MARL - Decommissioning Management Plan

Prepared Jointly By: *NSW Department of Primary Industries*

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Huon Aquaculture Company Pty Ltd

March 2022

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Review history

Version	Date of review	Notes
1.0	30 February 2020	Huon Aquaculture Company Pty Ltd
1.1	10 July 2020	Huon Aquaculture Company Pty Ltd
1.2	17 July 2020	NSW Department of Primary Industries
2.0	20 July 2021	Huon Aquaculture Company Pty Ltd
2.1	3 December 2021	Huon Aquaculture Company Pty Ltd
3.0	25 February 2022	Huon Aquaculture Company Pty Ltd
3.1	2 March 2022	Huon Aquaculture Company Pty Ltd

1 Introduction

The Decommissioning Management Plan has been developed to identify and mitigate potential impacts associated with the decommissioning of the Marine Aquaculture Research Lease (MARL) and the use of vehicles and vessels during these stages.

In accordance with consent condition C7 of the State Significant Infrastructure Approval SSI-5118 (now SSI-5149), the Decommissioning Management Plan has been prepared to the satisfaction of the Secretary. As required the plan includes the following components:

- A schedule for the orderly decommissioning of the development;
- Procedures for notification of the boating public, Transport NSW or any other relevant Government agency, of the decommissioning and removal of any structures including the timing of removal;
- Procedures to be implemented for the safe removal of infrastructure;
- Measures to mitigate any environmental impacts associated with the removal of the development including, but not limited to, the disturbance of sediment and potential ecological impacts; and
- Details of monitoring that will be undertaken during decommissioning.

2 Decommissioning Schedule

The research trial successfully proved that Yellowtail Kingfish can be farmed at commercial scale at offshore locations in NSW. The initial trial ended on the 30 June 2018, when the last remaining yellowtail kingfish were harvested from site. Following the initial trial, Huon removed all surface infrastructure for refurbishment ready for redeployment. However, with the decision in early 2019 to finalise the research trial, this surface infrastructure wasn't reinstated at the MARL. Table 1 outlines the timeframes for the decommissioning activities including the remaining decommissioning phases. The dates marked with an asterisk in Table 1 are proposed dates and are subsect to change, depending upon uncontrollable external factors such as COVID-19 travel restrictions and severe weather events. A detailed schedule for decommissioning activities is provided in Appendix 1 and will be continually updated to reflect any timeframe changes to the decommissioning activities.

Table 1: Timeframes for decommissioning activities.

Task	Timeframe
Harvesting of all remaining livestock (yellowtail kingfish) from the research lease	Completed by 30 June 2018
Removal of all nets (i.e. bird nets, inner nets and predator nets) from fortress pens	Completed by 30 September 2018
Removal of five fortress pens from the research lease	Completed by October 2018
Removal of all surface infrastructure including grid cans and bridles (excluding navigational aids)	Completed by October 2018
Relocation, sale or disposal of all ancillary equipment from shore base facility at Taylor' Beach	Completed by 30 April 2019
Obtain Marine Park permit for the removal of infrastructure	Completed by 28 February 2022
Removal of mooring grid infrastructure (including mooring lines, chain and anchors)	Commence 1 April 2022
Removal of navigational aids (four cardinal buoys and one special marker)	Complete 31 May 2022

3 Remaining Infrastructure

3.1 Navigational Aids

Despite no surface infrastructure remaining at the MARL, Huon had maintained five navigational aids at the MARL as a precaution for other waterway users. The original layout illustrated in Figure 1 for navigation aids was approved by NSW Roads and Maritime.

