

# IMMINGHAM EASTERN RO-RO TERMINAL



Environmental Statement: Volume 1  
Chapter 1: Introduction  
Document Reference: 8.2.1

APFP Regulations 2009 – Regulation 5(2)(a) and 5(2)(e)  
PINS Reference – TR030007

December 2022



# Immingham Eastern Ro-Ro Terminal

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# Document Information

Document Information	
<b>Project</b>	Immingham Eastern Ro-Ro Terminal
<b>Document title</b>	Environmental Statement: Volume 1 Chapter 1: Introduction
<b>Commissioned by</b>	Associated British Ports
<b>Document ref</b>	8.2.1
<b>APFP Reg 2009</b>	Regulation 5(2)(a) and 5(2)(e)
<b>Prepared by</b>	ABPmer

Date	Version	Revision Details
12/12//2022	1	

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# 1 Introduction

## 1.1 Associated British Ports

- 1.1.1 Associated British Ports (ABP) was created in 1981 following the privatisation of the British Transport Docks Board. It is the largest ports group in the UK, owning and operating 21 ports and other transport related businesses across England, Wales and Scotland.
- 1.1.2 On the Humber, ABP owns and operates four ports, namely the ports of Immingham, Hull, Grimsby and Goole, which together constitute the largest ports complex in the UK. Of these, the Port of Immingham is the largest and busiest of ABP's four Humber ports.
- 1.1.3 ABP's statutory undertaking at Immingham, the 'statutory port estate', covers some 480 hectares. The majority of the Port falls within the administrative boundary of North East Lincolnshire Council although the western part of the port estate falls within North Lincolnshire Council.
- 1.1.4 Since the 1960's, in light of the increasing size of modern cargo vessels, the Port of Immingham's marine capability has been serviced more and more from jetties located in the river, thereby reducing the need for vessels to pass through the lock gates into the Port's enclosed dock.
- 1.1.5 Currently, as well as the internal enclosed dock, the Port has twenty 'in-river' berths. The port estate itself comprises a number of discrete operational areas handling a diverse trade base including liquid fuels, solid fuels, ores and unitised cargoes in the form of containers (Lo-Lo) and wheeled cargo (Ro-Ro).
- 1.1.6 Today, much of this trade is conducted from the Port's in-river jetties. These include the Eastern and Western jetties, the Immingham Oil Terminal (IOT), the Immingham Gas Terminal, the Immingham Outer Harbour (IOH) and the Humber international Terminal (HIT).
- 1.1.7 The trade handled in ABP's enclosed dock largely comprises commodities including Lo-Lo container freight, break-bulk cargo, animal feed and grain. These cargoes are discharged to an array of storage compounds located across the port estate for onward distribution.
- 1.1.8 The infrastructure at the Port is the product of incremental expansion. This has enabled ABP, as the port operator, to increase the quantity of cargo imported/exported and to expand the range and type of cargoes accommodated. As such, the cargo volumes processed through the Port have risen from 26 million tonnes to 50 million tonnes during the period 1981 to 2020.



## 1.2 Project background

- 1.2.1 ABP, as owner and operator of the Port of Immingham, is seeking development consent to construct and operate a new roll-on/roll-off (Ro-Ro) facility within the Port to be known as the Immingham Eastern Ro-Ro terminal (IERRT).
- 1.2.2 The IERRT project is being promoted as a Nationally Significant Infrastructure Project (NSIP), the process for which is explained below. The proposed new Terminal's location within the Port is shown on Figure 1.1 which is contained in Volume 2 to this 'Environmental Statement' (ES) (Application Document Reference number 8.3).
- 1.2.3 The proposed new facility is designed to service the embarkation and disembarkation of principally commercial cargo carried either by accompanied trailer (where the Heavy Goods Vehicle (HGV) tractor unit and driver travel on the vessel with the trailer) or unaccompanied trailers which are delivered to the embarkation port and then collected at the port of disembarkation by different HGV tractor units and drivers. For ease of reference, throughout this ES, the type of cargo that will be serviced by the new facility is described as either 'wheeled cargo' or 'Ro-Ro' cargo.
- 1.2.4 The facility is not being designed to – and indeed could not – service Lo-Lo cargo such as containers, in that Lo-Lo traffic requires specialist crane infrastructure which has to be located on the edge of the quay/berth for the loading or unloading of the containers.
- 1.2.5 In the context of the type of traffic which the new Terminal will be able to accommodate, however, it should be noted that in addition to wheeled or Ro-Ro cargo, the Ro-Ro vessels using the new facility will also be able to carry, on occasion, a small and limited number of passengers. This will only be possible, however, when the demands of the Ro-Ro cargo operation permit in terms of space/capacity for passengers becoming available. Priority will at all times be given to the need to service the Ro-Ro business.
- 1.2.6 As far as the components of the actual development are concerned, whilst these are described in more detail below and in Chapter 2 of this ES, the development proposals can effectively be divided into two parts, namely –
- (a) On the marine side, the construction of a new approach jetty and finger piers to service three new Ro-Ro berths, together with a capital dredge; and
  - (b) On the landside, the provision of an area for vehicle and unit load storage, a new Terminal building and related buildings and infrastructure. This element is known as 'associated development', in that it is subservient to, but part of the marine development.

