

# IMMINGHAM EASTERN RO-RO TERMINAL



Applicant's Response to CLdN's Deadline 5 Submissions  
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## 1 Introduction

1.1 DFDS This document provides the Applicant's response to the information submitted by CLdN at Deadline 5 within [REP5-041] and in doing so also respond to CLdN's navigational submissions within [REP4-020].

## 2 Responses to the Applicant's response to CLdN's comments ([REP4-013] – ([REP5-041] - Section 2)

2.1 The four paragraph response from CLdN (paragraphs 2.1 to 2.4 of [REP5-041]) provides further commentary on competition matters – although no new points are raised. A response to CLdN's points on competition has been provided in the Applicant's Deadline 5 response to CLdN's Deadline 4 Submissions [REP3-032] (Document [REP5-032]). Those responses are not repeated here.

2.2 The Applicant does, however, note the way in which CLdN summarises the competition aspects of the NPSfP in paragraph 2.4 as "the condition of the National Policy Statement for Ports of 'encouraging further competition between ports'." Although no specific reference is provided, the Applicant understands that this is a summary of what is set out in paragraph 3.4.13 of the NPSfP. The Applicant would highlight that it is important to consider the full text of the policy contained at paragraph 3.4.13 and other relevant policy within the NPSfP which goes beyond just the simple summary provided by CLdN. It is misleading to "cherry pick" extracts for quotation.

## 3 Response to ExQ2 Submissions ([REP5-041] – Section 3 and [REP4-020])

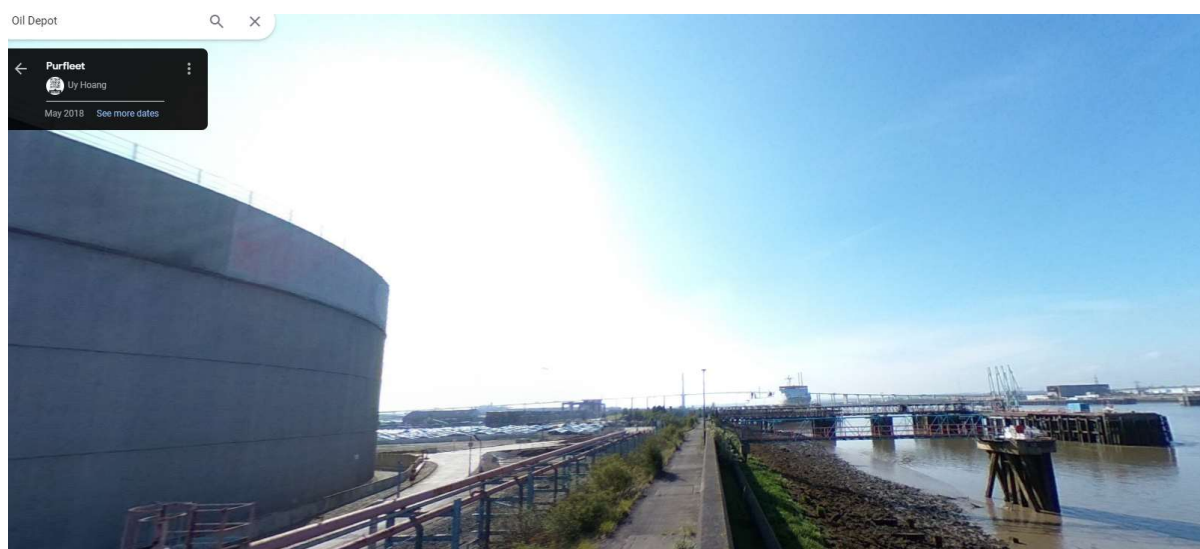
3.1 CLdN's response to ExQ2 BGC.2.02 relates to sustainable development matters. CLdN's points on sustainable development matters have been dealt with in detail in the Applicant's Deadline 5 response to CLdN's Deadline 4 Submissions [REP5-032]. Those responses are not repeated here.

