MAY 2026

Project construction

This fact sheet is designed to help you understand the construction activities for the project.

Victorian Renewable Energy Terminal
PORT OF HASTINGS

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.

Image: Site for the proposed Victorian Renewable Energy Terminal

Construction activites

The construction of the proposed Terminal will require landside and marine works.

Landside works

Landside works include the following construction activities:

- Establishment of environmental protection controls and zones around the project site.
- Clearing and levelling the project site.
- Establishment of temporary site offices, warehouses and carparks.
- Ground improvement works, including introduction of surcharge materials to strengthen the ground.
- Installation of services such as electricity and water.
- Laying of pavement and drainage systems.
- Construction of permanent Port offices, warehouses and workshops.

Marine works

Marine works include the following construction activities:

- Dredging and reclamation of land.
- Construction of the quay wall.
- Scour protection to prevent seabed erosion and damage to the quay wall.

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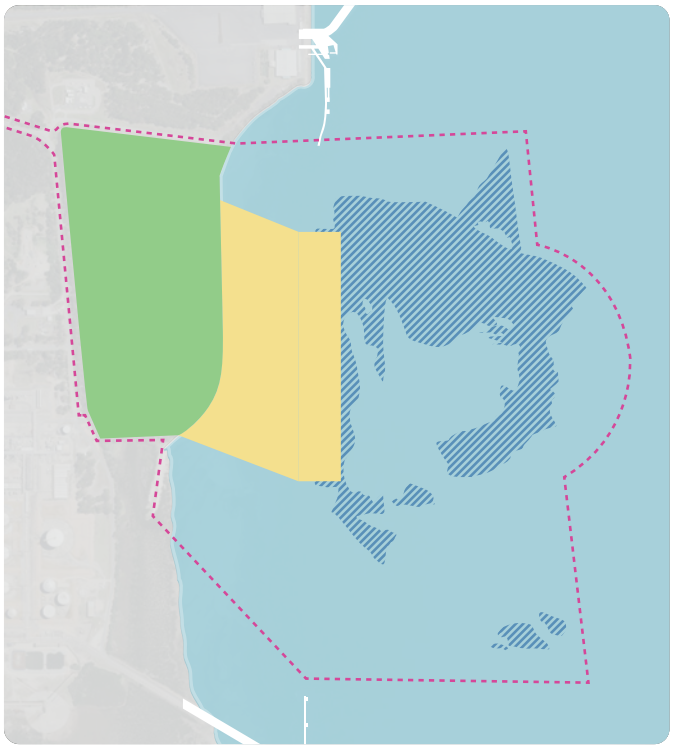
Construction phasing



Mobilisation

Construction will begin with a mobilisation phase, where the construction site will be established.

The project site will be cleared of vegetation, and temporary site offices, carparks, laydown areas, and site entrances will be set up.

Landside works

The ground will require strengthening to support the heavy offshore wind components.

Surcharging, where fill material is brought to the site to strengthen and compress the soil, and dynamic compaction, which uses triangular shaped rollers, are both techniques used to improve the existing ground conditions.

Permanent administration buildings will also be erected near the end of the construction period.

Marine works and quay wall construction

Inner and outer bunds will be created as part of the reclamation works and to enable access to the marine side of the site.

A specialised barge will drop a thick layer of crushed rock onto the seafloor, this is called scour protection. This helps in preventing ship propellers and water currents from washing away the existing seabed and weakening the foundation

The quay wall will be made up of a row of steel piles, which will be connected together. Once constructed, the outer bunds will be removed by excavation using a backhoe dredge and hopper barges.

Mooring and berthing dolphins will be installed at the north and south sides of the berth. These will assist to secure ships while at the Terminal.

Reclamation

Reclamation will occur in parallel with marine and quay wall construction and the dredging program. The new land created through this process will extend the shoreline to meet the deep-water channel.

A silt curtain will be installed around the planned reclaimed area and dredging vessels to help contain sedimentation during reclamation and dredging.

Dredging

Some dredging will be required at targeted locations including the shipping channel, berth pocket, and swing basin.

Dredging will be carried out by a medium sized backhoe dredger, supported by hopper barges and tugboats.

