Australian Government

# Cross-Border Electricity Trade Framework
between
the Government of Australia
and
the Government of Singapore

# Contents

# Introduction

We, the Governments of Australia and Singapore (the "Participants"), have together reached the following mutual understandings and jointly developed this Cross-Border Electricity Trade (CBET) Framework (the "Framework"):

1. Our Trade Ministers signed the Singapore-Australia Green Economy Agreement (SAGEA) in October 2022 during the 7th Singapore-Australia Leaders' Meeting. The SAGEA is the first of its kind for both countries to promote trade and investment in the energy transition. It seeks to foster common rules and standards that promote trade and investment in green goods, services and technologies; develop interoperable policy frameworks to support the growth of new green growth sectors and capabilities; and catalyse technology development and cooperative projects in the emerging green economy.

2. A key initiative under the SAGEA is the development of the architecture for CBET.

3. In this context, we jointly developed "Ten Principles to Guide the Development of CBET" to deepen energy connectivity and support CBET ("the Ten Principles"). This was announced at the 9th Singapore-Australia Annual Leaders' Meeting in Melbourne, Australia on 5 March 2024, by Singapore's then-Prime Minister Lee Hsien Loong and Australia's Prime Minister Anthony Albanese. The Ten Principles aim to support economic growth, enhance energy security through diverse and resilient clean energy supply chains, and offer clear and predictable guidelines for participants in CBET. They reaffirm our shared commitment to support this new area of trade including the application of relevant trade agreements, law of the sea, safeguarding cross-border electricity infrastructure, developing standards and interoperability, harmonising permitting, establishing governance arrangements and renewable energy certification.

4. Building on the spirit of the Ten Principles, Singapore and Australia have jointly developed a CBET Framework, which covers the following topics:

    a. Section I: Benefits of CBET in Southeast Asia

    b. Section II: Development and harmonisation of policies and regulations

    c. Section III: Governance and dispute resolution

    d. Section IV: RECs and carbon accounting

    e. Section V: Knowledge-sharing and partnerships

5. We also hope that this Framework will serve as a useful point of reference for governments, businesses, investors, and other actors looking to participate in CBET in Southeast Asia, with a view towards enhancing regional energy connectivity and accelerating the realisation of a sustainable, inclusive, and resilient ASEAN Power Grid.

| Ten Principles to Guide the Development of CBET | |
|---|---|
| 1 | **Deliver economic outcomes that offer tangible benefits across our two countries**, where possible, and help facilitate wider participation in CBET with other countries in the region, including by catalysing private sector investments, technological advancements and generating inclusive job opportunities in the clean energy sector. |
| 2 | **Build diverse and resilient clean energy supply chains** that are critical to our bilateral energy and economic security, and which could be expanded to the wider region, thereby creating new economic opportunities across the region and supporting acceleration of the global energy transition away from fossil fuels in energy systems. |
| 3 | **Enhance energy security** by developing frameworks to safeguard cross-border electricity infrastructure including in transit countries. Where necessary, develop new arrangements to underpin reliable and sustained provision of electricity. |
| 4 | **Promote environmental objectives** for the achievement of our respective net-zero targets and international climate change obligations. This includes developing an agreed approach or schemes for renewable energy certification and ensuring that carbon accounting under CBET cooperation is in line with UNFCCC guidelines. |
| 5 | **Uphold our respective commitments under bilateral and multilateral agreements to which both Singapore and Australia are Party**, including the Singapore-Australia Free Trade Agreement, WTO Agreements and United Nations Convention on the Law of the Sea to enable and facilitate commercial activities that drive CBET. |
| 6 | **Develop and harmonise policies, regulatory and legal frameworks** including in relation to required permits for CBET, environmental approvals, liabilities, and safety, to provide certainty to potential investors, businesses and stakeholders. |
| 7 | **Facilitate the compatibility of technical standards and inter-operability of systems** that underpin the development, operations and maintenance of CBET and the infrastructure that supports this trade, including by establishing best practices to support regional grid connectivity. |
| 8 | **Establish suitable governance arrangements** to provide appropriate oversight, transparency and accountability in CBET, including a mechanism to address any disputes and disagreements. |
| 9 | Foster mutual understanding and recognition of our respective **priorities by sharing knowledge and expertise relevant to the development of CBET**. |
| 10 | **Create new partnerships** that further enhance CBET, including with regional partners. |

# Section I: Benefits of Cross-Border Electricity Trade in Southeast Asia

1. We affirm the feasibility of CBET in Southeast Asia, as evidenced by ongoing bilateral electricity trade among countries in the region, as well as multilateral pathfinder projects such as the Lao PDR-Thailand-Malaysia-Singapore Power Integration Project. We also note the successful instances of CBET in regions such as Europe and North America, including through long-distance subsea interconnections. There is significant potential to expand interconnector capacity in Southeast Asia, up to approximately 18GW by 2040, to realise the ASEAN Power Grid.

2. We also recognise that CBET yields substantial benefits for all countries involved and the region at large.

    a. It accelerates economic growth; catalyses financing for clean energy by improving the assurance of offtake and consequently the bankability of clean energy projects and associated interconnector infrastructure; promotes technological development; creates high-quality and green jobs for local communities; grants importing countries access to cost-competitive sources of energy; and generates revenue for exporting transit countries from the sale of electrons, as well as for transit countries from wheeling charges for electricity transmitted through their grids.

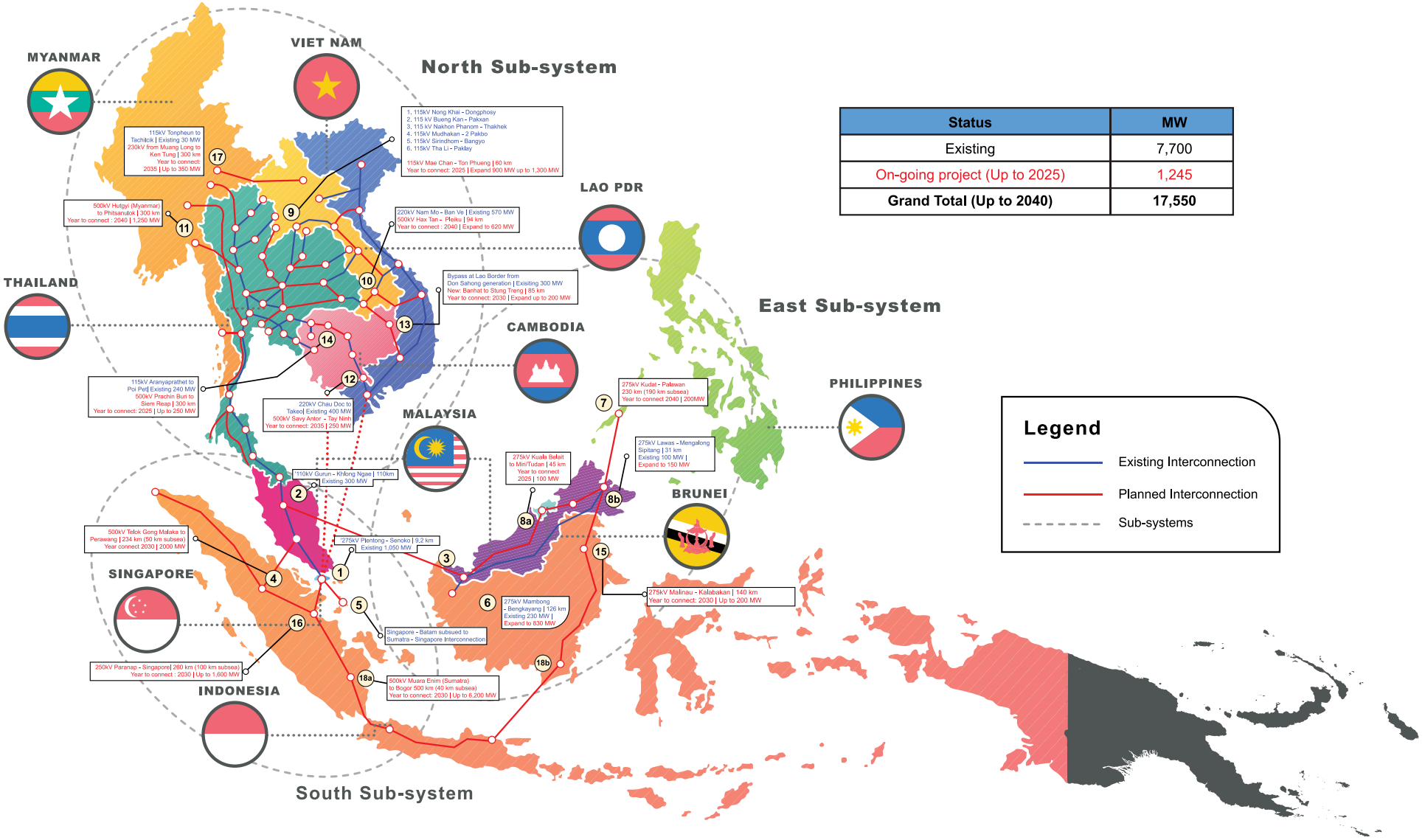
    b. It enhances energy access and security, against the backdrop of a projected increase in electricity demand in ASEAN by more than 60 per cent by 2050. The ability to access surplus electricity in other countries and share reserve capacities can mitigate the impact of shocks and enhance system stability; as well as reduce the need for building domestic back-up or storage capacity and lower system costs. The integration of grids with different energy mixes and the diversification of sources of supply further enhances energy security. As the share of renewable energy in the region's energy mix increases, CBET can also help to manage intermittency in renewable energy output.

    c. It is a critical pathway to decarbonisation in the region, bearing in mind that power generation accounts for approximately 40% of Southeast Asia's current emissions. Crucially, CBET in Southeast Asia enables the region to decarbonise and enhance energy security by harnessing its indigenous wealth of renewable resources, mitigating the region's increasing reliance on imported fossil fuels. This in turn promotes regional resilience and unity in an increasingly fragmented and geopolitically contested world.

3. The case study in **Annex I** demonstrates how Australia integrated several sub-national electricity grids into a single National Energy Market in the 1990s. While this case study occurs within Australia's borders, it still serves to illustrate the potential challenges and benefits in the process of implementing CBET between countries.