3.2 CLdN's response to ExQ2 NS.2.05 is noted. The Applicant has demonstrated in the NRA that stakeholder engagement was undertaken in a clear and comprehensive manner to advise on a consensus. The Applicant is confident that the comments relevant to navigational risk have been appropriately handled in the NRA. The Applicant has responded in detail to the IOT NRA [REP2-064] and DFDS NRA [REP2-043] in additional documents **10.2.56 and 10.2.57** submitted at Deadline 6.

3.3 The Applicant refutes the claim that it is has disregarded concerns raised by stakeholders. Throughout the development of the IERRT proposal, the Applicant has sought to engage with stakeholders to work through any concerns raised. An example of this is the additional stakeholder simulation in November 2022 and additional data collection.

3.4 In relation to CLdN's response to ExQ2 NS.2.07, CLdN suggest it is not clear how existing operations at the Port of Immingham are comparable to the Proposed Development, and also suggest, in the examples given, that Ro-Ro vessels pass berths and jetties unimpeded. The Applicant's view on this is fully explained in Appendix 1 of the Written Summary of the Applicant's Oral Submissions at Issue Specific Hearing 3 [REP4-009]. The Applicant's point remains that Ro-Ro vessels would have to manoeuvre in close proximity to oil facilities discussed in the examples in all tidal states.

- 3.5 CLdN also make the following statement with respect to **[REP4-009]**: “*The ‘Purfleet Oil Storage COMAH Site’, identified by the Applicant, handles fuel delivered by pipelines, not vessels*”. The Applicant would question whether this is actually correct. The Purfleet Oil Terminal is operated by Esso and does not appear to be a pipeline only facility. The site is a COMAH site and has two jetties with loading arms for oil transfer. The image below shows the eastern jetty of the Esso Purfleet Oil Terminal, with loading arms clearly visible. Ro-Ro vessels moored at CLdN can also be seen, as can the car and container landside operations in proximity of the Esso oil storage tanks.



- 3.6 CLdN also make the statement that: “*The ‘oil jetty’ the Applicant is showing the distance/proximity of 130m upriver in this example is a CLdN jetty, which does not handle oil*”. The image above would lead the Applicant to question this statement and would welcome further clarification.
- 3.7 CLdN’s further comment: “*The ‘Oil Storage and Terminal’, shown 70m downriver from CLdN’s berths, handles vegetable oils*” is noted. However, the Applicant’s point that it is used as an Oil Storage and Terminal stands. As a point of fact, pollution resulting from the release of vegetable oil following an incident is still detrimental to the marine environment.
- 3.8 CLdN’s response to ExQ2 TT2.05 identifies the 36% solo-tractor proportion captured at the entrance to the Port of Killingholme as well as welcoming the Applicant’s commitment to undertake a sensitivity assessment. The 36% solo-tractor proportion was discussed by the Applicant **[REP5-027]** and will be considered within further sensitivity analysis – this is reflected in the Terrestrial Transport SoCG (Application Document Reference 7.10).
- 3.9 CLdN’s response to ExQ2 TT.2.09 refers to a summary of its concerns in relation to protective provisions contained in **[REP4-018]**. Whilst ABP does not believe that protective provisions in favour of CLdN are required, it is currently considering CLdN’s correspondence on this topic with a view to preparing draft protective provisions for CLdN. This draft will be commensurate with CLdN’s

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actual potential to be affected by the proposed development, and will be shared with CLdN in due course

## Glossary

<b>Abbreviation / Acronym</b>	<b>Definition</b>
ABP	Associated British Ports
CLdN	CLdN Ports Killingholme Limited
DCO	Development Consent Order
dDCO	Draft Development Consent Order
HAZID	Hazard Identificaiton
IERRT	Immingham Eastern Ro-Ro Terminal
Ro-Ro	Roll-on/roll-off