



Geelong Energy Hub

UPDATE



GEELONG REFINERY TO BOOST FUEL STORAGE

Viva Energy has secured funding from the Federal Government to build another 90 million litres of diesel storage at the Geelong Refinery, and pending relevant approvals, construction could commence as early as 2022.

This will deliver a significant boost to Australia's fuel storage capacity and resilience to supply disruptions. Along with the ultra-low sulphur fuels upgrade and the proposed gas terminal, these projects will enable us to deliver our Geelong Energy Hub vision, consolidating our refinery site as an energy gateway for Victoria and supporting the energy transition. Please visit our [website](#) for more details.

GAS TERMINAL PROJECT SAFETY FOCUS

As an experienced operator of Major Hazard Facilities including the Geelong Refinery, Viva Energy is confident that we can safely build and operate the proposed floating gas terminal. While safety is our top priority, we know that it is also important for the community, and we have planned a number of engagement opportunities so local residents can ask questions of our Project team.

On 12 July, we hosted a Safety and Security-focused meeting at Geelong town hall. We discussed safety matters relating to LNG, LNG shipping and the floating gas terminal, including the detailed hazard and risk studies which are underway. A [video of the full meeting](#) is available online, and a shorter summary version covering the key aspects of the presentation from Project Manager Rob Mackie can be found [here](#). Our [Safety Fact Sheet](#) also provides more information.

SHIPPING AND PORT SAFETY

Annually, Viva Energy is proposing to bring up to 40 LNG ships into Corio Bay to deliver LNG to the floating gas terminal. This is a small percentage increase in shipping traffic, with over 1000 ships forecast to visit the Port of Geelong annually.

LNG has been safely produced and transported around the world since the 1960s, and LNG ships have an excellent safety record. The carriers are modern, sophisticated ships that have been specially designed to safely transport LNG, with a double-hull

storage system to prevent leakage or rupture. More about LNG Safety can be found [here](#).

Viva Energy is experienced in the safe berthing and unloading of some 240 ships each year at Refinery Pier. Studies including a navigational risk assessment for LNG shipping are being conducted in conjunction with authorities such as Ports Victoria, to ensure safe transit in Corio Bay and safe berthing at the new terminal. The LNG carriers would travel along the existing Geelong shipping channel under the escort of tugboats, at a restricted speed.

RISK ASSESSMENTS AND RIGOROUS REGULATORY REVIEW

Before we can obtain a licence to operate the gas terminal, we are required to prepare and submit a Safety Case to WorkSafe Victoria, demonstrating how we will safely manage the facility.

Safety is also an important element of the regulated Environment Effects Statement (EES) process currently underway, overseen by DELWP. Detailed studies are being conducted including Quantitative Risk Assessments (QRA) to model a range of risk scenarios relating to all aspects of the proposed terminal operation, including impacts on and from a refinery incident. The modelling is an iterative process that allows us to identify potential risks, and make any changes to the design or operating parameters of the facility to mitigate the risk and ensure the safest possible operation.

EXPERT STUDIES EXAMINE PROJECT IMPACTS

The [final scoping document](#) for the Environment Effects Statement (EES) has now been finalised and can be accessed online. There is also an excellent video available [outlining the EES process](#) and highlighting opportunities for the community to have their say.

As part of the regulated and rigorous EES process, detailed studies underway include: seawater use and the marine environment, terrestrial and freshwater ecology, Aboriginal and cultural heritage, surface and groundwater, safety and risk assessments, air emissions and greenhouse gas, and local amenity impacts including noise, transport and traffic. We will share key findings of these studies with the community as the results come in.

A community session is planned for Thursday 12 August (details below), where we will have information available on the project plans and the works proposed around Refinery Pier, including updates on studies covering:

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

Read more about the planned Refinery Pier extension works including the proposed localised dredging activity in our [Fact Sheet](#) online.

YOUR QUESTIONS ANSWERED

We are committed to providing multiple opportunities for community engagement at various stages in the project timeline. We regularly update 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 return email.

Please find following answers to two important questions asked at our most recent forum which may be of interest.

Q. What would be the impact if there was an explosion at the refinery or the proposed Gas Terminal?

Safety features and operational procedures are in place at every level of our refinery operation to prevent such an event from occurring, and the floating gas terminal would also have its own safety features and procedures in place to avoid any incidents. We are well prepared in the unlikely event of an emergency, with trained employees, detailed response procedures and equipment in place, as well as the support of combat agencies.

We have undertaken a study which looks at a range of possible fire and explosion scenarios and their consequences, from the floating gas terminal mooring point on the jetty as well as along the jetty pipeline route. The study overall demonstrated that the Project can be implemented in a manner that does not represent a change in risk exposure from the floating gas terminal for identified sensitive receptors (such as neighbouring residential areas). More detailed quantitative risk analysis will be undertaken in conjunction with regulators as part of the approvals processes.

Q. The LNG ships will pass within 250m of residential areas at North Shore – does this pose a safety risk to local residents?

Viva Energy is confident that the floating LNG terminal including the LNG shipping and import operation, can be operated safely, without compromising the safety of local residents or our workforce. The risk of any incident as a ship is passing by each 10 days or so is extremely low. The LNG industry has an excellent history of safe operations, including shipping and LNG terminals operating in close proximity to urban centres around the world.

It is worth noting that LNG is transported as a liquid, and it is not carried or stored under pressure. LNG carriers are modern purpose-built ships, with a steel double-hull containment system specifically designed to prevent leakage and rupture. As we do with the crude and product vessels that regularly visit the refinery, Viva Energy will carefully vet all ships to ensure only safe and high-quality carriers and experienced crews are used.

Extensive risk analysis and assessments are being carried out in conjunction with local authorities including Ports Victoria (previously the Victorian Regional Channel Authority). A wide range of potential hazards and risks will be considered, including the potential risk from grounding, severe weather and collision with another vessel. A security and vulnerability assessment will also be conducted. The detailed analysis –

conducted by risk and security specialists and based on well-established international protocols – will help us to identify and mitigate any risks, enabling the safest possible design and operating parameters.

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