



HEARING AGENDA

Application by Associated British Ports for an Order Granting Development Consent for Immingham Green Energy Terminal

Issue Specific Hearing 7 (ISH7)	Marine Side Issues, including Navigation and Safety Issues, and draft Development Consent Order	
Date	Thursday 18 April 2024	
	Hearing Start Time:	10:00am
Timings	Arrangements Conference for virtual attendance online:	9:30am
	Seating for in-person hearing available at the venue from:	9:30am
Location	Stallingborough Grange Hotel, Riby Road Grimsby DN41 8BU	
	Microsoft Teams for virtual attendance online	

REQUESTED ATTENDEES

1. Applicant
2. North East Lincolnshire Council (NELC)
3. Environment Agency (EA)
4. Health and Safety Executive (HSE)
5. Humber Harbour Master (HMH)
6. CLdN Ports of Killingholme Limited (CLdN)
7. The IoT Operators (IoT)

In addition, the Examining Authority (ExA) welcomes involvement from all parties at ISH7. You were required to confirm attendance at ISH7 by 3 April 2024.

DOCUMENTS

The ExA referred to several documents in the preparation of this agenda, and some of the documents that we will be referring to during the Hearing are listed here. These documents can be located using the Examination Library reference number in [] square brackets:

1. Environmental Statement (ES) Chapter 12 – Marine, Transport and Navigation [APP-054]
2. Navigational Risk Assessment [APP-191]
3. Navigational Simulation Survey [APP-192]
4. Written Representation on behalf of the HMH [REP1-100]



5. Written Representations of CLdN Ports Killingholme Limited [REP1-090 and REP1-092]
6. Written Representations on behalf of the IoT Operators [REP1-110]
7. ES Chapter 2 – The Project [APP-044]
8. Draft Development Consent Order (dDCO) [REP1-016]
9. Explanatory Memorandum (EM) [REP1-004]
10. NELC draft Local Impact Report [REP1-070]

HEARING FORMAT

The Hearing will be a blended event, whereby the principal means of conducting the Hearing will be face-to-face within the venue cited above. Participants may join online if they wish using the Microsoft Teams platform and, if you have registered to join using this format, the joining link for the virtual Hearing will be sent to parties the day before, or on the day of, each session.

Observers may attend in person or can watch remotely via the livestream of the event, the link for which will be published on the [project webpage of the National Infrastructure website](#) on the day of the Hearing. The ExA will not accept representations at the Hearing in the form of video or audio recordings.

The agenda is for guidance only. It is not designed to be exclusive or exhaustive. The ExA may add other issues for consideration, may alter the order in which issues are considered and will seek to allocate sufficient time to each issue to allow proper consideration of them. Any lack of discussion of a particular issue at a Hearing does not preclude further Examination of this issue, including the asking of further Written Questions.

At the Hearing the ExA is looking for the Applicant, Statutory Parties and Interested Parties to provide additional evidence to what is already in Examination. The ExA may also request parties to provide an explanation or clarification of evidence and representations submitted previously. The ExA will lead on the questioning, not allow repetitive representations, and not allow cross questioning.

Should you wish to present Audio-Visual material at the Hearing, these must be submitted into the Examination prior to the Hearings, so the ExA has had a chance to review the material and approve it for the Hearing.



AGENDA

The Hearing will start promptly at the indicated time of 10:00am. The ExA will close the Hearing at 5:30pm, or sooner if all relevant matters have been covered. A lunch break will be taken about 1.00pm and mid-morning and mid-afternoon breaks will be taken where appropriate.

9:30am Seating available for in-person attendance

1. Registration by the Case Team

9:30am Arrangements Conference for virtual attendance

2. Registration by the Case Team

10:00am ISH7

1. **Welcome by Lead Member of the ExA**
 2. **Procedure for running the ISH7**
 3. **Navigation and Operation Safety**
- i. Discussion and justification for the proposed mitigation, in particular the imposition of a 5-knot speed limit and a 150m exclusion zone. The ExA will ask questions in relation to:
- When would the mitigation be required; where would they be measured from; and how would they relate and interact with any other existing navigational restrictions.
 - How would they be enforced and by whom.
 - How would the mitigation measures be secured through the dDCO and how would they be implemented. If not through the DCO, how can the ExA have certainty they will be provided.
 - What are the implications of the restrictions on other operators such as IoT and CLdN Killingholme and would their imposition have any consequential navigational effects upon the rest of the Humber.
 - Are any further mitigation measures likely to be required to accommodate future cargos.
- ii. The ExA will ask questions in relation to the future operation of the proposed IGET, in particular in relation to:
- Who would have responsibility for navigational and operational safety of the proposed development and how would this be secured through the DCO and subsequently implemented.



- Are there any non-navigational risks associated with the handling of ammonia on the jetty that need to be understood.
- iii. The ExA notes the view of the HMH that *'it is vitally important for the Humber that the DCO should not include any specific requirements that would impinge on the discretion of the SCNA and/or the existing mechanisms for securing the safe and efficient operation of the Humber for all users.'* The ExA will ask the HMH to explain these concerns and to comment on whether the current dDCO achieves this aim.

4. Major Accidents and Hazards

- i. How did the Applicant decide the number of hydrogen production units required to meet the production target. Could this number have been greater or less than the number currently specified in the application.
- ii. Applicant to explain;
 - how the construction phases align with each of the submissions required under the COMAH regime.
 - as progress is made with other consenting regimes, could this affect the current layout and design of the proposed development, should further mitigation measures be required from regulators.
- iii. Applicant to provide further details on why the nitrogen generated from the cracking of ammonia, cannot be used on site or for other industrial uses.
- iv. If a separate nitrogen generating unit is required, Applicant to confirm the size and location of this.
- v. NELC's draft LIR [REP1-070] states they are in detailed discussions with the Applicant to resolve potential issues regarding COMAH zones and land use constraints. Explanation is required about the detail of these discussions and potential solutions.

5. Procedural decisions, review of actions and next steps

6. Any other business

7. Close of Hearing