

IMMINGHAM EASTERN RO-RO TERMINAL



Statement of Common Ground between Associated British Ports and National Highways

Document Reference 7.2

PINS Reference – TR030007

October 2023

Document Information

Document Information		
Project	Immingham Eastern Ro-Ro Terminal	
Document Title	Statement of Common Ground between Associated British Ports and National Highways	
Commissioned by	Associated British Ports	
Document ref	7.2	
Prepared by	IERRT Project Team	
Date	Version	Revision Details
October 2023	01	Agreed version

Contents

1	Section 1 – Introduction	4
2	Section 2 – Summary of Engagement	6
3	Section 3 – Matters Agreed and Matters Not Agreed	21
4	Section 4 – Signatories	26
	Glossary	27

1 Section 1 – Introduction

Overview

- 1.1 This Statement of Common Ground (“SoCG”) has been prepared in relation to the application (the “Application”) by Associated British Ports (“ABP”), made under the provisions of Section 37 of the Planning Act 2008 (“the PA 2008”), for a Development Consent Order (“DCO”) which if approved will authorise the construction and operation of the Immingham Eastern Ro-Ro Terminal (IERRT).
- 1.2 The IERRT development as proposed by ABP falls within the definition of a Nationally Significant Infrastructure Project (“NSIP”) as set out in Sections 14(1)(j), 24(2) and 24(3)(b) of the PA 2008.

The Project

- 1.3 In summary, the IERRT development comprises two principal elements:
- (a) on the marine side, the construction of a new three berth Roll-on/Roll-off harbour facility and related marine infrastructure; and
 - (b) on the landside, the provision of a suitably surfaced area to accommodate a terminal building and ancillary buildings together with storage and waiting space for the embarkation and disembarkation of the vessel borne wheeled cargo.
- 1.4 The landside development will also include, within the Order Limits – i.e., within the boundary of the development site – a building for the UK Border Force together with an area for disembarked traffic awaiting UK Border Force checks prior to departure from the Port.
- 1.5 ABP will also be providing an area of off-site environmental enhancement at Long Wood, which is located close to the Port’s East Gate.

Parties to this Statement of Common Ground

- 1.6 This SoCG is submitted on behalf of:
- (a) ABP – the promoter of the IERRT development and the owner and operator of the Port of Immingham; and
 - (b) NH is an executive non-departmental public body, sponsored by the Department for Transport. NH is responsible for motorways and major roads in England.
- 1.7 In this SoCG ABP and National Highways are collectively referred to as “the Parties”.

The Purpose and Structure of this Document

- 1.8 The purpose of this document is to identify and summarise any agreement, disagreement or matters outstanding between the parties on matters relevant

to the examination so as to assist the Examining Authority in its consideration of the Application.

- 1.9 In preparing this SoCG, the guidance provided in 'Planning Act 2008: examination of application for development consent' (Department for Communities and Local Government (as it then was), March 2015) has been fully taken into account.
- 1.10 Section 1 of this SoCG is designed to act as a general introduction to the IERRT project and to the parties concerned.
- 1.11 Section 2 of this SoCG sets out a summary of the correspondence and engagement between the parties to date.
- 1.12 Section 3 of this SoCG sets out the matters which have been agreed or which remain outstanding, together with any matters upon which it has not been possible to reach agreement.
- 1.13 The Table in Section 3 uses a colour coding system to indicate the status of the matters between the Parties as follows:
 - (a) Green – matter agreed;
 - (b) Orange – matter ongoing; and
 - (c) Red – matter not yet agreed.

2 Section 2 – Summary of Engagement

- 2.1 A summary of the consultation and engagement between ABP and NH up to the date of this SoCG in relation to the IERRT project generally and concerning the matters raised in this SoCG specifically is presented in Table 2.1 below.
- 2.2 It is agreed by the Parties to this SoCG that Table 2.1 is an accurate record of the meetings and key correspondence between the Parties.

