

IMMINGHAM EASTERN RO-RO TERMINAL



Consultation Report Addendum (Main Report with Appendices A – C)

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Executive Summary

1. Associated British Ports (“ABP”) has submitted an application (“the Application”) to the Secretary of State for Transport under the provisions of section 37 of the Planning Act 2008 (as amended) (“2008 Act”) for development consent which if approved will, through the statutory vehicle of a Development Consent Order (“DCO”), authorise the construction and operation of a harbour facility to be known as the “Immingham Eastern Ro-Ro Terminal” (“IERRT”) within the existing Port of Immingham (the “IERRT Development”).
2. A Consultation Report (application document reference: 6.1) **[APP-021]** was submitted in February 2023 in relation to the Application. This report is an addendum to the Consultation Report (the “Consultation Report Addendum”).
3. This Consultation Report Addendum has been prepared to demonstrate that ABP has carried out a proportionate non-statutory consultation on the proposed changes to the Application and has taken into account the feedback from that consultation.
4. It has been prepared in accordance with the Planning Inspectorate’s ‘Advice Note Sixteen: Requests to change applications after they have been accepted for examination’ (Published March 2023) (“Advice Note 16”).
5. On 19 October 2023, ABP wrote to the Planning Inspectorate providing notification that it wished to propose changes to the Application (application document reference: 10.3.1) **[AS-026]**.
6. In accordance with Advice Note 16, a notification report entitled ‘Proposed Changes Notification Report’ (application document reference: 10.3.2) **[AS-027]** (the “Notification Report”) was submitted to the Planning Inspectorate. It identified and described four proposed changes to the Application (the “Proposed Changes”) which ABP is seeking to make to the Application and advised of ABP’s intention to submit a request to the Planning Inspectorate for changes in the nature of the Proposed Changes to formally be accepted as changes to the Application.
7. Although there is no statutory requirement to carry out consultation on the Proposed Changes to the Application, in the interests of engagement with stakeholders and interested parties, ABP carried out non-statutory consultation between 20 October 2023 and 19 November 2023 on each of the Proposed Changes (the “Proposed Changes Consultation”).
8. Following consultation, ABP is now submitting a formal request to the Planning Inspectorate to make changes to the Application. As explained in this

Consultation Report Addendum, ABP has had regard to all relevant responses to the Proposed Changes Consultation in finalising its formal change request.

9. This Consultation Report Addendum is submitted in support of ABP's formal Changes Request, and it explains how consultation on the Proposed Changes has been undertaken, sets out how ABP has engaged with stakeholders, interested parties, the local community and the general public, and how all relevant responses have been taken into account in finalising the formal change request.

1 Section 1 – Introduction

Introduction

- 1.1 On 10 February 2023, Associated British Ports (“ABP”) submitted an application (the “Application”) 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”) within the existing Port of Immingham (the “IERRT Development”). 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.
- 1.2 The Application was accepted for Examination on 6 March 2023. Examination began on 25 July 2023 and is due to close by 25 January 2024.
- 1.3 The Examination process enabled ABP to receive feedback from both the Examining Authority (the “ExA”) and interested parties, through which ABP has been able to identify opportunities to improve and/or refine the scheme in both engineering and construction delivery terms. ABP has identified four changes that it is seeking to make to the Application (“the Proposed Changes”) in order to optimise the scheme.
- 1.4 On 19 October 2023, ABP wrote to the Planning Inspectorate providing notification that it wished to propose changes to the Application (application document reference: 10.3.1) **[AS-026]**.
- 1.5 In accordance with the Planning Inspectorate’s ‘Advice Note Sixteen: Requests to change applications after they have been accepted for examination’ (Published March 2023) (“Advice Note 16”), ABP prepared a notification report entitled ‘Proposed Changes Notification Report’ (application document reference: 10.3.2) **[AS-027]** (the “Notification Report”) which was submitted to the Planning Inspectorate identifying and explaining the nature of the Proposed Changes and why they are being sought. It also advised of ABP’s intention to submit a request to the Planning Inspectorate for changes in the nature of the Proposed Changes to formally be accepted as changes to the Application.
- 1.6 In compliance with the requirement in Advice Note 16 for the Applicant to provide “*A statement establishing whether the change is expected to result in any new or different likely significant environmental effects, a summary description of those effects and any mitigation proposed*” the Notification

Report included, at Appendix 1 a draft addendum to the Environmental Statement (application document reference: 10.3.3) **[AS-028]**.

- 1.7 Although there was no statutory requirement for ABP to carry out consultation on the Proposed Changes to the Application, in the interests of engagement with stakeholders and interested parties, ABP decided to undertake a comprehensive non-statutory consultation exercise between 20 October 2023 and 19 November 2023 on each of the Proposed Changes (the “Proposed Changes Consultation”).
- 1.8 The Notification Report and its appendices (comprising the draft addendum to the Environmental Statement, illustrative plans, a notice and newsletter) formed the consultation materials upon which comments were invited at the Proposed Changes Consultation.

Purpose of the Consultation Report Addendum

- 1.9 A Consultation Report (application document reference: 6.1) **[APP-021]** was submitted in February 2023 with the Application. This report is an addendum to the Consultation Report, reporting on the non-statutory consultation undertaken by ABP on the Proposed Changes between 20 October and 19 November 2023 (the “Consultation Report Addendum”).
- 1.10 This Consultation Report Addendum has been prepared to demonstrate that ABP has carried out a proportionate non-statutory consultation exercise on the Proposed Changes, to explain the scope and methodology used, and to detail how ABP has taken into account the feedback received in response to the consultation undertaken in finalising its change request.
- 1.11 ABP confirms that this report has been prepared in accordance with Advice Note Sixteen, which provides at Figure 2b that:

“7. Where consultation has been carried out (either voluntarily, at the direction of the ExA or pursuant to the requirements of the CA Regulations) a Consultation Report must be provided. The Consultation Report must confirm who has been consulted in relation to the proposed change, explain why they have been consulted, and include the Applicant’s consideration of the content of the consultation responses received. Copies of any consultation responses received by an applicant should also be included in the Consultation Report as an annex.”

Structure of Consultation Report Addendum

- 1.12 This Consultation Report Addendum is structured as follows:
- (a) Description of the IERRT Development – paragraphs 1.13 to 1.16;
 - (b) Summary of the consultation context and why the process has been undertaken – paragraphs 1.17 to 1.22;

- (c) Description of how the Proposed Changes Consultation has been undertaken to ensure compliance with Advice Note 16 – Section 2;
- (d) A description of the consultation undertaken and who has been consulted – Section 2;
- (e) A description of the consultation materials for the Proposed Changes Consultation – Section 2;
- (f) How ABP has analysed and had regard to the consultation responses received to inform the formal change request application – Section 3;
- (g) A summary of Ongoing Engagement with stakeholders undertaken by ABP – Section 3; and
- (h) A summary of the changes that ABP is proposing to the Application – Section 4.

Description of the IERRT Development

1.13 The Development Consent Order, if granted, would authorise the construction and operation of a new three berth Roll-on/Roll-off (“Ro-Ro”) cargo facility in the Port of Immingham to be known as the “Immingham Eastern Ro-Ro Terminal” (“IERRT”).

1.14 The Application, as submitted to the Planning Inspectorate for the IERRT Development, consisted of:

(a) *Marine works*

- An approach jetty from the shore linked to two floating pontoons appropriately secured in position.
- Two separate finger piers to provide three berths thereby enabling the vessels to berth alongside with their stern ramps resting upon two floating pontoons.
- A capital dredge of the new berth pocket.
- Disposal of dredged material at sea if no beneficial alternative can be identified.
- Possible impact protection measures if required.

(b) *Landside*

- Demolition and redevelopment of a number of existing commercial buildings within the site.
- Improvement of the existing cargo storage areas, including resurfacing and provision of new pavements and associated infrastructure.
- Provision of a terminal building and a small welfare building to provide appropriate facilities for terminal operational and administration staff, lorry drivers and passengers.
- A small workshop with fuel station.
- Facilities for the UK Border Force.
- An internal bridge within the site to cross over Robinson Road and the ABP managed transit sidings.

