

## Meeting Notes

### **Liaison Meetings with Marubeni, BCB and partners**

#### **A. PM 11/08.22 Pencoed Technology Park**

##### **Meeting 1 - Brynmenyn Hydrogen Project - Electrical Supply**

**Present:** [Challoch][redacted section 40];[WPD employees] [redacted section 40]Andy Ho MEPMEPL; George Dodd MEPMEPL; [2 MEPL ] [redacted section 40]; [Welsh Government officials x2] [redacted section 40] [BCBC official ][redacted section 40].

Officials for WPD were [redacted section 40] – [11kV planner for the area and d WPD official] [redacted section 40]- primary systems

General remarks were made about the role of H2 for transport demand as essential to the project. Japanese NEDO funding will support the project providing it meets key gateways.

The Marubeni team are now working with BCBC on the JV aspect of the project.

This meeting addressed how power can be supplied to the electrolyser. Challoch have looked at the viability of the local grid with HyBRID support, investigating what the arrangements can be made with renewable power suppliers and the potential for sleeving. They have three different contact points with WPD including DSO team on how the electrolyser can support the network and WPD's innovation dept and equally how would electrolysers impact the WPD network as well.

Challoch have looked at 12 mVA connection to the site, and decided on that the best option was to route in from Bridgend. They looked at a 5MW electrolyser and on whether there was flexibility on the 11kV network, which appears not. They have put in a budget request for the Llynfi Power Station option – costs [commercial sensitive ][redacted section 43] from Bridgend, [commercial sensitive ][redacted section 43] if routed from the Llynfi station site. Ideally they would like a cheaper option. This posed the question of what work WPD would be doing in any event to prepare for reinforcement of the network north of the M4 to cope with the unavoidable roll out of heat pumps etc for domestic heating and home EV car charging. Bridgend was attractive to Marubeni precisely because of the amount of renewables close to the chosen electrolyser site – the objective is want the system to work in a smart way with the renewable networks. There are further renewables planned too, so the picture is getting more complicated. How does this fit with WPD energy planning work?

Marubeni operations will start in summer 2025. Marubeni and Challoch wanted clarity as to what dialogue so needed and with whom in WPD, balancing what the 3 different viewpoints from within WPD? There is a risk that other demands will change things e.g. battery loads, so these aspects need to be firmed up asap.

WPD said the DSO could come up with a model. There is potential to look at non firm connection from Llynfi with 2 cables, this should be feasible within the rules.

Marubeni noted that the context had changed and that to be in line with UK Gov BEIS H2 fund (Strand 3) the electrolyser needs to be at 8MW to stand a chance of success.

[Welsh Government official][redacted section 40]asked if we have any further intelligence on demand – e.g. EV charging at Sarn Services, anything on the bigger energy planning work that gives insight to this option?

WPD described the process their end – they need to request a quote; once the quote is issued, fees will be asked for once an offer made ( c £1,600), with a 90 days to

accept; milestones will then be set and xthousand pounds charged to continue the surveys depending what else needs to be done, further stages for payments etc . Planning needs to be granted within 12 months of acceptance (the site). They noted that for flow control it is also worth considering a fibre connection, also advisable in parallel in the ducting for future DSR possibilities.

## Meeting 2 – Marubeni AEMS (now HyBONT) Project

**Present:** George Dodd MEPMEPL; [MEPIx 2, Welsh Government official x2 and BCBC x1 ] [redacted section 40]

After looking at various options the name of the project going forward was agreed by all present as:

### HyBont – Bridgend Green Hydrogen

Pen-y-bont is Welsh for Bridgend;“y bont” means “the bridge” in Welsh, with the Hy prefix also denoting hydrogen..

Discussion revisited the point earlier that the BEIS ask was a for a higher 7.5 -8MW green H2 production level which required more demand from key transport offtaker.

Marubeni/BCBC asked for access to TfW bus route analytics and models. [WG officials] [redacted section 40] impressed that WG Transport were very supportive of HyBont and that TfW engagement was directed by [transport official] [redacted section 40] as WG Transport lead in this area and funder.