Table 2.1 – Summary of Engagement

Date	Reference	Comment	Action
6 th October 2021	Jacobs Systra Joint Venture (JSJV) note (for NH) (document ref: AA.21.05.25 Technical Memorandum)	Sets out scoping requirements	Further discussions have been held with NH (as set out below) and the scope of the ES chapter and TA has been discussed and accepted separately with them.
6 th October 2021	JSJV note for NH (document ref: AA.21.05.25 Technical Memorandum)	This review highlighted the need for a Transport Assessment and Travel Plan to be produced in support of the planning application, to be included within the Traffic and Transport Chapter of the ES.	The TA is included in Appendix 17.1 to the ES and the FTP is included in Appendix 17.2 to the ES.
6 th October 2021	JSJV note for NH (document ref: AA.21.05.25 Technical Memorandum)	The TA should reference dredging, including the resultant transport impact, especially if the SRN is used as a route for disposal vehicles.	This was included in the preliminary TA and provided in the final TA included in Appendix 17.1 to the ES. The SRN will not be used for the removal of dredged material.
6 th October 2021	JSJV note for NH (document ref:	JSJV require details of the	All dredged material will be

Date	Reference	Comment	Action
	AA.21.05.25 Technical Memorandum)	disposal area and [if decided], confirmation that the waste would be loaded directly into the estuary without impacting the SRN.	disposed at sea without any terrestrial road movements.
6 th October 2021	JSJV note for NH (document ref: AA.21.05.25 Technical Memorandum)	To make an assessment, JSJV require full details of the proposed development, including the 'area to accommodate trailer and container parking and storage' and full details of 'a number of small terminal buildings' as proposed. In addition, JSJV request that the amount of parking proposed is provided.	Full details of the IERRT project, including the amount of parking proposed is detailed in Chapters 2 and 3 of the ES and in the TA at Section 4.4.
6 th October 2021	JSJV note for NH (document ref: AA.21.05.25 Technical Memorandum)	JSJV acknowledge that at this stage, the final details of the proposal are yet to be confirmed.	The development is described in Chapters 1 to 3 of the ES and shown in Figure 1.3 to the ES.
6 th October 2021	JSJV note for NH (document ref: AA.21.05.25 Technical Memorandum)	The baseline section of the TA should: <ul style="list-style-type: none"> • Describe the site background, including the site's location, history, and existing use; • Describe the existing highway network in the area and the 	This is included in the TA at Section 3.0.

Date	Reference	Comment	Action
		<p>existing level of accessibility;</p> <ul style="list-style-type: none"> • Provide a collision data assessment should be undertaken covering the most recently available complete five-year period for the SRN; and • Outline any relevant outline planning consents and Local Plan allocations. 	
6 th October 2021	JSJV note for NH (document ref: AA.21.05.25 Technical Memorandum)	The impact of the development should be assessed based on relevant regional and national planning policy (e.g., DfT Circular 02/2013, NH guidance document 'The Strategic Road Network: Planning for The Future' [2015], The DfT document 'Road Investment Strategy 2: 2020-2025').	Relevant policy and guidance have been considered in Section 17.5 of the traffic and transport chapter of the ES and taken account of as necessary in the assessment undertaken.
6 th October 2021	JSJV note for NH (document ref: AA.21.05.25 Technical Memorandum)	JSJV understand that Associated British Ports (ABP) will submit a separate scoping document to agree the scope of the TA with NH, however, items raised within this review provide an	This was included in the preliminary TA which can be seen in Appendix 17.1 in Volume 3 of the PEIR. It has now been superseded by the TA in Appendix 17.1 to the ES.

Date	Reference	Comment	Action
		outline of the details that JSJV would require within any assessment submitted.	
6 th October 2021	JSJV note for NH (document ref: AA.21.05.25 Technical Memorandum)	It is also noted that there is no reference to a Travel Plan within the submitted Scoping Report.	A Framework Travel Plan has been included as part of the ES and DCO submission.
6 th October 2021	JSJV note for NH (document ref: AA.21.05.25 Technical Memorandum)	Full details of the proposed study area should be provided within the TA and ES.	Full details of the study area are provided within Section 17.2 of the traffic and transport chapter of the ES and Figure 17.1 to the ES.
6 th October 2021	JSJV note for NH (document ref: AA.21.05.25 Technical Memorandum)	JSJV note that the current estimated construction timescales commencing in Summer 2023 and will have been largely completed by mid-2025. The resultant forecasted 'opening year' scenarios should be informed using these anticipated timescales.	The opening year of 2025 has been utilised for assessment purposes in Sections 17.7 and 17.8 of the traffic and transport chapter of the ES.
6 th October 2021	JSJV note for NH (document ref: AA.21.05.25 Technical Memorandum)	In addition to those agreed with North Lincolnshire Council, JSJV suggest that this development should consider recent development proposed by Able Marine, comprising a 'Material	The development proposed by Able Marine is considered as a committed development in the traffic impact section of the TA.