- 1.2.7 All of the above is comprehensively described – and assessed – in this ES, of which this chapter forms only an introduction.
- 1.2.8 In summary, the principal objective of an ES is to present the environmental information that has been gathered and assembled, in this case by a large number of external consultants, all specialists in their given fields, with a view to identifying and then assessing whether the various potential effects and impacts of the project are likely to have a significant environmental effect.
- 1.2.9 The objective and purpose of the ES exercise undertaken for the IERRT development project is explained in more detail in Section 1.5 below.

### 1.3 The proposed development

- 1.3.1 As noted above, the proposed development can, for ease of reference, be divided into two, albeit intrinsically linked, parts – marine and landside.
- 1.3.2 As far as that part of the development which will be constructed in the marine environment is concerned, this will comprise an approach jetty extending seaward from the land, servicing two finger piers which in turn will accommodate berths for three Ro-Ro vessels. The marine infrastructure that falls beyond the local authority’s administrative boundary will be constructed on the bed of the Humber Estuary which is owned by The Crown Estate. ABP, in its capacity as the Humber Conservancy Commissioners (also known as Humber Estuary Services) has a long lease over the bed of the Estuary – 999 years from 1 January 1869.
- 1.3.3 The landside element of the IERRT project falls within the eastern sector of the Port, as illustrated in Figure 1.1 in Volume 2 of this ES. That part of the Port lies within the administrative boundary of North East Lincolnshire Council and, subject to the exceptions noted in the following paragraph, is located entirely within the statutory port estate, all of which is within the freehold ownership of ABP.
- 1.3.4 In addition, as is explained in Chapter 2 of this ES, ABP also propose as part of the IERRT development to:
- (a) Improve the entrance to the Port’s East Gate which will involve works within that part of the local highway immediately next to the East Gate;
  - (b) Undertake works of environmental improvement at Long Wood which is a strip of woodland owned by ABP and which lies immediately adjacent to the Port’s eastern boundary beyond the East Gate; and
  - (c) Provide an area of marine environmental enhancement by means of managed realignment over an area of land, also owned by ABP, at Skeffling, on the north coast of the Humber Estuary.



## Marine infrastructure works

1.3.5 In more detail, the marine works comprise a number of distinct components, as identified in Figure 1.2 to this ES. In brief, these include:

- An approach jetty from the shore;
- A linkspan with bankseat to provide a solid foundation;
- Two secured floating pontoons;
- Two finger piers to provide three berths (one on either side of the northern-most outer finger pier furthest from the shore, and one on the northern side of the southern-most inner finger pier) thereby enabling the vessels to berth alongside with their stern ramps resting on a floating pontoon which will match the rising and falling of the tide;
- A capital dredge of the new berth pocket;
- Disposal of dredged material at sea on the basis that no beneficial alternative use for the material has been identified (see Waste Hierarchy Assessment in Appendix 2.1 in Volume 3 of this ES (Application Document Reference number 8.4)); and
- Possible inclusion of vessel impact protection measures to provide protection in the unlikely event of an errant vessel contacting the Immingham Oil Terminal (IOT) trunk way (ABP does not believe that such measures will actually be required, but it has been decided to make provision for them in the DCO application so as to ensure that the infrastructure is consented as part of the IERRT DCO should it be determined at some future date that they are required).