Action: [WG official][redacted section 40] to arrange preliminary conversation with[WG official][redacted section 40] next week to transmit latest discussions and imperatives to feed into the briefing for the Mecon meetings on 24/8..

[WG official][redacted section 40] asked re SWIC meeting with Mr Harada on 12/7: [commercial in confidence] [redacted section 43]

Marubeni repeated that BEIS have increased their threshold for eligibility to the NZHF funding call - so the HyBONT electrolyser will now produce at 8MW. This has placed more pressure on specifying H2 consumers and offtake commitments in detail in the submission to BEIS for Strand 3 NZHF on 12 October:

- Refuse vehicles – BCBC said the trial has started on modelling EV vs H2 using Faun Zoeller RCVS.
- Marubeni had an initially positive discussion with TfW re Swansea Bay H2 bus demand. They now urgently need a strong up front commitment that any buses deployed will refuel in Bridgend and take a large chunk of the HyBONT H2 . How are the buses bought being allocated to Bridgend, how much H2 will those buses need? This commitment is now needed for the BEIS Strand 3 fund EOI .
- CHP / Heat for buildings: Buro Happold study work should end soon. Where can BCBC bid into for design costs for the network – is it devolved or reserved? Who should they be bidding into? Has Wales opted out of HNIP? Where can BCBC look for funding for design and network side ? This is a separate scheme to the town Phase 1 and Phase 2 scheme, this is the Sarn Heat Cluster scheme. Is there an option to go directly for BEIS H2 for heat funding or HNDU or is there an alternative from Welsh Gov? What is happening on heat anyway? It is v unclear what the WG Heat offer is about. NEDO funding – with the next funding deadline in September – is contingent on the H2 for heat element of AEMS, so this position and support is

critical for the project to go ahead. This demand needs to be clear from the point of view of the BEIS H2 funding too. BCBC is putting in an application to CCR in this regard as well and this will be included in the briefing for 24/8. BCBC need to understand the business models.

There is a need to set an agenda for the multilateral meeting on 24/8 with BCBC and CCR present. CCR funding for BCBC will deliver clear business models, governance legal advice, capital investment and the necessary land contracts.

[marubeni employee][redacted section 40] shared the Social Value Toolkit that BEIS use and also the online Renewables Planning Approvals Database which they use to track green H2 work in other parts of the UK e.g., there is only 1 H2 electrolyser planning application in the system at this point.

#### **ACTIONS:**

1. [Welsh Government official][redacted section 40] to speak in advance of 24/8 meeting to BCBC and Marubeni. [Welsh gov official][redacted section 40] to brief of this meeting prior to that
2. Clear lines are needed for the briefing on Heat from WG Energy [Welsh gov official][redacted section 40] WG Circular Economy [Welsh Government official][redacted section 40] re RCV off taking as well as buses (WG Transport).

#### **B. Meeting Smart Living & Marubeni**

12.00 – 12.30, 12/08/22

Present: [Welsh Government official][redacted section 40] Tomoki Nishino and George Dodd (Marubeni Europower).

TN was keen that [Welsh Government official][redacted section 40] lead the multilateral on 24/8 as Transport is so critical for the next phase of HyBONT. He also asked that [Welsh Government official][redacted section 40] be present at both meetings given Marubeni's interest in offshore green H2. He also stated that 70% of the H2 produced would need to be offtaken by the bus fleet for their funding bid to work. TN said that the Tokyo head office are worried by the continued lack of definition in the WG contribution and commitment especially from Transport as well as lack of defined coordination point for them with WG. He went on to stress vehemently that the time for polite meetings and discussions is now over – Marubeni need numbers and feet on the ground from now on. [Welsh Government official][redacted section 40] responded that there would be pre-briefing arranged next week by [Welsh Government official][redacted section 40] with all parties in advance of the meetings on 24/8 which would define briefing for the Minister, and would include clarification on the WG heat support position and other options as discussed on 11/8.

[Commercial sensitive ] [redacted section 43]