All dredged material will be reused on the project site as part of the land reclamation process.

In total, dredging will be completed in a single seven-month campaign.

Land reclamation and dredging

What is land reclamation?

Land reclamation is the process of creating new land by converting marine waters into usable land.

For the Terminal, this process involves filling in areas of the seabed with a combination of imported granular fill and also reusing the treated dredged material for reclamation purposes to create new land.

Reclamation for the Terminal is required to extend the existing shoreline to meet with the deep-water channel, to reduce the amount of dredging required to enable ships to access the Terminal.

Reclamation at the site will also ensure there is an adequate operational area for the laydown of turbine components at the site.

What is dredging?

Dredging is the term used for removing materials from the seabed of shipping channels, ports, rivers, lakes and other waterways. The process involves excavating or collecting material from the seabed and then transporting the dredged material to a disposal site for it to be safely unloaded. Dredged material and sediment mainly consist of sand, silts, clays and rocks

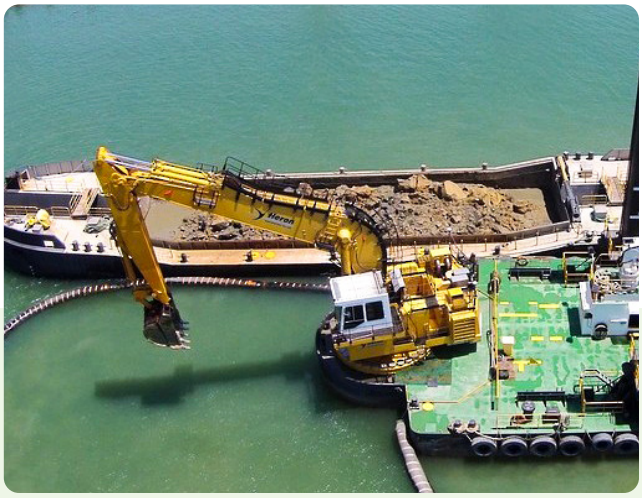


Image: Backhoe dredge and hopper barge

Reclamation methodology

The reclamation process will operate in parallel with the marine and quay wall construction operations and the dredging program.

The reclamation process may include the following key steps:

1. Installation of silt curtain to reduce sediment spreading.
2. Construction of perimeter bunds.
3. Installation of rock revetment on the outer face of perimeter bunds.
4. Transferring and beneficial reuse of dredge material, transferring it for use in the reclamation process.
5. Excavation of mudflats (where required).
6. Ground improvement of the existing seabed to strengthen the ground in the reclaimed area.
7. Installation of gravel pavement and drainage system.

Dredged material from the dredging program will be transferred and reused for the reclaimed area. Cement will be added to the dredged soil and along with the surcharge material, used to strengthen the existing land.

The Port of Hastings Corporation will continue to assess and refine the reclamation methodology as the project progresses.

Reduced dredging footprint

Since 2023, significant reductions have been made to the dredging footprint.

We have achieved these reductions by proceeding with an optimised land-based quay wall design option and construction methodology. Dredging will also be within the project area, including the swing basin and access channel.

Maintenance or ongoing dredging campaigns during operation are not anticipated.

What we've heard so far

We recorded a wide range of feedback from our public engagement sessions, online webinars, stakeholder briefings, and other direct communication and engagement activities.

The sensitive marine environment around Western Port and potential environmental impacts of Terminal construction were significant considerations in the Project's refinement, and in the proposed construction approach, as well as how the project can meet operational requirements.

Many people were interested in the impacts of dredging. The construction methodology has been updated since 2023, including a substantial reduction in the proposed dredging area, in response to Commonwealth Government, stakeholder and community concerns around dredging and its possible impacts on the Ramsar Wetlands. Turbidity and changes to water quality are considered in the Coastal Processes report.

The amount of imported fill and piling material required was of interest to local residents and community, as well as how it would be brought to the site.

Impacts to local community from construction activities including truck movements are considered in the Onshore Noise and Vibration and Traffic and Transport reports.

Image: Community Technical Roundtable session

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

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Project website
renewableenergyterminal.com.au

Phone
03 5979 5500

Email
engage@portofhastings.vic.gov.au

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