# ASEAN Power Grid Map

A map illustrating the existing and planned electricity interconnections among ASEAN countries, making up the ASEAN Power Grid. Credit: ASEAN Centre for Energy




| Status | MW |
|---|---|
| Existing | 7,700 |
| On-going project (Up to 2025) | 1,245 |
| **Grand Total (Up to 2040)** | **17,550** |

Source based: Updated Power Development Plan (PDP) scenario under AIMS III. 2022

# Section II: Development and harmonisation of policies and regulations

## Regulatory approvals

1. We recognise that predictable, consistent and transparent policies and regulations regarding CBET are crucial to underpinning the bankability and long-term viability of CBET projects. Permitting requirements should be streamlined without unnecessary information requirements. Permitting decisions should also be made within well-established and predictable timeframes. There should be clear contact points and ideally a designated lead agency serving as the main interface to assist the companies involved throughout the permitting process and to coordinate with other government agencies within and across the multiple levels of government whose consent is required.
    a. **Annex II** and **Annex III** provide a non-exhaustive list of Australian and Singapore Government regulatory approvals that apply to CBET projects, including the legislation, relevant regulator, and specific approvals that may be required[1].
    b. The Major Projects Help Tool can be used to help project developers identify Australian Government approvals specific to their project[2]. The Major Projects Facilitation Agency (MPFA) provides information and help with Australian Government regulatory approvals and can be contacted via email at mpfa@industry.gov.au.
2. We recognise that unilateral prohibitions or arbitrary restrictions to CBET will undermine investor confidence, disrupt market efficiency, increase costs, deter long-term investments in generation and transmission infrastructure, and undermine energy security. We affirm the importance of prior engagement between our Governments regarding expected changes in government policy affecting or restricting CBET, with detailed information on the scope of such measures, and with a reasonable timeframe provided for response.

## Export and import facilitation

3. We intend to work together to facilitate the import and export of electricity through customs procedures that are administered efficiently and promote the expeditious clearance of CBET from customs control. This includes:
    a. offering, to the extent practicable, electronic means to complete customs declaration and other reporting requirements applicable to the import or export of electricity between our countries;
    b. providing the option of electronic payment of applicable duties, taxes or other fees or charges on trade in cross-border electricity; and
    c. maintaining enquiry points to answer enquiries of governments, traders, and other interested parties on matters concerning the customs clearance of cross-border electricity.

1 Australia consists of three levels of government, Federal, State or Territory, and local government. Australia's list in Annex II is a non-exhaustive list of Australian Government regulatory approvals that may apply to a CBET project. Both project location(s) and the nature of a project can influence the regulatory approvals required for a project. This list does not include regulatory approvals of state or territory governments, nor does it include local government regulatory approvals.

2 Information is available at: https://business.gov.au/expertise-and-advice/major-projects-facilitation-agency/help-tool.

## Supporting the conduct of cross-border subsea power cable activities

4. We recognise the importance of subsea cable systems. They are the most practical method of CBET between Australia, Singapore and the region, taking into account the region's archipelagic geography and as demonstrated by the extensive network of digital subsea cables regionally and internationally.

5. We also recognise the importance of a legal and regulatory framework that supports the development and transit of subsea power cables through the region's waters, starting from subsea surveys, as well as the laying, protection, maintenance and repair of subsea power cables.

### Subsea surveys, and installation, maintenance and repair of subsea power cables

6. We affirm the need for expeditious and efficient conduct of subsea surveys, and installation, maintenance and repair of subsea power cable systems, to national, regional and global connectivity.

7. We will endeavour to ensure that, to the extent possible, an entity which operates, owns or controls subsea cable systems has flexibility to choose suppliers of installation, maintenance or repair services.

8. If either Participant considers that a measure of the other Participant affects the ability of a company of the other Participant to expeditiously and efficiently conduct surveys for, and install, maintain, repair or protect subsea cable systems, it may request consultations with the other Participant with regard to that measure. We will enter into consultations with a view to exchanging information on the operation of the measure and to considering whether further steps are necessary and appropriate.

9. Where subsea surveys, or the installation, maintenance and repair of subsea power cables, take place in an area that falls under the jurisdiction of a third country, the relevant authorities of the two countries engaged in CBET may engage the authorities of the third country, as appropriate, to facilitate the necessary regulatory approvals and permits for such activities.

### Vessels participating in subsea power cable activities

10. We intend to maintain predictable, consistent and transparent regulatory processes to facilitate the movement of vessels to and from our respective territories, which are engaged in activities connected to the construction, repair, operation or use of cross-border electricity infrastructure. This includes:

    a. Pre-arrival, arrival and departure reporting of vessels entering and departing our ports; and

    b. Options to secure concessional duty treatment when engaged in the installation, repair or decommissioning of cross-border electricity infrastructure.

11. Each Participant will ensure that, where a permit is required for a foreign-registered vessel to undertake conduct of surveys for, and installation, protection, maintenance or repairs of subsea cable systems that are operated, owned or controlled by a person of the foreign country in question:

    a. the activities for which any such permit is required are publicly available;

    b. the requirements and procedures for applying for any such permit, and for renewal of a permit, including the indication of agencies or authorities involved, and any relevant application documents, are publicly available;

    c. the criteria for assessing an application for any such permit are made available upon reasonable prior request in writing;

d. the procedures for applying for any such permit and, if granted, the permit and the procedures for renewal of a permit are administered in a reasonable, objective and impartial manner;

e. within a reasonable period of time after the submission of an application for any such permit and for renewal of a permit that is considered complete under its laws and regulations, it informs the applicant of the decision concerning the application;

f. any such permit, if granted, is of a sufficient duration to undertake the required installation, maintenance or repairs of subsea cable systems; and

g. any fee charged by any of its relevant bodies to obtain, maintain or renew any such permit is reasonable, transparent, and is limited in amount to the approximate cost of services rendered by that body in respect of any such fee.

## Protection of subsea power cables

12. We recognise the importance of taking steps to protect subsea power cables from damage, given the complexity, cost, and time required to correct cable faults and the implications for energy access and security. We acknowledge that beyond measures typically taken by industry (such as route selection and design to avoid areas of particular risk, cable armouring, and cable burial), governments themselves also need to take measures to enhance the protection of subsea power cables.

13. We will endeavour to protect and mitigate the risk of damage to subsea cable systems that are operated, owned or controlled by a person of the other Participant, which may include, as appropriate:

    a. the use of geospatial alert systems;

    b. making information available on the location of subsea cable systems to inform mapping and charting, such as having cable routes published on up-to-date nautical charts;

    c. public demarcation of areas, such as cable corridors or cable protection zones, within which subsea cable systems are present and where certain activities are restricted within that area to protect subsea cable systems;

    d. sharing of incident data, threat information and bathymetric and seafloor data from published nautical products; and

    e. activities to promote awareness of subsea cable systems.

## Upholding existing commitments

14. We will uphold our respective commitments under bilateral and multilateral agreements to which we are Party, including the Singapore-Australia Free Trade Agreement, WTO Agreements and the United Nations Convention on the Law of the Sea (UNCLOS), to enable and facilitate commercial activities that drive CBET.

15. We underscore the importance of ensuring that permitting requirements for subsea power cable activities, if any, are consistent with UNCLOS. We affirm the freedoms and entitlement stated in UNCLOS regarding the laying of submarine cables in the Exclusive Economic Zone and continental shelf, and will comply with our relevant obligations regarding the laying of submarine cables under UNCLOS.

# Section III: Governance

1. We recognise the necessity of a robust governance framework for CBET, in order to promote accountability and transparency, as well as safeguard the rights and interests of all parties. This would in turn ensure the long-term resilience and viability of CBET projects.

### Stakeholder consultation

2. We recognise that early and regular engagement of relevant domestic and foreign government bodies, industry, civil society, and local communities is essential to ensure broad-based support for CBET and to efficiently resolve complaints or administrative difficulties encountered during CBET. In the case of Australia, this would include early engagement with relevant Aboriginal and Torres Strait Islander peoples. For subsea surveys, and the laying, maintenance and repair of subsea power cables, consultation with other maritime users is also critical to ensure the safety and resilience of subsea cable infrastructure.

3. We will also ensure that updates regarding our governments' policies and plans regarding CBET are periodically communicated to the relevant stakeholders and the general public through the appropriate platforms.

### Dispute resolution

4. We will seek to address and resolve through amicable discussions between us and in a timely manner any relevant concerns encountered in the implementation of this Framework.

5. We reaffirm our rights to have recourse to dispute resolution procedures in respect of disputes arising under applicable international trade and investment agreements to which Australia and Singapore are a party, including the Singapore-Australia Free Trade Agreement and the WTO Agreements. We also reaffirm our rights to have recourse to the compulsory and binding procedures in Part XV of UNCLOS for the settlement of disputes concerning the interpretation and application of UNCLOS.

# Section IV: Renewable energy certificates (RECs) and carbon accounting

### Renewable energy guidelines (RECs)

1. We note that there is currently no major international standard that recognises credible CBET Renewable Energy Certificates (RECs) outside of single markets (e.g. the European Union). As RECs allow entities to make reliable and verifiable claims to renewable electricity use, it is important to give industry and other organisations the confidence that CBET RECs properly account for the electricity they represent and can be used to meet their sustainability commitments. Singapore and Australia will continue to cooperate on a CBET RECs Standard to ensure the credibility of CBET RECs, which will help to catalyse demand for and facilitate investments in CBET projects.

2. When developing frameworks for CBET RECs, some of the factors that should be considered include:

    a. mutual recognition of RECs,

    b. selection of best practice standards; and

    c. concepts such as exclusive ownership, credible data, and prevention of double counting.

### Carbon accounting

3. We will continue to adopt and implement national policies that align with UNFCCC and Paris Agreement obligations. We will cooperate on the development and implementation of embedded emissions accounting in a reliable, transparent, and cost-effective manner. We will share data and best practices to improve transparency and reliability of emissions data.

4. We will incorporate best practices from embedded emissions accounting protocols to ensure interoperability of embedded emissions accounting frameworks through our work together under our Green Economy Agreement and at the World Trade Organization.

5. Our approaches to embedded emissions accounting will continue to facilitate our trade in downstream goods, such as those produced using renewable electricity, rather than becoming non-tariff barriers to trade.

# Section V: Knowledge-sharing and partnerships

1. Knowledge-sharing between government systems will be important to maximise the benefits of CBET. We intend to share information on the electricity sector as it evolves. We will also explore collaboration on scientific research and development, adoption and harmonisation of technical standards. This collaboration could include low-carbon technologies, emerging grid-related technologies including energy storage systems, financial models for interconnector development, legal and regulatory frameworks for cross-border subsea power cable activities, and climate and geopolitical developments.

## Cooperation with partners

2. We are committed to working with like-minded partners to advance CBET in the region, including the ASEAN Secretariat, ASEAN Centre for Energy (ACE), International Energy Agency (IEA), and International Renewable Energy Agency (IRENA).

3. We support ASEAN's goal of realising the ASEAN Power Grid by 2045, and welcome the value of ASEAN as a platform for members to undertake regulatory and policy coordination for CBET, as well as engage external players to mobilise the financing and technology required. For example, Australia is engaged with ASEAN Member States, the ASEAN Secretariat, and the ASEAN Centre for Energy, to provide technical assistance and build capacity to integrate regional power grids.

