



Meeting Note

Project name	Immingham Green Energy Terminal
File reference	TR030008
Status	Final
Author	The Planning Inspectorate
Date	31 October 2022
Meeting with	Associated British Ports
Venue	Microsoft Teams
Meeting objectives	Project Update Meeting
Circulation	All attendees

Summary of key points discussed, and advice given

The Planning Inspectorate (the Inspectorate) advised that a note of the meeting would be taken and published on its website in accordance with section 51 of the Planning Act 2008 (the PA2008). Any advice given under section 51 would not constitute legal advice upon which applicants (or others) could rely.

Project Update

Associated British Ports ('the Applicant') explained that the proposed jetty superstructure will be used for the import of ammonia and for handling of carbon dioxide. It explained that it now has a commercial agreement in place with Viking carbon capture storage (CCS) for the bulk import of liquid CO₂. This is in addition to the import of ammonia by Air Products. The Applicant explained that since scoping, the marine infrastructure red line boundary has been extended slightly to enable the jetty to accommodate two vessel berths. The berths will be between 100 and 150 meters long and the addition of the second berth is not likely to require additional dredging due to the naturally deep water in this location.

The Applicant explained that further engineering design work has led to the decision to extend the red line boundary of the pipeline corridor between the eastern and western sites to provide greater flexibility for the pipeline corridor. The Applicant also explained that there has been a widening of the red line boundary along the south-eastern edge of the western site to accommodate flexibility that may be needed in relation to the diversion of a high-pressure gas line in the vicinity.

The Inspectorate asked how nitrogen would be used in the pipeline and facility. The Applicant explained that the nitrogen helps prevent oxygen ingress and helps maintain the integrity of the pipeline and facility. The Inspectorate asked about which fuel would be used in the dissociators and if there are any risks associated with this. The Applicant explained that natural gas would be used initially with the potential to decarbonise this in the future. The Inspectorate asked if there would be an additional pipeline for the future transfer of CO₂ for Carbon Capture

and Storage and the Applicant confirmed this would not be included in the application. The CO2 pipeline that was required would be included in separate future applications.

The Applicant held a meeting on 15 August 2022 with the Health and Safety Executive (HSE) to present the project, and in particular around the construction of Hydrogen Facility next to the Associated Petroleum Terminals (APT) tank farm, in which the HSE advised there was no anticipated issue with development.

Programme

The Applicant set out its planned meetings with local authorities, the Environment Agency (EA) and with Natural England in November. The Inspectorate asked if the Applicant had considered meeting with the Marine Management Organisation (MMO), in which the Applicant confirmed that it would schedule one.

The Applicant explained that its 8-week statutory consultation (for the purposes of Section 42 of the Planning Act 2008) is likely to commence on 28 November 2022 and conclude on 22 January 2023 (a total of eight weeks). The Applicant added that it will be notifying the Inspectorate of the commencement of statutory consultation by issuing a Section 46 letter before the consultation begins. The Applicant explained its decision to extend the consultation to 8 weeks given the holiday period and confirmed that the consultation dates had been discussed with local authorities and no requests to extend further or amend the consultation period had been received. The Applicant also stated that it plans to include six in-person consultation events within the consultation.

The Applicant explained that it plans to submit an application for development consent to the Inspectorate in Spring 2023 but noted that this is dependent on the outcome of the statutory consultation. The Applicant explained that it will aim to provide an update on submission date in January 2023 (Post Meeting Note: Meeting scheduled for 6 February 2023).

Scoping Opinion

The Applicant explained they were pleased with the Scoping Opinion and had no challenge from Environmental Impact Assessments (EIA) specialists regarding the scope of assessment.

The Applicant stated that in its view having consulted the EIA specialists for all relevant topic chapters, including a Second Berth in the proposals would not materially affect the scoping opinion.

Furthermore, there is no challenge to where EIA specialists proposed items to be scoped out and the Inspectorate have scoped back in. These include:

- Impacts of Hydro-dynamic processes on marine ecology receptors.
- Water quality impacts during piling; and
- Capital dredging and dredge disposal on marine mammals during construction.

Project Speed

The Inspectorate provided an update on Project Speed and its work on a fast-track process, which could shorten Examination and Decision stages by half to make the whole process 12

months from Acceptance to Decision. The Inspectorate noted that it was unlikely that a fast-track process would be available until later in 2023 meaning that the IGET project is unlikely to benefit from such a process.

Specific decisions/ follow-up required?

The following actions were agreed:

- The Applicant will set up a meeting with the MMO.
- Date of next project update meeting with the Inspectorate planned for early February 2023. (Post Meeting Note: Meeting scheduled for 6th February)