

Welcome

Welcome to the statutory consultation for the Immingham Green Energy Terminal (IGET) proposals.

Associated British Ports and Air Products are proposing to develop a new liquid bulk terminal and associated green hydrogen production facility at the Port of Immingham.

These proposals would create a brand-new liquid bulk terminal and hydrogen production facility in the heart of the Humber's energy estuary. IGET would contribute to the Humber 2030 Vision, where the Humber Energy Board is driving forward change in our local industries, decarbonising the Humber and delivering clean energy for the future. With a rich history of expertise in the energy industry, and a clear vision for the future, we are excited to be working in Immingham on this project.

If successful, IGET would bring a range of benefits to the local community, including new jobs, training and apprenticeship opportunities, and make a key contribution to meeting the UK's net zero ambitions.

About the site

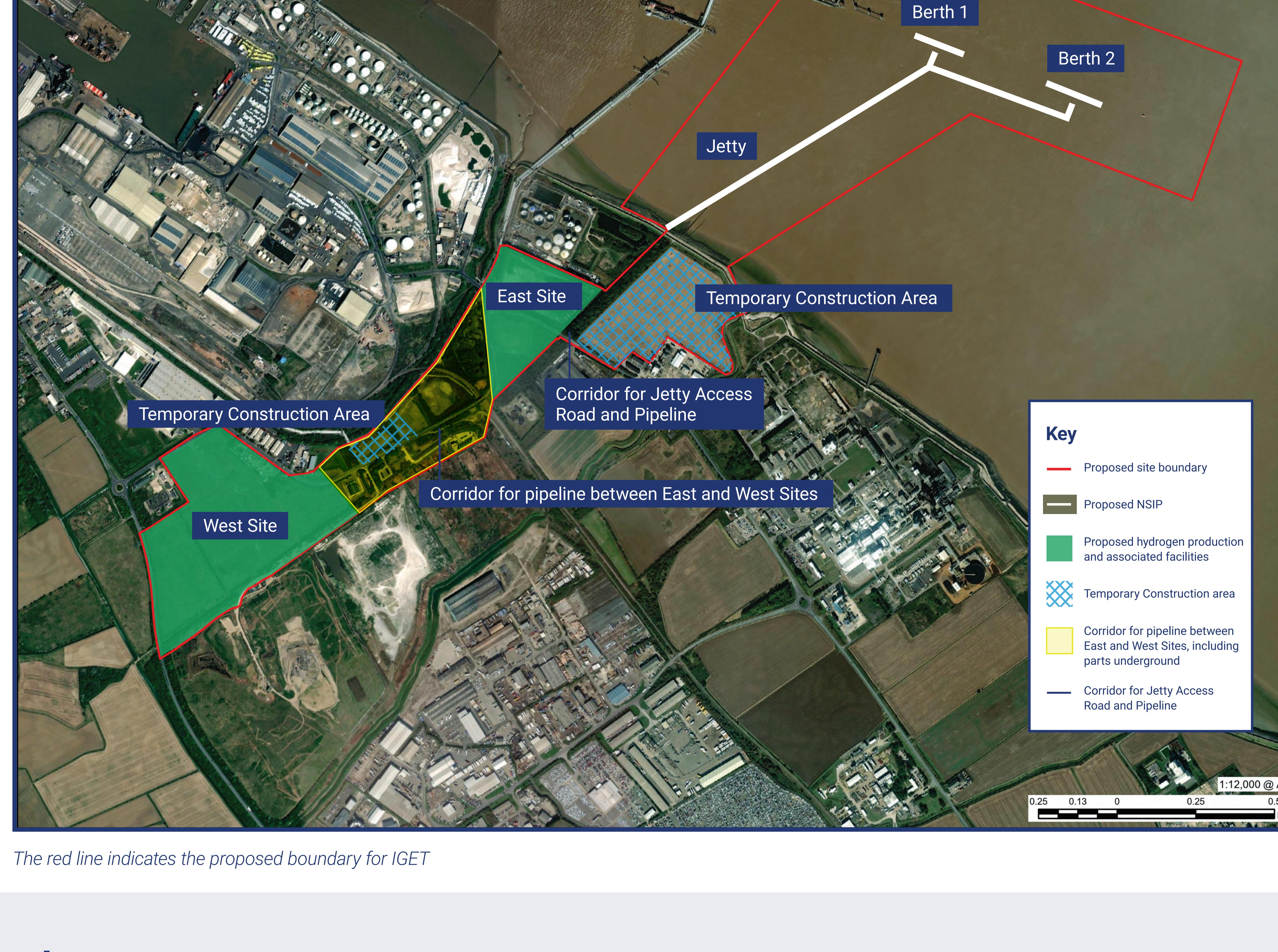
The map below shows how the different parts of the project would be laid out, including:

- **Terminal:** comprising a jetty and up to two berths. The topside infrastructure assists with the loading and unloading of vessels, provides maintenance access, disposes of wastewater and can support utilities which are needed for the handling of liquid bulk shipments.
- **East Site:** ammonia storage, hydrogen production, and hydrogen liquefaction.
- **West Site:** hydrogen production, hydrogen liquefaction, hydrogen storage and vehicle loading.
- Pipeline Corridor between the East and West Sites.
- Corridor for Jetty Access Road and Pipeline.
- Temporary Construction Area.

Engaging with your community

The IGET project team is committed to working with you on these proposals. We understand that you care about the future of Immingham, and we want to make sure you have every chance to share your views before we submit our development consent order application.

