

Project overview

The Port of Hastings is set to play a key role in supporting Victoria's transition to a clean energy future through the development of the Victorian Renewable Energy Terminal

Victoria's coastline offers some of the world's strongest and most consistent offshore wind resources which, combined with relatively shallow waters, provide ideal conditions for offshore wind energy.

Offshore wind energy is a new and valuable addition to Victoria's energy mix and renewable energy transition. It will help us achieve our renewable energy targets, provide energy security and be an important part of Victoria's electricity future.

About the Victorian Renewable Energy Terminal

The Port of Hastings has been selected by the Victorian Government as the preferred location for the establishment of the Victorian Renewable Energy Terminal (The Terminal), a dedicated assembly port to support the construction of Victoria's first offshore wind farms along the Victorian coast.

The Victorian Government has identified the Terminal as critical to supporting the state's target of achieving net zero emissions by 2045 and long-term domestic energy security.

The Terminal is proposed to 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.

Subject to necessary approvals being granted, it would serve as the primary assembly port for offshore wind.



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

Delivering offshore wind generation in Victoria

There are three key infrastructure elements that are required to deliver offshore wind generation in Victoria.



Energy,
Environment
and Climate Action



1

Generation

Private offshore wind (OSW) developers, who will bid for power supply contracts and thereafter construct the offshore wind farms out at sea.

2

Transmission

New transmission infrastructure is required to connect offshore wind farms to the existing energy distribution network in Victoria.

3

Port infrastructure

Dedicated port infrastructure is required as no port in Victoria is equipped to facilitate offshore wind assembly, due to the size, weight and distance from offshore wind zones.

Victoria's offshore wind rollout

Victoria's offshore wind rollout is being managed by the Department of Energy, Environment and Climate Action through Offshore Wind Energy Victoria (OWEV). OWEV will partner with private offshore wind developers who will bid for power supply contracts and construct the offshore wind farms out at sea.

New transmission infrastructure which is required to connect the offshore wind farms to the power grid is being managed and delivered by VicGrid.

Dedicated port infrastructure is also required as no existing port in Victoria is equipped to manage the size and weight of offshore wind components, as well as large areas of available land close to a deep-water channel to receive, store and assemble them.