## Landside infrastructure works

1.3.6 In summary, the landside works, as identified on Figure 1.3, will include:

- The demolition of four existing commercial buildings (and a 'lean-to' on one of the buildings). Two of the buildings, used by Malcolm West Forklifts, will be replaced within the existing site boundary but their relocation will facilitate the construction of the internal bridge (see below);
- The improvement of the surface of the development site so to enable it to accommodate the cargo which is either awaiting embarkation on to one of the Ro-Ro vessels or awaiting collection after disembarkation - together with a small vehicular passenger waiting area. These works will include resurfacing and the provision of new pavements and associated infrastructure across the site as shown on Figure 1.3;
- The construction of a new terminal building and a small welfare building to provide facilities for terminal operational and administration staff, lorry drivers and passengers, together with a small workshop;
- The construction of a UK Border Force building with check in area;
- The provision of necessary infrastructure such as substations and frequency converters;
- An internal vehicle access bridge linking the North and Central Storage Areas which will cross over Robinson Road (an existing port road) and ABP controlled railway track;

- Improvements to the internal road layout within the Port together with improvements to East Gate comprising the widening of the existing entrance; and
- Off-site environmental enhancements involving the improvement of an existing area of woodland and the provision of intertidal habitat.

## 1.4 The consenting route

- 1.4.1 If a given proposed infrastructure project exceeds certain prescribed thresholds set out in the Planning Act 2008, that project cannot be consented by following the ‘familiar route’ of a planning application submitted to the local planning authority under the provisions of the Town and Country Planning Act 1990.
- 1.4.2 Instead, the proposed development will have to be promoted as a Nationally Significant Infrastructure Project (NSIP). An NSIP is consented not by a ‘planning permission’ granted by the local planning authority but by a Development Consent Order (DCO) approved by the appropriate (depending on the type of development), Secretary of State.
- 1.4.3 In brief, a DCO is an all-encompassing authorisation vehicle for a given NSIP development. As such, whilst a variety of consents and approvals may be required for the construction and operation of the NSIP, these can all be incorporated and/or referenced in the final approved version of the DCO – albeit with the agreement of the appropriate consenting bodies .
- 1.4.4 The additional consents and approvals required for the IERRT project are discussed further both in the Legislation, Policy and Consenting chapter (Chapter 5) of this ES (Application Document Reference number 8.2.5) and the accompanying Consents and Agreements Statement (Application Document Reference number 9.1), as well as in the various topic chapters contained in this ES.
- 1.4.5 In terms of the IERRT development itself, the project is being promoted as an NSIP because, under the provisions of section 24(2) and (3) of the Planning Act 2008, the proposed development comprises –
- (a) The alteration of an existing harbour facility – i.e., the Port of Immingham;
  - (b) The effect of the alteration is expected to increase the quantity of material embarked or disembarked of which the harbour facilities are capable of handling by at least the “relevant quantity”; and
  - (c) The “relevant quantity” is 250,000 Ro-Ro units per year.
- 1.4.6 It is anticipated that when the proposed three berths are operational, the new facility will be capable of handling well in excess of 250,000 units per year. As a consequence, the IERRT proposals have to be promoted as a

NSIP, the approval for which is granted through the statutory vehicle known as a DCO, as explained in the Legislation, Policy and Consenting Framework chapter (Chapter 5) of this ES (Application Document Reference number 8.2.5).

- 1.4.7 In light of this, ABP has submitted to the Secretary of State for Transport an application for a DCO, which if approved will authorise the construction and consequent operation of the IERRT development.

## 1.5 Environmental impact assessment

- 1.5.1 The IERRT development proposal is what is known as ‘Schedule 1 development’ as explained in the Legislation, Policy and Consenting Framework (Chapter 5) of this ES (Application Document Reference number 8.2.5). This is because it falls within the description of development provided in Schedule 1, paragraph 8(2) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the EIA Regulations), namely:

*“Trading ports, piers for loading and unloading connected to land and outside ports (excluding ferry piers) which can take vessels of over 1,350 tonnes”.*

- 1.5.2 ‘EIA development’ is defined in Regulation 3 of the EIA Regulations as follows:

*“EIA development’ means development which is either –*

- (a) Schedule 1 development; or*
- (b) Schedule 2 development likely to have significant effects on the environment by virtue of factors such as its nature, size or location”.*

- 1.5.3 Regulation 14(1) of the EIA Regulations states that –

*“An application for an order granting development consent for EIA development must be accompanied by an environmental statement”.*

- 1.5.4 In the light of the above, an environmental impact assessment (EIA) of the proposed development is required to be undertaken for the proposed IERRT development. The application for the IERRT DCO is, therefore, accompanied by this ES which, together with accompanying figures and appendices, provides a comprehensive assessment of the likely significant environmental effects of the development covering all relevant topics and subject matter.