4. We hope that the approaches covered in this Framework can assist ASEAN in addressing the policy and regulatory challenges and opportunities involved in CBET.

## Scientific research

5. Australia and Singapore intend to explore potential collaborative research opportunities in areas of mutual interest within CBET and clean energy development. Such discussions could serve to realise the benefits that can flow from increased CBET both within Southeast Asia and between Southeast Asia and Australia.

# Duration and signature

1. This Framework is understood to be in effect as of its publication and will remain so until the Participants publicly affirm that this is no longer the case.
2. This Framework represents the understanding reached between the Participants and does not create any legally binding rights or obligations.

The Ministers launched this CBET Framework on 8 October 2025 at the 10th Singapore-Australia Annual Leaders' Meeting

| For the<br>Government of Australia | For the<br>Government of the Republic of Singapore |
|---|---|
|  |  |
| **CHRIS BOWEN**<br>Minister for Climate Change and Energy | **DR TAN SEE LENG**<br>Minister-in-charge of Energy and Science & Technology, Ministry of Trade and Industry |

# Annexes

# Annex I: Integration of power grids to form Australia's National Electricity Market

1. The development of Australia's National Electricity Market (NEM) in the 1990s involved the integration of six sub-national electricity grids into the NEM. While those grids were within Australia and did not cross the border with another country, they were governed by sub-national jurisdictions at the State and Territory level. Under Australia's federal system of government, the sub-national States and Territories have significant autonomy in many policy areas. New South Wales, Victoria, Queensland, South Australia, Tasmania and the Australian Capital Territory were responsible for their own electricity grids until the NEM.

2. The process of creating the NEM and overcoming the political, economic and technical challenges therefore has parallels with Southeast Asian countries' current efforts to increase regional power connectivity by connecting the grids of various ASEAN Member States to facilitate the longer-term objective of creating a single ASEAN Power Grid.

3. The formal process to develop the NEM began in 1991 with a decision by the Council of Australian Governments (COAG) to establish a National Grid Management Council (NGMC) to coordinate the planning, operation and development of a competitive electricity market. COAG took this decision in response to a report tabled in 1991 by the Industry Commission which found that potentially significant increases in Australia's Gross Domestic Product (GDP) could be realised by:
    a. a restructuring of the electricity supply industry with the vertical separation of generation and retail from the natural monopoly elements of transmission and distribution;
    b. the introduction of competition into generation and retail by providing access to the transmission and distribution systems on a non-discriminatory basis;
    c. progressively selling publicly owned electricity generation, transmission and distribution assets to the private sector; and
    d. the enhancement and extension of the interconnected systems of New South Wales, ACT, Victoria, and South Australia to eventually include, when economically viable, the power systems of Queensland and Tasmania.

4. Creation of the NEM involved:
    a. the introduction of a uniform single wholesale electricity market across eastern and southern Australia,
    b. disaggregation of the vertically integrated electricity sector into competing generators and retailers, and monopoly transmission and distribution network service providers,
    c. the passage of a National Electricity Law as cooperative legislation across the participating jurisdictions to enable the NEM to operate with harmonised laws and regulations including a National Electricity Code that defines the rules for the wholesale electricity market and access to the networks;
    d. the establishment of the National Electricity Code Administrator (NECA) as an independent company responsible for managing changes to market rules and the network access regime;

e. the establishment of the National Electricity Market Management Company (NEMMCO) as the market operator and power system operator for the NEM; and
f. customer choice in electricity supplier across the NEM, initially for large customers, which was a first step in the transition to full retail competition and the deregulation of retail pricing.

5. In a subsequent review of the NEM, senior Australian officials involved in its creation identified the following lessons:

**a. The material problems were defined and clear reform objectives were set**

i. In embarking on the reform of the electricity sector, clear objectives for change were defined and the change approach was transparent. The economic and policy implications, commercial and financial impacts, and technical and operational impacts were brought into alignment. This alignment was maintained throughout the process and has underpinned the NEM's durability.

**b. Reform took high-level political drive; provision of time, energy and, according to many reform participants, financial incentives**

i. Ministers involved in the reform were required to make a significant commitment of personal time in order to make things happen and keep the process on a consistent path.

ii. In the energy sector, the National Competition Payments1 had three benefits: first, the State Governments had an incentive to change as they wanted the payments; second, there was a political cost if some payments were seen to be withheld; and third, they could use the payments as an argument to undertake reform in the face of opposition. Looking to future reform, there are risks that the incentive becomes payment maximisation, rather than policy optimisation; and the relationship between the Commonwealth and the states changes from a partnership to a quasi contract. Incentive payments are not a substitute for mutual commitment to policy outcomes.

**c. Strategies were developed to enhance confidence in the reforms**

i. Confidence in the proposed reforms was developed by specifying market designs and rules in detail and then taking the time to run trial simulations and model the reforms with the involvement of the key industry and government representatives to iron out design flaws. Reforms were implemented at the state level before moving to full national reforms. The learning from these state experiences was invaluable and boosted confidence in the reforms.

**d. Strong and appropriate support structures were established with key stakeholder participation**

i. Reform across the Commonwealth and the States required significant collaboration and cooperation. Establishment of appropriate governance structures across federal, jurisdictional and industry levels was essential to ensure the reform had appropriate coordination of policy, technical design and implementation.

ii. It was important to give credibility to the process. This was enhanced by having an independent, highly regarded chair. The people who were involved understood the commercial realities of the businesses and the impacts of the reform on them.

**e. The pace of the reform allowed for effective consultation across all stakeholders**

i. It was important to ensure the time allowed for reform was manageable and realistic for all involved.

ii. The reform was managed so that the key things were done early, such as setting agreed principles and conceptual design for the market mechanisms. Ensuring there were incremental implementation steps and delivery of incremental benefits helped keep stakeholders engaged on the longer journey.

iii. Identifying the key stakeholders and having open and ongoing dialogue helped to build trust and engagement.

**f. Getting the industry structures right was key for effective competition**

i. The process highlighted that competitive markets only work well with a competitive industry structure.

ii. It also demonstrated there is an explicit trade-off between the benefits of a competitive industry structure and maximising sales proceeds from privatisation. The gains for the economy of a competitive industry structure needs to take precedence over the fiscal impacts of privatisation. To do otherwise poses a risk to the benefits of the reform being sustained.

# Annex II: Australia's guidelines on regulatory approvals for Cross-Border Electricity Trade

**Introduction**

1.1 This guidance has been developed to assist proponents of CBET projects to navigate a non-exhaustive list of approvals required under Australian Government legislation. Both project location(s) and the nature of a project can influence the regulatory approvals required for a project. While this guidance seeks to cover Australian Government approvals likely to apply to a CBET project, every project is unique and may require additional approvals to those outlined.

1.2 Australia consists of three levels of government, federal, state or territory, and local government. This list does not include regulatory approvals of state or territory governments, nor does it include local government regulatory approvals.

1.3 A typical project stage approach has been taken to illustrate the recommended sequencing between the various regulatory approvals and project stages over the life of a CBET project. Some approvals may be applicable to more than one stage depending on a project's activities and scheduling.

**Disclaimer**

1.4 The purpose of this publication is to assist proponents of CBET projects to navigate approval processes under Australian Government legislation.

1.4.2 The Commonwealth as represented by the Department of Industry, Science and Resources has exercised due care and skill in the preparation and compilation of the information in this publication.

1.4.3 The Commonwealth does not guarantee the accuracy, reliability or completeness of the information contained in this publication. Interested parties should make their own independent inquires and obtain their own independent professional advice prior to relying on, or making any decisions in relation to, the information provided in this publication.

1.4.4 The Commonwealth accepts no responsibility or liability for any damage, loss or expense incurred as a result of the reliance on information contained in this publication. This publication does not indicate commitment by the Commonwealth to a particular course of action.

1.4.5 It remains the responsibility of proponents to ensure compliance with all legal requirements for a project.

| Regulator | Approval/obligation (legislation) | Details of approval/obligation |
|---|---|---|
| **1. Site Selection**<br>The site selection stage of a typical CBET project involves identifying and evaluating the most suitable locations for the land-based and sea-based components of the project to take place. This stage often involves surveys and investigations to assess the suitability of potential locations. In this stage, vessels may be required to conduct marine surveys to assess seabed conditions along proposed subsea cable routes. | | |
| The Treasury<br><br>Australian Taxation Office | Foreign investment approval and asset registration *(Foreign Acquisitions and Takeovers Act 1975)* | • Foreign investments in Australia, including business investments, generally require **approval** before acquiring a substantial interest (generally at least 20 per cent) in an Australian entity that is valued above the relevant monetary threshold.<br>• Approval may be given as a no objection notice for a particular transaction or as an exemption certificate for multiple proposed transactions.<br>• After foreign investment approval has been received, a foreign investor must **register an Australian asset** with the Australian Taxation Office within 30 days of settlement and update details if their situation changes.<br>• Foreign investment approval is subject to compliance reporting and may be subject to additional conditions specified in the approval. Specific reporting requirements will depend on the conditions of the approval. |
| Department of Home Affairs | Visa sponsorship approval<br><br>Working and/or maritime crew visas *(Migration Act 1958)* | • If a project faces skilled labour shortages and an employer wishes to sponsor a skilled overseas worker to come to Australia to fill a specific role, employers will require **approval as a sponsor**.<br>• A sponsorship approval is valid for 5 years from the date of approval. If overseas workers will be working on the project beyond this period, a new application for sponsorship approval will be required.<br>• Sponsors must report specified events and changes relevant to their business and the person they are sponsoring to the Department of Home Affairs, as well as maintaining records to show compliance with sponsorship obligations.<br>• Workers who are not Australian citizens require an appropriate **working visa** to enter and work in the country. |