Date	Reference	Comment	Action
		Change' to their existing DCO on application reference: TR30006. The TA should state whether there would be any relationship between the two sites.	
6 th October 2021	JSJV note for NH (document ref: AA.21.05.25 Technical Memorandum)	ABP should present firm, robust trip rates and trip generation for the development. The trip rates and resultant vehicle trip generation presented could be derived on a first principles approach or using trip rates from a different development site with a comparable level of accessibility and scale. Alternatively, the Trip Rate Information Computer System (TRICS) online database could be used.	Traffic generation and the method of calculation has been explained in Section 17.8 of the traffic and transport chapter of the ES.
6 th October 2021	JSJV note for NH (document ref: AA.21.05.25 Technical Memorandum)	As the proposed land use is for 'employment', JSJV request that appropriate weekday peak hours are presented, and these should be informed by appropriate traffic	The peak hours used were detailed in Section 6.1 of the TA.

Date	Reference	Comment	Action
		counts if necessary.	
6 th October 2021	JSJV note for NH (document ref: AA.21.05.25 Technical Memorandum)	Due to the nature of the proposals, the TA should also estimate the amount of estimated Heavy Goods Vehicle movement that would be generated from the proposed development both during the construction and operational phases.	This was included in the TA.
6 th October 2021	JSJV note for NH (document ref: AA.21.05.25 Technical Memorandum)	JSJV suggest that the trip distribution rates for the proposed development, the trip assignment based on these rates, and the proposed traffic flows, are clearly presented on traffic flow diagrams. Considering the proposed development's location, JSJV expect the traffic flow diagrams to extend from the proposed development to all junctions that connect to both the A160 and A180.	The traffic flow diagrams are mentioned in Section 17.8 of the traffic and transport chapter of the ES and can be seen in the TA.
6 th October 2021	JSJV note for NH (document ref: AA.21.05.25	Given the proposed development's scale and	A CEMP (Application Document Reference number

Date	Reference	Comment	Action
	Technical Memorandum)	proximity to the SRN, JSJV suggest that a Construction Traffic Management Plan (CTMP) should be produced and agreed with NH, prior to the determination of this planning application.	9.2) is being included within the application which will include the headline issues relating to construction traffic which will be controlled within the DCO. This document will include a commitment to prepare a more detailed CTMP when the contractor is engaged.
2nd November 2021	Virtual Meeting 1	The proposed approach to the Transport Assessment was discussed and agreed by NH. The scope of the assessment was also discussed with the capacity calculations and method for wider network assessments summarised.	Further discussions have been held with NH and the scope of the assessment has been discussed and accepted separately with them.
13th January 2022	Virtual Meeting 2	The approach to the preliminary TA was summarised with NH confirming that written comments would be provided in due course [scope of report was deemed acceptable in the days following the meeting]. Some detailed comments were discussed.	Relevant comments on the TA included discussion on committed development – covered in Annex I of the TA, and various minor clarifications.

Date	Reference	Comment	Action
		It was agreed that all the comments would be collated in a further working draft TA for review by NH.	
19th January 2022 to 23rd February 2022	Statutory Consultation	Request for ongoing TA work	The ongoing TA work was provided to NH as necessary during the process of the traffic assessment.
3rd March 2022	In Person Meeting 1	The approach to committed development was discussed and agreed. This meeting also included a site visit. North Lincolnshire sent their apologies.	The approach to committed development was agreed.
9th June 2022	Virtual Meeting 3	Discussion on draft TA (issued 31 May 2022).	N/a
9th June 2022	Virtual Meeting 3	NH requested to see further appendices to allow review of modelling and to include junction parameter measurements.	Model outputs and spreadsheets were provided to NH for review.
6th July 2022	JSJV note (for NH) (document ref: AA.22.05.30)	JSJV require the PIC analysis to consider the most recently available complete five-year period for the SRN before baseline conditions were impacted by the Covid pandemic as well as the 2020 and 2021 data to	The requested PIC analysis can be seen in Section 3.5 of the TA.

