

30 June 2025

2025 Victorian Renewable Energy Terminal

EPBC Number: 2025/10224

Submission: Committee for Frankston & Mornington Peninsula

Introduction

The Committee for Frankston & Mornington Peninsula is the peak advocacy body for our region. The Committee is an independent, non-partisan, member-based organisation which works beyond partisan politics to enhance the social, economic, and environmental sustainability of our region.

We work collaboratively across industry, business, not-for-profits, and local government to influence a better Peninsula.

Sustainable development in Western Port and Hastings is a key priority pillar of the Committee.

In 2023, the Committee identified the proposed Victorian Renewable Energy Terminal at the Old Tyabb Reclamation Area (OTRA) as a major advocacy priority given its positive economic impact to Hastings and the Mornington Peninsula, and its' strategic location in proximity to Gippsland's Offshore Wind Zone.

Project Background

The Port of Hastings Corporation proposes to develop and operate additional infrastructure within the existing port to serve as a laydown and assembly area for the development of Offshore Wind (OSW) along the coast of Victoria, to support meeting State and Commonwealth renewable energy generation targets.

The Project would include onshore development, land reclamation, construction of a quay wall and apron and dredging.

The Project would consist primarily of heavy-duty pavements or concrete decking on existing and reclaimed land and supported by piles.

The Project would allow for storage of cargo and associated handling equipment for the assembly of OSW components.

Referral Attachment #4: Why Port of Hastings?

Selection of the Primary Assembly Port for Offshore Wind Development in Victoria

The Committee for Frankston & Mornington Peninsula supports the summary of findings from this document and makes the following comments.

The Port of Hastings is the most suitable location for the Victorian Renewable Energy Terminal for several reasons both identified in the document and acknowledged by the Committee, including:

- Proximity to Gippsland's Offshore Wind Zone
- Suitable, appropriately zoned land adjacent to the proposed terminal for port use
- Existing deepwater shipping channel
- The port is in South-East Melbourne – the fastest growing region in Australia and home to suitable road, rail and port infrastructure within Metropolitan Melbourne.

The Committee notes that the Port of Hastings Corporation has undertaken a significant amount of work to address the 2023 Ministerial decision.

The project has been modified and is substantially different to the original referral made to the Commonwealth. The Committee acknowledges that the Port has undertaken extensive technical investigations, preliminary impact assessments and refinements to the Terminal Project design and construction methodologies.

As such, the Committee is comfortable and supports the view of the Port of Hastings that the 2025 Terminal Project addresses the issues identified in the 2023 'Statement of Reasons'.

The Committee is confident that the 2025 Terminal Project is consistent with the principles and requirements of the Ramsar conventions, of which Western Port is listed.

Conclusion

The Committee for Frankston & Mornington Peninsula proudly supports the proposed Victorian Renewable Energy Terminal at the Old Tyabb Reclamation Area (OTRA) and the adjacent marine area in the Hastings Industrial Precinct.

The Committee firmly supports the following statement from the submission:

The findings outlined in the document found Port of Hastings to have superior attributes over other locations including:

- Proximity to offshore wind zones
- Existing deepwater shipping channel that can accommodate additional shipping requirements
- Available land area for port development
- Timing to develop new port infrastructure



- Single port solution that can handle foundation and wind turbine generator components
- It is a government owned entity it can be more directly managed to meet OSW targets

The terminal will provide an economic boost to the Mornington Peninsula and Western Port, promote the growth of local renewable energy industries in our region, and facilitate the delivery of legislated offshore wind and emissions reduction targets at both Victorian and Federal Government levels.

The Committee recommends that the Commonwealth referral be designated a “Controlled Action” under a bilateral agreement between the Commonwealth and State Governments.

The Committee looks forward to partaking in the Environmental Effects Statement process.

If you have any questions about this submission, please do not hesitate to contact the Committee at info@cfmp.org.au.

Yours sincerely,

Joshua Sinclair
CEO
Committee for Frankston & Mornington Peninsula