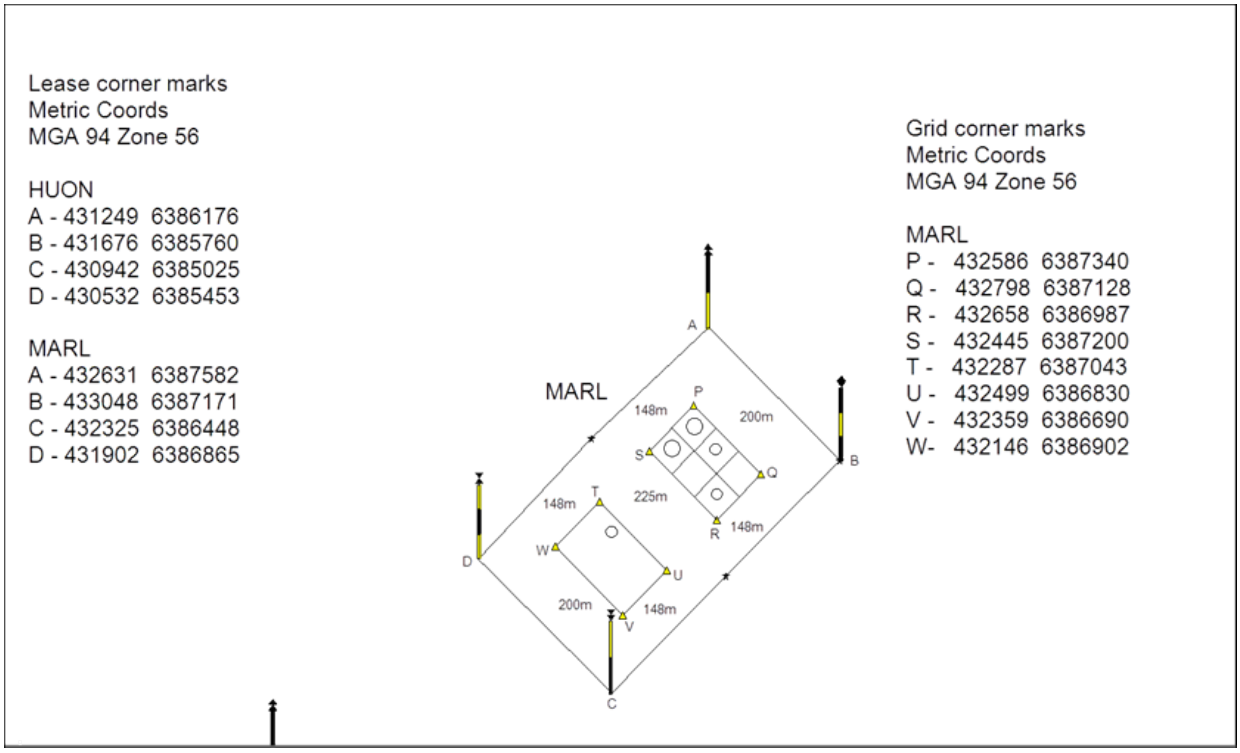

Figure 1: Layout of the navigation aids and anchoring system (Source: Huon, 2016).

The cardinal buoys marked A, B, C and D are IALA compliant and were anchored by a single three-tonne clump weight and chain shackled to a spliced eye with rope to the surface.

The remaining corner marks were removed, and the special mark placed in the centre of the lease on the 9th of January 2021. This was undertaken following approval from Transport NSW to reduce the likelihood of the corner marks breaking loose, and as there was no infrastructure on the surface, no navigational risk was posed. The corner marks will be replaced prior to work commencing and will be the last pieces of infrastructure to be removed.

3.2 Sinker Tubes & Predator Nets

The sinker tube is a circular weighted pipe used to tension the nets used on the Huon Fortress Pen system. The sinker tubes consist of a ring 76m in circumference, made from 400mm

(outside diameter) High-density polyethylene (HDPE) pipe, which is filled with heavy chain, weighing approximately 8.8 tonnes. One sinker tube has been removed and recovered, with the remaining 4 on the sea floor within the MARL lease, with two of these having predator nets still attached.

The predator net is a net made from ultra-high molecular weight polyethylene (UHMWPE) designed to keep predators out of the Fortress Pen. This net circumference is 120m at the water line and has a mesh size of 125mm and is approximately 30m deep. One predator net was removed when the last fish were harvested out, with the remaining two still connected to the sinker tube on the sea floor.

3.3 Mooring Grid Infrastructure

The mooring grid installed at the MARL was made up of transverse and longitudinal lines and these are joined by large steel rings (called rope rings) at each intersection (see Figure 2).

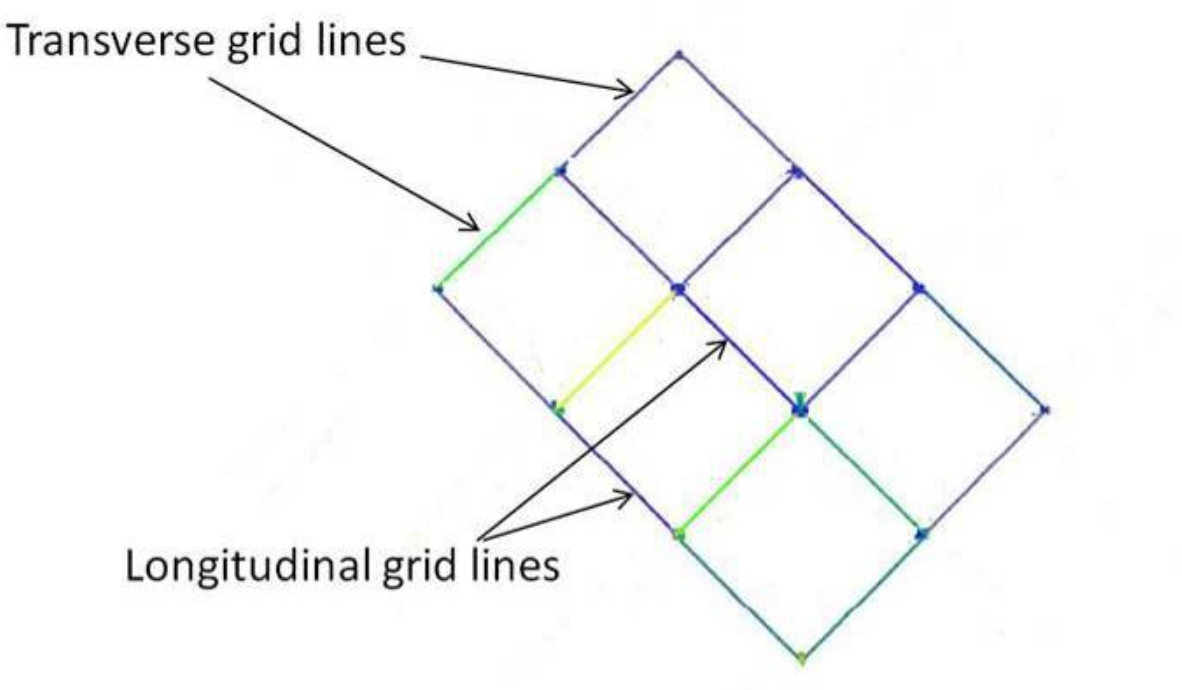

Figure 2: Layout of the grid system (Source: Huon, 2016).