| Regulator | Approval/obligation (legislation) | Details of approval/obligation |
|---|---|---|
| | | • **Maritime crew visas** are required for each overseas maritime crew member arriving in Australia by sea. MCVs may be used by shipping companies engaged for importation of cargo necessary for the project.<br>• If applicable, foreign investment approval for a business investment (Foreign Acquisitions and Takeovers Act 1975) must be in place prior to applying to become a sponsor to ensure the business is legally established and operating. |
| Department of Climate Change, Energy, the Environment and Water (DCCEEW) | Aboriginal and Torres Strait Islander heritage protection *(Aboriginal and Torres Strait Islander Heritage Protection Act 1984)* | • Proponents should undertake **early, comprehensive, ongoing and genuine consultation with First Nations peoples** whose heritage may be affected by their project. Engagement should reflect the principles of Free, Prior and Informed Consent (FPIC).<br>• The government can make special orders, called **declarations**, under the *Aboriginal and Torres Strait Islander Heritage Protection Act 1984* (ATSHIP Act) to protect areas and objects of particular significance to Aboriginal and Torres Strait Islander people from threats of injury or desecration.<br>• If a declaration is in place, the project may need to be amended to comply with the declaration.<br>• The potential for a declaration to be made is dependent on location. Any Aboriginal and Torres Strait Islander person may apply for a declaration to be made under the ATSHIP Act.<br>• Protection of cultural heritage is best achieved by early and genuine engagement.<br>• The project should be amended where possible in response to identified concerns, which will minimise the likelihood of an application for a declaration to be made under the ATSHIP Act. |
| Australian Fisheries Management Authority (AFMA) | Fisheries stakeholders consultation *(Fisheries Management Act 1991)* | • **Consultation with fisheries stakeholders** in and around the project area is required to consider the impact of a project on commercial fishing in Commonwealth waters and fulfil obligations for an offshore electricity infrastructure management plan under the *Offshore Electricity Infrastructure Act 2021 (OEI Act).*<br>• The Australian Fisheries Management Authority (AFMA) ensures that any broad-scale impacts of offshore activities on commercial fishing in Commonwealth waters are considered and can provide the contact details of individual holders of Commonwealth statutory fishing rights, fishing permits and high seas permits to offshore energy project proponents to enable proponents to undertake consultation. |

| Regulator | Approval/obligation (legislation) | Details of approval/obligation |
|---|---|---|
| | | • AFMA may provide comments on a proposed offshore activity that may impact on the fishing industry.<br>• The management plan for a licence under the OEI Act must be revised and approved every 5 years to address different project stages and activities. Therefore, ongoing consultation with those with Commonwealth statutory fishing rights and permits will be a requirement throughout the project. |
| Australian Communications and Media Authority (ACMA) | Radiocommunications licencing *(Radiocommunications Act 1992)* | • A radiocommunications licence is required to authorise the use of spectrum for radiocommunications services. Radiocommunications equipment designed to be used on maritime or land frequencies is most commonly authorised by an apparatus or class licence.<br>- **Apparatus licences** authorise the use of a radiocommunications transmitter or receiver, at the place or in the area specified on the licence.<br>- **Class licences** collectively permit the operation of certain types of common radio equipment on shared frequencies.<br>• Proponents must comply with rules and standards under each licence.<br>• An apparatus licence may be issued for a period of up to 20 years, however is generally issued for a 1 year timeframe. The licence itself will specify the duration of the licence and it is open to the licensee to apply to renew the licence prior to the end of the licence period.<br>• Class licences are standing authorisations that permit ongoing usage of certain radio equipment if the device conforms with the requirements of the class licence and the conditions of the class licence are met |
| Department of Agriculture, Fisheries and Forestry (DAFF) | Ballast water management plan and certificate *(Biosecurity Act 2015)* | • An approved **ballast water management plan** and **ballast water management certificate** or **exemption** is required for Australian vessels to travel within and beyond Australia's exclusive economic zone and must be carried onboard the vessel.<br>• Ballast water management certificates verify a vessel has been surveyed by an authorised ballast water survey authority and found to comply with the International Convention for the Control and Management of Ships' Ballast Water and Sediment.<br>• An annual survey is required to endorse a ballast water management certificate for the duration of the certificate. Ballast water management certificates cannot be issued for a period of longer than 5 |

| Regulator | Approval/obligation (legislation) | Details of approval/obligation |
|---|---|---|
| | | years. If extension of this period is required, a renewal survey must be completed within 3 months prior to the expiry of the certificate.<br>• All vessels must maintain a complete and accurate record of all ballast water movements. Details of intended ballast water discharges must be reported to the Director of Biosecurity at least 12 hours before the discharge occurs. Accidental discharges, or discharges aimed at ensuring safety or minimising pollution, must also be reported within 24 hours. |
| Australian Maritime Safety Authority (AMSA) | Seafarer, maritime labour, maritime safety, pollution and tonnage certificates *(Navigation Act 2012)* | • Relevant certificates that apply to an Australian ship and its intended operations must be obtained prior to taking the ship to sea.<br>• A **Maritime labour certificate** (MLC) and accompanying declaration of maritime labour compliance must be carried onboard a regulated Australian vessel (RAV) if the RAV is over 500 gross tonnage. Vessel inspection requirements apply. An MLC may be issued for a period of up to 5 years.<br>• The performance of seafarer duties or functions on an RAV requires the corresponding type of **seafarer certificate**.<br>• An RAV or foreign vessel must hold the maritime safety certificates that apply to the vessel. Safety certificates may be issued for a maximum period of up to 5 years. Vessel survey requirements apply to some certificates.<br>• An **international tonnage certificate** is required to take an RAV to sea to demonstrate the vessel complies with the International Convention on Tonnage Measurement of Ships.<br>• All Australian ships must hold the **pollution certificates** that apply to the ship. Any alterations to a vessel that relate to the vessel's pollution certificate must be reported to AMSA and the body that issued the certificate.<br>• Vessels operating as domestic commercial vessels (DCVs) are subject to separate certification requirements, however general **obligations for tonnage, collision prevention and pollution prevention** under the *Navigation Act 2012* still apply. |
| | Domestic commercial vessel requirements *(Marine Safety* | • A unique domestic vessel identifier and maritime safety certificates are required for domestic commercial vessels (DCVs) to operate within Australia's Exclusive Economic Zone unless an exemption applies. |

| Regulator | Approval/obligation (legislation) | Details of approval/obligation |
|---|---|---|
| | *(Domestic Commercial Vessel) National Law Act 2012)* | • A unique **vessel identifier** must be obtained and displayed clearly and prominently on a DCV within 21 days of being issued if the vessel is already constructed, or prior to vessel launch for a vessel not yet constructed, unless an exemption applies.<br>• A **certificate of survey** is required to certify that a DCV has been surveyed and been found to meet design, construction, stability and equipment standards. Some DCVs that are equal to or greater than 24m in length may also require a load line certificate.<br>• A **certificate of operation** is required to demonstrate the applicant has appropriate competence and capacity in relation to the safe operation of a DCV. A certificate of operation is subject to the condition that there is a **safety management system** (SMS) in place for the DCV.<br>• An SMS must identify the risks to the safety of the vessel, the environment and persons on or near the vessel, and outline procedures to eliminate or minimise these risks. It must also address the operation requirements that apply for the vessel and be documented and readily accessible for use.<br>• The performance of duties or functions on a DCV requires the corresponding type of **certificate of competency** to demonstrate the master or crew member is appropriately qualified for the work at hand.<br>• A number of ongoing DCV requirements apply under the National Law.<br>- DCV owners, masters and crew must comply with **general safety duties** over the course of operations.<br>- Owners of a DCV with a unique vessel identifier must notify AMSA within 14 days if there is a transfer of vessel ownership, the vessel sinks or is scrapped, or if the vessel ceases to be a DCV.<br>• Each certificate of survey, certificate of operation, and certificate of competency will specify its date of expiry. If the vessel or crew member to which the certificate applies intends to operate beyond this date, renewal of the certificate will be required. Certificate holders must also continue to meet the conditions on the certificate, including reporting and notification requirements. |
| Australian Maritime Safety Authority (AMSA) | Anti-fouling certificate or declaration (*Protection of the Sea* | • Australian ships with a gross tonnage of 400 or more on international voyages must carry an **anti-fouling certificate** demonstrating the ship complies with the International Convention on the Control of Harmful Anti-fouling Systems on Ships (Anti-fouling Convention). |

| Regulator | Approval/obligation (legislation) | Details of approval/obligation |
|---|---|---|
| | *(Harmful Anti-fouling Systems) Act 2006)* | • Australian ships of at least 24 metres in length with a gross tonnage of less than 400 on international voyages must carry **an anti-fouling declaration** demonstrating the ship complies with the Anti-fouling Convention.<br>• An anti-fouling certificate or declaration must be readily available for AMSA inspection at any time during the course of ship operations.<br>• If the anti-fouling system on a ship is changed or replaced, the ship requires a new survey that must be endorsed on the ship's existing anti-fouling certificate.<br>• Ships with a current anti-fouling certificate are required to report any event that affects or might affect its compliance with anti-fouling requirements to AMSA within 7 days of the event occurring. |
| Australian Maritime Safety Authority (AMSA) | Ship-based sea pollution record books, management plans and emergency plans *(Protection of the Sea (Prevention of Pollution from Ships) Act 1983)* | • The *Protection of the Sea (Prevention of Pollution from Ships) Act 1993* implements Australia's international obligations under the operational aspects of the International Convention for the Prevention of Pollution from Ships (MARPOL).<br>• Australian ships must carry onboard the applicable **ship-based sea pollution record books, management plans** and **emergency plans** when travelling within or beyond Australia's exclusive economic zone.<br>• Requirements for marine pollution prevention will vary depending on the size, age, and type of a ship.<br>• All pollution record books must be maintained over the course of ship operations and retained on board the ship until 1 year after the day on which the last entry was made in the book.<br>• Garbage record books are to be retained in the ship or at the registered office of the ship owner for an additional 1 year following the 1 year after the day on which the last entry was made in the book.<br>• All other pollution record books must be retained in the ship or at the registered office of the ship owner for an additional 2 years after the initial 1-year onboard retention period.<br>• MARPOL pollution incidents must be reported to AMSA within 24 hours. |
| Critical Infrastructure | Ship security plan and international ship | • An **approved maritime security plan** and an **International Ship Security Certificate** (ISSC) or **exemption** is required to operate a regulated Australian ship. |

| Regulator | Approval/obligation (legislation) | Details of approval/obligation |
|---|---|---|
| Security Centre (CISC) | security certificate (Maritime Transport and Offshore Facilities Security Act 2003) | • An Australian ship will generally be considered a regulated Australian ship if it is used for overseas voyages and is either a passenger ship or a cargo ship of 500 gross tonnage or more.<br>• Maritime transport incidents in relation to security regulated ships must be reported to the Secretary of the Department of Home Affairs or their delegate.<br>• To obtain an ISSC, a ship operator must have a valid ship security plan and be ISSC verified |
| National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA) | Consent to enter a petroleum or greenhouse gas safety zone or the area to be avoided (Offshore Petroleum and Greenhouse Gas Storage Act 2006) | • **Consent** is required for a vessel to enter or remain in a petroleum or greenhouse gas safety zone in an offshore area, and for a relevant vessel to enter or remain in the area to be avoided.<br>• The definition of relevant vessel is provided under section 614 of the *Offshore Petroleum and Greenhouse Gas Storage Act 2006* (OPGGS Act).<br>• Notices that provide the location of approved petroleum or greenhouse gas safety zones are available on the NOPSEMA website.<br>• The coordinates of the area to be avoided are provided in Schedule 2 of the OPGGS Act. |
| Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts (DITRDCSA) | Coastal trading licence *(Coastal Trading (Revitalising Australian Shipping) Act 2012)* | • Unless an exemption applies, an appropriate coastal trading licence is required to authorise the movement of cargo or passengers on a vessel between interstate ports in Australian waters for, or in connection with, a commercial activity.<br>- A **general licence** provides an Australian vessel with unrestricted access to engage in coastal trading in Australia for up to 5 years.<br>- A **temporary licence** provides a foreign-flagged vessel with limited access to engage in coastal trading for 12 months.<br>- An **emergency licence** provides access to engage in coastal trading for up to 30 days in specified emergency situations.<br>• Each financial year, general licence holders must provide DITRDSCA with a report summarising voyages undertaken under the licence that year<br>• Holders of a temporary licence or emergency licence must notify the Minster responsible for Transport of the details of each upcoming voyage at least 2 days before the loading date. They must also |

| Regulator | Approval/obligation (legislation) | Details of approval/obligation |
|---|---|---|
| | | provide DITRDCSA with a report on the details of each voyage undertaken under the licence within 10 business days of the voyage.<br>• If applicable, workers without Australian citizenship will require an appropriate visa under the *Migration Act 1958* prior to applying for a general licence |