Before Statutory Consultation began, we started engaging with local residents and businesses who may be impacted by the proposals. If you live or work within the red line boundary, please speak to a member of our staff for more information, or contact us at enquiries@imminghamget.co.uk or on **080 817 532 33**.



The red line indicates the proposed boundary for IGET

About us

Associated British Ports (ABP) is the owner and operator of the Port of Immingham. On the Humber, ABP owns and operates four ports, namely the Port of Immingham, and the ports of Hull, Grimsby and Goole, which together constitute the largest ports complex in the UK.

Of these, Immingham Port, located on the southern bank of the Humber Estuary, is the largest and busiest of ABP's four Humber ports.

ABP is taking forward proposals to develop the IGET and will be submitting an application for a development consent order.

Air Products is the world's largest hydrogen supplier, and develops, builds and operates some of the world's largest industrial gas projects, employing over 20,000 staff in more than 50 countries worldwide, with over 750 production facilities.

Air Products has an established presence in the UK for over 60 years as an industrial gas provider, employing over 1,500 people.

Air Products has over 30 years' experience operating in the Humber alone, with several sites that manufacture and distribute a range of products including facilities at Saltend, Hull and in Stallingborough, a short distance from the proposed Immingham site.

Air Products would be the first customer to use the new IGET facility once built if the planning is successful.

Working in Immingham

The Humber is the UK's busiest trading estuary, and the Port of Immingham is the busiest port on the Humber.

The Port of Immingham meets the project objectives to build and operate IGET. It benefits from a broad base of local skills and labour, and its location means we would have access to existing and new customers in local industries, and can transport products easily around the UK.



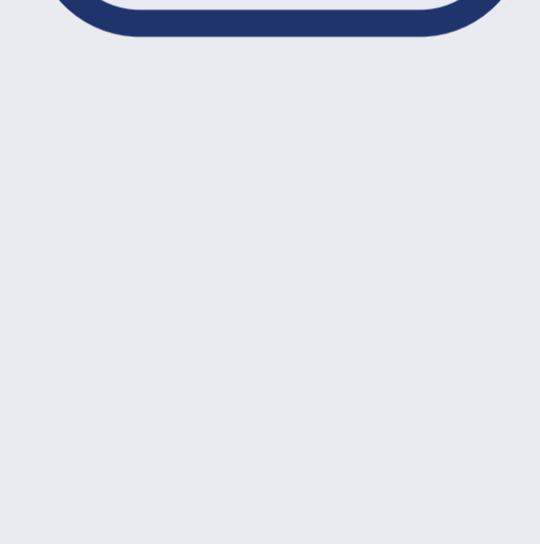
Immingham gas jetty. Photo Credit: David Lee Photography

Project objectives

The objectives of the Project are:

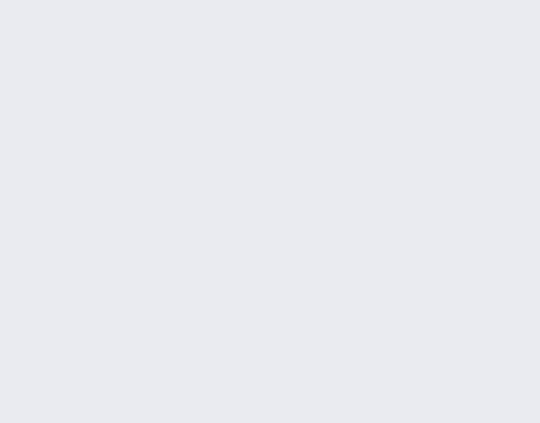


To provide essential port infrastructure, capacity and resilience to support the changing strategic needs of the energy sector to support decarbonisation within the Humber industrial cluster and the Humber Enterprise Zone.

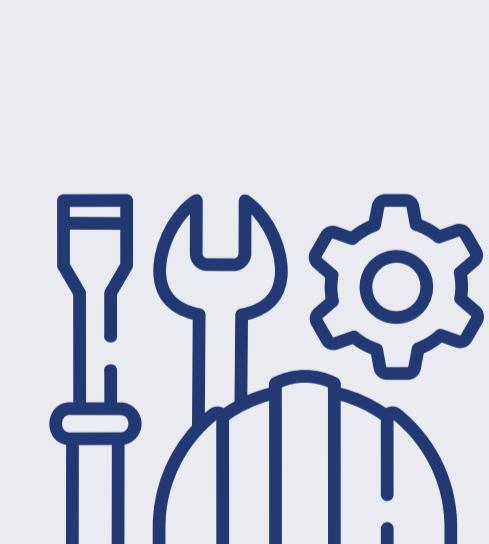


To provide capacity to support import and export of a range of liquid bulk products including

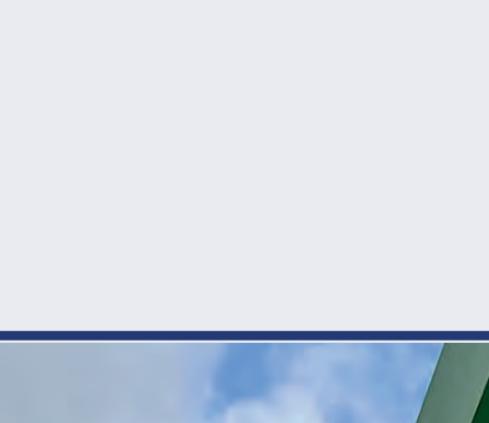
- (i) ammonia (to produce green hydrogen) to help decarbonise the United Kingdom's (UK) transport sector and
- (ii) carbon dioxide (CO₂), to facilitate carbon capture and storage, both of which will assist transition towards net zero.