The mooring grid is used to secure the floating HDPE Fortress Pens using bridles that extend from the rope rings to the surface. The mooring grid is secured to the seafloor using anchor rope, connected to anchor chain connected to 2-tonne steel anchors. A cross-section profile of the mooring grid infrastructure is provided in Figure 3.

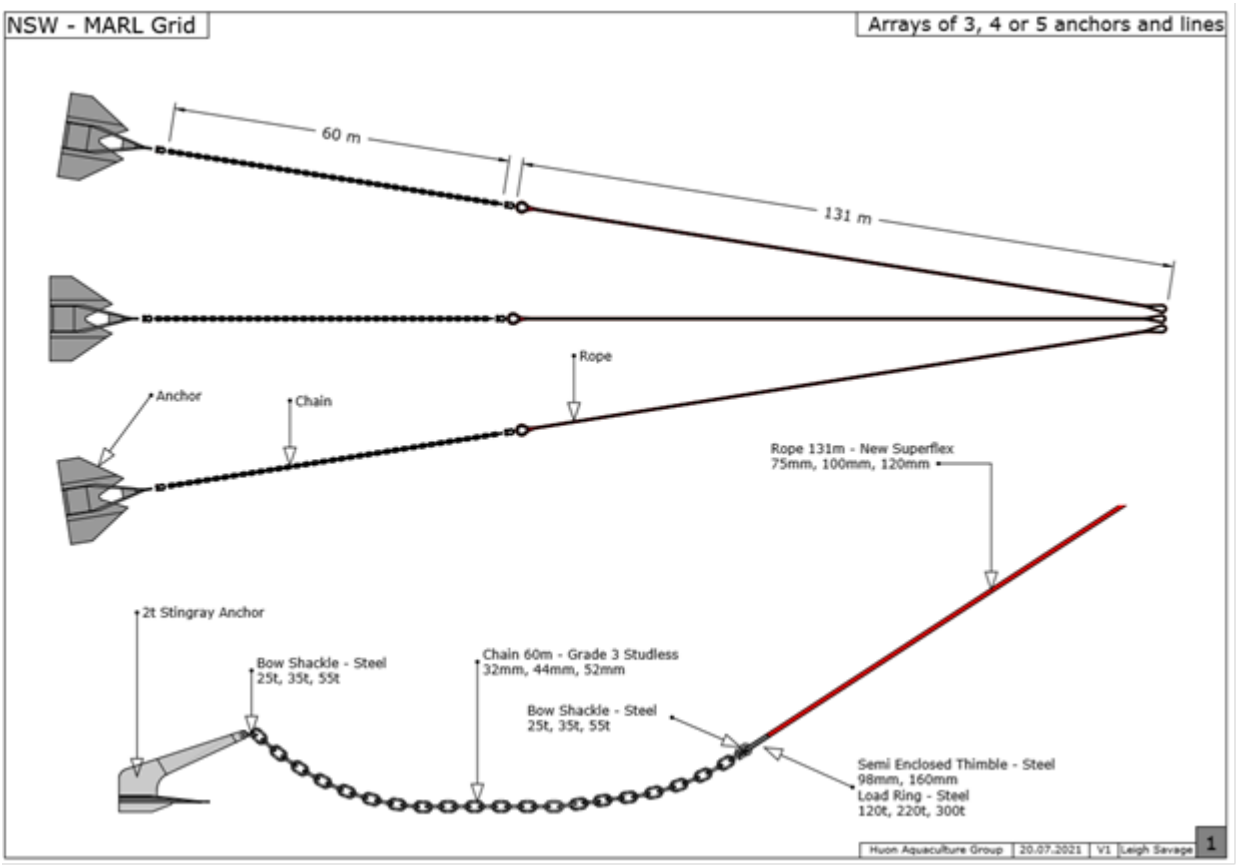

Figure 3: Cross-section and overview example of the mooring grid infrastructure installed at the MARL

The removal of the five fortress pens, bridles and grid-cans meant that all surface infrastructure was removed from the MARL by October 2018. The remaining grid lines were weighted to ensure they sunk to the seafloor to remove any potential navigational hazards for other waterway users. Subsequent to this, the four corner marks were also removed, with a central special mark placed in the middle of the lease.

Figure 4 illustrates the layout of the remaining infrastructure at the MARL while Table 2 provides an inventory of the remaining components.