**2. Feasibility**

The feasibility stage of a typical CBET project involves assessing whether the project is viable and able to successfully proceed once sites are chosen. This stage focuses on designing the project with site-specific parameters taken into consideration. In this stage, technical, financial, regulatory, environmental and operational feasibility are analysed. Approvals required prior to commencement of construction are also obtained in this stage of a project.

Consultation with stakeholders should be undertaken during this stage to identify and consider the existing rights of relevant existing uses or users in the proposed licence area if not already commenced during the site selection stage, including but not limited to:

- Local communities
- Fisheries stakeholders *(Fisheries Management Act 1991)*
- Native title holders or claimants *(Native Title Act 1993)*
- If applicable, shipping stakeholders
- If applicable, stakeholders for Defence Aviation Areas *(Defence Act 1903)*
- If applicable, stakeholders for prescribed airspace *(Airports Act 1996)*
- If applicable, telecommunications carriers for existing submarine cables within submarine cable protection zones *(Telecommunications Act 1997 – Schedule 3A)*
- If applicable, tourism stakeholders
- If applicable, stakeholders for petroleum or greenhouse gas safety zones or the area to be avoided *(Offshore Petroleum and Greenhouse Gas Storage Act 2006)*

***All approvals listed in the site selection stage may also apply to the feasibility stage if not already obtained during site selection.***

Additional approvals required during the feasibility stage are tabled below.

| Regulator | Approval/obligation (legislation) | Details of approval/obligation |
|---|---|---|
| Department of Climate Change, Energy, the Environment and Water (DCCEEW) | Environment Protection and Biodiversity Conservation approval *(Environment Protection and Biodiversity Conservation Act 1999)* | • An **Environment Protection and Biodiversity Conservation approval** is required for any project that may have a significant impact on any matters of national environmental significance.<br>• Approvals may be subject to conditions that must be met for the duration of the project. As a condition of approval, submission of an action management plan may be required before the project can start. Conditions may also require periodic environmental audits and/or specified environmental monitoring or testing to be carried out.<br>• **Consultation with First Nations peoples and communities** should commence prior to applying for an Environment Protection and Biodiversity Conservation approval. |
| Department of Climate Change, Energy, the Environment and Water (DCCEEW) | Sea dumping permit *(Environment Protection (Sea Dumping) Act 1981)* | • A **sea dumping permit** is required to authorise the loading and deliberate disposal (i.e. 'dumping') of wastes or other matter into the sea, including sediment that has been dredged or excavated to support the installation of a subsea cable system and/or the dumping or abandonment of infrastructure at the end of the project life unless an exemption applies.<br>• Requirements under *the Environment Protection (Sea Dumping) Act 1981* (Sea Dumping Act) apply to all vessels, aircraft and platforms in Australian waters, and to all Australian vessels and aircraft within any part of the sea. Under the Sea Dumping Act, Australian waters stretch from the low-water mark of the Australian shoreline out to 200 nautical miles and include any waters on the continental shelf of Australia where it extends past 200 nautical miles.<br>• A **sediment sampling and analysis plan** (SAP) is recommended for sea dumping permit applications to dispose of dredged or excavated material at sea.<br>• A **Long-Term Monitoring and Management Plan** (LTMMP) is required for permit applications for maintenance dredging for a multi-year period.<br>• Permits to dispose of dredged or excavated material at sea are subject to the management, mitigation and monitoring program for the dredging and disposal site throughout the project to control or mitigate impacts, in accordance with the project's LTMMP. |
| Parks Australia | Australian Marine Park authorisation *(Environment Protection* | • An **Australian Marine Park authorisation** is required to authorise installation of structures and to undertake works in an Australian Marine Park, including erection of structures, maintenance and works, dredging and disposal of dredge material, excavation and associated activities. |

| Regulator | Approval/obligation (legislation) | Details of approval/obligation |
|---|---|---|
| | *and Biodiversity Conservation Act 1999)* | • Australian Marine Park authorisations are subject to conditions, which must be upheld over the course of the project. Conditions may include a requirement for monitoring of the impacts of the activity.<br>• Compliance measures for authorisations should be included in the project's offshore electricity infrastructure management plan under the *Offshore Electricity Infrastructure Act 2021.*<br>• Environmental Protection and Biodiversity Conservation approval (*Environment Protection and Biodiversity Conservation Act 1999*) should be obtained prior to applying for an Australian Marine Park authorisation |
| National Native Title Tribunal | Native title compliance and agreement *(Native Title Act 1993)* | • Native title is the recognition under Australian common law that some First Nations people continue to hold rights to their land and waters, derived from their traditional laws and customs.<br>• Proposed actions or developments that affect native title rights and interests may be considered 'future acts' under the *Native Title Act 1993* (Native Title Act). The Native Title Act sets out the procedures that must be followed before a future act can be validly done. These procedures depend on the nature of the act and may include negotiation and agreement making.<br>• The granting of a Transmission and Infrastructure Licence under *the Offshore Electricity Infrastructure Act 2021* may be considered a 'future act' and subject to procedural rights that may include negotiation and agreement making under the Native Title Act, however the National Native Title Tribunal recommends that legal advice should be obtained at an early stage.<br>• One possible pathway for agreement making under the Native Title Act is an **Indigenous Land Use Agreement** (ILUA). Proponents may enter into an ILUA, which is a formal agreement between the native title party/parties and the project proponent about the use and management of land and/or waters.<br>• ILUAs registered with the National Native Title Tribunal become legally binding. |
| Department of Climate Change, Energy, the | Underwater cultural heritage permit *(Underwater Cultural Heritage Act 2018)* | • An **underwater cultural heritage (UCH) permit** is required for any project that has potential to have an adverse impact on Australia's protected UCH or requires entry in an UCH protected zone.<br>• An **UCH Impact Assessment** may be required if potential impacts to UCH are identified. |

| Regulator | Approval/obligation (legislation) | Details of approval/obligation |
|---|---|---|
| Environment and Water (DCCEEW) | | • An **UCH management plan** outlining measures to manage impacts may be required if impacts to UCH cannot be avoided and must be prepared alongside permit documentation. Measures may include monitoring, UCH inductions for staff, archaeological investigations through the construction phase, and site-specific management policies in the operation, maintenance and decommissioning stages of the project and/or implementation of an **Unexpected Finds Protocol** (UFP).<br>• UFPs outline processes to follow to mitigate potential impacts when encountering unexpected UCH.<br>• **Notifications** are also required for possession and discovery of UCH. Discovery must be notified within 21 days. |
| Offshore Infrastructure Registrar | Transmission and infrastructure licence *(Offshore Electricity Infrastructure Act 2021)* | • A **Transmission and infrastructure licence** (TIL) is required to authorise the licence holder to assess the feasibility of, construct, install, commission, operate, maintain and decommission offshore renewable energy infrastructure or offshore electricity transmission infrastructure in or through the licence area so long as:<br>- there is a **management plan** for the licence,<br>- activities are carried out in accordance with the management plan and the conditions of the licence, and<br>- the licence holder provides the required **financial security**.<br>• Licence holders must submit **annual reports** to the Offshore Infrastructure Registrar over the course of the term of the TIL, providing details on ongoing compliance with the merit criteria. Licence holders are also required to report specified events in relation to the TIL to the Offshore Infrastructure Regulator as soon as practicable after the event occurs.<br><br>The following approvals should be obtained and obligations undertaken prior to applying for a TIL as applicable to the project:<br>• Environmental Protection and Biodiversity Conservation approval *(Environment Protection and Biodiversity Conservation Act 1999)* |

| Regulator | Approval/obligation (legislation) | Details of approval/obligation |
|---|---|---|
| | | • Australian Marine Park authorisation *(Environment Protection and Biodiversity Conservation Act 1999)*<br>• If applicable, foreign investment approval *(Foreign Acquisitions and Takeovers Act 1975)*<br>• If applicable, feasibility licence *(Offshore Electricity Infrastructure Act 2021)* |
| Australian Industry Participation Authority | Australian Industry Participation plan *(Australian Jobs Act 2013)* | • An **approved Australian Industry Participation (AIP) plan** is required for projects establishing or upgrading eligible facilities with a capital expenditure of $500 million or more.<br>• If a major project has, or will have, a compliant state or territory local industry participation plan applied, an AIP plan will not be required. Proponents should contact the AIP Authority to gain an AIP plan exception.<br>• After an AIP Plan is approved, a compliance report must be submitted to the AIP Authority every 6 months for the period of the project phase, followed by every 6 months for the first 2 years of the operations phase (if the project is constructing a new facility).<br>• Compliance reports must provide an update on the project for that period, including details of Australian entity participation in the supply of key goods or services and steps taken by the proponent/operator to ensure compliance with the Australian Jobs Act 2013, along with supporting evidence. |
| Offshore Infrastructure Regulator | Offshore electricity infrastructure management plan and associated requirements *(Offshore Electricity Infrastructure Act 2021)* | • An approved **offshore electricity infrastructure management plan** is required to authorise the holder of a transmission and infrastructure (TIL) licence or any other licence issued under the Offshore Electricity Infrastructure Act 2021 to carry out activities under the licence.<br>• The licence holder must provide a **design notification** to the Offshore Infrastructure Regulator in relation to the design of licence infrastructure and must not apply for management plan approval until the Offshore Infrastructure Regulator has provided feedback on this design notification in the form of a regulatory advice statement.<br>• The offshore electricity infrastructure management plan for a TIL must be revised and submitted for approval every 5 years to address different project stages and activities, and any time the licence activities change significantly or other significant changes are made to matters outlined within the management plan. |