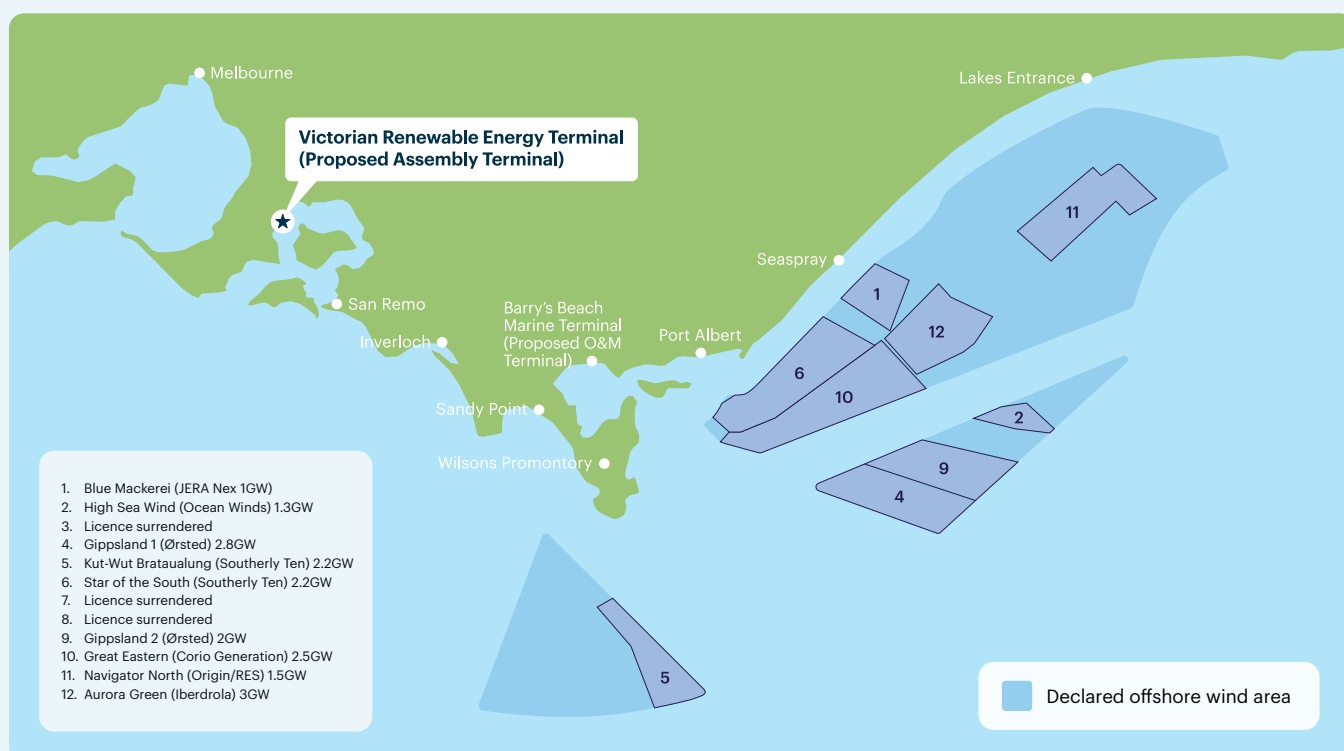


Image: Gippsland offshore wind zones and Terminal location

Benefits of the Victorian Renewable Energy Terminal

The Victorian Renewable Energy Terminal would act as a key industrial hub, providing local employment and supply opportunities as well as significant economic benefits throughout its construction and operation.

As the Terminal would be classified as a Strategic Project under the Local Jobs First Act 2003, the project will be required to source the majority of content locally, maximising local industry opportunities, as well as support local and first nations jobs.

The Victorian Renewable Energy Terminal is expected to create local jobs on-site through the construction phase and ongoing jobs during the operational phase.

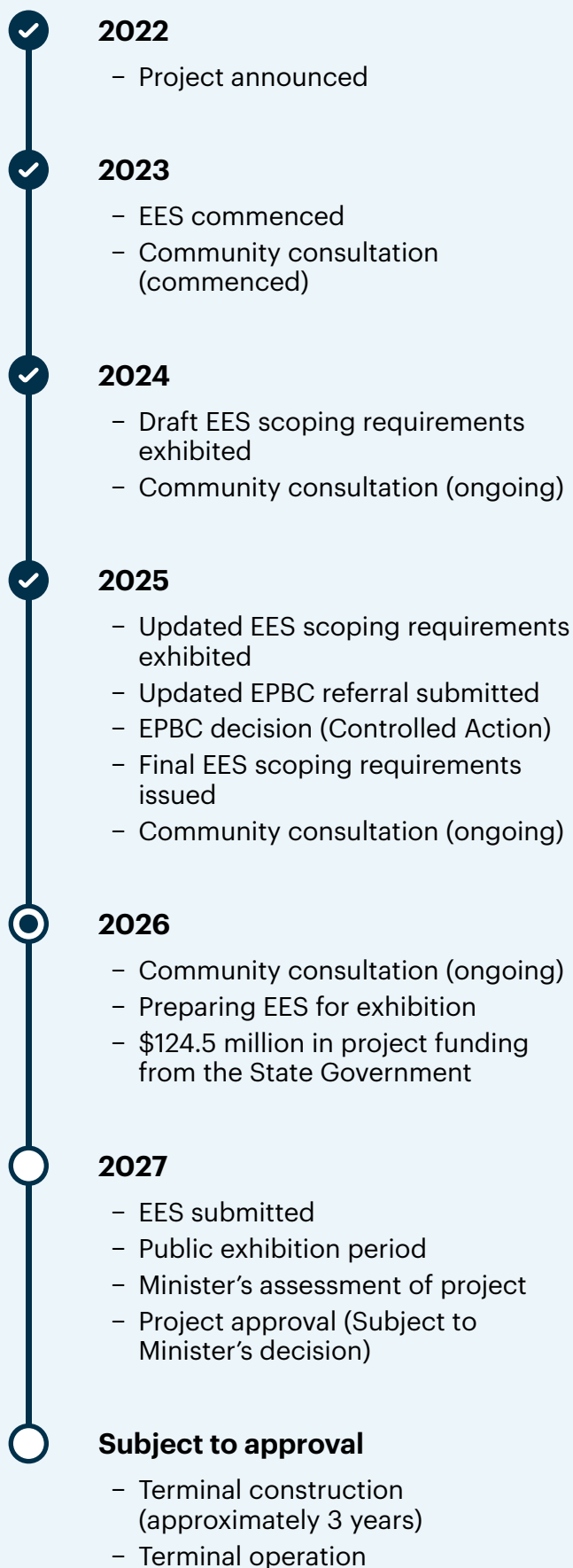
Offshore wind energy will create thousands of Victorian jobs. The growth of the renewable energy industry may also encourage future investment in the local area as well as opportunities to create jobs in a future high-demand industry as Victoria transitions to net zero emissions.

