

Project design

This fact sheet is designed to help you understand why the Port of Hastings has been selected as the preferred location for the Terminal and the design of the project.

About the project

The Victorian Renewable Energy Terminal (the Terminal) is a proposed dedicated assembly port that will enable the import, storage and assembly of offshore wind components, to support offshore wind farms across Victoria.

The Victorian Government has identified the Terminal as critical to supporting the state's target of achieving net zero emissions by 2045.

The Terminal will be developed at the Old Tyabb Reclamation Area (OTRA), and the adjacent marine waters within the port precinct and between Esso's Long Island Point jetty and BlueScope's wharves.

Offshore wind turbines are significantly larger than onshore turbines and the components are extremely heavy. Components like blades and towers cannot be transported by road or rail due to their size, and so a dedicated port is required.



Image: Artist's impression of the proposed Victorian Renewable Energy Terminal.



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Identifying a suitable port

Ports are critical enabling infrastructure in the offshore wind supply chain, and there is no existing port in Victoria capable of supporting the offshore wind sector, as offshore wind terminals require heavily reinforced pavement, and a large site adjoining or near deep water shipping berths.

The Victorian Government has undertaken an assessment of potential location to build the Victorian Renewable Energy Terminal.

The Port of Hastings presents the most suitable location to meet the requirements of the facility and is located closest to the offshore wind zones in Gippsland compared to other major ports.



For more information on **Why Port of Hastings**, scan the QR code.

Why Port of Hastings

Port of Hastings is well placed to support offshore wind construction projects, based on the following priority areas.



Close to offshore wind zones

Port of Hastings is the closest Victorian port to the Gippsland offshore wind zone, reducing sailing times, improving logistics and project efficiency, reducing supply chain risks and minimising the impact of weather on the construction program.



Existing shipping channel

A naturally wide and deep channel that provides the required channel capacity to manage specialist vessel movements, avoiding the need for regular maintenance dredging. The Port is in a sheltered location with no exposure to swell.



State owned asset

As a state owned asset, this provides certainty in dedicated enabling infrastructure to establishing this new industry for offshore wind proponents.



Land area

The Port has suitable port-zoned land in its vicinity, including the Old Tyabb Reclamation Area (OTRA) site, that has the advantage of a large storage area adjacent to Western Port.



New chapter for the port

The Terminal will play a key role in Victoria's drive to reach net zero emissions while providing the State's transport network with enduring benefits beyond offshore wind projects.



Single port solution

The Port of Hastings is the only location in Victoria that can operate as a single-port solution to support offshore wind, meeting all construction and assembly requirements for offshore wind developers.



Reduced carbon footprint

Being the closest port to the Gippsland offshore wind zones means the carbon footprint of vessels moving between the offshore wind area and the port will be lower, as the travel distance and time will be shorter.



Activating local industry in Western Port

Potential to attract supporting industry to the land supporting the port, which is appropriately zoned and close to industries and a large workforce.

Terminal design

The Terminal has been designed to support the Victorian Government's offshore wind energy generation commitments while avoiding and minimising potential environmental impacts, particularly to the Western Port Ramsar site.

The design of the Terminal has taken into account factors such as utilising existing port land, minimising the environmental footprint on the Western Port Ramsar site, engineering feasibility, and ability to meet the projects functional requirements.

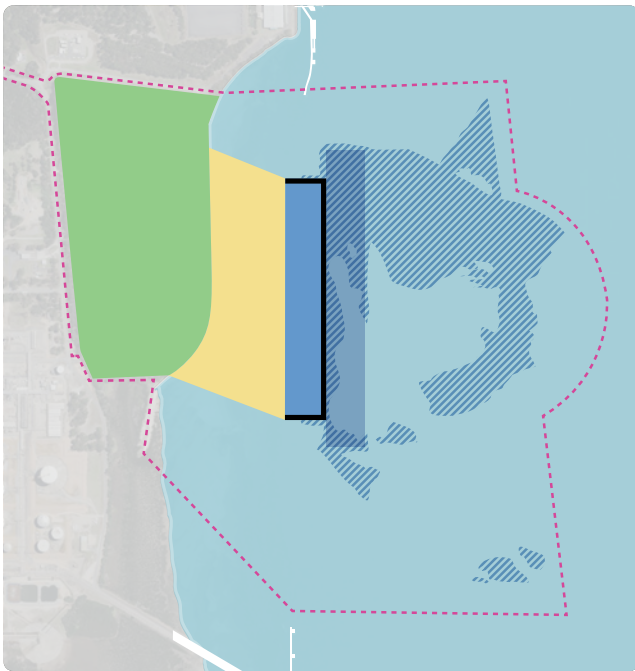


Image: Terminal design map

 Dredging footprint

 Project area

Marine Components

Berth Pocket

A Berth Pocket is required to allow ships to moor at all states of tide.