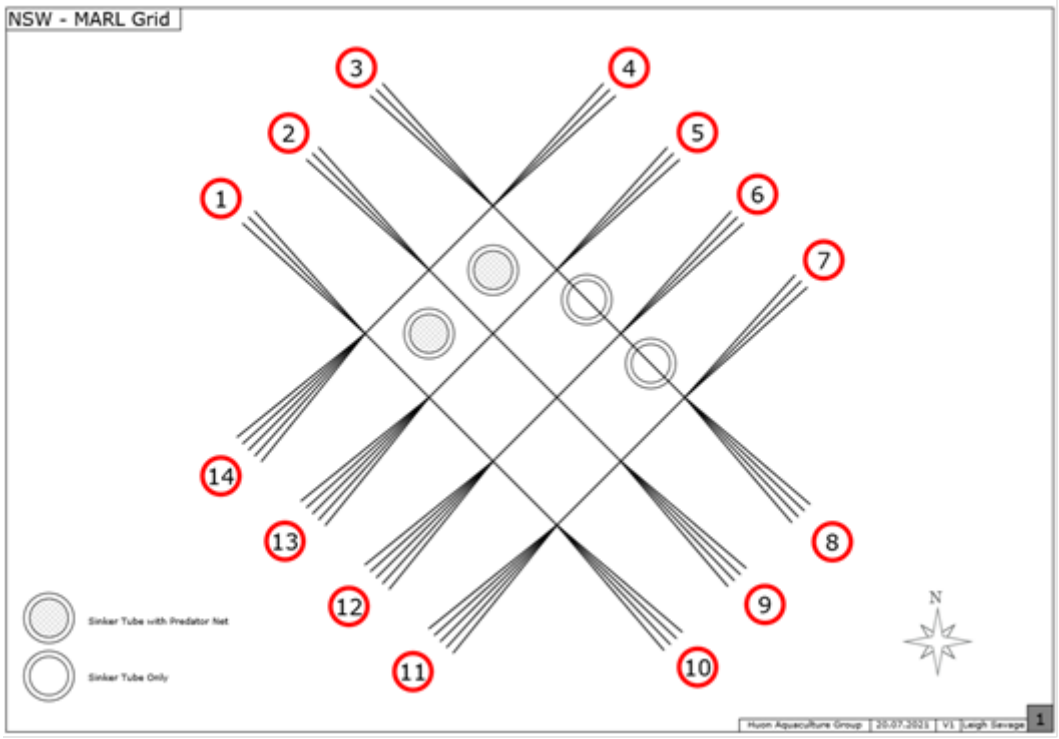

Figure 4: Layout of the remaining mooring grid and anchoring system

List	Equipment	Material	Number	Weight (T)	Total weight (T)	Future Use	Who
1	Stingray Anchors	Steel	53	2.0	106.0	Return to Tas	Huon
2	Sinker tube Pipe	400mm HPDE SDR11	4	1.3	5.2	Recycle	Vinidex?
3	Predator Nets	UHMWPE	2	2.0	4.0	Landfill	
4	Corner Markers	HDPE	4	0.3	1.2	Return to Tas	Huon
5	Special Mark	HDPE	1	0.3	0.3	Return to Tas	Huon
6	Concrete Clump Weights	Concrete	5	3.0	15.0	Recycle	
7	Load Rings & Shackles	Steel	53	0.049	2.6	Recycle	
8	Dyneema Slings	UHMWPE	48	0.010	0.5	Landfill	
9	Anchor Ropes						
	131M @ 75mm	Polyester/Polyfin	21	0.404	8.5	Recycle/Landfill	
	131M @ 110mm	Polyester/Polyfin	22	0.852	18.7	Recycle/Landfill	
	131M @ 120mm	Polyester/Polyfin	10	1.015	10.2	Recycle/Landfill	
10	Anchor Chain						
	60M @ 32mm	Steel (Grade 3 studless)	21	1.2	25.6	Return to Tas	Huon
	60M @ 44mm	Steel (Grade 3 studless)	13	2.4	31.2	Return to Tas	Huon
	60M @ 52mm	Steel (Grade 3 studless)	19	3.2	61.0	Recycle	
11	56mm Sinker Tube Chain	Steel (Grade 3 studlink)	4	8.8	35.3	Recycle	

Table 2 – Inventory of remaining components of the mooring grid infrastructure at the MARL

4 Decommissioning Process

Decommissioning of the Marine Aquaculture Research Lease has involved cessation of operations and the controlled process of safely retiring the site from that specific use. Specific decommissioning activities have been employed to ensure the safety and reduction of health risks to the general public and the environment. This section details the process for the final decommissioning stages of the MARL

4.1 Pre Removal Location and Post Removal Surveys

Huon has GPS locations for all anchors in the mooring array, and all arrays were joined together prior to the grid being dropped to the seafloor. A drag line will be used to transect these lines to locate a grid line, which will then allow all arrays to be found and marked for removal.

Once decommissioning has been completed, a full ROV survey will be completed to ensure all equipment identified has been recovered, and that no other equipment has surfaced during the decommissioning phase.

Huon decommissioned a similar mooring grid at its Trumpeter Bay lease off Bruny Island in Tasmania in 2018, and the post decommissioning ROV process proved highly successful in removing all traces of the aquaculture infrastructure previously at this site. The ROV is able to provide both still and video footage of these surveys, and summaries of this can be provided as evidence of successful completion of the decommissioning.

The ROV provides many benefits in place of using dive teams for monitoring operations. Given the water depth at the MARL is 35m, commercial dive teams only have limited capacity to conduct inspections of the seafloor. The ROV can therefore provide far greater monitoring/inspection capacity whilst also removing a significant OH&S risk.

4.2 Vessel and Staffing Requirements

Due to the specialised nature of the decommissioning operations, experienced and qualified personnel are necessary for the removal of the remaining mooring infrastructure. Huon maintains the necessary capability for these works within its Marine Operations Moorings Team. This team is led by the Pen and Mooring Manager who has extensive operational experience having worked in the industry for many years. The Pen and Mooring Manager also

has site specific experience having led the installation of the mooring infrastructure at the MARL and in addition, led the early stage decommissioning work. This experience is critical to allow the remaining decommissioning phase to be completed in a safe, efficient and timely manner.

Specialised work vessels are also required to complete the decommissioning work. Huon is proposing to use its marine farming vessels, *Delilah* (See Figure 5) and *Southern Condor II* (Figure 6) which is based in Tasmania. Delilah is a 24m vessel. Southern Condor II is a 35m vessel which has a larger deck space and can be used to store and clean equipment as it is removed. Both vessels meet all the Australian Maritime Safety Authority requirements set out in the National Standard for Commercial Vessels (NSCV) and are fitted with appropriate cranes and capstans to remove the mooring grid from the MARL, as well as transferring and cleaning al equipment where necessary. *Southern Condor II* will be dispatched from Tasmania and tow *Delilah* to Port Stephens by a dedicated three-person vessel crew (Skipper, Engineer and Deckhand). All necessary biosecurity protocols will be followed for transport of equipment and vessel to NSW, including the completion of Huon's Positive Release Forms.

