

Thames Mobile Heat Option



How it works:

The concept uses a combination of very common activities to take waste heat, use it to charge thermal batteries and then move the batteries to where they are needed.

Two large barges, each holding 40x 20ft shipping container batteries, would swap places regularly between a charging point at an energy from waste facility and a discharging point at PDHU. The batteries would remain on the barges, with a short pipe-run jetty to each barge mooring point enabling heat transfer.

During the winter peaks, these barges would swap with each tide, delivering c.240MWh of heat a day

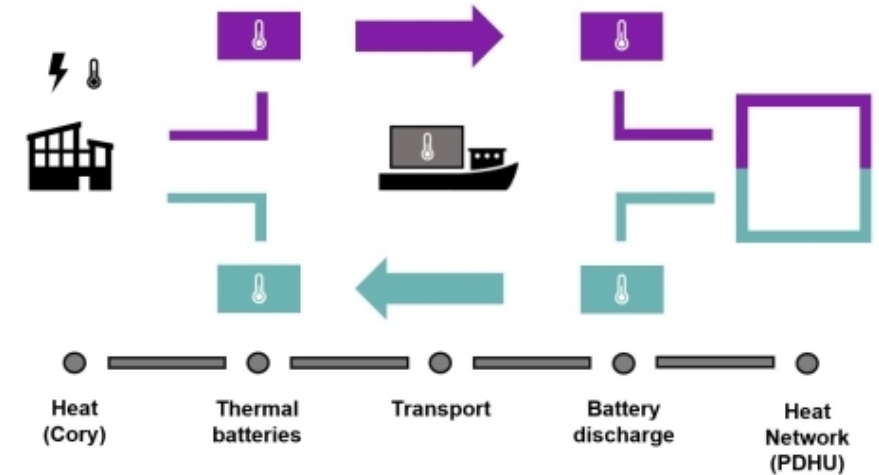
The transport would be completed by Cory, who currently operate daily transport activities on the Thames.

It is currently assumed that the gas boilers are retained as back up source.

Heat Battery Trial – February/March 2024

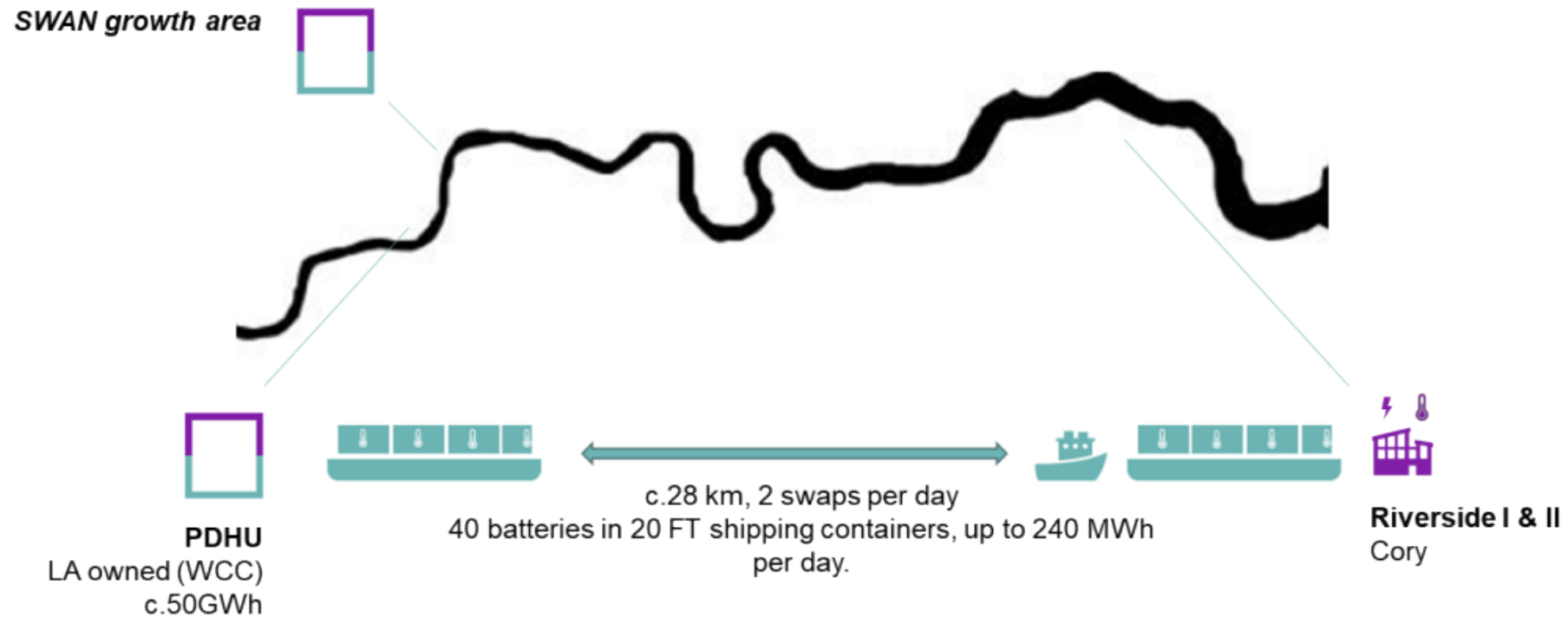
A test of this concept is currently underway to evaluate heat recharge/discharge potential and integration with the existing network.

We will share the feedback / results of this trial when available.



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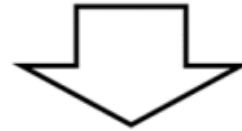
90%

immediate reduction in
PDHU's carbon footprint

(lowest carbon option,
modelled against heat pumps,
direct electric and gas)

=

to the gas price if
needed in the short
term, including capex



lowest long term
structural heat price

(modelled against heat
pumps, direct electric &
hydrogen heating)

2025

start date for low
carbon heat to
replace gas at PDHU

A detailed proposal is underway, which will be compared against the other options in the OBC