- Related utilities and operational infrastructure.
 - Creation of a second entrance lane at the Port's East Gate.
 - Offsite environmental enhancement.
- 1.15 The Proposed Changes described in the Notification Report, which was subject to consultation, comprised in summary –
- (a) ***Change 1: The Realignment of the Approach Jetty and Related Works*** – within the submitted limits of deviation but further away from the IOT trunkway – with an increase in the number and repositioning of the location of piles required to support the marine infrastructure, together with ancillary works to the pier infrastructure;
 - (b) ***Change 2: A Realignment of the Internal Link Bridge and Consequential Works*** - between the Northern and Central Storage Areas resulting in an improvement of land holding for the Applicant's tenant and sub-tenants as well as a rationalisation and consequent increase in space within the Central Storage Area, albeit leading to a consequential amendment to the originally defined Limits of Deviation;
 - (c) ***Change 3: The Rearrangement of the UK Border Force (“UKBF”) Facilities*** - to meet UKBF's requirements – within the original Limits of Deviation; and
 - (d) ***Change 4: Enhanced Management Controls and Options for the Potential Provision of Additional Impact Protection Measures*** – in conjunction with and subject to enhanced navigational management controls for vessels entering or departing from the IERRT.
- 1.16 Following the completion of the consultation, ABP is submitting a formal request to the Planning Inspectorate for the following changes to the IERRT Development to be accepted into Examination.
- (a) *Proposed Change 1: The Realignment of the Approach Jetty and Related Works to the Marine Infrastructure;*
 - (b) *Proposed Change 2: A Realignment and Shortening of the Length of the Internal Link Bridge and Consequential Works;*
 - (c) *Proposed Change 3: The Rearrangement of the UK Border Force Facilities; and*
 - (d) *Proposed Change 4: The Possible Provision of an Additional Impact Protection Measure – in Conjunction with Enhanced Operational Marine Management Controls for Vessels Arriving at Berth 1 of the IERRT.*

Consultation Context

- 1.17 Both during the pre-application stage and since the commencement of the Examination, ABP has endeavoured to engage with stakeholders and interested parties about the scheme and has continued to identify whether – and if so how – the Proposed IERRT Development could be improved and/or

refined in both engineering and construction delivery terms, whilst paying full regard to its environmental impact. It is in the light of those ongoing stakeholder negotiations and scheme evolution and refinements that ABP has determined that it should seek to make certain changes to the IERRT Development as originally submitted. ABP identified four changes that it wishes to make to the Application in order to optimise the scheme - the Proposed Changes - as described in the Notification Report, which was subject to consultation.

- 1.18 On 19 October 2023, ABP wrote to the Planning Inspectorate providing notification that it wished to propose changes to the Application, submitting the Notification Report, and confirming that, in light of the limited time remaining within the Examination Timetable, ABP would voluntarily be undertaking a non-statutory consultation exercise on the Proposed Changes, reflecting the statutory consultation previously undertaken in order to enable all interested parties to have ample opportunity to understand and comment upon the Proposed Changes.
- 1.19 The approach of commencing the Proposed Changes Consultation without seeking procedural advice from the Planning Inspectorate was adopted in order to save time in respect of the Examination Timetable, in line with the principle outlined in paragraph 3.4 of Advice Notice 16. ABP also recognised that by undertaking a comprehensive consultation exercise it would achieve maximum outreach to the local community about the changes to the Application as well as all parties with a potential interest in the changes.
- 1.20 ABP undertook the Proposed Changes Consultation in line with the approach that was adopted for both statutory consultation exercises previously undertaken by ABP prior to submission of the Application (under the Original Statutory Consultation and the Supplementary Statutory Consultations) and in general conformity with the principles agreed with the relevant local authorities in the Statement of Community Consultation for the IERRT Development ("SoCC"), which was published on 19 January 2022 (available to view under Appendix A to the Consultation Report – (application document reference: 6.2 [APP-022]).
- 1.21 The Proposed Changes Consultation undertaken by ABP comprised a non-statutory, comprehensive consultation exercise of 31 days, commencing on 20 October 2023 and ending at 23:59 on 19 November 2023.
- 1.22 Consultation was carried out, as explained in Section 2, on the Proposed Changes to the Application.

2 Section 2 – Consultation Process

Overview of Consultation and Notification for the Proposed Changes Consultation

- 2.1 This section will demonstrate how ABP has sought to carry out a proportionate non-statutory consultation on the Proposed Changes to the Application – setting out the approach taken by ABP - and explaining how the consultation was undertaken to ensure compliance with Advice Note 16.
- 2.2 This section reports the detail of:
- (a) The consultation timeline;
 - (b) How Advice Notice 16 has been complied with;
 - (c) Notification to the Planning Inspectorate;
 - (d) Who was consulted and how;
 - (e) The consultation materials;
 - (f) The consultation activities; and
 - (g) How feedback was received.

Consultation Timeline

- 2.3 A timeline summarising the notification of the Proposed Changes and the consultation is provided below, following the guidance in Planning Inspectorate’s Advice Note Fourteen: *Compiling the Consultation Report*.

- 2.4 Table 1 – Consultation Timeline

Consultation	Guidance	Date Undertaken
<i>Change Notification submitted to PINS</i>	Advice Notice 16 - paragraph 3.2	19 October 2023
<i>Proposed Changes Consultation undertaken</i>	Advice Notice 16 – paragraph 3.4 - Consultation undertaken on voluntary basis by Applicant	20 October to 23:59pm on 19 November 2023

Compliance with Advice Note 16

- 2.5 In accordance with the guidance provided by Advice Note 16, ABP undertook consultation on its Proposed Changes to the Application, in accordance with paragraph 2.3, which states:

“2.3 In the interests of fairness, it will normally be necessary for applicants to consult on a proposed change to an application. The ExA will advise the

*Applicant about the need, scale and nature of consultation that may need to be undertaken in response to the Applicant's **Change Notification** (see paragraph 3.2 of this Advice Note).” (Emphasis added)*

- 2.6 Further, ABP had regard to the guidance provided in Advice Note 16 at paragraphs 3.2 to 3.4:

*“3.2 The ExA should be notified as early as practicable that a request to change an application is to be made (see Step 1 of Figure 1). This step is referred to as the **Change Notification**. Providing notification of the intent to make a change request involves a submission to the ExA which describes the change, gives the likely timescales for consultation and establishes the likely date upon which the formal submission will be made to the ExA requesting to make the change to the application...*

3.3... The ExA will provide advice about who it considers should be consulted, but as a starting point the Inspectorate recommends that applicants should consult all those persons prescribed in the PA2008 under section 42 (a) to (d) who would be affected by the proposed change (giving a minimum of 28 days from the receipt of the information for responses). If a targeted approach to the identification of those affected by the request to change the application is adopted then detailed justification should be provided why it is deemed unnecessary to consult all of the prescribed persons...

3.4 Consultation about the proposed change may be done voluntarily by an applicant in advance of seeking procedural advice from the ExA in order to potentially save time...” (Emphasis added)

- 2.7 In preparing the Notification Report and Proposed Changes Consultation, ABP was conscious that the Application was part heard at Examination, and there was only limited time remaining within the Examination Timetable. As a result, ABP decided on a voluntary basis to undertake a full, comprehensive consultation exercise - replicating the approach it had taken for the two statutory consultation exercises it carried out at the pre-application stage - without first seeking procedural advice from the ExA, in order to save time, in line with the principle outlined in paragraph 3.4 of Advice Note 16. Further, in doing so, ABP recognised that by undertaking a fully comprehensive consultation exercise it would achieve maximum outreach to the local community about the changes to the Application, as well as all parties with a potential interest in the changes.

- 2.8 In preparing the Notification Report for submission to the ExA, ABP had regard to paragraph 4.1 and Figure 2a (Information to include in a Change Notification) of Advice Note 16.

Notification to the Planning Inspectorate

- 2.9 On 19 October 2023, prior to the commencement of the consultation on 20 October 2023, ABP wrote to the Planning Inspectorate explaining that it wished to propose changes to the Application [AS-026], submitting the Notification Report (including appendices) [AS-027 to AS-032], explaining the four Proposed Changes and the approach being taken to consultation.

