists, management for worst-case scenarios has been adopted.

A CEMP would be prepared before construction starts. This requirement would ensure the proposal achieves a high level of environmental performance. No mitigation measures or management mechanisms would be postponed because of lack of information.

9.2.3 Inter-generational equity

The proposal would not result in any impacts that are likely to adversely impact on the health, diversity or productivity of the environment for future generations. Almost all residual and cumulative environmental impacts of the proposal are temporary and confined to the construction period. While the proposal would have some adverse social impacts, they are not considered to be of a nature or extent that would result in disadvantage to any specific section of the community or to future generations.

The proposal would benefit future generations by helping to facilitate connection of the project to the North West Tasmania transmission network, supporting the expansion of green employment opportunities in the region for decades to come.

Should the proposal (and therefore the project) not proceed, the principle of intergenerational equity may be compromised, as future generations would not experience higher amounts of renewable energy in the NEM and mitigation of climate change, an improvement in Tasmania's energy security, wholesale energy cost reductions, economic benefits (including direct and indirect jobs), and an increase in Tasmania's telecommunications capacity.

9.2.4 Conservation of biological diversity and ecological integrity

A thorough assessment of the existing local environment was undertaken to identify and manage any potential impacts of the proposal on local biodiversity (refer to Sections 6.1 and 6.3).

The site for the HDD launch pads is largely cleared, having previously been the site of a tioxide plant and then a timber yard. The choice of HDD technology means that the surface above the underground crossings would not be disturbed. Mitigation measures have been developed for managing potential indirect impacts such as spread of introduced weeds and pests, increased roadkill as a result of construction traffic generation and disturbance of protected eagle species during breeding seasons.

Construction activities in the marine environment in Tasmanian coastal waters would be short term. Avoidance of impacts has been maximised through selection of the route and design. During construction, activities to facilitate cable laying are the main potential impact resulting in temporary potential impacts associated with marine sediment disturbance and underwater noise. The resultant disturbance areas are mostly temporary and in small areas. Operation has fewer impact pathways than during construction.

9.2.5 Improved valuation, pricing and incentive mechanisms

This principle requires that environmental factors should be included in the valuation of assets and services.

The value placed on the environment was inherent in the development and assessment of the proposal. The concept design has been developed with an objective of minimising potential impacts on the surrounding environment. The impact assessment of the proposal started from a position of understanding the existing features and human and ecological benefits of the environment.

This EIS has examined the environmental consequences of the proposal and identified mitigation measures to manage the potential for adverse impacts. The requirement to implement these mitigation measures would result in an economic cost to MLPL and would increase the capital and operating costs of the proposal. This further represents the commitment to the recognition of the value of protecting environmental resources.

9.2.6 Public participation

The NSESD explains that the participation of government, business, workers and the community is essential to the realisation of ecologically sustainable development. This is because of the knowledge and interests all stakeholders bring to deliberations about policies, programs and projects.

MLPL has undertaken a comprehensive program of community and stakeholder engagement and consultation prior to and during preparation of this EIS. Engagement with the communities interested in the project has been extensive and would be ongoing throughout the EIS exhibition where the proponent would respond to concerns and suggestions that emerge through the publication of the EIS. This would continue throughout the development, construction and operation of the project. Refer to Section 4 for more information on the engagement and public participation process for the proposal (and the project more broadly).

9.2.7 The global dimension

This principle requires a consideration of the global context and impacts of a project.

At the 28th Conference of Parties to the UNFCCC in Dubai, Australia was one of 118 nations that promised to triple global renewable energy capacity by 2030. Australia would be better placed to contribute to this global goal once Marinus Link is operational by end 2030.

9.2.8 Strong economy

This principle seeks to advance a future where economic benefits can be realised alongside protecting the environment. This principle is consistent with the project's rationale. The project would directly contribute to the growth of the Tasmanian economy, job diversification and the expansion of the renewables industry across the country, all the while facilitating the retirement of fossil fuel powered electricity generation.

9.2.9 International competitiveness

This principle stands as a reminder that local projects exist in an international economy and that lessening environmental standards to increase profits should be discouraged. The principle is reflected in the concept of non-regression of environmental standards (the idea that environmental laws and policies should always increase environmental protection, not lessen it).

This project has been subject to rigorous assessment of environmental and social values, with three environmental impact assessments carried out across three jurisdictions and multiple environmental protection laws. Further, numerous commitments have been made through proposed mitigation and monitoring measures (Tasmania) and EPRs (Victoria) so that the project is delivered and operated in accordance with the expectation of stakeholders and the relevant planning approvals.

