



Immingham Green Energy Terminal

Issue Specific Hearing 2 (ISH2) Landside Issues, including draft Development Consent Order

Wednesday 21 February 2024

Agenda Item 3(i): Construction Effects

Construction programme and phasing (1)

Indicative Construction programme and phasing are set out in Table 2-10 of ES Chapter 2 as replicated below:

Table 2-10: Indicative Construction Phasing Timeline for the Project

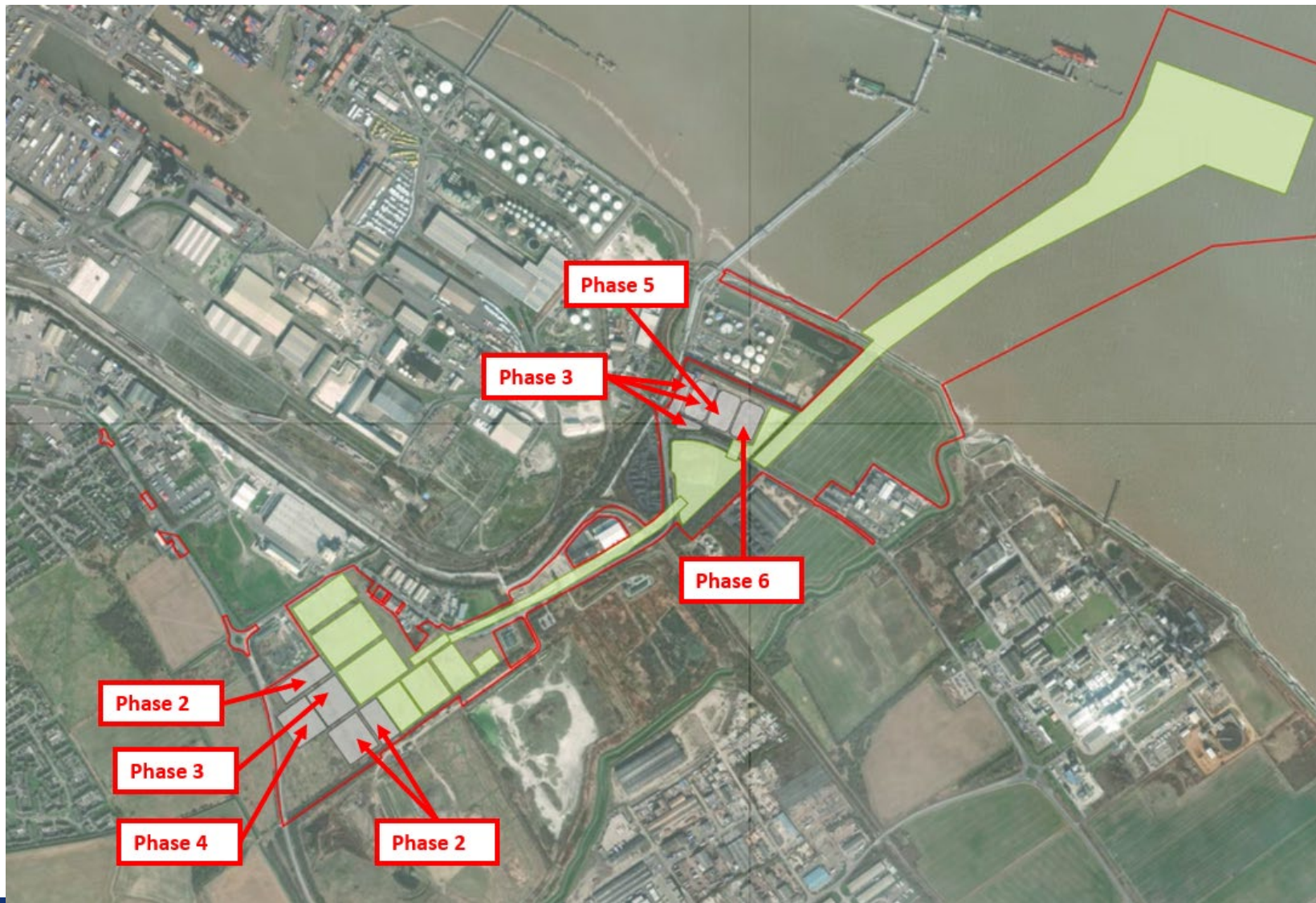
Phase	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11
Phase 1	█	█	█								
Phase 2				█	█						
Phase 3						█	█				
Phase 4								█	█		
Phase 5									█	█	
Phase 6										█	█

There would be a phased approach to the construction of the Project:




Phase 1:

- Construction of the Terminal (NSIP in whole, including jetty, jetty access road etc)
- First phase of the green hydrogen production facility (including works on both the East Site and West Sites)
- Phase 1 is likely to start in early 2025 and last for between two and a half and three years.

Construction programme and phasing (2)



LEGEND

-  Site Boundary
-  Phase 1
-  Phases 2 - 6 (Terrestrial)

Construction programme and phasing (3)

Phase 2 onwards:

- A further five phases of the hydrogen production facility would be constructed incrementally to increase the processing capacity as the market for green hydrogen increases
- For the purposes of this ES, a development scenario has been defined based on a six-phase construction timeline through to full completion of all phases over an indicative eleven-year period.
- Market demand could accelerate the programme for Phases 2-6, Phase 1 would represent the peak of construction for relevant impacts such as material movements, HGV numbers, irrespective of the subsequent programme for Phases 2 onwards.
- EIA uses worst case for any topic, e.g. for noise e.g. construction and operation of Phases, 2, 3, 4 typically dominate impacts at receptors to the west
- The start of construction of Phase 2 would depend on a number of factors including market demands for hydrogen at that point in time, whilst the timing of subsequent phases would be subject to the same tests

Table 2-10: Indicative Construction Phasing Timeline for the Project

Phase	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11
Phase 1	█	█	█								
Phase 2				█	█						
Phase 3						█	█				
Phase 4								█	█		
Phase 5										█	█
Phase 6											█

NSIP:

- Jetty expected to be fully operational in Y3

Hydrogen Production Facility (Phase 1):

- Expected to start operation in Y3
- Comprising above ground piping (work No 1, 2 and 4), Ammonia storage tanks and associated process and utility units (Work No 3), Underground pipeline corridor (Work No 6), Two Hydrogen Production Units, One Hydrogen liquefier, hydrogen storage and tanker loading, utilities, buildings, roads and site security (Work No 7)

Hydrogen Production Facility (Fully built – all 6 phases)

- Expected to be in 'full operation' at the end of Y11 or sooner
- Comprising up to 6 Hydrogen Production Units, up to 4 Hydrogen liquefiers
- Fully built operation, depends on market conditions, may accelerate

NSIP: The main elements of the Terminal would not be decommissioned.

- The jetty, jetty head, loading platforms, access ramps and the jetty access road would, once constructed, become part of the fabric of the Port estate and would...
- ...continue to be maintained so that they could be used for port-related activities to meet a long-term need.

The **Hydrogen Production Facility** would have a **design life** of up to approximately 25 years..

- although the **operational life** is likely to be longer, depending on its integrity and market conditions at that time.
- It is likely that the operational life of the facility would be extended through replacement of plant and refurbishment.
- When appropriate, this infrastructure would be decommissioned.
- It is anticipated that plant and equipment on the jetty topside associated with hydrogen production would be decommissioned in parallel with the decommissioning of the related landside elements.