- 2.10 ABP also enclosed with the letter evidence of the consultation materials as follows:
- (a) the Notice advertising the Proposed Changes as published on 17 and 19 October 2023 in the local and national press (a copy of which is provided at Appendix C to this report);
 - (b) a copy of the Newsletter providing details of the Proposed Changes Consultation which was sent to consultees and the wider Consultation Zone (a copy of which is provided at Appendix G to this report); and
 - (c) a copy of the letter sent to all consultees notifying them of Proposed Changes Consultation which enclosed the Notice and Newsletter and provided a link to the website hosting the Proposed Changes Notification Report (a copy of which is provided at Appendix B to this report).
- 2.11 A copy of the Notification Report (including its appendices) which was submitted to the Planning Inspectorate on 19 October 2023 is available in the Examination Library at **[AS-027 to AS-032]**.

Who Was Consulted and How?

- 2.12 The Proposed Changes Consultation took place over a period of 31 days, commencing on Friday 20 October 2023 and ending at 23:59 on Sunday 19 November 2023.
- 2.13 The last publication of the Notice advertising the Proposed Changes Consultation took place on Thursday 19 October 2023. The consultation began the following day on Friday 20 October 2023 and therefore provided consultees and the public with a period in excess of 28 days within which to respond to the consultation. Copies of the Notice, as published in the local and national press, are provided at Appendix C to this report. A copy of the Notice on its own is also provided at Appendix F to this report.
- 2.14 As ABP had decided to voluntarily undertake a fully comprehensive consultation exercise, mirroring that undertaken for the two rounds of statutory consultation prior to the submission of the Application (under the Original Statutory Consultation and the Supplementary Statutory Consultations), it consulted the same consultees for the Proposed Changes Consultation that were previously consulted, as well as further parties identified as described in paragraph 2.16 below.
- 2.15 The following were therefore consulted:
- (a) section 42(1)(a) - *Prescribed consultees*;
 - (b) section 42(1)(aa) - *The Marine Management Organisation (“MMO”)* - as the Project would affect waters in England;
 - (c) section 42(1)(b) - *Local authorities* – the relevant local authorities that were within section 43 of the 2008 Act;

- (d) section 42(1)(d) – *Land interests* - Persons within one or more categories in section 44 of the 2008 Act – persons identified where the applicant, after making diligent inquiry, knows that the person is an owner, lessee, tenant or occupier of the land ‘Category 1’ (section 44(1)), or is interested in the land or has power to sell and convey the land or to release the land ‘Category 2’ (section 44(2)), or is entitled to make a relevant claim if the Order sought by the proposed application were to be made and fully implemented ‘Category 3’ (section 44(4));
 - (e) Section 47 – *Local community* – The Consultation Zone identified in the SoCC, comprising people living in the vicinity of the proposed scheme, local businesses, and community representatives; and
 - (f) *Prescribed consultation bodies* – being bodies who might have an interest in the IERRT including the Proposed Changes (reflecting the requirements of regulation 13 of the EIA Regulations).
- 2.16 An explanation of the process used to identify all the above section 42 consultees and prescribed consultation bodies, and a list of them as originally identified for the pre-application statutory consultation exercise are provided within paragraphs 2.37 to 2.57 and Tables 4 and 5 of the Consultation Report (application document reference: 6.1) **[APP-021]**. In preparing for the Proposed Changes Consultation, ABP referred to the original consultees identified, as well as having regard to the further parties identified based on a precautionary interpretation of the APFP Regulations as advised by the Planning Inspectorate in the section 51 Advice **[PD-003]** and section 55 checklist (Box 6) **[PD-002]** issued upon acceptance of the Application.
- 2.17 The local community was consulted about the Proposed Changes Consultation via a mail out to the Consultation Zone. The Consultation Zone reflected the same geographical area that was identified in the SoCC (Appendix A to the Consultation Report - application document reference: 6.2 **[APP-022]**). Posters advertising the Proposed Changes Consultation to the local community were erected for display in the vicinity of the IERRT site. ABP attempted to erect the posters in the same locations, in so far as that was possible, to the locations it previously erected posters in respect of the statutory consultation, for the sake of consistency for the public. Copies of the posters, and evidence of the posters in situ are provided at Appendix D (for the site notice) and E (for the unregistered land notice) to this report.
- 2.18 In addition, although undertaking a non-statutory consultation, ABP undertook to publicise the Proposed Changes Consultation by publishing the Notice broadly in accordance with the requirements for statutory consultation under section 48 of the PA 2008 and regulation 4 of the APFP Regulations. The

Notice was published in the following publications in advance of the start of consultation:

- (a) Guardian (being a National Newspaper) – On Thursday 19 October 2023;
- (b) Lloyd’s List - On Tuesday 17 October 2023;
- (c) London Gazette – On Tuesday 17 October 2023;
- (d) Fishing News (being an appropriate fishing trade journal) – On Thursday 19 October 2023;
- (e) Scunthorpe Telegraph (being a local newspaper circulating in the vicinity of the proposed development) – On Thursday 19 October 2023; and
- (f) Grimsby Telegraph (being a local newspaper circulating in the vicinity of the proposed development) – On Thursday 19 October 2023.

2.19 Copies of the Notice, as published in the above publications, are provided at Appendix C to this report.

2.20 Copies of the Notice were sent along with notification letters to all the identified section 42 consultees and prescribed consultation bodies in advance of the start of consultation, providing links to the webpage hosting the consultation materials (reflecting the requirements of regulation 13 of the EIA Regulations).

Consultation Materials

2.21 The consultation materials comprised the following documents, together referred to as the “Consultation Materials”:

- (a) Notice publicising the Proposed Changes Consultation (provided at Appendix F to this report);
- (b) Newsletter providing details of the Proposed Changes Consultation and how to respond (provided at Appendix G to this report);
- (c) Proposed Changes Notification Report, including the following Appendices:
 - (i) Appendix 1 – Environmental Statement Addendum (including Figures and Appendices) **[AS-028]**;
 - (ii) Appendix 2 – General Arrangement Plans **[AS-029]**;
 - (iii) Appendix 3 – Engineering Sections Drawings and Plans **[AS-030]**;

(iv) Appendix 4 – Works Plans **[AS-031]**; and

(v) Appendix 5 – Lighting Plan **[AS-032]**.

2.22 All the Consultation Materials were made available online to view and download on ABP's dedicated consultation webpage for the IERRT from approximately 17:00pm on Thursday 19 October 2023, the day before the start of consultation on 20 October 2023. The materials remained accessible online until after the close of consultation at 23:59pm on 19 November 2023.

2.23 Evidence of the Consultation Materials being hosted on the dedicated consultation webpage for the IERRT during the consultation period is provided at Appendix I to this report.

2.24 Following the close of the Proposed Changes Consultation on Sunday 19 November 2023, the consultation webpage for the IERRT was updated on Monday 20 November with a banner stating that "*Consultation has now closed*". The information on the webpage, however, including all the documents, remained accessible for public viewing. Evidence of the webpage following consultation is provided at Appendix I to this report.

Consultation Activities

2.25 ABP undertook the following consultation activities during the consultation period:

- (a) **Notice:** Publication of the Notice advertising the Proposed Changes Consultation, in the national and local press, as described at paragraph 2.18 above.
- (b) **Notification Letters** - Formal notification letters were sent to prescribed consultees, local authorities, and those landowners and persons with an interest in land directly affected by the Application (including the Proposed Changes), informing them of the consultation, explaining how they could provide feedback, and enclosing a copy of the Notice and Newsletter. Letters were sent in hard copy by first class post on Tuesday 17 October 2023 to all land interest (i.e. landowners and persons with an interest in the land) and any consultees with whom ABP did not communicate by email. In respect of the rest of the consultees, ABP send letters by email on Thursday 19 October 2023. Where possible, ABP also sent electronic copies by email to the land interests in addition to the hard copies, on Tuesday 17 October 2023. Examples of the notification letters and emails are provided at Appendix B to this report.

Seven emails sending the notification letters bounced back to ABP's email address as undeliverable. In each case ABP investigated and ensured that the email was sent to an alternative contact for the

consultee. In any event, six out of the seven bounced back emails were contacts for land interests who had in addition been sent a hard copy notification letter by post.

- (c) **Newsletter** – The Newsletter was sent to all residential and business addresses located within the Consultation Zone (as set by the SoCC), providing information about the Proposed Changes and the consultation being undertaken. It included details about the planned public consultation events being held, how comments in response to the consultation could be submitted and how to obtain further information. The Newsletters were sent by first class post on Tuesday 17 October 2023 in order to ensure they would be received within good time before the start of the consultation period on Friday 20 October 2023. Electronic copies of the Newsletter were emailed to all of ABP's on-site Port tenants, as well as business/operators within the Port for which ABP had email addresses or which had previously asked to be informed about the IERRT project, the day before the consultation period commenced. A copy of the Newsletter is provided at Appendix G to this report.