To deliver and operate new port infrastructure, and its first user's hydrogen production facility, in a safe, efficient and sustainable manner by making effective use of available land, water, transport and utility connections which exist in and around the Port of Immingham.



To minimise adverse impacts on the environment and safeguard the health, safety and amenity of local residents.



To enhance both the local and regional economy through direct investment in and around the Port of Immingham and by partnering with the supply chain, providing opportunities for training, upskilling, apprenticeships and local employment.



Heathrow hydrogen fuelling station. Photo Credit: Francesca Gabriel

Why Immingham?

We are excited to bring this project to Immingham because:

- It is close to other green energy industry leaders, particularly those who are working on carbon capture and storage
- It is also a deep-water port, which means we can easily bring in the large ships needed to import green ammonia for making hydrogen, and other liquid bulks
- There is space on the land close to the port where we can put the hydrogen production facility, meaning the pipeline from the jetty to the land is shorter, which makes for a safer production process once materials arrive at the port
- Immingham is in a central UK location with good transport links, making it easier for us to import and export materials and distribute green energy

- The location of Immingham meets the project objectives

Working with other projects in the area

We are aware of several other projects coming forward in the area at the moment, including ABP's own Immingham Eastern Roll-on Roll-off Terminal (IERRT). While the IGET project team is in contact with IERRT's team, we would like to emphasise the IGET is a separate project in the local area, with a separate application process.

Working with ABP Customers

ABP has a number of customers on the Port of Immingham who are very important to us. If you are an ABP customer who would like to talk about how the proposals may affect your business, please speak to a member of our team, or email us at enquiries@imminghamget.co.uk

The Planning Process

The size and scale of our proposal for a new terminal means that IGET is defined as a Nationally Significant Infrastructure Project, or 'NSIP'. NSIPs can include projects like building electricity lines, wind farms, transport infrastructure, or pipelines.

To get consent for an NSIP, we need to make an application for a Development Consent Order, or 'DCO'. The application would be determined, and if granted, would include all the main consents required for the project, comprising planning and other powers to deliver the project, including rights to enter and acquire land and rights to undertake works to public highways. The DCO for this project would be determined by the Secretary of State for Transport, but before a decision is made, we must complete the process shown below.

To learn about the process in more detail, please speak to a member of our team or visit the Planning Inspectorate website at infrastructure.planninginspectorate.gov.uk/application-process/the-process/

1. Pre-application: We are here

2. Acceptance

3. Pre-examination

4. Examination

5. Recommendation and Decision

6. Post Decision

Our proposals

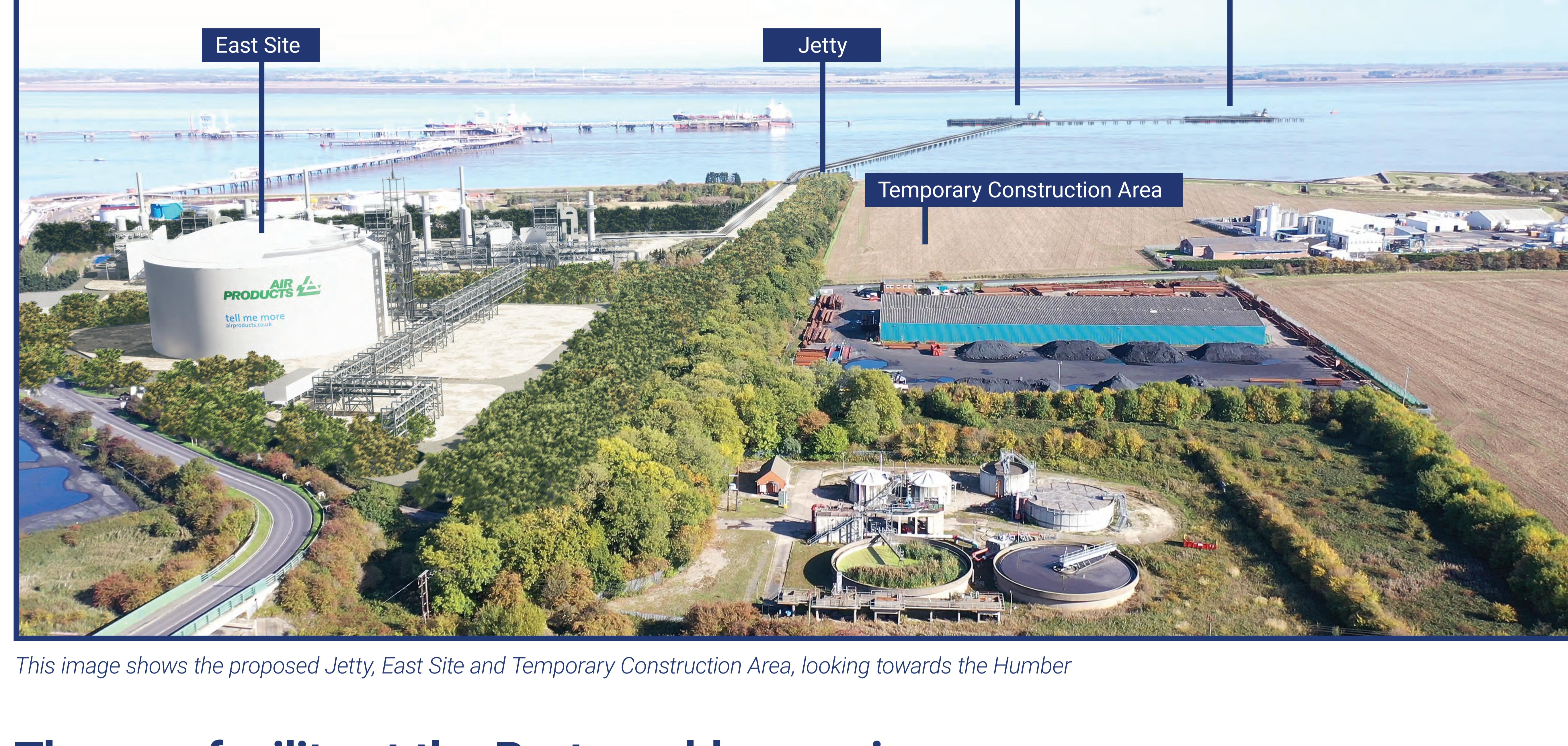
We aim to create a brand-new terminal for importing liquid bulks and a hydrogen production facility in the heart of the Humber's energy estuary. If our application is successful, this project would play its part in decarbonising the transport sector, and help the UK move to Net Zero carbon in the long term.