## 1.6 Scoping opinion

- 1.6.1 Under the provisions of Regulation 10 of the EIA Regulations, a formal request was submitted to the Secretary of State of Transport for an opinion as to the scope – i.e., the range of topics that should be covered – in the IERRT ES (known as a ‘Scoping Opinion’). This request was submitted to the Planning Inspectorate (PINS), who are the body acting on behalf of the Secretary of State, in September 2021.
- 1.6.2 PINS provided the Scoping Opinion on 25 October 2021 (see Appendix 6.1 to this ES (Application Document Reference number 8.4.6(a))). As noted above, a Scoping Opinion is essentially a written statement provided on behalf of the decision maker – in this case the Secretary of State for Transport – and which identifies and confirms, following consultation with relevant consultee bodies, based on the information previously provided by the applicant, the environmental information that should be provided in the ES which will eventually be submitted as part of the DCO application.
- 1.6.3 The information and comments that were contained within the IERRT Scoping Opinion have been taken fully into account in the preparation of this ES and they have been referenced in the relevant issue specific chapters in the ES. Further information on the EIA process is included in the Legislation, Policy and Consenting Framework chapter (Chapter 5) (Application Document Reference number 8.2.5), and the Impact Assessment Approach chapter (Chapter 6) of this ES (Application Document Reference number 8.2.6).

## 1.7 Statutory consultation

- 1.7.1 The underlying ethos of the NSIP process is that of ‘front-loading’. In the context of NSIP proposals, ‘front-loading’ means undertaking, before the application for the DCO is actually submitted, a comprehensive exercise of public consultation with all interested parties encompassing statutory consultees, regulators, stakeholders and the local community.
- 1.7.2 Whilst the process of consultation is but one part of the pre-application process – it is a critical part. All promoters of NSIPs must not only undertake a formal statutory consultation exercise but must also take the consultation responses received in terms of comments and representations fully into account when preparing the application for the DCO.
- 1.7.3 That is not to say that all of those comments and representations received during the consultation exercise have to be accepted by the applicant. That is certainly not the case in that some of the responses may be contradictory whilst others may conflict with the advice being given to the applicant, in this case for example, by ABP’s specialist consultant team. Others, however, may indeed be relevant and taken into account.

- 1.7.4 Whether or not the responses received during the statutory consultation are accepted, either way, each one of them has to be noted and the action taken as a result recorded in a statement that forms part of the application for the DCO known as the Consultation Report (Application Document Reference number 6.1).
- 1.7.5 The objective and purpose of the consultation exercise, however, is not just to inform a wide range of interested parties about what is being proposed by the applicant but to enable the promoter, in turn, to develop its proposals in a manner that takes fully into account the comments and views of those who have participated in the consultation process with a view to ‘shaping’ the evolving development proposal in a manner that is the optimum for all participating parties.

## Summary of the statutory consultation process

- 1.7.6 In summary, for NSIPs, the pre-application process is usually undertaken in a number of stages:
- **Statutory Consultation and Preliminary Environmental Information Report:** Consultation on the preliminary environmental information – this is part of the required ‘statutory consultation’, the principal written element of which is the preparation and publication of a Preliminary Environmental Information Report (PEIR) which forms the basis of the public consultation;
  - **On-going consultation:** An on-going process of consultation beyond the formal statutory consultation with a variety of bodies, regulators and interested parties to assist the evolution of the scheme; followed by
  - **Finalisation of DCO application:** The preparation of the final ES, which accompanies the application for the DCO together with a number of related reports and documents;
  - **Supplementary Statutory Consultation:** In the case of the IERRT project, however, following the first statutory consultation and following a detailed review and analysis of the responses received in relation to the published preliminary environmental information contained in the PEIR, ABP decided, as the scheme evolved, that a number of refinements and changes should be made to the development proposals as originally detailed by ABP in the PEIR. As a consequence, so as to ensure that all of the interested parties – from statutory consultees and stakeholders to the local community – fully understood what was being proposed, ABP decided to undertake a Supplementary Statutory Consultation, as noted below.