Date	Reference	Comment	Action
		supplement the results.	
6th July 2022	JSJV note (for NH) (document ref: AA.22.05.30)	JSJV suggest that a CTMP should be produced and agreed with NH, prior to the determination of this planning application.	A CEMP (Application Document Reference number 9.2) is being included within the application which will include the headline issues relating to construction traffic which will be controlled within the DCO. This document will include a commitment to prepare a more detailed CTMP when the contractor is engaged.
6th July 2022	JSJV note (for NH) (document ref: AA.22.05.30)	JSJV request that full details are provided with supporting evidence substantiating the assumption of 150 employee trips arrivals / departures.	Evidence supporting the assumption of 150 employee trips can be seen in Table 17.8 and paragraphs 17.8.31 to 17.8.34 of the traffic and transportation chapter of the ES.
6th July 2022	JSJV note (for NH) (document ref: AA.22.05.30)	JSJV request that evidence is provided for review that show what the 'typical operators activities' HGV arrival / departure profile is based on.	The data used to calculate 'typical operators' activity' has been summarised in Table 7 of the TA.
6th July 2022	JSJV note (for NH) (document ref: AA.22.05.30)	JSJV have reservations between the end user profile presented and the arrival / departure	The higher profile for each peak has been assumed as detailed in paragraph 5.4.6 of the TA.

Date	Reference	Comment	Action
		profile based on the Port of Immingham profile. Comprehensive evidence should be presented that details the HGV profile assumed.	
6th July 2022	JSJV note (for NH) (document ref: AA.22.05.30)	JSJV request that the peak hour is investigated, specifically considering the SRN to ensure that the peak hour selected is considered robust.	Local network peaks have been assessed and confirmed as can be seen in Section 5.4 of the TA.
6th July 2022	JSJV note (for NH) (document ref: AA.22.05.30)	JSJV request that a full breakdown of HGV routing data is submitted within the TA for review.	The base data used to route the HGV traffic can be seen in Annex H of the TA.
6th July 2022	JSJV note (for NH) (document ref: AA.22.05.30)	JSJV recommend that DTA provide certainty that the 2025 forecast year would be representative of the development opening year.	DTA provided NH with the application schedule which provided NH with certainty that 2025 is accurate for the development opening year.
6th July 2022	JSJV note (for NH) (document ref: AA.22.05.30)	JSJV request the A1173 / SHIP roundabout is included within the junction assessments.	The A1173 / SHIP junction has been assessed and the results can be seen in Annex K of the TA. The junction will function within capacity.
6th July 2022	JSJV note (for NH) (document ref: AA.22.05.30)	JSJV require confirmation of the exact dates that the SRN MTC surveys were captured and for this data to be	The dates of all the surveys undertaken can be seen in Figure 3 of the TA.

Date	Reference	Comment	Action
		supplied for review.	
6th July 2022	JSJV note (for NH) (document ref: AA.22.05.30)	JSJV require full details to be provided of the Assessment of Roundabout Capacity And Delay (ARCADY) model validation, including the methodology undertaken to derive queue lengths and resultant impacts on the capacity assessment.	The ARCADY models have been checked against the queues from the turning surveys as described in paragraph 1.10 of Annex K of the TA.
6th July 2022	JSJV note (for NH) (document ref: AA.22.05.30)	JSJV require full details of the proposed use of the area immediately south of the proposed jetty within the development and of the terminal buildings, including the amount of parking proposed.	These are provided on the scheme drawings.
6th July 2022	JSJV note (for NH) (document ref: AA.22.05.30)	JSJV note that the current working draft TA does not confirm parking provision within the proposed development. JSJV would require this to be included within the TA.	The TA includes parking provision in section 4.4 of the TA.
6th July 2022	JSJV note (for NH) (document ref: AA.22.05.30)	Should the proposed development be also used as a passenger transport basis in addition to freight movement as	The maximum possible number of passengers (rather than vehicles) on the site will be limited by the Control of Major Accident Hazards

Date	Reference	Comment	Action
		initially proposed, this would have to be reflected in calculated trip generation and resultant junction impact assessment.	(COMAH) Regulations to 100 at any one time and there will be a limit to that effect in the DCO. Given that these will replace other HGV movements, the overall impact in Passenger Car Unit (PCU) terms will be the same. This is confirmed in paragraph 5.2.7 of the TA. This position has been agreed with NH (their response 7 October 2022)
6th July 2022	JSJV note (for NH) (document ref: AA.22.05.30)	JSJV have noted that there is no reference to a Travel Plan within the previously submitted SR or within subsequent correspondence between DTA and JSJV.	A Framework Travel Plan is submitted as part of the application.
20th July 2022	Virtual Meeting 4	This meeting discussed the issues raised about the working draft of the TA that was submitted to NH that have been summarised above.	As above.
5th September 2022	JSJV note (for NH) (document ref: AA.22.12.22)	Given the scale of the proposed development and its proximity to the Strategic Road Network, JSJV suggest that a CTMP should be recommended as a condition	The provision of a CTMP is provided for within the overall CEMP (Application Document Reference number 9.2) secured by a Requirement of the DCO, which