Scour protection is placed in front of the quay wall to prevent seabed erosion and damage to the quay wall.

A stone bed on the seabed is required in part of the berth pocket to support the legs of jack up vessels during lifting operations at the Terminal.

This design was selected as it meets the project's key requirements, providing sufficient space for importing, storing, and assembling offshore wind components to support the construction of wind farms along the Victorian coast.

When completed, the Terminal will be approximately 40 hectares in size and would include a permanent two-storey administration building, warehouses, workshops, and security facilities.

The proposed Terminal includes both landside and marine components, designed to support offshore wind (OSW) development activities.

Landside Components

Operational Area

The Operational Area will accommodate the transport, assembly and storage of large numbers of turbine components. In addition, there will be warehousing, offices, car parks, and other ancillary facilities on site.

Quay Apron

The Quay Apron is the area between the Operational Area and the Berth Pocket and would be subjected to very large loads from the loading and unloading of offshore wind components to and from ships and from the assembly of turbine towers.

The loading and unloading of offshore wind components will be facilitated by either cranes located directly on the Quay Apron, or the component would be driven off ships by Self-Propelled Modular Transport vehicles (SPMTs). The Quay Apron will be approximately 600m long and 60m wide.

Quay Wall

The quay wall is a retaining structure that would be designed to support the reclaimed land and provide berths to ships. Using a bulkhead wall design, the quay wall will consist of a series of tubular piles connected by steel clutches, with a piled concrete deck at the rear.

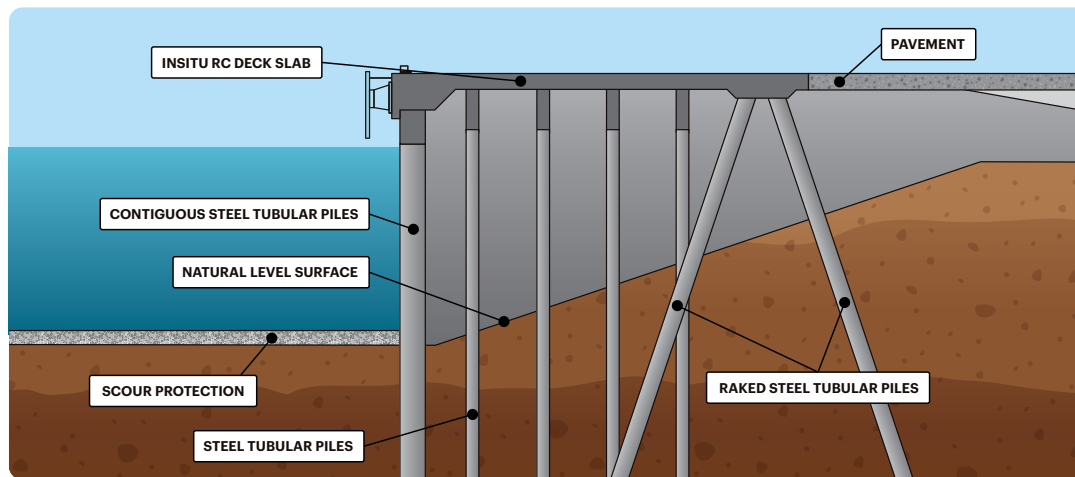


Image: Quay wall construction diagram (artist impression only, subject to change)

Design development

Since 2023, substantial modifications have been made to the project design to ensure it meets the functional requirements of the Terminal while minimising the impacts to the Western Port environment.

Extensive ecological assessments, technical studies, and design work have been undertaken to better understand the site and its surrounding environment, allowing us to substantially reduce the dredging and reclamation envelopes.

Consideration has been given to a design that minimises seabed disturbance, considers impacts on waterbird and migratory bird habitats, and impacts on the habitat or lifecycle of native species dependent on the Western Port Ramsar site. The revised project design has a significantly reduced footprint, with dredging and land reclamation reduced by approximately 70% and 35%, respectively.

Upcoming Exhibition of the EES (2027)

The project EES will be available for public review and comment for at least 30 business days.

The EES will include supporting technical documentation, including a detailed consultation report outlining how the project engaged with stakeholders and the community, and considered feedback as part of preparing the EES.

During this time, there will be an opportunity to review the full suite of technical studies and EES reports and make a submission to the Planning Minister in response to the project.

Details about the exhibition, how to access documents and how to make a submission will be published closer to the time. At this stage, EES public exhibition is expected to occur in 2027.

Stay informed and up to date about the EES exhibition process

Subscribe to our e-newsletter by scanning the QR code or visiting:
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