### *The first Statutory Consultation*

- 1.7.7 In more detail, as part of the NSIP pre-application process, ABP, in compliance with Sections 42 and 47 of the Planning Act 2008 (as amended)

and Regulation 13 of the EIA Regulations, carried out a formal consultation with amongst others, the relevant local authorities, statutory consultees such as the regulators and stakeholders and the local community.

- 1.7.8 To this effect, a **Statement of Community Consultation (SoCC)** was prepared and agreed with the local authorities in advance of the commencement of the formal consultation, setting out how ABP intended to consult with the local community for this stage of the pre-application process. The statutory consultation commenced on 19 January 2022 and ended on 23 February 2022.
- 1.7.9 The purpose and objective of the PEIR is effectively to inform the statutory consultation process. The Report contains all of the preliminary environmental information that had been assembled at the time of the commencement of the statutory consultation, covering a host of different topics (as noted in the following section - from traffic and climate change to noise and vibration and impact on birds – each topic chapter including an assessment, albeit a preliminary assessment, of the significant environmental effects that may arise as a consequence of both the construction and then operation of the IERRT development.

### *The Supplementary Statutory Consultation*

- 1.7.10 Following the closing of the statutory consultation – although it should be noted that this was only the end of the formal ‘statutory’ consultation in that consultation with all interested parties has continued throughout the pre-application process with all statutory consultees, the regulators, stakeholders and the local community – ABP and its specialist consultant team then continued to develop the IERRT project. In so doing, ABP took fully into account all of the representations and comments received during the statutory consultation – and indeed afterwards.
- 1.7.11 Inevitably, since the close of the first formal statutory consultation, the IERRT project evolved – both as a result of the comments received from all of the interested parties who participated in the statutory consultation process (and the ongoing process that followed) and as a natural process in the evolution of the project itself.
- 1.7.12 This meant, however, that as result of this process of evolution, certain refinements and changes were made to the IERRT scheme as originally described in the PEIR published in January 2022.
- 1.7.13 The process of consultation plays a critical part in the DCO pre-application process and ABP, as the promoter of the IERRT project, has been anxious to ensure that all interested parties – statutory consultees, stakeholders and the local community remained fully informed as to both what development is being proposed and what are its likely effects.



- 1.7.14 As a consequence, ABP decided to undertake a second statutory consultation, known as the Supplementary Statutory Consultation. This second consultation ran from Friday 28 October to Sunday 27 November. The Supplementary Consultation Report produced for the consultation, provided at Appendix 4.2 to this ES (Application Document Reference number 8.4.4(b)), detailed and explained the refinements and changes that had been made to the scheme since the publication of the original PEIR.
- 1.7.15 All of these changes and refinements are detailed in the relevant chapters of this ES and range from improvements to the Port's East Gate entrance to the inclusion of marine and landside environmental enhancements.
- 1.7.16 The information originally presented in the PEIR has, therefore, been further developed and refined as the IERRT project has evolved, both as a result of the continuing scheme design work, investigations and assessments and in light of the comments and representations received as part of the statutory consultation process – which, as noted, included a supplementary statutory consultation process.

## 1.8 Report structure

- 1.8.1 The IERRT ES is accompanied by a **Non-Technical Summary (NTS)** which summarises the contents of the ES.
- 1.8.2 The ES itself falls into three separate volumes.
- 1.8.3 Volume 1 comprises the following:
- **Chapter 1 Introduction:** A brief introduction about the IERRT project and the DCO application process;
  - **Chapter 2 Proposed Development:** A description of the site and its surroundings and the proposed IERRT development;
  - **Chapter 3 Details of Project Construction and Operation:** A description of the works involved during construction and operation of the IERRT, including environmental management best practice procedures;
  - **Chapter 4 Need and Alternatives:** An explanation as to the identified need for the IERRT project together with an analysis of the consideration of possible alternative solutions;
  - **Chapter 5 Legislation, Policy and Consenting Framework:** An overview of the information requirements associated with key legislation and policy of relevance to the proposed IERRT development;
  - **Chapter 6 Impact Assessment Approach:** Sets out the key issues identified during consultation and the scoping phase of the EIA, as well as presenting information on the overarching impact assessment methodology;

- **Chapters 7 to 19 Environmental Topic Assessments:** Baseline information is presented together with key issues identified during consultation and the scoping phase of the EIA, and a consideration of likely impacts and effects of the proposed development for the 'scoped in' EIA topics (or receptors);
- **Chapter 20 Cumulative and In-Combination Effects:** Provides the consideration of cumulative and in combination effects of the IERRT; and
- **Chapter 21 Impact Assessment Summary:** A summary of the key findings of the ES, including the potential impacts and mitigation measures that would avoid or reduce potential impacts of the proposed development.