A number of the Newsletters were returned to ABP by Royal Mail on account of issues with delivery. ABP reviewed each instance of returned mail, investigated and where possible resent them on 2 November 2023.

- (d) **Website** – ABP refreshed its dedicated consultation webpage for the IERRT project to publish the Consultation Materials, and advertise the consultation and consultation events. The webpage hosted copies of all the Consultation Materials which could be accessed to view and download free of charge for the duration of the consultation period. The webpage went 'live' at approximately 17:00pm on Thursday 19 October 2023, the day before the start of consultation on 20 October 2023. Evidence of the webpage as it appeared during the consultation period is provided at Appendix I to this report.
- (e) **Site Notices and Posters:** Site notices were displayed in the vicinity of the Application site. Posters advertising the Proposed Changes Consultation and consultation events, were erected at appropriate local information points, in the same locations previously used to display posters for the two rounds of pre-application statutory consultation for the sake of consistency for the public. The site notices and posters were erected on 19 October 2023, in advance of the start of the consultation. In so far as it was possible, ABP erected them in the same locations, but where this was not possible ABP sought to display them in an appropriate place, as close to the original location as possible. ABP inspected the site notices and posters on a weekly basis to ensure they were in place and intact throughout the consultation period. In addition, unregistered land notices were also put on display. Copies of the site notices, posters, and photographic evidence of them in situ, are provided at Appendix D to this report. The same approach was taken with the unregistered land notice, with evidence of them in situ provided at Appendix E to this report.

- (f) **Deposited hard copy documents:** Hard copies of the Consultation Materials were deposited with, and put on display for members of the public to access and review, at the following three public access point locations:
- (i) Immingham Civic Centre – for access by the general public;
 - (ii) The Council's Municipal Offices in Grimsby - for access by the general public; and
 - (iii) The Seafarers Centre Immingham on the Port Estate - for access by port users.

The Consultation Materials were deposited at the above locations for the start of consultation on the morning of 20 October 2023.

- (g) **Town and Parish Councils:** Copies of the Notice, Newsletter and poster were sent by email to the following Town and Parish Councils to enable them to advertise the consultation in their area if they so wished. The materials were sent by email on 19 October 2023, in advance of the start of consultation.
- (i) Immingham Town Council;
 - (ii) Stallingborough Parish Council;
 - (iii) Healing Parish Council;
 - (iv) Great Coates Parish Council;
 - (v) Killingholme Parish Council;
 - (vi) South Killingholme Parish Council; and
 - (vii) Ulceby Parish Council.

- (h) **Mailshot:** A request was made to North East Lincolnshire Council ("NELC") to include details of the Proposed Changes Consultation in their upcoming mailshot to their Consultee Subscribers mailing list, which was to be circulated on 19 October 2023. NELC having previously included information about both statutory consultations to their subscribers (a circulation of approximately 5,000 recipients). The following wording was provided to NELC for inclusion in the mailshot.

“Immingham Eastern Ro-Ro Terminal (IERRT)

Associated British Ports (ABP) is undertaking a consultation on proposed changes to the design of its application for development consent for a new roll on/roll off ('Ro-Ro') harbour facility on the eastern side of the Port of Immingham. The application is currently part heard at examination. The Application is for the development of three new riverside Ro-Ro berths and general repurposing of operational land within the existing port to provide a new Ro-Ro terminal.

ABP will be holding in-person consultation events which members of the public and port users can attend to review documents and ask questions

*about the proposed changes to the IERRT application or to request further contact or information. All the consultation documents on the proposed changes will be available online to view and download from **20 October 2023**. To find out more about the project, the consultation on the proposed changes and how to respond visit: <https://www.abports.co.uk/immroro/consultation>.*

The consultation closes 19 November 2023 at 23:59pm

The above text was included in the mailshot issued by NELC to their Consultee Subscribers mailing list on 19 October 2023 via Notify Gov.uk - evidence of which is provided at Appendix H to this report.

- (i) ***Consultation Events*** - Two in-person consultation events were held by ABP as follows (hosted at same locations previously used for the two rounds of pre-application statutory consultation):
- for members of the public at Immingham Civic Centre on Saturday 4 November 2023 from 9am to 2pm; and
 - for port users at the Seafarers Centre Immingham within the Port on Tuesday 31 October 2023 from 10am to 4pm.

Hard copies of the Consultation Materials were provided at the events for members of the public and port users to review and consider. Members of the ABP project team were on hand to discuss the Proposed Changes with the attendees. The events were attended by a total of 4 people. Photographic evidence of the in-person events is provided at Appendix J to this report.

- (j) ***Online Webinars*** – ABP had committed to host online webinars during the consultation period subject to interest being registered in such sessions. ABP did not receive any requests for, or expressions of interest in, the online webinars. Consequently, ABP did not hold any such sessions.
- (k) ***Telephone Surgeries*** – ABP has also committed to providing telephone surgeries with a member of the project team for members of the public or interested parties who wish to discuss any questions about the Proposed Changes subject to request. No requests for telephone surgeries were received.
- (l) ***Inquiries and feedback channels*** – ABP provided the following details in the Notice and Newsletter for use in submitting inquiries to the project team or for providing written feedback on the consultation proposals:
- (i) Emailing: immroro@abports.co.uk
 - (ii) Writing to: 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)

(iii) Calling: Freephone 0808 169 9912

- (m) **Freephone** – A freephone line was provided during the consultation period for members of the public or interested parties to contact the project team with queries or questions relating to the consultation. No calls related to the Proposed Changes Consultation were received, the only calls received were from individuals who had dialled the wrong number.

2.26 In order to facilitate the Proposed Changes Consultation, which was taking place during the Examination, minor departures from the approach to consultation set out in the SoCC were necessary, as follows.

- (a) ABP did not provide a feedback questionnaire as part of the consultation materials for the Proposed Changes Consultation. This followed feedback received as to the usefulness of the document as a means of responding to the Original Statutory Consultation. A questionnaire was similarly not provided for the Supplementary Statutory Consultation as a result of that feedback - ABP instead asked for all comments to be provided in writing in full – an approach which ABP confirmed at that time with the relevant local authorities responsible for the SoCC. It was considered that producing a feedback questionnaire related to the Proposed Changes for the purposes of this consultation would not provide an effective means of garnering feedback.
- (b) ABP did not issue any standalone press releases or social media posts on the Proposed Changes Consultation, but did, of course, advertise the consultation on its dedicated consultation webpage.
- (c) The Notice was published once in two local newspapers, rather than in successive weeks in order not to delay the commencement of consultation which would run from the last publication. This was undertaken in light of limited time remaining in the Examination timetable for the changes to be considered and accepted into examination. The Notice was however published in two local newspapers as opposed to just one in order to increase exposure.

How feedback was received

2.27 ABP requested all responses to the consultation proposals to be provided in writing, in full, and submitted to ABP either by email or in hard copy as follows:

- (i) By emailing: immroro@abports.co.uk
- (ii) By writing to: 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)

2.28 The Notice made clear that all responses had to be received by ABP in writing before 23:59pm on 19 November 2023 in order to be considered.

2.29

3 Section 3 – Feedback Received and how ABP had Regard to it

- 3.1 This chapter of the Consultation Report Addendum sets out how ABP has had regard to consultation responses received to the consultation.

Responses to Consultation

- 3.2 Although the consultation undertaken was non-statutory ABP had regard to section 49(2) of the 2008 Act which requires applicants to have regard to any 'relevant responses' received to statutory consultations and publicity that has been undertaken under sections 42, 47 and 48 of the 2008 Act when deciding whether the actual application is to be made in the same terms as that which was proposed during the statutory consultation. "Relevant responses" are those received by the applicant under sections 42, 47 or 48 of the 2008 Act within the deadline specified. ABP has had regard to and taken fully into account all relevant responses to the consultation, whether or not they were received within the deadline.

