



Geelong Energy Hub

UPDATE



ENVIRONMENT EFFECTS STATEMENT (EES) PROGRESS

There are a number of detailed technical studies underway as part of the regulated Environment Effects Statement (EES) process. These assessments provide important input to Project design, helping the Project team to identify the best way to design, build and operate the gas terminal while minimising any impacts on the Community and the environment.

After almost twelve months of hard work by a team of technical experts, we are starting to see the study results come in and key findings will be shared progressively.

An outline of the key study areas and information about the [EES process and timeline](#) can be found on the website. Study Summaries are now available for the [Aboriginal and Historic Cultural Heritage](#) and [Groundwater and Surface Water studies](#).

WEBINAR DISCUSSION ABOUT LOCAL AMENITY IMPACTS

Regrettably, ongoing COVID restrictions are playing havoc with our plans for face-to-face engagement with the local community.

Our community session planned for 12 August was moved online, and information provided to local residents on the works proposed around Refinery Pier, including updates on the findings of studies into potential local amenity impacts.

A short summary of each study including the methodology and findings can be found on the [EES - Local Amenity section](#) on the website.

- Noise and vibration
- Air quality
- Traffic and Transport – truck movements and traffic management

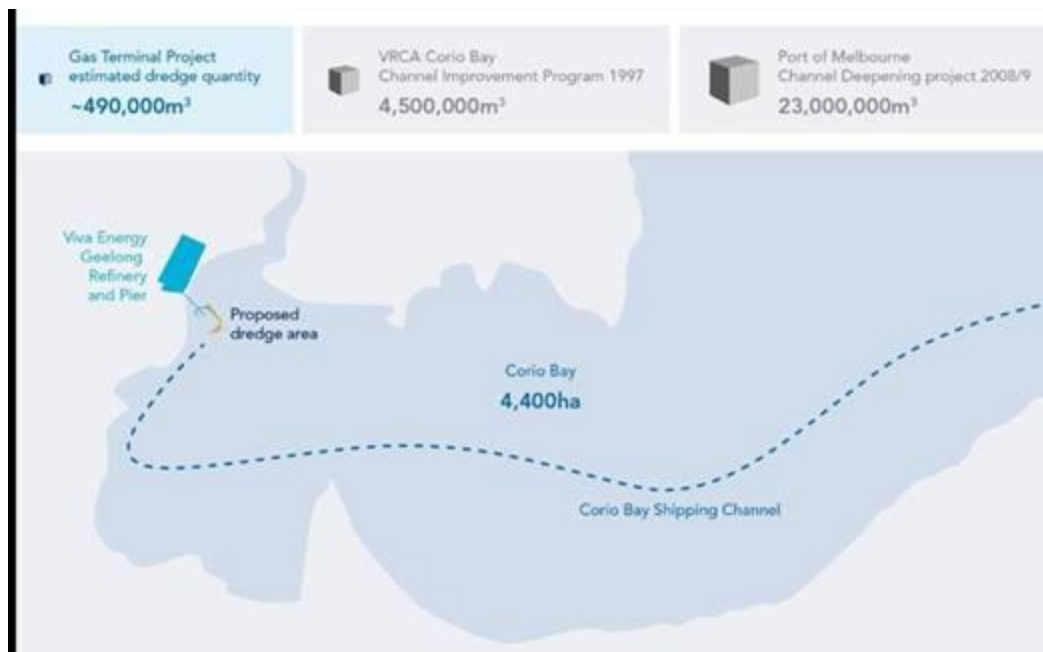
You can watch the full webinar [here](#) including presentations from Project Manager Rob Mackie and the technical experts who carried out the studies.

REFINERY PIER WORKS AND LOCALISED DREDGING

Construction work for the proposed pier extension would take 18-22 months and is planned to commence in late 2022, after all required permits and approvals are received following consultation with the Department of Environment, Land, Water and Planning and the EPA.

Localised dredging would be required in an area close to the existing Refinery Pier to accommodate the new berth and safe ship turning for larger ships. Seabed material removed under the proposed dredging plan would be taken by barge to the approved spoil disposal site at Point Wilson.