The jetty would provide a new terminal for us to import and export liquid bulks, including green ammonia and carbon dioxide.

Once Air Products has produced the green hydrogen, it would be stored on site, and then distributed across the UK.

The proposed NSIP and hydrogen production facility

The images below show artists' impressions of the proposed jetty and hydrogen production facility. Please note that these are indicative images and are subject to change as the project develops.



This image shows the proposed Jetty, East Site and Temporary Construction Area, looking towards the Humber

The new facility at the Port would comprise:

On the marine side (the NSIP):

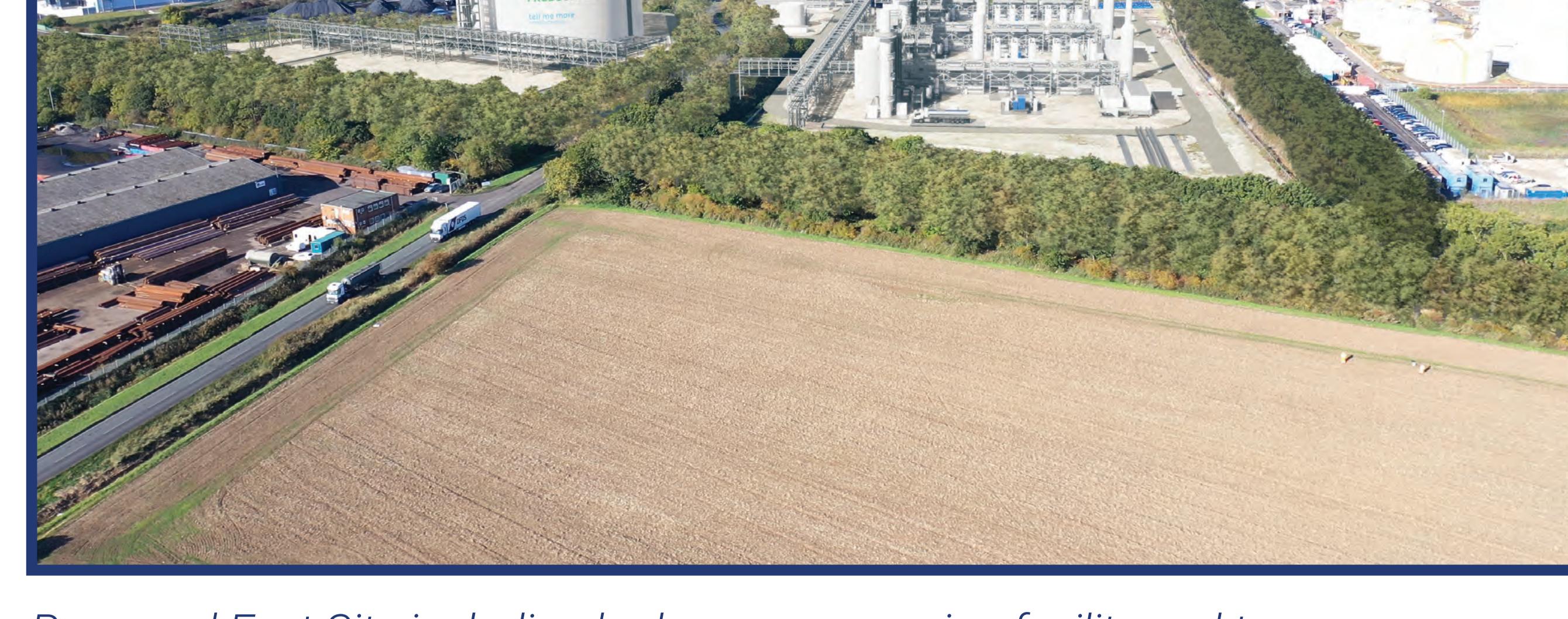
- A jetty, consisting of an approach trestle, approximately 1.1km in length, leading up to up to two berths, including loading platforms and berthing and mooring dolphins with link walkways; and
- Topside infrastructure on the jetty for the handling of bulk liquids, including loading arms and pipelines.



