

A photomontage image showing a view of the proposed Humber Sustainable Aviation Fuel (SAF) facility. In the foreground, there is a body of water reflecting the sky. To the right, a tall, red, cylindrical lighthouse stands on a grassy bank. In the background, a large industrial facility with numerous tall chimneys and storage tanks is visible under a clear sky.

Photomontage image: View of the proposed Humber SAF facility from the King Charles III England Coast Path, by the Killingholme High Lighthouse, South Killingholme, North Lincolnshire.

Equinor Low Carbon UK Limited is proposing to build a Sustainable Aviation Fuel (SAF) production facility, the 'Humber Sustainable Aviation Fuel Project', on the south bank of the Humber Estuary, near the Port of Immingham. If approved, the Project will support local industry and help reduce UK aviation emissions.

Development plans are at an early stage and we would like to hear your views on the proposed development.

**We are holding a public consultation on the Project
between 08 June and 06 July 2026.**

You can learn more about the Project here, on our website, or by joining us at one of our drop-in events.



www.HumberSAF.com

The Humber Sustainable Aviation Fuel (SAF) Project

Supporting the UK's shift to lower-carbon aviation

Sustainable Aviation Fuels

Aviation is responsible for around 2.5% of global carbon dioxide emissions and is one of the hardest sectors to decarbonise. To address this, the UK Government has set out its Jet Zero Strategy, which aims to achieve net zero aviation emissions by 2050.

Sustainable aviation fuel (SAF) is one of the most effective ways to reduce emissions from aviation. It is a lower carbon alternative to conventional jet fuel and can be used in existing aircraft and fuel infrastructure without modification.

The UK is already taking steps to scale up SAF production as part of its SAF Mandate*.

Since 2025, fuel suppliers must blend:

2% SAF into standard jet fuel.

This is intended to increase to:

10% in 2030.

22% in 2040.

Producing SAF in the UK could support economic growth, improve energy security, and create skilled jobs.



SAF Mandate

The SAF Mandate is the UK's key policy to decarbonise aviation fuel by encouraging the supply of sustainable aviation fuels.

The Humber

The Humber plays an important role in the UK's decarbonisation ambitions, with a strong industrial base and potential to contribute to the transition of energy-intensive sectors.

Government support for low carbon clusters could help to drive progress in the region, supporting both the decarbonisation of existing industries and the development of newer technologies such as SAF.

With established infrastructure, connectivity and a skilled workforce, the Humber has the potential to develop further as a UK hub for SAF, subject to the right enabling conditions.

The Humber Sustainable Aviation Fuel Project

About the Humber SAF Project

In 2025, the UK Government awarded £3 million to Equinor Low Carbon UK Limited through the Advanced Fuels Fund to support early work on the Project. This funding helped with initial design, environmental studies and choosing the right site.

The Project could support both local and national goals. It would reinforce the Humber as a low-carbon industrial hub, while also reducing emissions from flying and helping achieve the UK's SAF targets.

Once up and running, the Project could produce more than 120,000 tonnes of sustainable aviation fuel each year – around 10% of what the UK is expected to need by 2030.

The Humber is a suitable location for the Project because it already has:

- Well-established industrial infrastructure
- Good transport connections, including ports and pipelines
- A skilled local workforce
- An important role in the UK's transition to clean energy

Employment and Local Economic Benefits

The Project could also support the local economy by creating jobs, developing skills and supporting local businesses and supply chains.

During construction, it could safeguard and create up to 375 temporary jobs and around 113 permanent jobs in operation. The Humber SAF Project Skills and Employment Plan is being prepared and will explain how local residents can benefit from these opportunities (see page 7 below).

Supporting Wider Regional Growth

The Project would contribute to wider regional ambitions to develop skills and create low-carbon jobs. This aligns with the Humber Economic Strategy 2025–2035, which identifies the Humber as a nationally significant area with a key role in driving investment, growth, and high-quality employment in energy industries. The Strategy also highlights the region's importance to the UK's wider objectives of strengthening economic and energy security and resilience. The North Lincolnshire Economic Growth Plan 2023–2028, also highlights innovation and clean industry as key opportunities to create high-skilled and jobs. The Project would help deliver these ambitions by investing in skills development, training and employment, and ensuring local people benefit from the shift to a low-carbon economy.



The red line in the image above marks the outer planning boundary of the land that would be required to construct and operate the Project.

Why here?

The site has been chosen due to its size and proximity to the infrastructure needed to support SAF production. It has good transport connections, including direct road access, nearby ports (namely the Port of Immingham), rail links, and Humberside Airport for both freight and passenger travel.

The Humber SAF project site

Location

The Project site covers around 43 hectares (equivalent to about 60 standard football pitches) and is located north of the Port of Immingham, just off Rosper Road and on both sides of Marsh Lane. A plan showing the layout of the Project site is included on the next page.

The site is in the Able Humber Port development, an established industrial area in the Humber Freeport. The Humber Freeport was designated to attract investment and support low-carbon industries and advanced manufacturing in the Humber.

The **main site** would include a range of buildings and equipment needed to produce sustainable aviation fuel. There would also be a separate area to the north of the site to support the temporary storage of materials and equipment during construction, known as a **temporary laydown area**.