Analysis of Responses to the Consultation

- 3.3 This section will set out how the feedback received to the Proposed Changes Consultation was analysed and has been taken into account by ABP in finalising its change request.
- 3.4 All responses received were allocated their own individual identifier number, logged and were analysed and 'coded' (grouped thematically) in order to understand the issues and themes raised in the responses. Representations were categorised by theme / nature of the representation subject matter and disseminated to the relevant topic expert or ABP project team member for consideration. The issues raised were identified as relating to a relevant theme, for example, if the issue raised by a consultee related to traffic, then a 'traffic' theme was assigned, adopting the same approach that was used for the pre-application statutory consultation.
- 3.5 The issues requiring a response were identified to the relevant project team subject matter expert in that subject area, who logged the issues in a table together with a response to the issues raised.
- 3.6 Instances of spam email received to the consultation email address were logged but not considered a 'relevant representation'. All relevant representations were considered by ABP.
- 3.7 The table in Appendix K to this report provides a summary of the consultation responses by theme.
- 3.8 The table in Appendix L to this report provides detailed summaries of the individual consultation responses received, together with any responses to the comments made by ABP. They demonstrate how ABP has taken all relevant consultation responses into account and records the regard that ABP has had to them in finalising its Change Request.

- 3.9 Advice Note 16 requires that: “Copies of any consultation responses received by an applicant should also be included in the Consultation Report as an annex.” For this purpose, copies of the relevant representations received by ABP are provided at Appendix M.

Continuous Consultation

- 3.10 Alongside the Proposed Changes Consultation ABP sought to engage with the Interested Parties to the Examination in respect of proposed stakeholder navigational demonstration simulations. A summary record of the responses received by ABP related to the demonstrations being undertaken by ABP on 7 and 8 November 2023 - is provided in Table 2 below.

Table 2 - Engagement with stakeholders regarding navigational simulation

Consultee	Reference, Date	Summary of Response
APT	23.10.23	Request for clarification on the proposed content of the navigation simulations including vessel type to be used, runs, eastern jetty, gusts, shading, application changes and manoeuvring polices.
DFDS	26.10.23	Issues were raised regarding the vessels chosen for the simulations, the tidal flow speeds and directions that are to be used, and the timing of the wind gust and direction simulations within the schedule. The simulations should reflect the proposed design changes to the proposal, include the missing eastern jetty tug barge and include vessels of the maximum design specification for the berth at the eastern jetty and other IERRT berths. Points regarding the need to include runs for all IERRT berths into and away from the remodelled IOT and the time limit of the simulation runs were raised. Further discussion regarding the parameters and aborts was requested and the use of a range of pilots and PECs was suggested.
ABP, APT, CLdN & DFDS	Navigation Pre-meeting 31.10.23	Pre meeting to discuss the navigation simulations. Key areas of concern that were raised were use of the design vessel, environmental conditions and simulation pass/fail criteria.
APT	31.10.23	APT further queried whether normal operating conditions and vessel types and berthing at berth 1 will be covered in the simulations. Confirmation of the size of tanker on eastern jetty and sources of wind and gusting analysis were requested. Clarification was requested on whether further simulations will be required for the proposed changes. Further information on how the simulator applies wind shading and the manoeuvring policy and procedures were requested.
DFDS	02.11.23	DFDS provided comments on the pre-meeting regarding parameters and aborts, environmental model, simulation

		runs and vessels. DFDS also confirmed attendees to simulations.
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- 3.11 Ongoing consultation with interested parties is continuous and undertaken following the close of the consultation on 19 November 2023, and will continue throughout the Examination period. This engagement is referred to in this Consultation Report as the Continuous Consultation.
- 3.12 ABP has continued to have meetings with interested parties, such as in respect of the land interests in respect of which compulsory purchase powers are included in the draft Development Consent Order.

4 Section 4 – Proposed Changes to the IERRT Development

- 4.1 Following the completion of the Proposed Changes Consultation, ABP is submitting a formal request to the Planning Inspectorate for the changes to the IERRT Development to be accepted into Examination.
- 4.2 The detail of the changes requested is presented in chapters 2 and 3 of the Environmental Statement Addendum (“the ES Addendum”) (application document reference: 10.3.8), which is submitted with the formal change application. The ES Addendum also addresses whether the changes are expected to result in any new or different likely significant environmental effects, in compliance with the requirements of Advice Note 16.
- 4.3 ABP confirms that all of the Proposed Changes have been assessed in terms of additional or different environmental effects. The effects have been adjusted to reflect the Proposed Changes and are presented in the ES Addendum.
- 4.4 The summary of the scheme description for the IERRT is amended, in light of the changes, as follows (amendments shown in bold):

(a) **Marine works**

- An approach jetty from the shore linked to two floating pontoons appropriately secured in position.
- Two separate finger piers to provide three berths thereby enabling the vessels to berth alongside with their stern ramps resting upon two floating pontoons.
- A capital dredge of the new berth pocket.
- Disposal of dredged material at sea if no beneficial alternative can be identified.
- Possible impact protection measures if required, **supported by enhanced operational marine controls.**

(b) **Landside**

- Demolition and redevelopment of a number of existing commercial buildings within the site.
- Improvement of the existing cargo storage areas, including resurfacing and provision of new pavements and associated infrastructure.
- Provision of a terminal building and a small welfare building to provide appropriate facilities for terminal operational and administration staff, lorry drivers and passengers.
- A small workshop with fuel station.
- Facilities for the UK Border Force.
- An internal bridge within the site to cross over Robinson Road **and the ABP managed transit sidings.**
- Related utilities and operational infrastructure.
- Creation of a second entrance lane at the Port’s East Gate.
- Offsite environmental enhancement.

5 Section 5 – Conclusion

Summary

- 5.1 This Consultation Report Addendum demonstrates that ABP has complied with Advice Notice 16 regarding changes to the Application, and details how ABP sought to undertake a comprehensive consultation exercise in the spirit of best practice to enable all those who may be affected by the Proposed Changes to have an opportunity to comment.
- 5.2 This report explains how the Proposed Changes Consultation was undertaken, and how the responses to it have been considered by ABP and any issues raised have been taken into account as appropriate in preparing the change application.
- 5.3 ABP continues to be committed to continuing discussions on outstanding matters with relevant parties in order to seek a resolution and would like to thank those who participated in the consultation process.

GLOSSARY

ABP	Associated British Ports
APFP Regulations	The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009
Application	Application for the IERRT
DCO	Development Consent Order
EA	Environment Agency
EIA	Environmental Impact Agency
EIA Regulations	The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017
ES	Environment Statement
ExA	Examining Authority
IERRT	Immingham Eastern Ro-Ro Terminal
MMO	Marine Management Organisation
NELC	North East Lincolnshire Council
NSIP	Nationally Significant Infrastructure Project
SoCC	Statement of Community Consultation
UK	United Kingdom
UKBF	United Kingdom Border Force
2008 Act	Planning Act 2008

Appendix A	Parties consulted under section 42(1)(a) – (d)
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Table 1 - List of the Prescribed consultees

Consultee identified by	Consultation Bodies
Regulation 11 List, Table 1	Health and Safety Executive
Regulation 11 List, Table 1	NHS England
Regulation 11 List, Table 1	NHS North East Lincolnshire Clinical Commissioning Group
Regulation 11 List, Table 1	Natural England
Regulation 11 List, Table 1	Historic England (inc. Historic England Midlands Branch)
Regulation 11 List, Table 1	Humberside Fire and Rescue Service
Regulation 11 List, Table 1	Humberside Police and Crime Commissioner
Regulation 11 List, Table 1	Immingham Town Council
Regulation 11 List, Table 1	The Environment Agency - Lincolnshire and Northamptonshire
Regulation 11 List, Table 1	Maritime & Coastguard Agency
Regulation 11 List, Table 1 & Table 2	The Maritime and Coastguard Agency - Hull marine office
Regulation 11 List, Table 1	Marine Management Organisation (MMO)
Regulation 11 List, Table 1	North East Lincolnshire Council (as Highways Authority)
Regulation 11 List, Table 1 - ABP Addition	North Lincolnshire Council (Highways Authority)
Regulation 11 List, Table 1	National Highways- Midlands (formerly Highways England)
Regulation 11 List, Table 1	National Highways - Yorkshire and North East Region
Regulation 11 List, Table 1	The Coal Authority
Regulation 11 List, Table 1	North East Lindsey Drainage Board
Regulation 11 List, Table 1 & Table 2	Trinity House
Regulation 11 List, Table 1	United Kingdom Health Security Agency (formerly Public Health England)
Regulation 11 List, Table 1	The Crown Estate
Regulation 11 List, Table 1	The Secretary of State for Defence - Ministry of Defence
Regulation 11 List, Table 1 - ABP Addition	Northern Gas Networks Limited
Regulation 11 List, Table 1 - ABP Addition	Wales and West Utilities Limited
Regulation 11 List, Table 1 - ABP Addition	Squire Energy Limited
Regulation 11 List, Table 1 - ABP Addition	Mua Electricity Limited
Regulation 11 List, Table 1 - ABP Addition	Optimal Power Networks Limited
Regulation 11 List, Table 1 - ABP Addition	National Grid Electricity System Operator Limited
Schedule 1, APFP Regulations	Joint Nature Conservation Committee
Schedule 1, APFP Regulations	The Forestry Commission
Schedule 1, APFP Regulations	Lincolnshire Wolds AONB Conservation Board
Schedule 1, APFP Regulations	The Civil Aviation Authority
Schedule 1, APFP Regulations	The Canal & River Trust
Schedule 1, APFP Regulations	Secretary of State for Transport
Regulation 11 List, Table 2	NHS North East Lincolnshire Clinical Commissioning Group (CCG)