| Regulator | Approval/obligation (legislation) | Details of approval/obligation |
|---|---|---|
| | | • The Offshore Infrastructure Regulator will monitor and enforce compliance against relevant requirements and obligations as described in the management plan and in accordance with relevant legislation.<br><br>The following approvals should be obtained and obligations met (as relevant to the project) prior to applying for approval for an offshore electricity infrastructure management plan:<br>• Environmental Protection and Biodiversity Conservation approval (*Environment Protection and Biodiversity Conservation Act 1999*)<br>• Australian Marine Park authorisation *(Environment Protection and Biodiversity Conservation Act 1999)*<br>• Transmission and infrastructure licence *(Offshore Electricity Infrastructure Act 2021)*<br>• Consultation with each Commonwealth, State or Territory Department, agency or authority that has functions that relate to the activities under the licence<br>• Identification, consideration of existing rights and consultation with other marine users and uses of the environment relevant to the licence, including:<br>- Local communities<br>- Fisheries stakeholders *(Fisheries Management Act 1991)*<br>- Native title holders or claimants *(Native Title Act 1993)*<br>- Aboriginal or Torres Strait Islander organisations that are established under a law of the Commonwealth, a State or a Territory with functions relating to managing land or water in or adjacent to the licence area for the benefit of Aboriginal or Torres Strait Islander people,<br>- If applicable, other licence holders under the *Offshore Electricity Infrastructure Act 2021*, where relevant to the licence area<br>- As applicable, people or organisations undertaking activities for a commercial purpose under a Commonwealth, State or Territory licence or permit in or near the licence area of the relevant licence |

| Regulator | Approval/obligation (legislation) | Details of approval/obligation |
|---|---|---|
| | | - If applicable, telecommunications carriers for existing submarine cables within submarine cable protection zones *(Telecommunications Act 1997 – Schedule 3A)*<br>- If applicable, stakeholders for petroleum or greenhouse gas safety zones or the area to be avoided *(Offshore Petroleum and Greenhouse Gas Storage Act 2006)*<br>- If applicable, stakeholders for prescribed airspace<br>- If applicable, stakeholders for Defence Aviation Areas<br>• If applicable, foreign investment approval *(Foreign Acquisitions and Takeovers Act 1975)* |
| Offshore Infrastructure Regulator | Work health and safety approvals *(Offshore Electricity Infrastructure Act 2021* | • Depending on the nature of the project and the activities the licence holder proposes, **diving safety management systems** and **work health and safety licences and authorisations** may also be required.<br>• The licence holder may also wish to a**pply for a safety and/or protection zone to be established** in and around their offshore infrastructure project to protect the safety of workers and to protect infrastructure from damage. |
| Department of Defence | Defence export permit (*Customs Act 1901* and *Defence Trade Controls Act 2012*) | • A **permit** is required to authorise the supply, publication or provision of goods, technology or services of items listed within the Defence and Strategic Goods List unless an exception or exemption applies.<br>• Permit holders under the *Customs Act 1901* and *Defence Trade Controls Act 2012* must keep records of DSGL supplies or arrangements made, or DSGL services provided, under the permit. Records must be retained for 5 years and, if requested, need to be provided to the Secretary of the Department of Defence in a manner and within a period specified within that request. |
| Australian Communications and Media Authority (ACMA) | Submarine cable installation permits and undertaking restricted activities within a submarine cable protection zone | • A **permit** is required to install certain submarine cables in Australian waters. A submarine cable for these purposes can include a line used in connection with carrying communications (for example, optical fibre) laid on or beneath the seabed beneath Australian waters, connecting to a place in Australia.<br>• ACMA may **declare protection zones** around submarine cables to prohibit or restrict certain activities that pose a risk of damaging these cables. |

| Regulator | Approval/obligation (legislation) | Details of approval/obligation |
|---|---|---|
| | *(Telecommunications Act 1997 (Schedule 3A))* | - Protection zones exist in Northern Sydney, Southern Sydney and Perth.<br>- Activities such as the installation, maintenance, or removal of an electricity cable (or associated equipment) are restricted within submarine cable protection zones.<br>• Proponents must comply with the applicable conditions set out in the relevant Declaration for the protection zone |
| Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts (DITRDCSA) | Prescribed airspace intrusion approval *(Airports Act 1996)* | • **Approval** is required to undertake controlled activities at or around a leased federal airport that intrude into the airport's prescribed airspace.<br>• Examples of controlled activities include:<br>- construction or alteration of permanent structures including buildings, towers, poles and antennas<br>- the use of construction equipment such as cranes and cherry pickers<br>- activities producing artificial light or reflected sunlight<br>- activities causing air turbulence<br>- activities producing smoke, dust, steam or other gases or particles.<br>• A list of leased federal airports is available on the DITRDCSA website.<br>• Prescribed airspace can extend to the airspace above areas that are approximately 20 kilometres from the leased federal airport site, depending on the surrounding topography and built environment for each individual leased federal airport.<br>• Proponents will need to comply with any conditions specified within their approval. These conditions may concern how the controlled activity is undertaken (for example, timing of operation) or may require the building or structure to be marked or lit in a certain way. |
| Department of Defence | Approval for proposed constructions or objects in a Defence Aviation Area *(Defence Act 1903)* | • **Approval** is required to construct buildings, structures and objects that exceed specified height restrictions or generate gas plumes or air turbulence above specified height restrictions, or bring an object hazardous to aircraft or aviation-related operations within a Defence Aviation Area (DAA) in land, sea or airspace. |

| Regulator | Approval/obligation (legislation) | Details of approval/obligation |
|---|---|---|
| | | • There are currently 14 DAAs across Queensland, Western Australia, Victoria, South Australia, New South Wales and the Northern Territory. The location of each DAA is available on the Department of Defence website.<br>• Proponents will need to comply with any conditions specified within their approval. |
| Department of Agriculture, Fisheries and Forestry (DAFF) | Biosecurity import permits and biosecurity obligations *(Biosecurity Act 2015)* | • A **biosecurity import permit** may be required for the importation of conditionally non-prohibited goods (such as movable property, animals, plants, samples or specimen of a disease agent, pests, mail or the arrival of aircraft or vessels) into Australia.<br>• In addition, all aircraft and vessels must arrive in Australia at a First Point of Entry (FPOE) location unless granted **permission** from DAFF to land elsewhere.<br>• Aircraft may also require **approval from the National Passenger Processing Committee** (NPPC) within the Department of Home Affairs.<br>• Events considered reportable biosecurity incidents must be reported to DAFF as soon as practicable after the event occurs. Reportable incidents include circumstances where goods have been affected, changed or exposed to contamination, infestation or infection. |
| Australian Border Force (ABF) | Customs clearance and reporting requirements *(Customs Act 1901)* | • Prior to importing goods into or exporting goods from Australia, proponents must comply with applicable customs clearance and reporting requirements under the Customs Act 1901.<br>• Certain goods are prohibited from import and export to and from Australia. Most goods can be imported or exported with written permission. Prohibited import or export permits are required prior to importing or exporting prohibited goods.<br>• Import and export permissions include **permits, licences**, or **written permission**. Information required to apply for a permission to import prohibited goods will depend on the type of good.<br>• Individual **labelling requirements** may also apply to imported goods.<br>• All goods imported into Australia are liable for duties and taxes unless an exemption or concession applies.<br>• **Reporting requirements** apply to all goods imported and exported to and from Australia. |

| Regulator | Approval/obligation (legislation) | Details of approval/obligation |
|---|---|---|
| | | • **Reporting requirements** apply to all vessels and aircraft travelling to and from Australia, including impending and actual arrival reports, passenger and crew reporting, and cargo reporting requirements.<br>• Applicants must obtain a biosecurity import permit (*Biosecurity Act 2015*) prior to lodging an import declaration to the ABF.<br>• If applicable, applicants must obtain a Defence and Strategic Goods List permit (*Defence Trade Controls Act 2012*) prior to lodging an export declaration to clear goods through customs control<br>• If applicable, applicants must obtain a hazardous waste permit (*Hazardous Waste (Regulation of Exports and Imports) Act 1989*) prior to lodging an export declaration. |

**3. Construction**

The construction stage of a typical CBET project involves installing submarine cables and land or sea-based electricity generation, transmission and storage infrastructure. Equipment, materials and the construction workforce are mobilised during this stage.

The following regulatory approvals may have been obtained in previous stages but may be required in the construction stage if not already obtained and maintained during previous stages:

- Foreign investment approval and asset registration
- Working and/or maritime crew visas and sponsorship approval
- Customs clearance and reporting requirements
- Radiocommunications licencing
- Ballast water management plan and certificate
- Seafarer, maritime labour, maritime safety, pollution and tonnage certificates
- Domestic commercial vessel requirements
- Anti-fouling certificate or declaration
- Ship-based sea pollution record books, management plans and emergency plans
- Ship security plan and international ship security certificate.
- Consent to enter a petroleum or greenhouse gas safety zone or the area to be avoided

| Regulator | Approval/obligation (legislation) | Details of approval/obligation |
|---|---|---|
| • Coastal trading licence<br>• Prescribed airspace intrusion approval<br>• Biosecurity import permits and obligations<br>• Customs clearance and reporting requirements.<br><br>Additional approvals required during the construction stage are tabled below. | | |
| Department of Climate Change, Energy, the Environment and Water (DCCEEW) | Hazardous waste permit *(Hazardous Waste (Regulations of Exports and Imports) Act 1989)* | • An appropriate **permit** is required to export, import or transit any material considered to be hazardous and other controlled wastes. This includes, but is not limited to, waste that is explosive, flammable, poisonous, toxic, ecotoxic, and/or infectious, and any non-hazardous plastics or electrical equipment.<br>• **Consent from all countries involved in moving the waste** is also required. Consent will be sought by the regulator when processing the application.<br>• Hazardous waste permits are subject to record-keeping requirements as a condition. Specific requirements will be specified within the conditions of the permit.<br>• If applicable, a biosecurity export permit (*Biosecurity Act 2015*) is required prior to applying for a hazardous waste permit if the imported waste presents a biosecurity risk. |
| National Heavy Vehicle Regulator (NHVR) | Heavy Vehicle National Law access permit *(Heavy Vehicle National Law)* | • An **access permit** is required to enable Restricted Access Vehicles (heavy vehicles exceeding mass or dimension requirements for the vehicle or combination) to access parts of the road network across Australia, except for the Northern Territory and Western Australia (different legislation applies in these jurisdictions).<br>• The driver operating under a Heavy Vehicle National Law (HVNL) access permit must keep a copy of the permit in their possession while driving the vehicle. They must also keep a copy of either the Commonwealth Gazette notice for the permit, or an information sheet about the permit published on the NHVR's website.<br>• HVNL access permits may be issued for a period of no more than 3 years. If the heavy vehicle requires access to relevant parts of the road network beyond this period, a new permit will be required. |

