

IMMINGHAM EASTERN RO-RO TERMINAL



Confirmation from the MCA that no SoCG is Required

Document 7.1

APFP Regulations 2009 – Regulation 5(2)(q)

PINS Reference – TR030007

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Document Information

Document Information	
Project	Immingham Eastern Ro-Ro Terminal
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10/2023	01 – Deadline 5	Submitted at Deadline 5

Edwards, Jay

From: Helen Croxson [REDACTED]
Sent: 07 July 2023 12:03
To: Immrora
Cc: navigation safety; Sam Chudley; Greenwood, Brian; Uppal, Rajpreet; Cockerill, Matthew; Joshua Bush; Nicola Robinson; Jack Thompson
Subject: RE: Immingham Eastern Ro-Ro Terminal Development ("IERRT") – MCA's Relevant Representation

Dear Tom,

Thank you very much for taking the time to write to the Maritime and Coastguard Agency (MCA) regarding the proposal for a Statement of Common Ground (SoCG) and the Planning Inspectorate's request for comments on the Navigation Risk Assessment (NRA) for the Immingham Eastern Ro Ro Terminal Development.

The MCA's role in marine licensing and consenting is to provide advice and guidance to the relevant regulator regarding the impact of the works/activities on shipping, safe navigation and emergency response for their decision-making purposes. Outside of Statutory Harbour Authority (SHA) limits, the MCA is usually presented with an NRA which we use to determine our confidence levels, and whether the claim that the risk is ALARP is evidenced and justified. We then decide whether the NRA is reasonable and whether we can support it.

On this occasion the works are being undertaken within a SHA (ABP Humber) who has relevant powers under the Harbour Act 1964 (or other) and therefore has jurisdiction. ABP Humber are responsible for maintaining the safety of navigation during construction and operational phases of the development, and therefore the MCA would not approve the NRA or undertake the prescribed approach above on behalf of a SHA.

The MCA's representation on this occasion was to ensure that an agreed Navigation Risk Assessment would be in place using an appropriate risk assessment methodology and that the works are carried out in accordance with the Port Marine Safety Code. We are satisfied that this has/is being undertaken and I do not believe that a SoCG is required on this occasion with MCA. We have no concerns to raise with regards to the process undertaken and have been reassured that the works will be undertaken in accordance with the Port Marine Safety Code and its Guide to Good Practice. We note a hazard workshop was also held which brought together relevant navigational stakeholders for the area to discuss the potential impacts on navigational safety associated with the proposed development.

We would be happy for you to share this with the Planning Inspectorate and if anything further is required from MCA please let me know.

Kind regards

Helen

Helen Croxson

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