Regulation 11 List, Table 2	NHS England
Regulation 11 List, Table 2	Yorkshire Ambulance Service NHS Trust
Regulation 11 List, Table 2	Northern Lincolnshire and Goole NHS Foundation Trust
Regulation 11 List, Table 2	Network Rail Infrastructure Ltd
Regulation 11 List, Table 2	Highways England Historical Railways Estate
Regulation 11 List, Table 2	The Humber Bridge Board
Regulation 11 List, Table 2	Port of Grimsby - Associated British Ports
Regulation 11 List, Table 2	Port of Immingham - Associated British Ports
Regulation 11 List, Table 2 – ABP Addition	Port of Goole – Associated British Ports
Regulation 11 List, Table 2 - ABP Addition	Port of Hull – Associated British Ports
Regulation 11 List, Table 2 – ABP Addition	Humber Estuary Services – Associated British Ports
Regulation 11 List, Table 2	Humber Sea Terminal (CLdN Ports Killingholme)
Regulation 11 List, Table 2 – ABP Addition	Able Humber Ports Limited
Regulation 11 List, Table 2	NATS En-Route Safeguarding
Regulation 11 List, Table 2	Royal Mail Group
Regulation 11 List, Table 2	Homes England
Regulation 11 List, Table 2	Anglian Water
Regulation 11 List, Table 2	Cadent Gas Limited
Regulation 11 List, Table 2	Last Mile Gas Ltd
Regulation 11 List, Table 2	Energy Assets Pipelines Limited
Regulation 11 List, Table 2	ES Pipelines Ltd
Regulation 11 List, Table 2	ESP Networks Ltd
Regulation 11 List, Table 2	ESP Pipelines Ltd
Regulation 11 List, Table 2	ESP Connections Ltd
Regulation 11 List, Table 2	Fulcrum Pipelines Limited
Regulation 11 List, Table 2	Harlaxton Gas Networks Limited
Regulation 11 List, Table 2	GTC Pipelines Limited
Regulation 11 List, Table 2	Independent Pipelines Limited
Regulation 11 List, Table 2	Indigo Pipelines Limited
Regulation 11 List, Table 2	Leep Gas Networks Limited
Regulation 11 List, Table 2	Murphy Gas Networks Limited
Regulation 11 List, Table 2	Quadrant Pipelines Limited
Regulation 11 List, Table 2	National Grid Gas Plc
Regulation 11 List, Table 2	Scotland Gas Networks Plc
Regulation 11 List, Table 2	Southern Gas Networks Plc
Regulation 11 List, Table 2	Eclipse Power Network Limited
Regulation 11 List, Table 2	Last Mile Electricity Ltd
Regulation 11 List, Table 2	Energy Assets Networks Limited
Regulation 11 List, Table 2	ESP Electricity Limited
Regulation 11 List, Table 2	Independent Power Networks Limited
Regulation 11 List, Table 2	Forbury Assets Limited
Regulation 11 List, Table 2	Fulcrum Electricity Assets Limited
Regulation 11 List, Table 2	Harlaxton Energy Networks Limited
Regulation 11 List, Table 2	Indigo Power Limited
Regulation 11 List, Table 2	Leep Electricity Networks Limited
Regulation 11 List, Table 2	Murphy Power Distribution Limited
Regulation 11 List, Table 2	The Electricity Network Company Limited
Regulation 11 List, Table 2	UK Power Distribution Limited

Regulation 11 List, Table 2	Utility Assets Limited
Regulation 11 List, Table 2	Vattenfall Networks Limited
Regulation 11 List, Table 2	National Grid Electricity Transmission Plc
Regulation 11 List, Table 2 – ABP Addition	East Midlands Ambulance Trust
Regulation 11 List, Table 3	West Lindsey District Council
Regulation 11 List, Table 3	East Lindsey District Council
Regulation 11 List, Table 3	North Lincolnshire Council
Regulation 11 List, Table 3	Lincolnshire County Council
Regulation 11 List, Table 3	North East Lincolnshire Council
Regulation 11 List, Table 3 – ABP Addition	East Riding of Yorkshire Council
Regulation 11 List, Table 3 – ABP Addition	Doncaster Council
Regulation 11 List, Table 3 – ABP Addition	Selby District Council
Regulation 11 List, Table 3 – ABP Addition	City of York Council
Regulation 11 List, Table 3 – ABP Addition	Ryedale District Council
Regulation 11 List, Table 3 – ABP Addition	Scarborough Borough Council
Regulation 11 List, Table 3 – ABP Addition	Kingston-upon-Hull City Council (Hull City Council)
Regulation 11 List, Table 3 – ABP Addition	North Yorkshire County Council
Regulation 11 List, Table 3 – ABP Addition	South Yorkshire Mayoral Combined Authority
Regulation 11 List, Table 3 – ABP Addition	West Yorkshire Combined Authority
Regulation 11 List, Table 3 – ABP Addition	Stallingborough Parish Council
Regulation 11 List, Table 3 – ABP Addition	South Killingholme Parish Council
Regulation 11 List, Table 3 – ABP Addition	North Killingholme Parish Council
Regulation 11 List, Table 3 – ABP Addition	Paull Parish Council
Regulation 11 List, Table 3 – ABP Addition	Sunk Island Parish Council
Regulation 11 List, Table 3 – ABP Addition	Welwick Parish Council
Regulation 11 List, Table 3 – ABP Addition	Skeffling Parish Council
Regulation 11 List, Table 3 – ABP Addition	Easington Parish Council
Regulation 11 List, Table 3 – ABP Addition	Healing Parish Council
Regulation 11 List, Table 3 – ABP Addition	Great Coates Parish Council
Regulation 11 List, Table 3 – ABP Addition	Ulceby Parish Council
Regulation 11 List, Table 4	Royal National Lifeboat Institution
Regulation 11 List, Table 4	Royal Society for the Protection of Birds
Regulation 11 List, Table 4	Royal Yachting Association

Table 2 – List of land interests for Consultation

Consultee under the 2008 Act	Consultee
Section 42(1)(d)	Anglian Water Services Ltd
Section 42(1)(d)	Associated Petroleum Terminals (Immingham) Limited
Section 42(1)(d)	BT Openreach
Section 42(1)(d)	Bulk Minerals Ltd
Section 42(1)(d)	Cadent Gas Limited
Section 42(1)(d)	DB Cargo (UK) Limited
Section 42(1)(d)	DFDS Logistics Limited
Section 42(1)(d)	DFDS Seaways Plc
Section 42(1)(d)	Drury Engineering Services Ltd
Section 42(1)(d)	Early of Yarborough, Brocklesby Estate