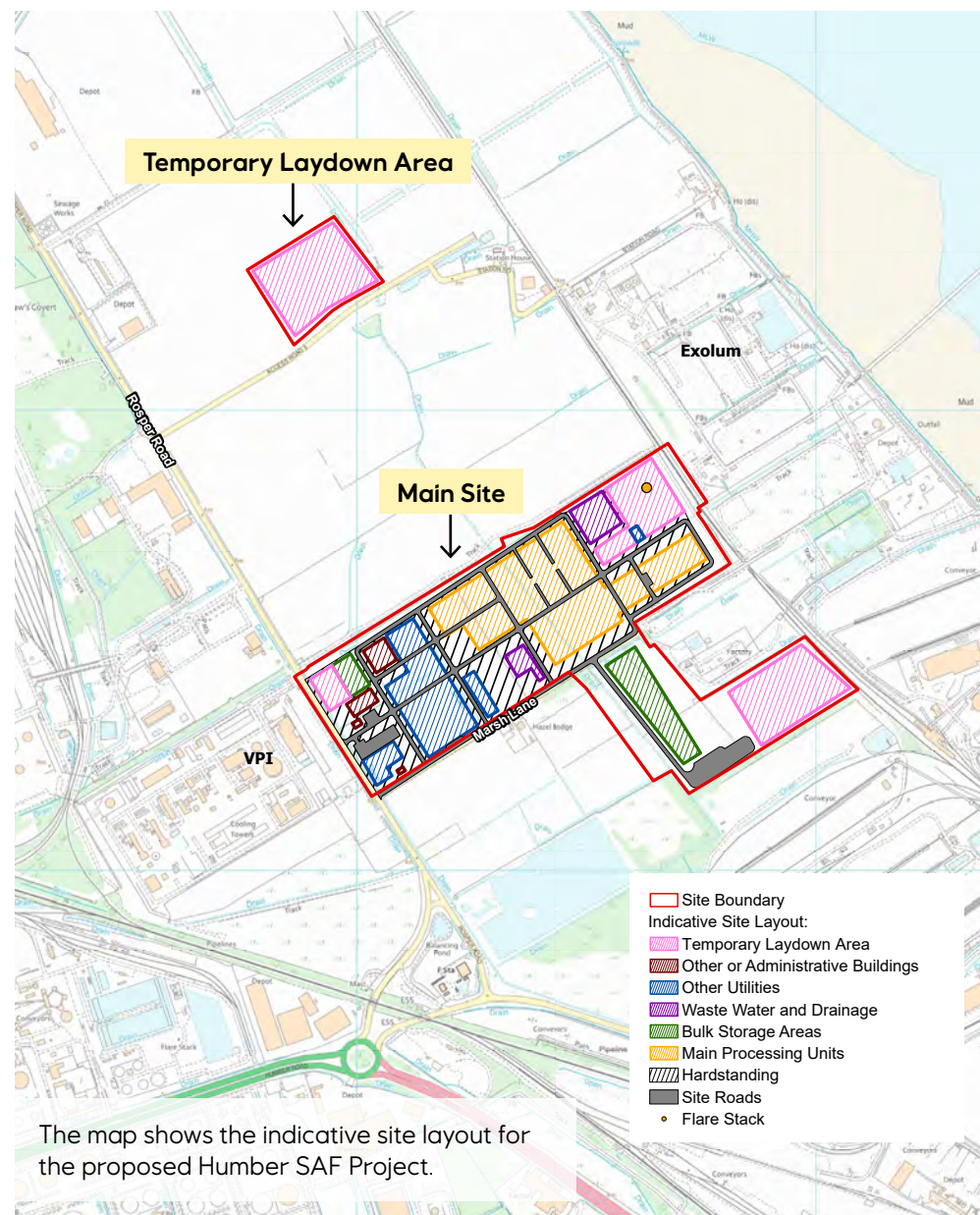
The Project design is still being developed and it is expected to include:

- Buildings required to produce and process SAF
- Storage areas for raw materials and fuel products
- Utility areas for services such as water and power
- Office space and facilities for staff

Access to the site would be provided from Rosper Road and Marsh Lane. During construction, the site would include a separate access point from Station Road to the temporary laydown area.

Making best use of the site location

The Project would mainly operate as a self-contained facility within its own site. As plans develop, we will also look at ways to integrate with nearby facilities where it makes sense. This could include storing materials offsite, supplying by-products to local refineries, and using treated water from neighbouring sites. Where possible, the Project will use local businesses and services, helping to support the local economy.



How SAF will be produced

Feedstock and SAF production process

The Project plans to use certified sustainable methanol as the main raw material or 'feedstock' to produce SAF. Sustainable methanol is a liquid fuel manufactured using low-carbon processes, such as:

- Biogenic methanol, which is made from biological materials such as organic waste (such as agricultural waste, biogas from food or sewage).
- E-methanol, which is made by combining green hydrogen with captured carbon dioxide.

There are three key stages in the value chain:



Methanol is delivered to the Port of Immingham by ship and will be transferred to the Project site via rail or pipeline.