Stay updated

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Project timeline



* All timelines are indicative and subject to change

Design changes

The project design has continued to be refined since 2023, including shifting the Quay Wall, selection of materials to be used on site, realignment of the site revetment and a land-based construction methodology which has reduced the environmental impacts.

Some of these changes include:

- A reduction in the pile quantities required
- A reduction in the volume of imported fill material by approximately 400,000m³
- A reduction in the reclamation footprint by approximately 35%
- A reduction of the dredging footprint by approximately 70%
- A reduction in expected underwater noise from piling



Image: Construction phases

Project planning and approvals

The Port of Hastings is required to prepare an Environment Effects Statement (EES) for the Victorian Renewable Energy Terminal.

An EES is the most rigorous environmental impact assessment process in Victoria, used to assess projects with potentially significant effects on the environment.

As part of the EES process, Port of Hastings is undertaking extensive technical studies, along with consultation with the local community, industry and Traditional Custodians.

The EES will be publicly advertised for comment and the project assessed by the Victorian Minister for Planning following the advice from an inquiry appointed under the Environment Effects Act 1978.

The Project must obtain both State and Commonwealth approvals before construction can commence.

Given there are potential impacts on Commonwealth protected matters, such as the Ramsar Wetland, Port of Hastings has also been required to undertake an environmental assessment under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act).

This is being done under a bilateral agreement between the State and Federal governments, meaning the EES process also addresses the requirements of the EPBC Act.

Port of Hastings is preparing to exhibit the EES in early 2027.

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.

Other ports may also play a role in supporting offshore wind development. For example, Ports such as Barry Beach Marine Terminal and Port Anthony are well positioned to support operations and maintenance of offshore wind farms due to their proximity to the Gippsland offshore wind area.



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

Why Port of Hastings



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.



State owned asset

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



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.



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.



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.



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.



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.



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.

About the Port of Hastings

The Port of Hastings is located on the Mornington Peninsula around 70 kilometres from Melbourne and 50 kilometres to Gippsland's western boundary. It provides the deepest natural channels of Victoria's four commercial ports and does not require vessels to traverse the entrance to Port Phillip Bay.

Due to its location and natural strengths, it has historically supported a large share of Victoria's bulk liquid trades, including condensate, refined petroleum and liquid petroleum gas imported from overseas or extracted from the Bass Strait.

The Port of Hastings sees approximately 125 vessels per year from existing operations.



Get in touch

Do you have a question or feedback for us?

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For languages other than English,
please call 03 9209 0147.

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