9.2.10 Environmental management

This principle requires an understanding of the environment and a system to prevent adverse impacts to the environment. The dual approaches of environmental assessment and environmental management, through both mitigation measures and governance-level environmental management systems are recognised by lawmakers, including in the EMPC Act, as effective approaches to achieve environmental management.

As already discussed, a suite of environmental mitigation measures has been developed for the proposal, and the implementation of these would be governed by the overarching project compliance strategy and MLPL's environmental management systems. Refer to Section 7 for further information.

9.3 Objectives and requirements of the EMPC Act

The proposal has been developed with consideration to **best practice environmental management**, so that construction, operation and decommissioning of the proposal can be done so in a manner that minimises environmental harm. Section 3 discusses how the planning, consultation, technologies and waste management have all been embedded into the route and site selection process.

Comprehensive technical studies have been prepared to understand existing environmental and site conditions and to identify the potential risks and impacts of the proposal on the environment, social values and the economy. A suite of measures would be implemented to mitigate and manage any potential adverse impacts and in doing so would ensure that the **environmental duty** to prevent or minimise harm to the environment is met. A comprehensive **public participation** process has also been carried out which has informed development of the project to date, and this would continue throughout the development, construction and operation of the project.

The proposal supports the need for **sustainable development**, which protects natural values whilst also supporting a reliable and clean energy source, to benefit current and future generations. The proposal would be managed under the proponent’s **Environmental Management System**, of which an Environment and Sustainability Policy is a key element of the proponent’s **environmental governance**.

Table 9-1 demonstrates how the proposal complies with the objectives of Part 1 and Part 2 of the Schedule of the EMPC Act.

Table 9-1 Compliance with the EMPC Act objectives – Part 1 and 2

Objectives of Part 1 and Part 2 of the Schedule of the EMPC Act	Compliance details
Part 1	
(a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity	The proposal fulfils the principles of ESD as comprehensively explained in Section 9.2.
(b) to provide for the fair, orderly and sustainable use and development of air, land and water	The proposal has been in planning for many years and would only commence operation after thorough assessments of impacts on air, land and water, with conclusions that all parts of the environment would not be adversely affected in the long-term, and in accordance with an environmentally managed construction process. The project, in all its parts, would only proceed if environmental risks are managed and market conditions demand it.
(c) to encourage public involvement in resource management and planning	The EIS has involved, and as the proposal develops, the proponents would continue to involve the community in the proposal (refer to Section 9.2 and Section 4).
(d) to facilitate economic development in accordance with the objectives set out in (b) and (c)	The proposal as part of the broader project is a significant economic development with substantial economic benefits at local, state and national scales (refer to Section 6.12).
(e) to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State	Through the EIS process, the proponent has taken primary responsibility in assessing the impacts of the proposal, and has done so with the guidance and contribution of government, community members and industry stakeholders, and in particular the Tasmanian Aboriginal Community. The proponent has considered and responded to community and stakeholder interests and concerns in the proposal and the project (refer to Section 4).
Part 2	
(a) to protect and enhance the quality of the Tasmanian environment	The components of the project in Tasmania, including this proposal, would have no long-term impacts on the quality of the Tasmanian environment. The impacts associated with