Date	Reference	Comment	Action
		associated with the planning permission if granted. NH should approve the CTMP and Construction Worker Travel Plan (CWTP) documents prior to commencement of works.	requires the authorised development to be constructed in accordance with the CEMP or as otherwise amended with the agreement of the relevant planning authority and with NH provided that any such amendment would not result in new or different significant environmental effects other than those reported in the environmental statement.
5th September 2022	JSJV note (for NH) (document ref: AA.22.12.22)	Whilst JSJV appreciate the current restrictions on passenger numbers enforced by the port, to satisfy NH by means of an enforceable restrictive limit that can be relied on in perpetuity. JSJV / NH will explore the suitability of the potential for a restrictive condition to be applied to the passenger transport proposals.	The DCO limits the number of public passengers in any one day to 100.
5th September 2022	JSJV note (for NH) (document ref: AA.22.12.22)	JSJV request that full details be provided, with supporting evidence, substantiating the assumption of 150	This was addressed in Para 4.3.2 of the TA.

Date	Reference	Comment	Action
		employee trips arrivals / departures.	
5th September 2022	JSJV note (for NH) (document ref: AA.22.12.22)	The analysis in the TA appears to assess only the number of lanes on the mainline and not the merge / diverge geometries as stipulated in CD122 'Geometric design of grade separated junctions'. The A160 / A180 and A180 / A1173 merge / diverge assessments show a need for upgrade with a step change indication triggered by traffic generation from the proposed development. JSJV do not agree with the DTA comment relating to the acceptability of 'Layout A with two lanes up and downstream on the mainline' for the merge / diverge slip roads identified at both junctions of concern.	This has been addressed and updated. The final assessment is provided in Annex L of the TA.
6th September 2022	Virtual Meeting 5	Meeting to discuss JSJV comments in their written note of 5 September	Reponses covered above.
6th September 2022	Virtual Meeting 5	Discussion on draft of TA. Main outstanding issue was the slip road assessments	Assessment provided in Annex L of TA.

Date	Reference	Comment	Action
7th October 2022	JSJV note (for NH) (document ref: AA.22.12.30)	Agrees position in respect of passenger number limits	N/a
7th October 2022	JSJV note (for NH) (document ref: AA.22.12.30)	Construction CTMP. Process to secure the document is agreed, NH require specific inclusion of criteria / scope.	These are included in Section 3.3 of the CEMP (Application Document Reference number 9.2).
7th October 2022	JSJV note (for NH) (document ref: AA.22.12.30)	Agreement to signage strategy and delivery process	N/a
7th October 2022	JSJV note (for NH) (document ref: AA.22.12.30)	Agreement to junction operation assessment	N/a
7th October 2022	JSJV note (for NH) (document ref: AA.22.12.30)	Requests further clarification on merge / diverge calculations.	This are provided in Annex L of the TA.

3 Section 3 – Matters Agreed and Matters Not Agreed

- 3.1 It is agreed that Chapter [X] in the Environmental Statement (Application Document Reference Number 8.[X]) and the Consultation Report (Application Document Reference Number 6.1) submitted with the Application sets out the consultation and engagement undertaken between the Parties in relation to the Application.
- 3.2 Table 3 below contains a list of ‘matters agreed’ and a list of matters outstanding at the date of the Examination along with a concise commentary of what the items refers to and how it came to be agreed between the Parties.

Table 3.1: List of Matters Agreed and Outstanding

Matter	Document Reference	ABP's Position	NH's Position	Status
National Policy Context	AS-008 Transport Assessment, Section 2	The National Policy Context as set out in Section 2 is agreed.	The National Policy Context as set out in Section 2 is agreed.	<i>Agreed subject to need to agree position on Circular 01/22o...</i>
Existing Conditions including overview of highway network	AS-008 Transport Assessment, Section 3.1 and 3.2			<i>Agreed</i>
Existing Conditions including overview and assessment of existing accident data	AS-008 Transport Assessment, Section 3.5	The approach taken to establishing baseline accident data and the data adopted in assessment is appropriate.	The approach taken to establishing baseline accident data and the data adopted in assessment is appropriate.	<i>Agreed</i>
Existing Conditions including all base line traffic data	AS-008 Transport Assessment, Section 3.5	The approach taken to establishing baseline traffic data and the data adopted in assessment is appropriate.	The approach taken to establishing baseline traffic data and the data adopted in assessment is appropriate.	<i>Agreed</i>
Staffing Numbers and Parking Provision	AS-008 Transport Assessment Section 4.4	These have been confirmed in Section 4.4 of the TA.	NH queried overall provision in their pre-submission comments (reference TM004)	<i>Agreed</i>
Car Passenger Usage	AS-008 Transport Assessment Section 5.2	Section 5.2 of the Transport Assessment (AS-008) confirms that these would be market driven and limited to 100 on any day.	NH sought clarification on the timing of passenger usage (TM004).	<i>Agreed</i>