Figure 5 – Huon Aquaculture's marine farming

Figure 6– Huon Aquaculture's marine farming vessel, *Southern Condor II*

Huon will require additional support vessels to assist with decommissioning and subsea operations and will contract a vessel, ROV and crew for subsea activities, and will transport a 6m dinghy from Tasmania for staff transfers. The subsea support vessel will be equipped with a working-class ROV with the ability to conduct underwater inspection and retrieval work using the attached manipulator arm. The Falcon (See figure 7) is a lightweight, portable electric robot rated to operate to a depth of 300m. The support vessel will be operated by a dedicated Skipper and an ROV Pilot. For any underwater function that cannot be completed by the ROV, Huon will employ the services of a local contract dive team. The Falcon ROV has video capability and as noted in 4.1, will conduct a final post completion survey before the Huon vessels leaves the area.

Figure 7 – The Saab Seaeye Falcon, a working-class ROV

4.3 Decommissioning Monitoring

The decommissioning operations will be monitored underwater with the Falcon ROV. Huon will either utilise its in-house expertise deploying an experienced ROV pilot for the decommissioning operations or employ experiences subsea contractors. This will allow the seafloor to be systematically inspected as the mooring infrastructure is sequentially removed. This will provide confidence that all equipment has been removed and corresponds to the component inventory in Table 2.

It is proposed that the infrastructure will be removed in two stages, this will also provide a window of opportunity for the ROV to conduct post removal surveys and begin preparing for the next round of removals. It is during this period that Huon will be able to confirm that the removal method in the first round has had little to no impact on the surrounding marine environment. As stated, Huon expects that the removal method will not result in any lasting impact on the seafloor, and any temporary impact will be short lived. Should any unexpected impacts be found during this interim survey, Huon shall reassess the manner in which the work suspected of causing it was completed, and if feasible, implement a new process.

4.4 Operational Procedure – Mooring Array Removal (14)

The six-person Marine Operations Mooring Team led by the Pen and Mooring Manager will take command of the *Delilah* and *Southern Condor II* in Port Stephens and prepare for operations at the MARL. It is intended that the *Delilah* and *Southern Condor II* will be moored within Shoal Bay with *Delilah* transiting out to the MARL daily. It is possible for the vessels to refuel and take on supplies within the d'Albora Marina. A map of the key locations as part of the MARL decommissioning operations is provided in Figure 8.

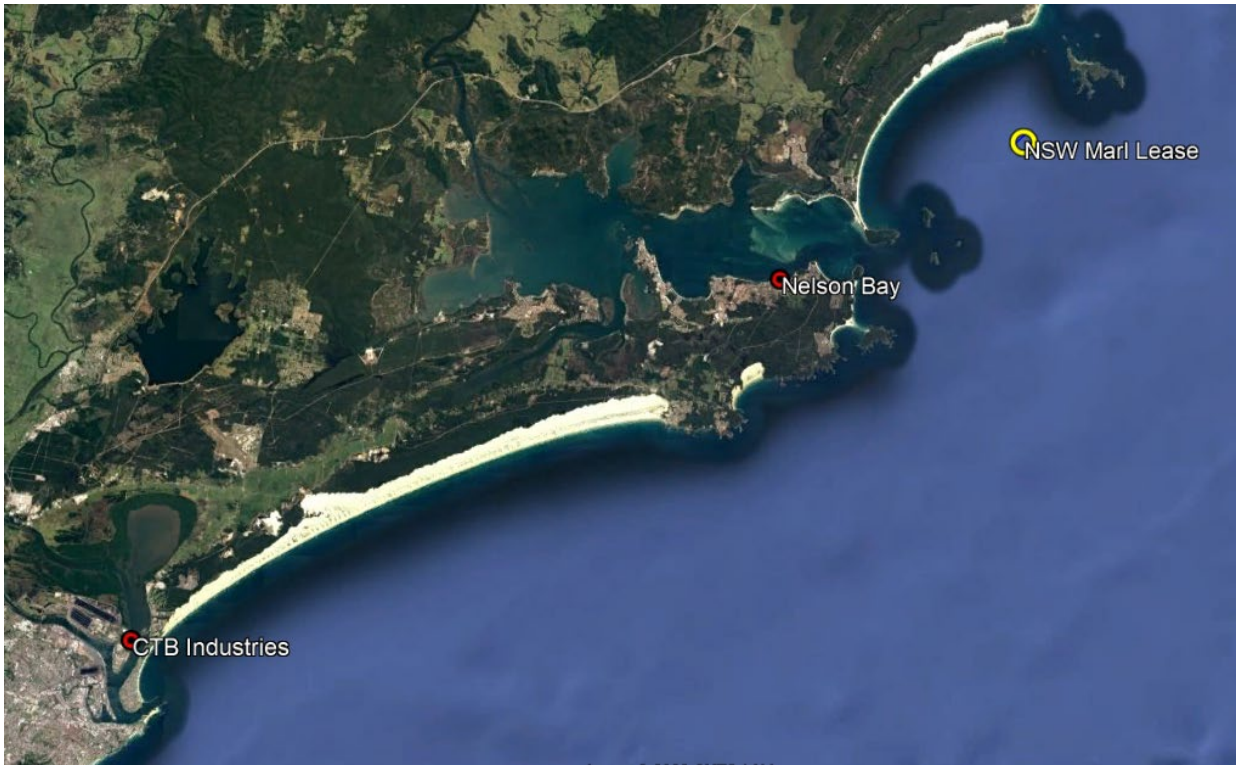

Figure 8 – Key locations as part of the MARL decommissioning operations

All the mooring arrays will have been identified from existing GPS co-ordinates, and floats attached to these lines so that *Delilah* can begin removing them using the crane and winch on board. By positioning *Delilah* correctly, and using a combination of the crane and winch, Huon can lift each anchor (see Figure 9) array almost directly vertically from the seafloor, minimising any disturbance to the seafloor. Using this technique for each of the 14 arrays, it is expected that other than the necessary disturbance to release the anchor from the sand, little other impact will occur.