Aerial view of IGET proposals (terminal)

On the land side (the Associated Development):

- An access road to the jetty;
- Two operational sites supporting hydrogen production facilities (an East Site and a West Site)
- Pipework, pipelines and utilities
 - (i) between the jetty and the green hydrogen production facility on the East Site and
 - (ii) between the two green hydrogen production facility sites and
 - (iii) between buildings and plant within the production operation facilities;
- Refrigerated ammonia storage tank (on the East Site);
- Hydrogen production units that convert ammonia to produce the green hydrogen (on both East and West Sites);
- Hydrogen liquefiers (on both East and West Sites) to liquify the hydrogen for temporary storage (on the West Site);
- Loading bays to fill road tankers with liquified hydrogen which would then be distributed to hydrogen filling stations throughout the UK (on the West Site);
- Ancillary buildings and works;
- Access from the public highway to the two hydrogen production sites; and
- Temporary construction areas.



Proposed East Site including hydrogen processing facility and temporary construction area (foreground)



Proposed West Site, including hydrogen processing facility

Cleaner, greener fuel in the UK

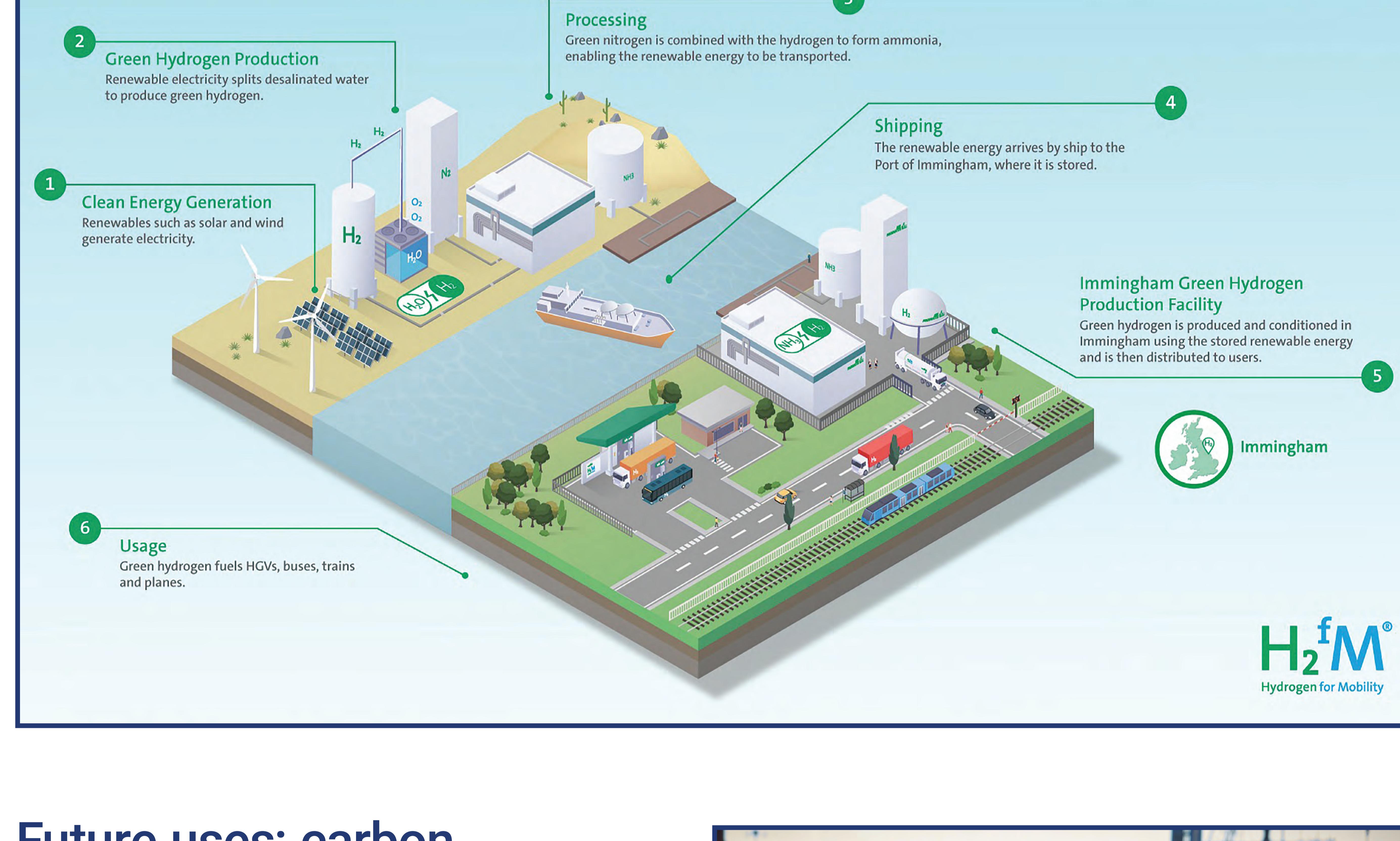
Making the UK's energy and fuel cleaner and greener is a key priority for reducing our carbon footprint and moving towards a sustainable future.

Through the British Energy Security Strategy, the UK Hydrogen Strategy, and the ambition to deliver 10GW of low-carbon hydrogen production capacity by 2030, the Government aims to move the UK towards a greener, more sustainable future in part by switching from fossil fuels to clean hydrogen.

The Project would directly support these proposals. By providing clean fuel made here we would be helping to improve energy security and create growth in the energy sector and local area to help support the Government's aims to 'Level Up' the UK. Depending on market demand, it is estimated that this will meet up to 3% of Government's hydrogen production capacity target.

How is green hydrogen produced and transported?

The diagram below shows how Air Products produces and transports green hydrogen.



Future uses: carbon capture technology

Carbon capture and storage (CCS) is a necessity, not an option for the UK's ambition to transition to net zero by 2050 (Committee on Climate Change, 2019). CCS captures the carbon dioxide emissions from industry, heating and power and transports via pipeline and/or ship to permanent and secure storage beneath the sea bed. The technology can play a vital role in reducing emissions from critical industries such as steel production, cement, chemicals and refining.