Construction Traffic Generation	AS-008 Transport Assessment 5.1	The approach and methodology adopted to derive construction traffic is considered robust, appropriate and reasonable.	The approach and methodology adopted to derive construction traffic is considered robust, appropriate and reasonable.	<i>Agreed</i>
Operational Traffic Generation	AS-008 Transport Assessment 5.2	The approach and methodology adopted to derive operational traffic forecasts is considered robust, appropriate and reasonable.	The approach and methodology adopted to derive operational traffic forecasts is considered robust, appropriate and reasonable.	<i>Agreed</i>
Forecast Traffic Profile	AS-008 Transport Assessment 5.3	The approach and methodology adopted to derive operational traffic profiles is considered robust, appropriate and reasonable.	The approach and methodology adopted to derive operational traffic profiles is considered robust, appropriate and reasonable.	<i>Agreed</i>
Peak Hour identification	AS-008 Transport Assessment 5.4	The approach and methodology adopted to identified peak hour assessment requirements is considered robust, appropriate and reasonable.	The approach and methodology adopted to identified peak hour assessment requirements is considered robust, appropriate and reasonable.	<i>Agreed</i>
Distribution and Assignment	AS-008 Transport Assessment 5.5	The approach to traffic distribution, using Census Data for Staff movements and the	The approach to traffic distribution, using Census Data for Staff movements and the	<i>Agreed</i>

		Base Year Freight Matrices model from the DfT is considered robust, appropriate and reasonable.	Base Year Freight Matrices model from the DfT is considered robust, appropriate and reasonable.	
Traffic Impact Scope	AS-008 Transport Assessment Section 5.5	The geographical scope of assessment includes the A160 and A180 junctions within Immingham. Further assessment to the west or on the A15 is not required.	The geographical scope of assessment includes the A160 and A180 junctions within Immingham. Further assessment to the west or on the A15 is not required.	Agreed
Committed development, traffic growth and development traffic flows	AS-008 Transport Assessment Section 6.1, 6.2 and 6.3.	The approach to identifying and including committed development traffic flows in respect of junction modelling is considered robust, appropriate and reasonable.	The approach to identifying and including committed development traffic flows in respect of junction modelling is considered robust, appropriate and reasonable.	Agreed
Junction Operation Assessments	AS008-Transport Assessment Section 6.4	The assessments have been undertaken in an appropriate way, the details of the modelling have been reviewed by NH and the methodology and conclusions are agreed.	The assessments have been undertaken in an appropriate way, the details of the modelling have been reviewed by NH and the methodology and conclusions are agreed.	Agreed
Mitigation	AS008 – Transport Assessment	The approach to mitigation is acceptable and agreed. A CTMP is	The approach to mitigation is acceptable and agreed. A	Agreed

		proposed as part of the overall CEMP.	Construction Traffic Management Plan [CTMP] to be produced and agreed with National Highways before works commence.	
--	--	---------------------------------------	---	--

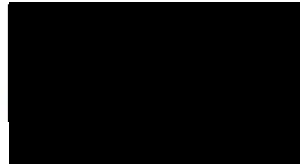
4 Section 4 – Signatories

This Statement of Common Ground is agreed:

On behalf of NH:

Name **Simon GP Geoghegan (Planning and Development)**

Signature



Date: **July 20 2023**

On behalf of ABP:

Name: Simon Tucker (DTA on behalf of ABP)

Signature:

Date:

Glossary

Abbreviation / Acronym	Definition
ABP	Associated British Ports
DCLG	Department of Communities and Local Government (as it then was)
DCO	Development Consent Order
EIA	Environmental Impact Assessment
ES	Environmental Statement
IERRT	Immingham Eastern Ro-Ro Terminal
IOT	Immingham Oil Terminal
MMO	Marine Management Organisation
NSIP	Nationally Significant Infrastructure Project
PA 2008	Planning Act 2008
PINS	Planning Inspectorate
Ro-Ro	Roll-on/roll-off
SoCG	Statement of Common Ground
SoS	Secretary of State for Transport
UK	United Kingdom