As the mooring array is all connected, the Moorings Team will systematically disconnect components (i.e. rope, rope rings, chain, shackles and anchors) from each array as they are hauled onto the deck. Each component will then be stowed on deck of the *Delilah* and at the end of each day, brought back and transferred to the *Southern Condor II* for cleaning and storage.

All necessary biosecurity protocols will be followed for transport of equipment to Tasmania, including the completion of Huon's Positive Release Forms. Huon has clearly identified options for all mooring equipment not returning to Tasmania and will put in place arrangement with necessary suppliers/contractors to ensure orderly unloading from the vessel. All infrastructure not returning to Tasmania will be recycled where possible, or otherwise will be disposed at a licensed facility offsite.

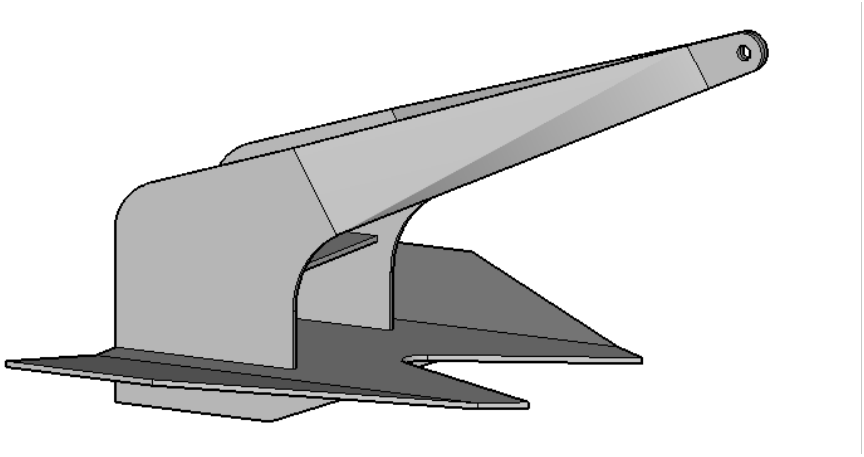

Figure 9 – Stingray Anchor (2 tonne)

4.5 Operational Procedure – Sinker Tubes (4)

Huon's decommissioning schedule has the four sinker tubes being removed between the first 6 anchor arrays and the remaining 8 arrays. The sinker tubes themselves are 126m radius 400mm HDPE pipes containing around 8.8 tonnes of chain. Two of these sinker tubes are also still connected to the Predator Net, all of which is on the seafloor.

To raise a sinker tube, first an ROV (or divers) will need to attach lifting lines around the sinker tube while it is still on the seafloor. This usually involves digging a small hole under the sinker tube so ropes can go around the whole tube, so that it can be raised safely. Once these lifting lines are attached, *Delilah* will position herself above, and slightly to the side of the sinker tube, and raise it slowly using the crane/winch, until it just breaks the surface. Once raised, the ropes connecting the Predator Net to the sinker tube can be cut, and now free, the Predator Net can be winched aboard and out of the way

Once free of the Predator Net, the sinker tube pipe is cut to expose the loop of chain, this too is cut, and lengths are pulled out, and cut off into manageable sections. This process is repeated until all chain is removed. A similar process is then completed for the pipe, until that too is removed.

There is significant risk with raising the two sinker tubes still attached to the Predator Nets, this is compounded by the depth that they are in, as this limits diver time and requires additional safety equipment onboard. It should be also noted that once the sinker tube is raised from the

seafloor, it is very difficult and dangerous to pause operations, and one continuous process is the preferred option.

4.6 Operational Procedure – Non- Returning Equipment Landing

An amount of decommissioned equipment will be unable to be returned to Tasmania, mostly rope and HDPE pipe, but also equipment like shackles, rope rings and chain may also not be returned. This equipment will be stored on *Delilah*, and when sufficient equipment exists, this will be landed in Nelson Bay. Huon expects that steel components like chain and shackles have intrinsic value and will be readily recycled. Huon will engage with local recyclers and arrange trucks to meet the *Delilah* so it can crane off components directly into waiting trucks.

A similar process will also be arranged for rope components, which may have fewer secondary uses, but will be directly offloaded from *Delilah* to waiting trucks to be taken for recycling or disposal.

As *Delilah* will be returning to port most nights, this may involve multiple truck movements, but will be managed under the traffic management plan set out in Section 5.1.

4.7 Operational Procedure – Navigational Aids Removal (5)

Following the complete removal of all mooring grid infrastructure including the sinker tubes and Predator Nets, Huon's Mooring Team will conduct the final step of the decommissioning process by removing the navigational aids (refer to an example in Figure 10). These will be craned onto the deck of the *Delilah* and the mooring chain and mooring blocks (Figure 11) winched on-board. It is planned that the navigational aids will be cleaned and returned to Tasmania following all necessary biosecurity protocols.