| Regulator | Approval/obligation (legislation) | Details of approval/obligation |
|---|---|---|
| | | • Additional permission may be required from a third party such as an electricity or utility company, rail authority, tunnel operator, roadwork controller, road infrastructure manager or police if a vehicle exceeds mass or dimension limits |
| Australian Energy Market Operator (AEMO) | National Electricity Market registration *(National Electricity Law)* | • Projects generating electricity and wishing to connect to the wholesale electricity market in Australia must **register** as a registered participant in the National Electricity Market (NEM).<br>• NEM registration is relevant for projects that involve an Australian-based electricity connection element in New South Wales, the Australian Capital Territory, Queensland, South Australia, Victoria or Tasmania. The NEM is not connected to Western Australia or the Northern Territory – these jurisdictions have their own electricity systems and separate regulatory arrangements.<br>• Registered participants under the NEM are subject to general ongoing responsibilities, including a requirement to comply with any dispatch instruction provided by AEMO and relevant dispatch bids.<br>• Austraclear membership is required prior to applying for registration. |
| Critical Infrastructure Security Centre | Critical infrastructure registration, risk management program and reporting *(Security of Critical Infrastructure Act 2018)* | • CBET projects will include a critical electricity asset if the project includes a network, system, or interconnector that transmits or distributes electricity to more than 100,000 customers in Australia, or if the project includes an electricity generator that has an installed capacity of more than 30 megawatts and is connected to a wholesale electricity market in Australia.<br>• The responsible entity for the critical electricity assets must:<br>- provide operational and ownership information to the **Register of Critical Infrastructure Assets**,<br>- provide updated information wherever operational or interest and control information changes,<br>- develop, maintain and comply with a **Critical Infrastructure Risk Management Program (CIRMP)**,<br>- submit an annual report relating to the CIRMP within 90 days of the end of each financial year, and<br>- notify Home Affairs of cyber security incidents and notify data service providers who are managing business critical data. |

| Regulator | Approval/obligation (legislation) | Details of approval/obligation |
|---|---|---|
| | | • Critical cyber security incidents must be reported to the Australian Cyber Security Centre (ACSC).<br>• Some assets may also be classified as systems of national significance where they are subject to enhanced cyber security obligations. |

**4. Operation**

The operation stage of a typical CBET project involves an active system that starts transmitting electricity between countries. This involves commissioning and testing, system monitoring and control, and regulatory and market operations. Ongoing notification and reporting requirements apply during this stage.

The following regulatory approvals may have been obtained in previous stages but may be required in the operation stage if not already obtained and maintained during previous stages:

- Foreign investment approval and asset registration
- Working and/or maritime crew visas and sponsorship approval
- Customs clearance and reporting requirements
- Radiocommunications licencing
- Ballast water management plan and certificate
- Seafarer, maritime labour, maritime safety, pollution and tonnage certificates
- Domestic commercial vessel requirements
- Anti-fouling certificate or declaration
- Ship-based sea pollution record books, management plans and emergency plans
- Ship security plan and international ship security certificate
- Consent to enter a petroleum or greenhouse gas safety zone or the area to be avoided
- Coastal trading licence
- Prescribed airspace intrusion approval
- Critical infrastructure registration, risk management program and reporting
- Hazardous waste permit
- Heavy Vehicle National Law access permit

| Regulator | Approval/obligation (legislation) | Details of approval/obligation |
|---|---|---|
| Additional approvals required in the operation stage are tabled below. | | |
| Clean Energy Regulator | Renewable electricity facility (Guarantee of Origin) registration and certificates *(Future Made in Australia (Guarantee of Origin) Act 2024)* | • The Guarantee of Origin (GO) scheme will provide a voluntary framework for emissions accounting of products and the certification of renewable electricity. The scheme is expected to commence in late 2025.<br>• Under the scheme, a **renewable electricity guarantee of origin (REGO) certificate** is the mechanism by which electricity is certified as renewable.<br>• Renewable electricity providers that wish to participate in the REGO part of the GO scheme must **register themselves and their facilities** with the CER to gain eligibility to create REGO certificates for eligible generation.<br>• The eligible registered person for a registered renewable electricity facility may create REGO certificates in relation to the electricity produced by that renewable electricity facility.<br>• The eligible registered person for a registered renewable electricity facility must report specified events to the CER.<br>• Details of the regulatory approvals that have been obtained, applied for or exempted, including compliance documentation for planning and development requirements and approval under the *Environment Protection and Biodiversity Conservation Act 1999* are required when applying to participate in the scheme.<br>• If applicable, National Electricity Market registration (National Electricity Law) will be required prior to participating in the scheme. |
| Clean Energy Regulator (CER) | National Greenhouse and Energy Reporting scheme registration and reporting *(National Greenhouse and Energy Reporting Act 2007)* | • The following controlling corporations must **register for and report** under the National Greenhouse and Energy Reporting (NGER) Scheme:<br>- Controlling corporations with a facility that emits 25 kilotonnes or more of carbon dioxide or consumes or produces 100 terajoules or more of energy in a financial year, or<br>- multiple facilities that together emit 50 kilotonnes or more of carbon dioxide or consume or produce 200 terajoules or more of energy in a financial year. |

| Regulator | Approval/obligation (legislation) | Details of approval/obligation |
|---|---|---|
| | | • Registered reporters under the NGER must submit reports to the CER on greenhouse gas emissions, energy production and energy consumption every financial year until deregistered. Reports must be submitted by 31 October each year. |

**5. Decommissioning**

The decommissioning stage of a typical CBET project involves safety dismantling and retiring project infrastructure once it reaches the end of its operational life. Any reporting and notification obligations attached to the decommissioning stage may continue into post-decommissioning.

The following regulatory approvals may have been obtained in previous stages but may be required in the operation stage if not already obtained and maintained during previous stages:

- Foreign investment approval and asset registration
- Working and/or maritime crew visas and sponsorship approval
- Customs clearance and reporting requirements
- Radiocommunications licencing
- Ballast water management plan and certificate
- Seafarer, maritime labour, maritime safety, pollution and tonnage certificates
- Domestic commercial vessel requirements
- Anti-fouling certificate or declaration
- Ship-based sea pollution record books, management plans and emergency plans
- Ship security plan and international ship security certificate
- Consent to enter a petroleum or greenhouse gas safety zone or the area to be avoided
- Coastal trading licence
- Prescribed airspace intrusion approval
- Sea dumping permit
- Hazardous waste permit
- Heavy Vehicle National Law access permit

# Annex III: Singapore's guidelines on regulatory approvals for large-scale electricity imports

**Introduction**

1.1 The Energy Market Authority (the "Authority") has identified electricity imports as a strategic energy initiative for Singapore, to enhance our future energy security, sustainability, and affordability. The Authority is also the lead agency for facilitating the entry of around 6 Gigawatts (GW) of low-carbon electricity imports into Singapore by 2035 (www.ema.gov.sg/electricity-imports.aspx).

1.2 EMA adopts a three-stage process to facilitate the entry of electricity imports into Singapore.

1.2.1 A Conditional Approval is granted to an importer when EMA preliminarily assesses that the proposed electricity import project is technically and commercially viable. The Conditional Approval facilitates the companies in obtaining the necessary regulatory approvals and licences for its project.

1.2.2 EMA may thereafter grant a Letter of Conditional Licence to projects that have met the conditions set out by EMA in the Conditional Approval, such as conducting further studies and engaging relevant countries.

1.2.3 Following the award of a Conditional Licence, the parties are expected to advance towards finalising the required studies and discussions in relation to the commercial, technical, environmental, regulatory and financial aspects of the project. Each of these aspects must be finalised for a project to eventually achieve financial close, and EMA to confirm that the project has fulfilled all requirements to be granted a final Importer Licence. With the Importer Licence, the project is ready to commence construction and operations.

1.3 While information on available public landing sites will be provided to importers and/or grid operator(s) for pre-planning purposes, importers should perform pre-consultations with SP PowerGrid Limited (SPPG) and key government agencies only after the issuance of the conditional award.

1.4 This set of Guidelines is intended to provide importers who will be developing dedicated connections from source to local grid and grid operator an overview of the process for obtaining the necessary approvals and permits, in 5 broad stages with a **non-exhaustive** list of government agencies to be consulted, for the deployment of large-scale electricity imports up to the award of import licence. They are as follows:

| Agencies to be consulted | Consulting party | |
|---|---|---|
| | **Importer-owned interconnector/ subsea cables/ landing site/ grid connection**<br><br>▪ Dedicated subsea cable<br>▪ Dedicated landing site<br>▪ Dedicated cable routing on land for grid connection to SPPG s/s | **Shared interconnector/ subsea cables/ landing site/ grid connection owned by grid operator(s)**<br><br>▪ Shared subsea cable<br>▪ Public landing site<br>▪ Shared cable routing on land for grid connection to SPPG s/s |
| **I. Issuance of Letter of Conditional Licence**<br>▪ Letter of Conditional Licence to be issued as precursor to subsequent stages of regulatory processes | | |
| **Energy Market Authority (EMA)** | ▪ Letter of Conditional Licence to be issued to successful importers satisfying all pre-requisites and/or conditions including but not limited to provision of Performance Bond<br>▪ Full Import Licence to be issued when all condition precedents are met | N.A |
| **II. Pre-consultations**<br><br>**Technical Pre-consult**<br>▪ Supply-related plan including but not limited to proposed import source, supply capacity, supply profile etc<br>▪ Infrastructure-related plan including but not limited to proposed sea corridor approach, landing site, cable routing, grid connection etc<br>▪ Pre-feasibility for subsequent landuse consultations with individual agencies[1] and overall planning approval | | |

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| ▪ **Attain In-Principle No Objection (IPNO) from EMA and SPPG as precursor for subsequent landuse consultations with agencies[3]**<br><br>**Landuse Pre-consult**<br>▪ Landuse consultations with individual agencies[1] and/or public or private land-owners for seabed/ foreshore/ inland<br>▪ Obtain information and parameters necessary including but not limited to as-built plans, planning parameters, site-specific conditions etc, if necessary[4]<br>▪ **Attain In-Principle No Objection (IPNO) from agencies[5] as precursor for overall planning approval** | |
| **Energy Market Authority (EMA)** | ▪ Establish pre-feasibility for subsequent landuse consultations with individual agencies and overall planning approval including but not limited to supply source, supply capacity, supply profile, sea corridor approach, cable routing, grid connection etc<br>▪ Attain IPNO for proposed landuse requirement and cable routing/ landing<br>▪ To keep EMA apprised of all subsequent landuse consultations and planning approval. EMA will assist to facilitate consultations and clearance(s) with relevant agencies.<br><br>*For onward consultations with SPPG and PowerGas*<br><br>▪ Establish pre-feasibility on proposed landuse requirements and cable routing and to de-conflict with existing/ future electricity and/or gas infrastructure including but not limited to ESS, electrical cables and gas pipelines etc<br>▪ Obtain existing/ future water and/or electricity and/or gas infrastructure plans including but not limited to as-built plans, in confidence |

[3] In-Principle No Objection (IPNO) from agencies to the proposed developments would form the precursor to planning approval from URA. This list of agencies is by no means exhaustive.