A number of carbon capture clusters have been formed around locations with a number of industrial sites to create local hubs of economic activity. These clusters create collaboration between major businesses to develop low carbon infrastructure to support the establishment of net zero carbon industrial hubs, attracting investment and supporting quality jobs. The Viking CCS Project aims to transport captured carbon dioxide from industries in Immingham cluster (Humber Zero) through a pipeline to the Viking gas field in the North Sea, where the carbon dioxide would be permanently stored.

The proposed route of Viking CCS's pipeline from Immingham to the Lincolnshire coast passes close to the IGET facility and has the potential to be connected to the terminal. The proposed jetty for IGET could be used to facilitate the import of liquefied carbon dioxide captured from dispersed industry that does not have direct access to geological storage via pipeline. This shipping of CO₂ can enable these industrial clusters to decarbonise and ensure other regions are not disadvantaged by the energy transition. There is further potential for international sources to be fed into the Viking CCS cluster for permanent storage, providing a second lease of life for the North Sea in low carbon technologies.



Photo Credit: ABP



Photo Credit: Air Products

Our community

ABP and Air Products have built and operate a range of large-scale industrial projects to the highest UK safety standards. We work with local communities to make sure our projects bring benefits to their area, and that people know that safety is our number one priority.

As part of the DCO application process, we are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of our proposals on the area. For this consultation, we have prepared a Preliminary Environmental Information Report (PEIR) which presents the initial findings of our early environmental assessments.

The information below shows key points from the PEIR that are relevant to your community. A more detailed Non-technical Summary, and the PEIR itself, are available for you to view on our website or in hard copy at our consultation events.

We welcome your views on the information we are sharing today. If you have any comments or questions, please speak to a member of the IGET team, or contact us at enquiries@imminghamget.co.uk

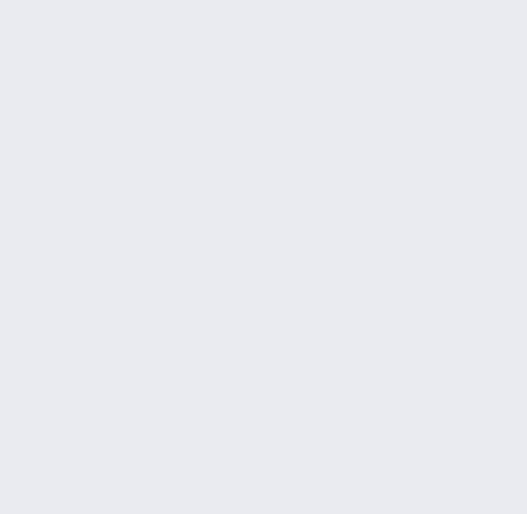
What is an Environmental Impact Assessment?

An Environmental Impact Assessment (EIA) is a tool used to assess the likely significant effects of a project or development proposals on the environment, helping projects create measures to avoid, reduce, or offset those effects. This ensures that proposals are understood properly before decisions are made. At the end of the EIA process an Environment Statement is produced, which is used by stakeholders in the planning process. The scope of the EIA was consulted on and confirmed with the Planning Inspectorate and a number of consultees such as the Environment Agency through an EIA Scoping Opinion that was published on 10 October 2022.



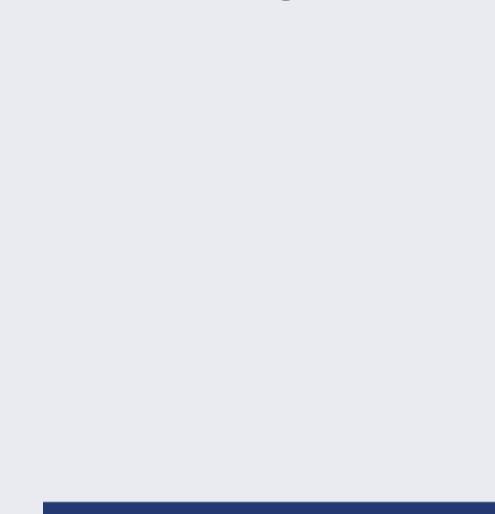
Land impacts

These proposals will impact land within the proposed site boundary currently owned by third parties, including some residential properties on Queens Road. We reached out to those parties that may be directly impacted in Summer 2022 to let people know about our proposals at an early stage, and we remain committed to ensuring that anyone who may be affected receives independent advice to help them with this process. If you think your property may be affected, please speak to a member of our team or contact us at enquiries@imminghamget.co.uk



Safety

The proposed project would involve storing ammonia and producing hydrogen on site. Any potential hazards will be mitigated through robust design and compliance with relevant laws relating to health, safety and environment. This and ongoing monitoring will ensure that, in the extremely rare event of an incident, the impact can be contained quickly and within the plant fence line.

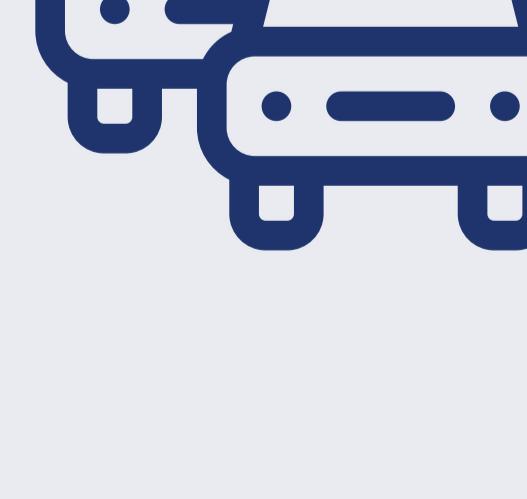


Noise & Vibration

We are including measures to limit and mitigate noise throughout the construction and operational phases of the project. These measures could include acoustic barriers, screens and sound insulation.