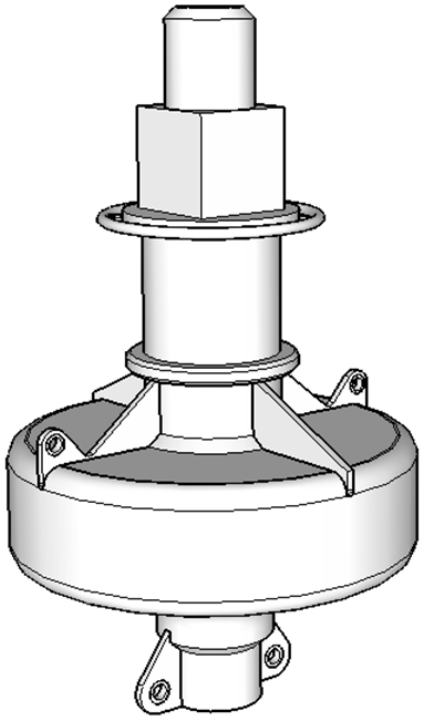

Figure 10 – Navigational Aide – for illustration only

Figure 11 – Clump weight (3 tonne)

5 Traffic, Noise and Waste Management

5.1 Traffic Management

Vehicular movements during the decommissioning phase will be very minimal, given the majority of operations will be based at the Marine Aquaculture Research Lease. There will be daily vehicle movements to transfer the vessel crews to and from their accommodation.

Trucks will predominately be used to transport decommissioned infrastructure from the Marina at the Fisherman's Co-op to either:

a) Transfer to a local recycling facility; or

b) Dispose of at an appropriate waste management facility.

If a risk is identified regarding the heavy vehicular movements, traffic management procedures will be undertaken in accordance with Transport NSW requirements.

During the final decommissioning phases, the movement of vessels between the Marine Aquaculture Research Lease and the land-based facilities is estimated to be only one return trip per day. These movements will be to and from Nelson Bay including the associated marina precinct. All vessel movements will be in accordance with Transport NSW marine safety legislative requirements.

5.2 Noise Management

During the decommissioning stage, the proposed hours of operation on the Marine Aquaculture Research Lease will be between dawn and dusk. The NSW DECC (2009) *Interim Construction Noise Guideline* will be referred to during the construction and deployment stage of the project to ensure compliance with all relevant provisions.

In addition, the *Protection of the Environment Operations Act 1997* (POEO Act) will be consulted during the decommissioning stage which sets certain limits on noise emissions from vessels, motor vehicles and domestic use of certain types of equipment. Environment Protection Authority (EPA) is responsible for the regulation of noise from activities scheduled under the *POEO (Noise Control) Regulation 2017*.

Industry best practices for noise management will be employed during the decommissioning stage to minimise the impacts of noise. Some examples of industry best practices include:

- Use of well-maintained sound suppression devices (e.g. barriers, baffles and mufflers) when operating equipment;
- Ensure machinery and vehicles are regularly maintained;
- Acknowledging concerns and complaints and aiming to resolve them cooperatively;

- Use courteous language in the vicinity of other waterway users;
- Ensure truck drivers are informed of designated vehicle routes, parking locations, acceptable delivery hours and other relevant practices e.g. no extended periods of engine idling and minimising the use of engine brakes;
- Maintaining good communication between the community and project staff; and
- Minimise the operation of site machinery, vehicles and vessels during early morning and early evening where practicable.

5.3 Waste Management

Minimal non-mooring waste should be generated, as no new infrastructure is being taken to the MARL. During the decommissioning stage, the following industry best practice guidelines will be implemented:

- Waste will be classified according to *OEH Waste Classification Guidelines* and sorted into waste streams where possible;
- Waste materials will be reduced, reused and recycled where possible;
- There will be compliance with all relevant Council guidelines and requirements; and
- There will be compliance with all relevant environment protection legislation.

6 Decommissioning Emergency Protocol

The Decommissioning Emergency Protocol (See Appendix 2) enables prompt and effective responses to emergency situations. The Decommissioning Emergency Protocol includes qualified personnel, specific actions to be undertaken in response to different emergency situations and reporting requirements.

In accordance with consent condition C7 of the State Significant Infrastructure Approval SS1-5118, the Emergency Protocol outlines contingency measures and procedures to be implemented to respond to emergencies, such as:

- Oil/ fuel/ chemical spillage;
- Mooring breach/ aids to navigation break-away.
- Vessel grounding;
- Person overboard.

If an emergency situation occurs during any stage of the Marine Aquaculture Research Lease, NSW DPI / Huon MARL Decommissioning Team will immediately implement the measures contained within the Decommissioning Emergency Protocol to mitigate the risks or impacts.

All Huon vessels are fitted with emergency stop buttons for cranes and winches, with staff fully inducted in their use and when to use them. Risk of emergency during the decommissioning phase is considerably less than the operational phase. The attached Decommissioning Emergency Protocol deals with any emergency that may occur with the vessel(s) or the infrastructure being removed.

Should any equipment come loose during decommissioning, it will be located and retrieved immediately where possible, and if this isn’t possible it will be marked with a navigational aid, or buoy. All equipment other than the 5 navigational aids will sink if they come loose, and therefore should not pose any risk to the public.