Section 42(1)(d)	Environment Agency
Section 42(1)(d)	Exolum Immingham Ltd
Section 42(1)(d)	Exolum Pipeline System Ltd
Section 42(1)(d)	Humber Oil Terminals Trustee Ltd
Section 42(1)(d)	J.C. Peacock & Co., Limited
Section 42(1)(d)	Malcolm West Fork Lifts
Section 42(1)(d)	Malcolm West Fork Lifts (Immingham) Limited
Section 42(1)(d)	Malcolm West Fork Lifts Limited
Section 42(1)(d)	National Grid Gas Plc
Section 42(1)(d)	Network Rail Infrastructure Limited
Section 42(1)(d)	Nippon Gases UK Limited
Section 42(1)(d)	North East Lincolnshire Council
Section 42(1)(d)	North Killingholme Transport Limited
Section 42(1)(d)	Northern Powergrid
Section 42(1)(d)	Northern Powergrid (Northeast) Plc
Section 42(1)(d)	Northern Powergrid (Yorkshire) Plc
Section 42(1)(d)	Origin Fertilisers
Section 42(1)(d)	Origin UK Operations Limited
Section 42(1)(d)	P K Construction (Lincs) Ltd
Section 42(1)(d)	People Asset Management Ltd
Section 42(1)(d)	Svitzer Marine Limited
Section 42(1)(d)	The Crown Estate
Section 42(1)(d)	TRONOX Pigment UK Limited
Section 42(1)(d)	TRONOX UK Holdings Limited
Section 42(1)(d)	TRONOX Holdings Plc
Section 42(1)(d)	T.T.S. (Shipping) Limited
Section 42(1)(d)	Virgin Media Limited
Section 42(1)(d)	Volkswagen Group (UK) Ltd
Section 42(1)(d)	Walker Timber Treatment
Section 42(1)(d)	Woodbridge Timber Ltd
Section 42(1)(d)	Yara UK Limited

From: Immroro
Sent: 19 October 2023 09:06
To: marine.consent@marinemanagement.org.uk;
[REDACTED]@marinemanagement.org.uk
Cc: Immroro
Subject: IMMINGHAM EASTERN RO-RO TERMINAL DEVELOPMENT
Attachments: ABP Newspaper Notice for Proposed Changes to the Application.pdf; ABP Newsletter for Proposed Changes to the Application.pdf; 3 [REDACTED].pdf; 29 MARINE CONSENTS.pdf

Dear Sir or Madam

IMMINGHAM EASTERN RO-RO TERMINAL DEVELOPMENT

NOTICE OF CONSULTATION ON PROPOSED CHANGES TO THE APPLICATION

We are writing to you in relation to the **IMMINGHAM EASTERN RO-RO TERMINAL DEVELOPMENT (“the IERRT Development”)** application for a Development Consent Order (“DCO”) which was submitted on 10 February 2023 and accepted for Examination by the Planning Inspectorate on 6 March 2023 (Application Reference: TR030007).

The Applicant, Associated British Ports (“ABP”), is intending to submit a request to the Examining Authority, acting on behalf of the Secretary of State, to make changes to the Application. A consultation on the proposed changes to the Application will run **from Friday 20 October until 23:59pm on Sunday 19 November 2023**.

We are writing to you because you have been identified as a statutory consultee and/or as a relevant consultation body or person, or because we believe you own, occupy or have a legal interest in land which is subject to the Application. We are, therefore, sending you the attached letter which refers you to the consultation materials, as well as explaining how you can respond to the consultation.

If you have any queries regarding any of the information attached, or about the consultation process more generally, please do not hesitate to contact the project team by email at imroro@abports.co.uk or calling Freephone **0808 169 9912**.

All responses to the consultation must be received by us **in writing** before **23:59pm on 19 November 2023**. Responses received after that time may not be considered.

Yours faithfully

Immingham Eastern Ro-Ro Project Team

Dock Office | Immingham Dock | NE Lincolnshire | DN40 2LZ

Tel: +44 (0) 808 169 9912



Marine Consents

Marine Management Organisation (MMO)

17 October 2023

Dear Sir or Madam

IMMINGHAM EASTERN RO-RO TERMINAL DEVELOPMENT

NOTICE OF CONSULTATION ON PROPOSED CHANGES TO THE APPLICATION

We are writing to make you aware that Associated British Ports ("ABP") is carrying out a consultation on four proposed changes to the **Immingham Eastern Ro-Ro Terminal Development** ("the IERRT Development") between **20 October and 19 November 2023** ("Proposed Changes Consultation"). This letter summarises the proposed changes, explains where you can find further information related to the consultation and outlines how you can submit any comments on these proposed changes.

THE APPLICATION

ABP has submitted an application for an Order granting development consent under section 37 of the Planning Act 2008 to the Planning Inspectorate (on behalf of the Secretary of State for Transport) ("the Application"). The Application was submitted on 10 February 2023 and was accepted for Examination by the Planning Inspectorate on 6 March 2023 (Application Reference: TR030007). The Examination began on 25 July 2023 and is due to close by 25 January 2024. After the Examination has closed, the Examining Authority will submit a report to the Secretary of State for Transport who will then make the decision as to whether to grant the Development Consent Order. The Application documents are available to view online at <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/TR030007/documents>.

THE IERRT DEVELOPMENT

The Application is for development consent to construct and operate a new three berth Roll-on/Roll-off ("Ro-Ro") cargo facility in the Port of Immingham, North East Lincolnshire, DN40 2LZ. The Application submitted to PINS for the IERRT Development consisted of:

Marine works

- An approach jetty from the shore linked to two floating pontoons appropriately secured in position.
- Two separate finger piers to provide three berths thereby enabling the vessels to berth alongside with their stern ramps resting upon two floating pontoons.
- A capital dredge of the new berth pocket.
- Disposal of dredged material at sea if no beneficial alternative can be identified.
- Possible impact protection measures if required.

Landside

- Demolition and redevelopment of a number of existing commercial buildings within the site.

- Improvement of the existing cargo storage areas, including resurfacing and provision of new pavements and associated infrastructure.
- Provision of terminal building and a small welfare building to provide appropriate facilities for terminal operational and administration staff, lorry drivers and passengers.
- A small workshop with fuel station.
- Facilities for the UK Border Force building.
- An internal bridge within the site to cross over Robinson Road and the ABP managed transit sidings.
- Related utilities and operational infrastructure.
- Creation of a second entrance lane at the Port's East Gate.
- Offsite environmental enhancement.

Further details of the Project are provided in the Application.

ABP now gives notice of its intention to submit a request to the Examining Authority, acting on behalf of the Secretary of State, to make certain changes to the Application which are detailed below.

ENVIRONMENTAL IMPACT ASSESSMENT DEVELOPMENT

The IERRT Development is an Environmental Impact Assessment development ("EIA development"), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. An Environment Statement was submitted with the Application, which can be viewed within the Examination Library online at <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/TR030007/documents>.

Details of how the proposed changes to the Application supplement or change the findings in the Environmental Statement are provided in the Proposed Changes Notification Report, further details of which are provided under the heading 'Consultation on the Proposed Changes'.

COPIES OF THE APPLICATION

The Application, including the Environmental Statement, together with the Application form and its accompanying documents, drawings, plans and maps, are available for inspection free of charge on the webpage relating to the Application on the Planning Inspectorate's website: <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/TR030007/documents>. These documents will be available to view on the website for at least the duration of the Examination.

Details of the development consent process and how to participate are set out in the Planning Inspectorate's 'Advice Note Eight: Overview of the nationally significant infrastructure planning process for members of the public and others', which is available to view free of charge at: <https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/advice-note-eight-overview-of-the-nationally-significant-infrastructure-planning-process-for-members-of-the-public-and-others>

PROPOSED CHANGES TO THE APPLICATION

ABP has identified four proposed changes that it wishes to make to the Application ("the Proposed Changes"). In summary, the Proposed Changes are as follows:

Proposed Change 1: Realignment of the approach jetty and associated works to the marine infrastructure;

Proposed Change 2: Realignment and shortening of the IERRT internal bridge and consequential ancillary works;

Proposed Change 3: Rearrangement of the UK Border Force (“UKBF”) facilities; and

Proposed Change 4: Options for the provision of revised marine impact protection measures and related works.

PROPOSED CHANGES CONSULTATION

We are writing to you in connection with the Proposed Changes Consultation because you have been identified as a statutory consultee and/or as a relevant consultation body or person, or because we believe you own, occupy or have a legal interest in land which is subject to the Application.

CONSULTATION ON THE PROPOSED CHANGES

In advance of submitting a request to the Examining Authority on behalf of the Secretary of State to make the Proposed Changes, ABP is undertaking a consultation on the Proposed Changes.

THE CONSULTATION DOCUMENTS

A consultation document has been prepared which describes the Proposed Changes and explains why the changes are being sought and whether they are anticipated to give rise to any new or different significant environmental effects (the “Proposed Changes Notification Report”). The Proposed Changes Notification Report is also accompanied by a Notice and a Newsletter, which together form the “Consultation Materials”.