Air Products HGV and driver. Photo Credit: Air Products



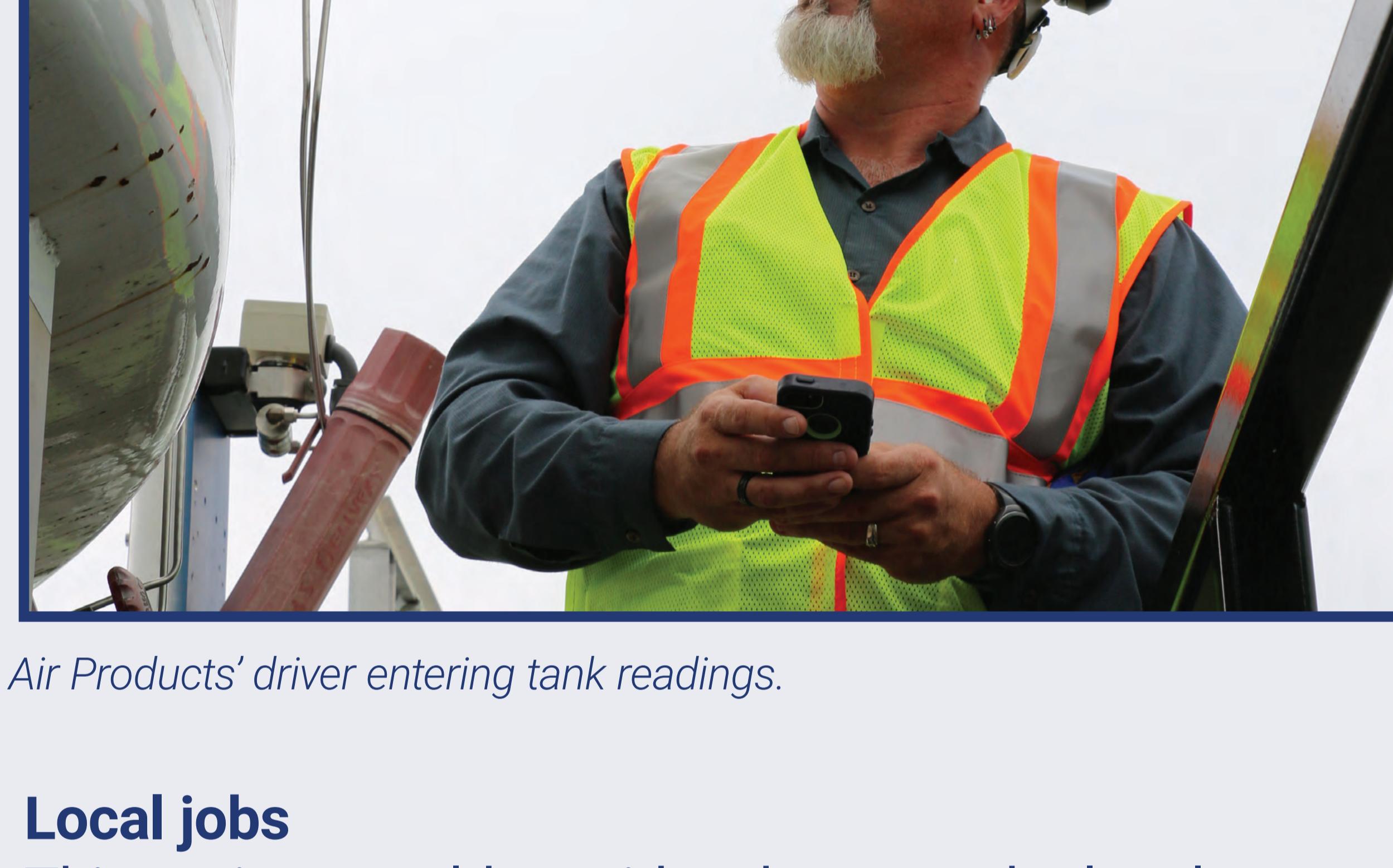
Traffic

Throughout the construction phase of the project there would be an increase in traffic in the local area. The project would mitigate impacts where possible and ensure that construction traffic follows an agreed Construction Environmental Management Plan. When the project is complete, while there would be an increase in Heavy Goods Vehicles (HGVs) going to and from the facility, we expect the impact of this on local people to be minimal.



Human health and wellbeing

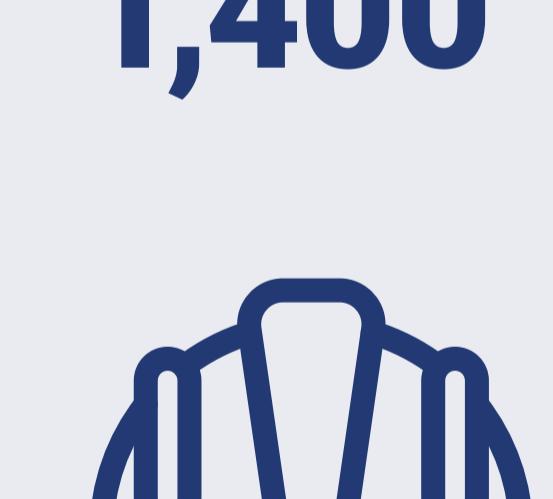
We expect that overall, this project would have a positive impact on the local community. While the construction of the project may cause some disruption, benefits will include new jobs and training, and positive impacts for the environment with the project helping the UK move towards a sustainable future.