Dredging is a routine part of port operations/maintenance, and will be carefully planned and executed in conjunction with GeelongPort and Ports Victoria. The area to be dredged is small compared to some of the dredging campaigns previously undertaken by Ports Victoria (previously VRCA) and to the overall port area. A similar sized dredging program was carried out in 2015 just 150 metres from Refinery Pier while all berths were operational – conducted safely and without incident.



It is not anticipated that construction of the Refinery Pier extension or the proposed dredging will have unacceptable impacts on marine life. This will be confirmed by extensive modelling which is currently underway. More information about the plans for pier works and dredging can be found in a [fact sheet on our website](#), and the findings of the marine studies will be shared once available.

The Ramsar wetlands area lies outside the footprint of Project operations, but as a sensitive environmental area, a number of studies are underway to ensure the potential

for any adverse impacts are mitigated. The studies are discussed in a [new short video](#), now online.

TERMINAL ON TRACK TO ADDRESS LOOMING GAS SHORTAGES

As Bass Strait gas supply continues to decline, Viva Energy's plan to build Victoria's first gas import terminal in Geelong is the best short-term solution to the state's forecast gas shortage.

Recent updates by market experts including AEMO and the ACCC reinforce the risk of gas shortages as early as 2023/2024.

An alternative plan to bring in gas from NSW would require the proposed Port Kembla gas project to come on line plus \$70 million to be spent on pipeline work, which could push gas prices up by as much as 15% for Victorian customers according to energy consultancy Energy Quest (quoted in [The Age](#) on August 30).

With Victoria (and Australia) on a journey to reduce emissions and fossil fuel use in the long term, we are committed to playing a part in the transition to a lower carbon future. However the transition will take time, and 2 million Victorians are going to continue to rely on gas for hot water, cooking and for heating their homes in the meantime. Many industries also rely on gas to operate and electricity is not a viable alternative.

This means we are going to need gas for many years yet – which is where our Gas Terminal could play a role to flexibly supply this need before sailing away when there are better, cleaner alternatives that can operate at scale and at a competitive cost.

YOUR QUESTIONS ANSWERED

We are regularly updating our [website](#) to provide information about the project and the studies underway, and encourage you to provide feedback or raise any questions you might have via the website or via return email – including topics you would like us to address in our next update.

Below please find details of some upcoming opportunities to get involved. In the meantime, please find answers to two questions we have recently been asked.

Q. In some places in the US, the Coastguard uses armed escorts for LNG ships. Why aren't you planning for armed escorts for LNG shipping in Corio Bay?

Each port is different, and each jurisdiction around the world makes their own safety and security risk assessments based on local conditions. Overall, Australia is a low-risk environment with a very different threat profile to the USA. One important factor to consider is the availability and accessibility of firearms and explosives, which are highly regulated in Australia as opposed to the USA.

In Australia, armed escorts for ships is not justified on safety grounds and not required. In fact, armed escorts are not typically utilised in much of the world including Europe and Asia.

LNG has been safely and securely shipped around the world for over 60 years, and we believe the proposed operation in Corio Bay can and will be conducted safely. Detailed Safety and Risk assessments are being conducted on all aspects of the terminal proposal including the shipping operation, and will form part of the assessment process including licencing submissions to State and Federal regulators.

Q. Will there be an exclusion zone in place when LNG ships are at berth?

There is a maritime exclusion zone currently in place at Refinery Pier when ships are loading and unloading. This restricts access around the pier by unauthorised people, fishing boats and all other vessels as a safety precaution.

The exclusion zone has been re-assessed by Ports Victoria, to take into account the proposed Pier extension and new Gas Terminal operations including LNG ships berthing. An expanded exclusion zone would apply whenever an LNG ship was loading or unloading.

The proposed exclusion zone ([see website](#)) will be finalised in conjunction with Ports Victoria as part of the ongoing Project assessments.

Recreational fishing will be restricted around the Refinery Pier work site, including the dredging zone once dredging operations are underway. This will however only impact a small section of Corio Bay, in a part of the Port which is already a restricted-access area. Foreshore access for fishing is not expected to be affected.

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