[4] Agencies may require requesting parties to enter into a non-negotiable non-disclosure agreement ("NDA") prior to any disclosure of site information. This will be at the discretion of the relevant agencies.

[5] In-Principle No Objection (IPNO) from agencies to the proposed developments would form the precursor to planning approval from URA. This list of agencies is by no means exhaustive.

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| | ▪ Attain IPNO for proposed landuse requirements and cable routing/ landing | |
| **Singapore Power Power Grid (SPPG)** | ▪ Establish technical pre-feasibility including but not limited to substation/ switch-house connection, voltage level, cable routing, subsea cable configuration and network feasibility etc<br>▪ Attain IPNO for proposed landuse requirement and cable routing/ landing/ grid connection | N.A. |
| **Urban Redevelopment Authority (URA)** | ▪ Establish pre-feasibility on proposed landuse requirements and cable routing and to de-conflict with existing/ future landuse plans and distinguish if proposed landuse and/or cable laying is on state-land or private land<br>▪ Obtain information on landing site(s) in confidence, if necessary<br>▪ Attain IPNO for proposed landuse requirements and cable routing<br>▪ Attain Landuse Planning Approval ie Written Permission (WP) | |
| **Maritime Port Authority (MPA)** | ▪ Establish pre-feasibility on proposed subsea cable routings and de-conflict with existing navigation channels, mooring and anchorage zones and other maritime activities including but not limited to considerations for placement of earth electrodes<br>▪ Obtain bathymetry information in confidence, if necessary<br>▪ Submit Form A for comments by technical agencies and carry out EIA (if required)<br>▪ Attain IPNO for proposed subsea cable routing and landing | |
| **National Parks Board (NParks)** | ▪ Establish pre-feasibility on proposed landuse requirements and subsea/ inland cable routing to de-conflict with existing marine/ inland site-specific biodiversity receptors to be considered, parkland, trees including and not limited to cable-laying | |

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| | methodology, sea corridor routes, meeting NParks' Environmental Quality Objective (EQO), setback requirements, Park and Trees Act etc<br>▪ Submit Form A for comments by technical agencies and carry out EIA (if required)<br>▪ Iterative mitigation of projected environmental impact based on Technical agencies' comments in Form B, if required<br>▪ Obtain EQO to be met and biodiversity/ nature area layers information in confidence, if necessary<br>▪ Early engagement of Nature groups if required<br>▪ Attain INPO for proposed landuse requirements and cable routing |
| **Infocomm Media Development Authority (IMDA)** | ▪ Establish pre-feasibility on proposed landuse requirements and cable routing and to de-conflict with existing/ incoming submarine cable routing seaward, foreshore and inland including but not limited to separation, timelines, interferences, cable-laying methodology and co-existence in utility corridors/ Common Services Tunnel (CSTs) to avoid imposing constraints on each other<br>▪ Obtain existing/ incoming submarine cable information including but not limited to as-built plans, cable specs in confidence, if necessary<br>▪ Early engagement of telcos through IMDA if required<br>▪ Attain IPNO for proposed landuse requirement and cable routing/ landing |
| **National Environment Agency (NEA)** | ▪ Establish pre-feasibility on proposed landuse requirements and subsea/ inland cable routing in compliance with and not limited to applicable NEA codes on pollution controls and environmental health and Central Building Plan department<br>▪ Submit Form A for comments by technical agencies and carry out EIA (if required)<br>▪ Attain INPO for proposed landuse requirements and cable routing |
| **Singapore Food Agency (SFA)** | ▪ Establish pre-feasibility on proposed landuse requirements and subsea/ inland cable routing in compliance with and not limited to applicable SFA codes where applicable<br>▪ Submit Form A for comments by technical agencies and carry out EIA (if required)<br>▪ Attain INPO for proposed landuse requirements and cable routing |

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| **Singapore Land Authority (SLA)** – *for development on state-land* | ▪ Establish pre-feasibility on proposed landuse requirements and cable routing and to de-conflict with existing/ future landuse plans for state-land<br>▪ Establish necessity for Wayleave and Temporary Occupational Licence (TOL) for site investigations, cable laying and construction etc<br>▪ Enter into Letter of Undertaking (LOU) with SLA to commit on future diversion of utility services at own cost to make good affected state land<br>▪ Attain IPNO for proposed landuse requirements and cable routing |
| **Land Transport Authority (LTA)** | ▪ Establish pre-feasibility on proposed landuse requirements and inland cable routing and to de-conflict with existing/ future roads and/or rail plans<br>▪ Obtain existing/ future roads and rail plans including but not limited to as-built plans, utility corridor availability in confidence, if necessary<br>▪ Early engagement of LTA's roads and rail contractors through LTA to coordinate cable laying for projects under construction if required<br>▪ Attain IPNO for proposed landuse requirement and cable routing/ landing |
| **Public Utilities Board (PUB)** | ▪ Establish pre-feasibility on proposed landuse requirements and cable routing and to de-conflict with existing/ future water and/or sewage pipes and/or infrastructure, catchments and waterways including but not limited to separation distances, cable crossings for co-existence in utility corridors/ CSTs etc<br>▪ Obtain existing/ future water and/or sewage pipe network plans including but not limited to as-built plans, cable specs in utility corridors and/or CSTs in confidence, if necessary<br>▪ Attain IPNO for proposed landuse requirements and cable routing/ landing |
| **Jurong Town Corporation (JTC)**<br><br>*– for Jurong Island and industrial sites under JTC's management* | ▪ Establish pre-feasibility on proposed landuse requirements and cable routing and to de-conflict with existing/ future landuse plans for land under JTC's management<br>▪ Establish necessity for Wayleave/ TOL for site investigations, cable laying and construction etc |

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| | ▪ Early engagement of JTC's industrial land owner(s) through JTC to coordinate landing and/or cable laying if required<br>▪ Attain IPNO for proposed landuse requirements and cable routing |
| **Civil Aviation Authority of Singapore (CAAS)**<br><br>*– for sites within airport(s) planning area under CAAS's jurisdiction* | ▪ Establish pre-feasibility on proposed landuse requirements and cable routing and to de-conflict with existing/ future landuse plans for airport planning area land under CAAS's jurisdiction<br>▪ Establish necessity for Wayleave/ TOL for site investigations, cable laying and construction etc<br>▪ Early engagement of CAG through CAAS to coordinate landing and/or cable laying if required<br>▪ Obtain existing/ future landuse plans including but not limited to as-built plans, road diversions, utility corridors, fuel pipeline plans in confidence<br>▪ Attain IPNO for proposed landuse requirements and cable routing |
| **Housing Development Board (HDB)** or **Jurong Town Corporation (JTC)**<br><br>*– for sites earmarked for reclamation to be carried out by HDB or JTC* | ▪ Establish pre-feasibility on proposed landuse requirements and cable routing and to de-conflict with existing/ future reclamation plans including but not limited to bund walls<br>▪ Obtain existing/ future landuse plans including but not limited to reclamation profile and timeline in confidence<br>▪ Attain IPNO for proposed landuse requirements and cable routing |
| **Ministry of Home Affairs (MHA)**<br><br>*– for fire safety & HAZMAT clearances by SCDF*<br>*– for clearances by Police Coast Guard (PCG) for coastal developments/ works* | ▪ Establish pre-feasibility on proposed landuse requirements and cable routing to attain the necessary MHA family clearances, where relevant<br>▪ Obtain requirements and guidelines for planning purposes in confidence<br>▪ Attain IPNO for proposed landuse requirements and cable routing |

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| **Building and Construction Authority (BCA)** | ▪ Establish pre-feasibility on proposed landuse requirements and cable routing including but not limited to building and development works to attain the necessary building/ construction approvals, where relevant<br>▪ Obtain requirements and guidelines for planning purposes in confidence<br>▪ Attain IPNO for proposed landuse requirements and cable routing | | |
| **III. Planning Approval**<br>▪ When all IPNOs are obtained, to obtain **Planning Approval** from URA, Approval from MPA<br>▪ **Attain approval for foreshore or marine development** (s) from MPA<br>▪ Enter into the necessary Wayleave and or TOL arrangements for site occupation. | | | |
| **Urban Redevelopment Authority (URA)** | ▪ Upon IPNOs received, attain Planning Approval from URA | | |
| **Maritime Port Authority (MPA)** | ▪ Attain approval for foreshore or marine development(s) from the Committee for Marine Projects (COMET) for assignment of cable corridor. | | |
| **Singapore Land Authority (SLA)**<br>– for development on state-land | ▪ For foreshore land requirement: Following earlier engagement of SLA for Wayleave and Temporary Occupational Licence (TOL) for site investigations, cable laying and construction etc; enter into relevant wayleave and/or TOL arrangements for site occupation | ▪ For landing site/HVDC converter station: Site will be alienated to SP by default. Importers will enter into a lease agreement with SP. | ▪ For land cables that cannot be laid beneath road reserves: Enter into Letter of Undertaking (LOU) with SLA to commit on future diversion of utility services at own cost to make good affected state land |
| **Private Land owners** | ▪ Following early engagement of relevant private land-owners; enter into the relevant wayleave and/or TOL arrangements for for site occupation | | |

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| **IV. Development Control (DC) for commencement of works**<br>▪ Upon Planning Approval ie Written Permission (WP), onward submission to URA and relevant authorities for CORENET Submission for Development Control Approvals (DC) by Qualified Persons (QP).<br>▪ **Attain Development Control (DC) Approvals** for work commencement from the relevant agencies | | |
| **Urban Redevelopment Authority (URA)** | ▪ Attain DC approval for development control approval for works commencement. | |
| **Building and Construction Authority (BCA)** | ▪ Attain DC approval for development control approval for works commencement. | |
| **V. Issuance of Import Licence**<br>▪ Upon meeting all Condition Precedents, Import Licence will be issued to importer | | |
| **Energy Market Authority (EMA)** | ▪ EMA to issue importers a full import licence, prior to the commence of flow | N.A. |


Australian Government