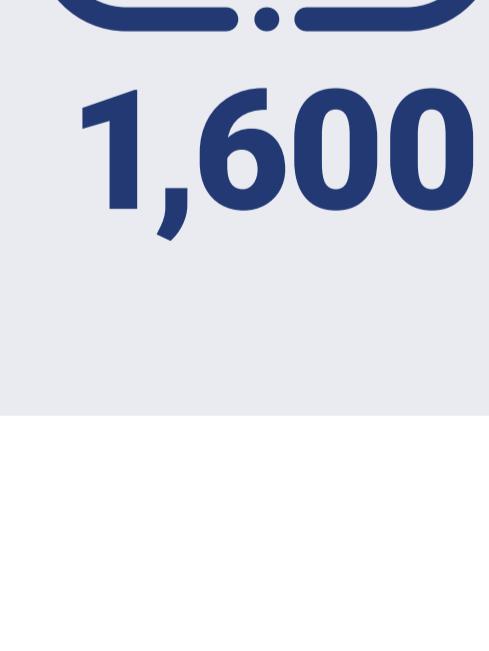
Air Products' driver entering tank readings.

Local jobs

This project would provide a boost to the local economy, bringing investment and growth, upskilling and employing local people, and attracting new talent to the area. The proposals would create:



Up to **1,400** new direct jobs in the North East Lincolnshire area including 750 operational jobs



Approximately another **1,600** jobs in the supply chain

The environment

The Humber estuary is an ecologically important habitat. Some of the species in the estuary include porpoises, seals, wintering birds and migratory fish such as salmon and eels. If you have any comments or questions, please speak to a member of the IGET team, or contact us at enquiries@imminghamget.co.uk



Woodland

The current proposal will lead to loss of mature trees within the woodland area. We will work closely with the Local Authority and other relevant stakeholders to minimise and mitigate impact.



Redshank. Photo credit: Andy Pearson



Marine environment

To build the NSIP, we would need to do some works on the seabed which may disturb some of the marine environment. We are considering the appropriate measures to put in place so we can protect the seabed and minimise impact on the area.



Climate change

The IGET Project could contribute up to 300MW of hydrogen production towards the government's UK hydrogen strategy objective of achieving 10 GW of low-carbon hydrogen production capacity by 2030.

The hydrogen produced would eliminate up to 580,000 tonnes of greenhouse gas emissions each year, the equivalent of taking 20,000 diesel HGVs off our roads. These environmental benefits would not only benefit the Humber Energy Estuary, but also the wider UK's efforts to reach net zero emissions.



Wildlife

Local wildlife in the area could be impacted by noise and vibration from construction works. We would consider a range of measures, to protect local wildlife and their habitats as much as possible.



Air Quality

We are considering ways to ensure good air quality during the build and operation of the proposed project. During construction, we would adopt and follow a Construction Environmental Management Plan to minimise any impacts, and during operations we consider that any emissions would not have a significant impact on air quality in the area.



ABP and Air Products are committed to bringing our businesses into a sustainable future



Landscape

The construction of IGET will have an impact on the visual landscape of the Immingham area, with the processing facility being visible from several viewpoints around the site.



Artist's impression of the proposed IGET as part of the industrial area around the Port of Immingham



Next steps

Thank you for taking the time to view our proposals for IGET. We would like to hear what you think of the proposals and answer any questions you may have.

If your neighbours or friends in Immingham would be interested in finding out more about these proposals, please encourage them to visit our website at www.imminghamget.co.uk. Or we would be happy to host them at another one of our sessions being held at the following dates and times:

At Burton Hall, Civic Centre, Pelham Rd, Immingham, DN40 1QF on:

- Wednesday 18 January 2023, 8:00am to 12:00pm
- Thursday 19 January 2023, 3:30pm to 7:30pm
- Wednesday 1 February 2023, 8:00am to 12:00pm
- Thursday 2 February 2023, 3:30pm to 7:30pm

And at the Old Library Building, Immingham Civic Centre, Pelham Road, Immingham, DN40 1QF on:

- Friday 17 February 2023, 12:00pm to 4:00pm
- Saturday 18 February 2023, 10:00am to 2:00pm

Have your say

To share your thoughts on what you have seen today you can:

- Speak to a member of our team who are on hand to answer any questions you may have
- Fill out a comment form, which will be passed back to the project team for consideration as the proposals are finalised

If you would like to share your thoughts after this event, you can reach out to us in the following ways:

 Email us at enquiries@imminghamget.co.uk

 Call us on 080 817 532 33 to request a feedback form and prepaid envelope. Our phone lines are open from 9am to 5pm, Monday to Friday

 Write to us at **IGET, PO Box 76780, London, WC1A 9SJ**

 Visit our website at www.imminghamget.co.uk

Timeline

The timeline below indicates anticipated milestones for this proposed project:

- **Jan – Feb 2023 (now):**
Statutory Consultation and considering feedback
- **Early Spring 2023:**
Newsletter to local residents, updating on progress
- **Summer 2023:**
Submission of DCO application to Planning Inspectorate
- **Winter 2023/24:**
Formal examination period begins
- **Summer 2024:**
Anticipated date for decision on application from Secretary of State
- **Winter 2024/25:**
Construction works to begin

