

Immingham Eastern Ro-Ro Terminal **('IERRT')**

Summer Newsletter – August 2022 **Scheme Update**

The IERRT Proposals

This Summer Newsletter provides an update, following our Spring Newsletter, on our proposals to develop a new three berth Ro-Ro facility in the Port of Immingham.

We are now in the final stages of completing our application for what, as we have mentioned in earlier Newsletters, is known as a Development Consent Order, or a 'DCO' for short.

The DCO application process is not the same as applying for a planning permission. If approved, the DCO will be made by the Secretary of State for Transport, not the local planning authority – although the two local authorities, North East Lincolnshire and North Lincolnshire Councils will be playing a critical part in the application process.

In addition, unlike a planning application, there are a large number of legal and procedural requirements that have to be put in place and met by ABP before the application can be submitted.

Further, as well as the legal and procedural requirements, first and foremost, the impact of the application has to be comprehensively assessed. All of this takes time and we have deliberately not rushed the pre-application stage so as to ensure that all of the potential impacts, both marine and on the landside, have been properly considered and assessed.

Our application will be submitted to the Planning Inspectorate ('PINS') who will

deal with the application process on behalf of the Secretary of State. We hope to be in a position to submit our application towards the end of September this year.

We will publish another Newsletter when we have submitted the IERRT application which will explain the process that follows after submission.

In brief, however, the application will first be reviewed by PINS and if accepted as properly made, we will advertise widely throughout the locality that the process has commenced, indicating how and where the application documents can be reviewed and invite representations.

In due course, the application will be subject to what is known as 'examination' undertaken by either a single, or in some cases more than one Inspector, appointed by the Secretary of State through PINS.

The Current Position

All of that, however, is in the future. What have we been doing since we wrote to you all in Spring?

In the intervening months since we undertook the statutory consultation at the beginning of this year, we have been honing the proposals for the IERRT, taking on board the responses we have received both during the formal consultation and afterwards – we are always open to suggestions from anyone and we have, of course, been discussing the scheme with the local authorities, regulators, stakeholders and interested parties – and continue to do so.

As explained in our Spring Newsletter, we decided to reduce the size and scale of the scheme from that originally advertised, which contemplated up to four berths, to three berths. This decision was made following very helpful feedback during the statutory consultation and our own assessment of the potential impacts of a four berth proposal in terms of the marine

environment. The reduction in scale of the scheme has had the positive benefit of reducing the overall impact of the scheme.

Further recent refinements to the scheme have included, in summary, the following:

- a slight change to the alignment of the new bridge within the Port so as to reduce potential impact upon port tenants;
- a small adjustment to the location of the berths away from intertidal mudflat meaning that any intertidal loss will be negligible;
- improving the East Gate dock entrance by the creation of a second entrance lane; and
- incorporating proposals for environmental enhancement of an area of woodland adjacent to and in the ownership of ABP.

In addition, consideration is also being given to the need for further jetty impact protection.

Environmental Impact Assessment

The IERRT is subject to what is known as Environmental Impact Assessment.

That assessment, which is a key component of our application, is contained in the Environmental Statement – although the word “Statement” is probably a little misleading! In fact, the “Statement” runs to hundreds of pages and contains a comprehensive description of the project, providing an assessment of all of the possible environmental impacts and effects of the IERRT across a wide range of topics. Each topic is addressed in a separate chapter, as follows -

- Physical processes
- Water and sediment quality
- Nature conservation and marine ecology
- Commercial and recreational navigation
- Coast protection, flood defence, and drainage
- Ground conditions, including land quality

- Air quality
- Airborne noise and vibration
- Cultural heritage and marine archaeology
- Socio-economics
- Traffic
- Land use planning
- Climate change
- Cumulative and in-combination effects

The Environmental Statement will also contain the following information -

- A description of the IERRT Project
- Construction details and methodology; and
- An analysis of need and alternatives

The Environmental Statement will be published online, together with all of the other DCO application documents, after the application has been accepted for examination by PINS.

Getting Involved

We will be publishing another Newsletter following submission of our application, which will explain how you can participate in the examination process if you so wish. Interested bodies, regulators, stakeholders (i.e. those bodies which might be affected by the development) and members of the public will be able to register to take part in the DCO examination.

In the meantime, we continue to welcome any comments and observations about our proposals. You can write to us at:

Email: imroro@abports.co.uk

Post: Associated British Ports, Port of Immingham, Dock Office, Alexandra Road, Immingham Dock, Immingham, North East Lincolnshire, DN40 2LZ (*Quoting Reference: Immingham Eastern Ro-Ro Terminal*).

Any updates we have on the IERRT scheme will be posted on ABP's project website: www.abports.co.uk/imroro.

The Application Process

As we have emphasised over the last months through our Newsletters, the DCO application process may well seem rather alien and complex to some – it is certainly far from simple and straightforward!

ABP is eager to ensure, however, that all or any of you who would like to participate in the process – be it to support, object or to question – actually understand the process.

We have, therefore, provided in the following section a very brief summary of the steps which will follow after we have submitted the IERRT application. As mentioned above, we will provide a more detailed explanation as to how you can participate, in person or in writing, in groups or individually, when we submit the application.

1. Pre-application – The IERRT Project evolves through consultation and an application is prepared for submission to PINS. This is the current stage of our project.

2. Acceptance – The application is submitted to PINS and PINS have 28 days to decide whether all the necessary documentation has been submitted to enable the application to proceed.

3. Pre-examination – Upon acceptance by PINS, ABP must publicise that the application has been accepted and detail how parties can register to get involved in the examination.

4. NSIP examination – A preliminary meeting takes place to set the agenda and timetabling of the programme, following which the examination stage starts where the Examining Body (in other words the single Inspector or the Panel of Inspectors), examines the application over a fixed maximum period of six months.

Examination is conducted through written representations and oral hearings, but considerable weight is placed on the written representations submitted by all participating parties.

5. Recommendation and Decision – After the NSIP examination closes the Examining Body has three months within which to write its Report and Recommendations and submit it to the Secretary of State.

6. The Secretary of State – Will ultimately make the decision as to whether or not to grant the DCO. The Secretary of State has a maximum of three months to make his or her decision.

7. Post Decision – This is the final stage of the process, which provides a six-week legal challenge period.

Timeline for the IERRT

The estimated timeline for the project is shown below -

Late Summer 2022 – Submission of the DCO application – as noted, we currently expect to submit the application towards the end of September.

Early 2023 – Anticipated start of the DCO examination period.

Late 2023 – Decision on the IERRT DCO application, and construction likely to commence.

Early/Mid 2025 – Anticipated commencement of operations.

Questions –

If you have any questions about any of the above, please do not hesitate to ask us, using the contact details provided above.

This 3D Image shows, although very much only as an indicative representation, the IERRT scheme as proposed. It may be subject to further minor changes prior to submission of the application.