1.8.4 Volume 2 of the ES contains the figures which support the chapters in Volume 1.

1.8.5 Volume 3 contains the following appendices:

- Appendix 2.1 Waste Hierarchy Assessment;
- Appendix 2.2 Concept Lighting Design Stage Summary Report;
- Appendix 4.1 Humber Shortsea Market Study;
- Appendix 4.2 Supplementary Consultation Report;
- Appendix 6.1 Scoping Opinion;
- Appendix 6.2 Preliminary Ecological Appraisal;
- Appendix 6.3 EIA Competency Statement;
- Appendix 7.1 Numerical Model Calibration Report;
- Appendix 7.2 Marine Geophysical Survey Report;
- Appendix 8.1 Water Framework Directive Compliance Assessment
- Appendix 9.1 Benthic Surveys Summary Report;
- Appendix 9.2 Underwater Noise Assessment;
- Appendix 10.1 Navigational Risk Assessment;
- Appendix 10.2 Navigation Simulation Study;
- Appendix 10.3 Navigational Simulation – Stakeholder Demonstrations;
- Appendix 11.1 Flood Risk Assessment;
- Appendix 12.1 Phase 1 Desk Study;
- Appendix 12.2 Factual Report;
- Appendix 12.3 Phase 2 Ground Investigation Report;
- Appendix 12.4 Outline Remediation Strategy;
- Appendix 13.1 Construction Dust Assessment Methodology;
- Appendix 14.1 Sound Monitoring Survey;
- Appendix 14.2 Construction Noise Levels and Assumptions;
- Appendix 14.3 Operational Noise Levels and Assumptions;
- Appendix 15.1 Marine Archaeology Technical Report;
- Appendix 15.2 Historic Environment Settings Assessment;
- Appendix 15.3 Draft Written Scheme of Investigation;
- Appendix 17.1 Transport Assessment; and
- Appendix 17.2 Travel Plan.

- 1.8.6 The Guide to the Application (Application Document Reference number 1.4) provides a list and document reference number for all documents submitted as part of the DCO application. The NTS is referenced as Application Document Reference number 8.1. The main chapters of the ES document (Volume 1) comprise Application Document Reference number 8.2. All of the references in the chapters to figures (which are contained in Volume 2) or appendices (which are contained in Volume 3) of this ES are to figures listed under Application Document Reference number 8.3 with the appendices being listed under Application Document Reference number 8.4.

## Document availability

- 1.8.7 This ES can be downloaded from the project website at -  The Non-Technical Summary of the ES is also available for download.
- 1.8.8 A printed copy of the ES can also be requested, but it should be noted that there may be a charge for a hard copy of up to £300. In addition, USB flash drives containing the DCO application documents can also be made available on request, free of charge, for those who do not have access to the internet but who have a computer.

## 1.9 Abbreviations/Acronyms

<b>Acronym</b>	<b>Definition</b>
ABP	Associated British Ports
DCO	Development Consent Order
EIA	Environmental Impact Assessment
ES	Environmental Statement
HGV	Heavy Goods Vehicle
HIT	Humber International Terminal
IERRT	Immingham Easter Ro-Ro Terminal
IOH	Immingham Outer Harbour
IOT	Immingham Oil Terminal
Lo-Lo	Load-on/load-off
NSIP	Nationally Significant Infrastructure Projects
NTS	Non-Technical Summary
PEIR	Preliminary Environmental Information Report
PINS	Planning Inspectorate
Ro-Ro	Roll-on/roll-off
SoCC	Statement of Community Consultation
UK	United Kingdom
USB	Universal Serial Bus

Cardinal points/directions are used unless otherwise stated.

SI units are used unless otherwise stated.

## Contact Us

ABPmer

Quayside Suite,

Medina Chambers

Town Quay, Southampton

SO14 2AQ

T +44 (0) 23 8071 1840

F +44 (0) 23 8071 1841

E [enquiries@abpmer.co.uk](mailto:enquiries@abpmer.co.uk)