Objectives of Part 1 and Part 2 of the Schedule of the EMPC Act	Compliance details
	construction activities would not continue long-term. The operation of the project would not create any offensive or harmful effects.
(b) to prevent environmental degradation and adverse risks to human and ecosystem health by promoting pollution prevention, clean production technology, reuse and recycling of materials and waste minimization programmes	The proposal would implement mitigation and monitoring measures (refer to Section 8). These have been designed to prevent pollution and minimise harm. The risks of pollution from the proposal are related to the reuse of an industrial and contaminated site: the former tioxide plant. The construction of the proposal would result in a less contaminated environment. The proposal would facilitate clean technology and the waste management approach of the construction of the project prioritises waste minimisation principles (refer to Section 6.8).
(c) to regulate, reduce or eliminate the discharge of pollutants and hazardous substances to air, land or water consistent with maintaining environmental quality	The proposal would likely uncover contaminated soils, generate dust, and create noise. The environmental management regime for the proposal responds to the potential for these impacts (refer to Section 8). Dust and noise (terrestrial and underwater) would be temporary while the construction of the project would reduce the presence of contaminants on the former tioxide plant site.
(d) to allocate the costs of environmental protection and restoration equitably and in a manner that encourages responsible use of, and reduces harm to, the environment, with polluters bearing the appropriate share of the costs that arise from their activities	The proponent would be responsible for the costs of environmental management and ongoing environmental clean-up of a contaminated site. In the unexpected event that the project requires the removal of disused outfall pipelines, to insure against the release of contaminants into the marine environment, the proponent would undertake that work at its cost. The original polluters would not bear those costs. In this sense the proponent is not responding to the polluter pays principle, rather a principle of proponent and landholder responsibly.
(e) to require persons engaging in polluting activities to make progressive environmental improvements, including reductions of pollution at source, as such improvements become practicable through technological and economic development	The proposal would not create any new pollution source. The proposal would result in less pollutants in the environment than presently exists.
(f) to provide for the monitoring and reporting of environmental quality on a regular basis	The proponent's environmental management regime includes monitoring and reporting protocols (see Section 8).
(g) to control the generation, storage, collection, transportation, treatment and disposal of waste with a view to reducing, minimizing and, where practicable, eliminating harm to the environment	The construction of the proposal would create very small volumes of waste (refer to Section 6.8). The construction of the proposal involves processes to treat and reuse soils among other management and design measures to limit waste generation.
(h) to adopt a precautionary approach when assessing environmental risk to ensure that all aspects of environmental quality, including ecosystem sustainability and integrity and beneficial uses of the environment, are considered in assessing, and making decisions in relation to, the environment	This EIS has adopted the precautionary principle in its assessment of environmental impacts (Section 9.2). Environmental assessment (see further Section 6) has been preceded by a discussion of existing environmental conditions and, where appropriate sensitivities and environmental values, to ensure that the assessment of impacts considers the complexity and importance of each aspect of the environment.

Objectives of Part 1 and Part 2 of the Schedule of the EMPC Act	Compliance details
(i) to facilitate the adoption and implementation of standards agreed upon by the State under inter-governmental arrangements for greater uniformity in environmental regulation	This EIS responds to the NSESD (refer to Section 9.2), and adopts multiple regulatory standards as performance criteria throughout, including relating to aspects as varied as contaminated soils and vessel lighting. The EIS has considered an expanse of laws and policies (refer to Section 1.6) and the proposal and its assessment has complied with widely accepted environmental principles, including intergenerational equity, best practice environmental management and good environmental governance (Section 9.2).
(j) to promote public education about the protection, restoration and enhancement of the environment	The consultation for this EIS (Section 4) included processes of two-way learning. Tasmanians were able to share their concerns and learn from the proponent about its approach to environmental management and its reuse of a disused industrial site. The proponent is committed to maintaining an ongoing dialogue with local communities and stakeholders to demonstrate environmental compliance and respond to environmental concerns. Various strategies and polices are identified in Section 8.
(k) to co-ordinate all activities as are necessary to protect, restore or improve the Tasmanian environment	This EIS has been a co-ordinating exercise. The proponent has commissioned technical specialists across a range of disciplines to investigate and share with each other the state of the environment and how to protect the proposal site and its surrounding environment. The list of management measures for the proposal represents an ongoing commitment to co-ordinate the proposal through a systemic environmental management approach.

9.4 Conclusion

As coal-fired power generation decreases, Australian communities increasingly need reliable ‘on-demand’ electricity and long-term energy storage. The project, of which the proposal is one part, plays a crucial role in Australia’s transition from a fossil fuel-dependent national electricity system to a low-emissions power system. It would enable the bidirectional flow of electricity between Tasmania and Victoria, providing reliable, cost-efficient clean energy to customers in the NEM. Additionally, it would ensure that excess low-cost, clean energy is available when demand across the NEM exceeds supply, thereby increasing the reliability of power supply during peak demand periods for individuals, businesses and communities throughout Australia.

The proposal is subject to assessment under the EMPC Act. This EIS has been prepared in accordance with the EIS guidelines and assesses all matters affecting or likely to affect the environment from construction through to decommissioning of the proposal.

A consultation program with community and government stakeholders has been carried out throughout project development, and would continue through EIS display, response to submissions, detailed design and construction, to ensure that all stakeholder interests are understood, documented and addressed.

The project alignment and construction methods have been selected to minimise impacts during construction and operation. Ongoing and detailed design together with specific issue-based management plans would represent further commitment to the protection of environmental resources. The environmental performance of the proposal would be managed by the implementation of the EMS. With the implementation of the

proposed mitigation and management measures, the potential environmental impacts of the proposal can be adequately managed.

On the basis of the findings detailed in the assessments within this EIS and with the implementation of the proposed environmental mitigation and management measures, the proposal could be carried out without any significant long-term impacts on the local environment. On balance, the proposal is considered to provide a net environmental, economic, and social benefit to Tasmania.



SECTION 10 - REFERENCES



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