

# IGET - Relevant Representation of the IOT Operators



1.1 This relevant representation is submitted on behalf of Associated Petroleum Terminals (Immingham) Limited (“**APT**”) and Humber Oil Terminals Trustee Limited (“**HOTT**”) in relation to Associated British Ports’ (“**ABP**”) application for a development consent order (“**DCO**”) to construct a new multi-user liquid bulk green energy terminal of up to two berths, including the construction and operation of a hydrogen production facility on the eastern side of the Port of Immingham, North East Lincolnshire, DN40 2LZ. If constructed, the development will be known as the Immingham Green Energy Terminal Development (“**IGET Development**”). The first customer of the IGET Development will be Air Products BR Ltd who will construct and operate a green hydrogen production facility on land which forms part of the IGET Development.

## 1.2 IOT Operators

1.3 HOTT is the licensee (from ABP) of the Immingham Oil Terminal Jetty (“**IOT**”) and lessee (from ABP) of the associated oil terminal and tank farm (“**Oil Depot**”). The IOT is immediately adjacent to the site of the proposed IGET Development. APT operates the IOT and the associated Oil Depot on behalf of HOTT (HOTT and APT are referred to together in this representation as “**the IOT Operators**”).

1.4 The IOT Operators are joint venture companies owned equally by Phillips 66 Limited (“**Phillips 66**”) and Prax Lindsey Oil Refinery Limited (“**Prax**”). Phillips 66 is the owner of the Humber Refinery and Prax is the owner of the Lindsey Oil Refinery. The principle activity of the IOT Operators is the operation of marine terminals on behalf of Phillips 66 and Prax. They are also responsible for the operation of much of the pipeline system between the IOT and the two refineries.

1.5 The Humber Refinery is a nationally significant piece of infrastructure and is one of the most complex refineries in Europe. It provides highly skilled and high value roles for 1,100 employees and contractors and injects over £200 million on an annual basis into the region’s economy. The Lindsey Oil Refinery is one of the most advanced refining and conversion processes in Europe and is highly valuable to the region’s economy and employs approximately 400 staff and another 400 contractors.

1.6 Together, the Humber Refinery and Lindsey Oil Refinery make up approximately 27% of the UK’s refining capacity. The importance of the refineries to the region and wider country’s economy is expressly acknowledged in a wide range of economic and

development plan policy documents. Any prejudice to the continuing operation of Humber Refinery or the Lindsey Oil Refinery would be contrary to the public interest.

- 1.7 The IOT is designated as an upper tier COMAH site which is a fully and constantly manned, operating 24 hours per day throughout the year. The IOT is therefore subject to strict requirements regarding any events that cause or are likely to cause serious injury, loss of life, damage to property at an APT controlled site or serious disruption outside these areas. In some instances, this would require evacuation of the IOT which is a major operation and would have an impact on fuel supply from the IOT. Domino effects on the IOT may also arise from the introduction of new dangerous substances on the adjoining IGET site.

## **2 CONCERNS WITH THE PROPOSED IGET DEVELOPMENT**

- 2.1 The IGET Development is immediately adjacent to the IOT. The IOT Operators have concerns about the IGET Development from a safety perspective.

- 2.2 The IOT Operators remain concerned about site safety issues relating to the construction, operation and decommissioning phases of the IGET Development, including the risk of major fire, explosion or release of toxic gas. This could occur as a result of the following:

- (a) Hydrogen leakage from the pipelines that cross the East Site;
- (b) Ammonia leakage from the pipelines that cross the East Site;
- (c) Ammonia leakage from the refrigerated ammonia storage tank on the East Site;
- (d) Hydrogen and/or ammonia leakage from the hydrogen production units on the East Site; or
- (e) Hydrogen leakage from the hydrogen liquefiers on the East Site.

- 2.3 The IOT Operators are concerned that ammonia and, to a greater extent, hydrogen, are both flammable substances and a leakage may cause a major fire or an explosion, which may affect the IOT site. In addition, the release of ammonia gas may result in a toxic gas release impacting on the workers on the IOT site. These events have the potential to cause significant injuries and loss of life for those working at the IOT as well as causing major disruption to the activities of the IOT Operators.

## **3 APPLICANT'S PROPOSED MITIGATION**

- 3.1 Chapter 22 of the Applicant's Environmental Statement [APP-064] presents the findings of an assessment to determine the likely significant adverse effects of the proposed IGET Development on human health, welfare and/or the environment as a result of a major accident and/or disaster. This includes the Applicant's response to the safety concerns raised in the IOT Operators' Consultation Response and details how those concerns have been addressed.

3.2 ABP's response to the IOT Operators' concerns largely refers to proactive engagement, regulatory compliance, safety assessments, and a collaborative approach to addressing the IOT Operators' safety concerns. However, these measures are not included in the proposed requirements or protective provisions of the DCO.

#### **4 ADEQUACY OF RISK MANAGEMENT CONTROLS**

4.1 The Applicant's assessment of safety concerns refers to certain safety studies which needed to be concluded, and the outcomes of which are not presented in its application. The IOT Operators are disappointed that the application was submitted without these studies, which may recommend additional mitigation measures which do not currently form part of the Applicant's DCO application. They await submission of those reports by the Applicant, and engagement from the Applicant on any additional safety measures they require.

4.2 It will be critical to the assessment of the proposed IGET Development that all safety measures, including any required by the Applicant's new safety studies, are appropriately secured under the DCO through protective provisions or requirements. No such protective provisions (or requirements) are included in the DCO submitted for examination.

4.3 Subject to the ongoing discussions with the Applicant, the IOT Operators expect that the Applicant's safety studies may require:

- (a) A change request being made to the application;
- (b) The inclusion of requirements securing relevant safety measures; and/or
- (c) Protective Provisions for the protection of the IOT, its staff, and the IOT Operators' existing infrastructure.

4.4 The IOT Operators reserve the right to make further representations as part of the examination process but in the meantime await the opportunity to review and comment on plans and method statements, including the safety studies and Safety Management System, with a view to reaching an agreed position on these matters, if possible.