Methanol is converted into sustainable aviation fuel on site using a well-established process known as "methanol-to-jet".



This aviation fuel is supplied to UK airports from the site by pipeline, road or sea.



Methanol-to-Jet

The methanol-to-jet (MTJ) process uses methanol and hydrogen to make SAF.

First, the methanol is turned into small chemical building blocks. These are then combined and treated with hydrogen to create longer-chain hydrocarbons that are suitable for SAF. The mixture is then refined to remove impurities and improve stability.

Next, the different products are separated to isolate the SAF from other fuels that are created in the process, like diesel or naphtha*.

The SAF is then tested to make sure it meets quality standards before being stored.

Finally, in the case of the Humber SAF Project, it is transported off-site by pipeline, by road or by sea.



**Diesel and naphtha are bi-products, which can be sold and used for other purposes. Diesel is generally used for internal combustion engines, while naphtha is a liquid hydrocarbon mixture, used in plastic production.*

What stage are plans at?

The Humber SAF Project is currently at an early pre-application stage and no planning application has been submitted.

We are conducting surveys and technical assessments to refine elements of the Project, such as the site layout.

Environmental Assessment

We recently submitted an Environmental Impact Assessment (EIA) Scoping Request to North Lincolnshire Council to help define the scope of the environmental assessment. The subsequent Scoping Report sets out the proposed approach to the EIA and is subject to consultation with a variety of stakeholders. At this stage, the Project design remains indicative and continues to be developed, with the focus on defining the scope of environmental assessment, which will be assessed as the Project design evolves.

Project timeline



Engineering studies, environmental assessment and consultation:
2025 and 2026



Application for consent submitted to North Lincolnshire Council:
Planned for 2027



Construction period:
2028 – 2031



Operation:
2031 – 2056
(approximately 25 years)



Skills, jobs and opportunities

Humber SAF Skills and Employment Plan

We are committed to creating real and lasting benefits for local people through the Project and have started to work with local stakeholders. A Skills and Employment Plan would explain how benefits will be delivered through the Project, to create good jobs, training, and lasting careers in the region. We're developing this plan with Cranfield University and the University of Hull, combining technical expertise with strong local knowledge.

Our aim is simple: make sure local people are ready to take advantage of the opportunities arising from the Project. We will do this by:

- Planning early for the jobs and skills the Project and its supply chain will need
- Creating high-quality jobs that are safe, secure, and offer career progression
- Working with local colleges and training providers to match courses and apprenticeships to these needs
- Offering opportunities for people at every stage of their careers, from school leavers to those retraining or later in their working lives

- Promoting a fair and inclusive workforce, removing barriers so more people can access these opportunities
- Supporting workers from traditional industries to move into low-carbon roles

The Plan intends to build a strong local workforce, support the Humber economy, and create benefits that last beyond construction and into long term operation.

STEM and Future Careers in SAF

We would also develop an interactive STEM programme with local education partners to inspire young people and build awareness of careers in SAF.

Aimed initially at 16–19 year-olds, the programme would combine hands-on activities—such as building a model SAF plant—with short learning modules. It would help students understand SAF, develop practical skills, and explore career pathways. The programme would grow over time, helping connect students with future job opportunities in the Humber.

Ole Jørgen Bratland/ ©Equinor



Have your say

We are holding a public consultation between 08 June and 06 July 2026 to gather early feedback from local communities, stakeholders and businesses.

You can get involved by:

-  Completing our online feedback form
-  Attending a local drop-in event
-  Writing to us or contacting the project team
-  Phoning us and leaving a message

Consultation events:

Wednesday 17 June: 3pm – 7pm
South Killingholme Community Centre, Moat Lane, South Killingholme, Immingham DN40 3EU.

Thursday 18 June: 10am – 2pm
Immingham Civic Centre, Pelham Road, Immingham, DN40 1QF.

Arne Reidar Mortensen/ ©Equinor



What happens next?

This consultation is part of the early design and assessment stage.

Feedback received will be considered alongside environmental studies and technical assessments to inform the ongoing design of the Project.

Stay informed

We will continue to engage with local communities as the project progresses, and during both construction and operation.

We welcome your views on how you would like to receive updates and information.

Working with businesses and communities

As work progresses, we wish to build relationships with local stakeholders, regional businesses, universities, educational and training institutions, with the aim of delivering benefits to the local community.

We welcome your suggestions on how we can get local businesses and communities involved in our plans.



Photomontage image: View of the proposed Humber SAF facility from the Station Road/Rosper Road junction, looking South East.



Equinor – who we are

We are an international energy company with a long-standing role in supplying energy to the UK. Alongside oil and gas, we are developing low carbon solutions where there is clear industrial demand and supportive market frameworks.

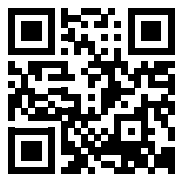
In the Humber region, we are involved in hydrogen, carbon capture and storage and other energy transition projects.

The Humber SAF Project would form part of this portfolio, supporting the development of the Humber as a low-carbon industrial cluster.

 Find out more at:
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www.HumberSAF.com



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