7 Marine Fauna Interaction Management

Huon has experience in installing and removing mooring infrastructure in areas frequented by marine mammals and birds. As recently as 3 years ago, Huon decommissioned a mooring grid in Trumpeter Bay in Tasmania with no negative interactions with any marine mammals. The same vessel and staff will be involved in the MARL decommissioning. The Decommissioning Marine Fauna Interaction Management Plan (See Appendix 3) has been developed to identify and mitigate potential impacts on marine fauna through direct and indirect interactions during the decommissioning operations at the Marine Aquaculture Research Lease (MARL). The plan includes a Marine Fauna Interaction Protocol, Marine Fauna Monitoring Program, Light Spill Management Plan and an Observer Protocol which have been prepared as a combined document as the matters are interrelated. Huon have had no negative interactions in the farming experience in NSW, a good testament to its skills and knowledge, and to the observation and mitigation strategies undertaken up until this point. Therefore, Huon will continue to follow them during the decommissioning phase.

An observer will be present on *Delilah* whenever work is being conducted, with the aim to stop work that may pose any risk to passing marine mammals in the area.

In accordance with consent condition D12 & D12A of the State Significant Infrastructure Approval SS1-5118, the Marine Fauna Interaction Protocol component of this document details the following:

- Details of the measures employed to remedy, alleviate and reduce the incidence of marine fauna interactions; and
- Details of an Observer Protocol

In accordance with consent condition D16 of the State Significant Infrastructure Approval SS1-5118, the Marine Fauna Monitoring Program component of this document details the following:

- Details of the White Shark and Grey Nurse Shark monitoring program;
- Cetacean interaction register; and
- Macrobenthic fauna monitoring.

In accordance with consent condition D21 of the State Significant Infrastructure Approval SS1-5118, the Light Spill Management Plan component of this document details the following:

- Details of any research proposed to be undertaken; and
- Details of procedures that will be implemented to minimise light disturbance.

The MARL is located within a Habitat Protection Zone of the Port Stephens – Great Lakes Marine Park. In addition, vessels involved in decommissioning operations at the MARL may

pass through other zones within the marine park. The marine park zones have various specific restrictions that apply to the protection of marine fauna, for example, the Cabbage Tree Island Habitat Protection Zone has restrictions on the use of lights, which has been included in this plan.

8 Informing the Community

A Decommissioning Community Stakeholder Communications Plan (See Appendix 4) has been prepared to provide the mechanisms for disseminating information regarding the MARL during decommissioning operations. The following information relates to the communication of information regarding decommissioning activities.

The key communication tool to allow the community access to information about the decommissioning operations at the Marine Aquaculture Research Lease will be via the following weblinks:

- NSW DPI: http://www.dpi.nsw.gov.au/fishing/aquaculture/starting-up/finfish-aquaculture-lease-modification-application; and
- Huon Aquaculture: https://www.huonaqua.com.au/newsroom/

Huon as research partner to the NSW DPI will prepare the communication updates cooperatively with NSW DPI and place them on the above webpages at least one week prior to decommissioning operations commencing. These updates will summarise the timing and nature of the work along with a copy of the approved decommissioning plan.

8.1 Complaints Handling Protocols

Complaint handling protocols were prepared for The Marine Aquaculture Research Lease as a requirement of the conditions of consent. The Complaints Handling Protocols include:

- A contact number and a site contact person who manages complaints;
- A complaints register (See Section 6.3.1);
- Proposed mitigation measures and follow up with the complainant;
- Contingency measures when repeated complaints are received including provisions for additional monitoring and amelioration measures;
- Compliance performance agreements with residents; and
- Reporting procedures to relevant government agencies or Council.

Complaints about the decommissioning of the Marine Aquaculture Research Lease can be registered via the following options:

- NSW DPI
    - *Mail:* Locked Bag 1, Nelson Bay 2315
    - *Email:* aquaculture.administration@dpi.nsw.gov.au
    - *Phone:* 02 49821232 Aquaculture Management
    - *Hotline*
        - NSW DPI / Huon MARL Research Team has established a hotline (1300 920 987) for the Marine Aquaculture Research Lease, which will be listed on the NSW DPI website prior to the final decommissioning phase.
- Huon Aquaculture
    - *Online:* https://www.huonaqua.com.au/engagement/contact-us/
    - *Phone:* 03 6295 8111

8.2 Complaints Register

The complaints register for the decommissioning stage will be maintained by NSW DPI at the Port Stephens Fisheries Institute. The register will list information such as the following for feedback and complaints:

- Date;
- Person/s receiving the complaint;
- Name, address and contact phone number of person(s) making the complaint;
- Specific details of the nature of the complaint; and
- Action undertaken in response to the complaint.

9 Consultation

The MARL Decommissioning Management Plan was prepared in line with the Construction Deployment and Traffic Management Plan, which was developed following consultation with the following personnel:

- Professor Wayne O'Connor (*Principal Research Scientist),* NSW Department of Primary Industries; Conjoint Professor, School of Environmental and Life Sciences, Newcastle University; Adjunct Associate Professor, Genecology, University of the Sunshine Coast; Visiting Fellow, Biological Sciences, Macquarie University;
- Brett Boehm (Senior Boating Safety officer), NSW Maritime Division, NSW Roads & Maritime Services.
- Luke Erskine (*Manager, Port Stephens – Great Lakes Marine Park*), NSW Department of Primary Industries, and
- David Whyte *(former Group Technical Manager),* Huon Aquaculture Group Limited

10 Attachments

Appendix 1 – Decommissioning Activities Schedule

Appendix 2 – Emergency Protocol

Appendix 3 – Marine Fauna Interaction Management Plan

Appendix 4 – Community Stakeholder Communications Plan