Enclosed with this letter are the following consultation documents:

- Notice; and
- Newsletter.

All the Consultation Materials, including the Proposed Changes Notification Report, will be available to view and download online (free of charge) from **20 October 2023** www.abports.co.uk/immrora/consultation and will remain available online **until 23:59pm on 19 November 2023**.

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Yours faithfully
The IERRT Development Project Team

From: Immroro
Sent: 19 October 2023 10:39
To: planning.control@northyorks.gov.uk
Cc: Immroro
Subject: IMMINGHAM EASTERN RO-RO TERMINAL DEVELOPMENT
Attachments: ABP Newspaper Notice for Proposed Changes to the Application.pdf; ABP Newsletter for Proposed Changes to the Application.pdf; 8 North Yorkshire.pdf

Dear Sir or Madam

IMMINGHAM EASTERN RO-RO TERMINAL DEVELOPMENT

NOTICE OF CONSULTATION ON PROPOSED CHANGES TO THE APPLICATION

We are writing to you in relation to the **IMMINGHAM EASTERN RO-RO TERMINAL DEVELOPMENT (“the IERRT Development”)** application for a Development Consent Order (“DCO”) which was submitted on 10 February 2023 and accepted for Examination by the Planning Inspectorate on 6 March 2023 (Application Reference: TR030007).

The Applicant, Associated British Ports (“ABP”), is intending to submit a request to the Examining Authority, acting on behalf of the Secretary of State, to make changes to the Application.

A consultation on the proposed changes to the Application will run **from Friday 20 October until 23:59pm on Sunday 19 November 2023**.

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Immingham Eastern Ro-Ro Project Team

Dock Office | Immingham Dock | NE Lincolnshire | DN40 2LZ

Tel: +44 (0) 808 169 9912



Planning Department
North Yorkshire County Council

17 October 2023

Dear Sir or Madam

**IMMINGHAM EASTERN RO-RO TERMINAL DEVELOPMENT
NOTICE OF CONSULTATION ON PROPOSED CHANGES TO THE APPLICATION**

We are writing to make you aware that Associated British Ports ("ABP") is carrying out a consultation on four proposed changes to the **Immingham Eastern Ro-Ro Terminal Development** ("the IERRT Development") between **20 October and 19 November 2023** ("Proposed Changes Consultation"). This letter summarises the proposed changes, explains where you can find further information related to the consultation and outlines how you can submit any comments on these proposed changes.

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ABP has submitted an application for an Order granting development consent under section 37 of the Planning Act 2008 to the Planning Inspectorate (on behalf of the Secretary of State for Transport) ("the Application"). The Application was submitted on 10 February 2023 and was accepted for Examination by the Planning Inspectorate on 6 March 2023 (Application Reference: TR030007). The Examination began on 25 July 2023 and is due to close by 25 January 2024. After the Examination has closed, the Examining Authority will submit a report to the Secretary of State for Transport who will then make the decision as to whether to grant the Development Consent Order. The Application documents are available to view online at <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/TR030007/documents>.

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- Improvement of the existing cargo storage areas, including resurfacing and provision of new pavements and associated infrastructure.
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- Offsite environmental enhancement.

Further details of the Project are provided in the Application.

ABP now gives notice of its intention to submit a request to the Examining Authority, acting on behalf of the Secretary of State, to make certain changes to the Application which are detailed below.

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The IERRT Development is an Environmental Impact Assessment development ("EIA development"), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. An Environment Statement was submitted with the Application, which can be viewed within the Examination Library online at <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/TR030007/documents>.

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From: Immroro
Sent: 19 October 2023 09:00
To: consultations@naturalengland.org.uk; [REDACTED]@naturalengland.org.uk
Cc: Immroro
Subject: IMMINGHAM EASTERN RO-RO TERMINAL DEVELOPMENT
Attachments: ABP Newspaper Notice for Proposed Changes to the Application.pdf; ABP Newsletter for Proposed Changes to the Application.pdf; 15 NATURAL ENGLAND.pdf; 1 [REDACTED].pdf

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Dock Office | Immingham Dock | NE Lincolnshire | DN40 2LZ
Tel: +44 (0) 808 169 9912



Natural England

17 October 2023

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Company Secretary or Clerk
EXOLUM PIPELINE SYSTEM LTD
2nd Floor
56 King William Street
London
EC4R 9AD

17 October 2023

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NORDIC HOUSE WESTERN ACCESS ROAD
IMMINGHAM DOCK
IMMINGHAM
NORTH EAST LINCOLNSHIRE
DN40 2LZ

17 October 2023

Dear Sir or Madam

IMMINGHAM EASTERN RO-RO TERMINAL DEVELOPMENT

NOTICE OF CONSULTATION ON PROPOSED CHANGES TO THE APPLICATION

We are writing to make you aware that Associated British Ports ("ABP") is carrying out a consultation on four proposed changes to the **Immingham Eastern Ro-Ro Terminal Development** ("the **IERRT Development**") between **20 October and 19 November 2023** ("Proposed Changes Consultation"). This letter summarises the proposed changes, explains where you can find further information related to the consultation and outlines how you can submit any comments on these proposed changes.

THE APPLICATION

ABP has submitted an application for an Order granting development consent under section 37 of the Planning Act 2008 to the Planning Inspectorate (on behalf of the Secretary of State for Transport) ("the Application"). The Application was submitted on 10 February 2023 and was accepted for Examination by the Planning Inspectorate on 6 March 2023 (Application Reference: TR030007). The Examination began on 25 July 2023 and is due to close by 25 January 2024. After the Examination has closed, the Examining Authority will submit a report to the Secretary of State for Transport who will then make the decision as to whether to grant the Development Consent Order. The Application documents are available to view online at <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/TR030007/documents>.

THE IERRT DEVELOPMENT

The Application is for development consent to construct and operate a new three berth Roll-on/Roll-off ("Ro-Ro") cargo facility in the Port of Immingham, North East Lincolnshire, DN40 2LZ. The Application submitted to PINS for the IERRT Development consisted of:

Marine works

- An approach jetty from the shore linked to two floating pontoons appropriately secured in position.
- Two separate finger piers to provide three berths thereby enabling the vessels to berth alongside with their stern ramps resting upon two floating pontoons.
- A capital dredge of the new berth pocket.
- Disposal of dredged material at sea if no beneficial alternative can be identified.
- Possible impact protection measures if required.

Landside

- Demolition and redevelopment of a number of existing commercial buildings within the site.

- Improvement of the existing cargo storage areas, including resurfacing and provision of new pavements and associated infrastructure.
- Provision of terminal building and a small welfare building to provide appropriate facilities for terminal operational and administration staff, lorry drivers and passengers.
- A small workshop with fuel station.
- Facilities for the UK Border Force building.
- An internal bridge within the site to cross over Robinson Road and the ABP managed transit sidings.
- Related utilities and operational infrastructure.
- Creation of a second entrance lane at the Port's East Gate.
- Offsite environmental enhancement.

Further details of the Project are provided in the Application.

ABP now gives notice of its intention to submit a request to the Examining Authority, acting on behalf of the Secretary of State, to make certain changes to the Application which are detailed below.

ENVIRONMENTAL IMPACT ASSESSMENT DEVELOPMENT

The IERRT Development is an Environmental Impact Assessment development ("EIA development"), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. An Environment Statement was submitted with the Application, which can be viewed within the Examination Library online at <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/TR030007/documents>.

Details of how the proposed changes to the Application supplement or change the findings in the Environmental Statement are provided in the Proposed Changes Notification Report, further details of which are provided under the heading 'Consultation on the Proposed Changes'.

COPIES OF THE APPLICATION

The Application, including the Environmental Statement, together with the Application form and its accompanying documents, drawings, plans and maps, are available for inspection free of charge on the webpage relating to the Application on the Planning Inspectorate's website: <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/TR030007/documents>. These documents will be available to view on the website for at least the duration of the Examination.

Details of the development consent process and how to participate are set out in the Planning Inspectorate's 'Advice Note Eight: Overview of the nationally significant infrastructure planning process for members of the public and others', which is available to view free of charge at: <https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/advice-note-eight-overview-of-the-nationally-significant-infrastructure-planning-process-for-members-of-the-public-and-others>

PROPOSED CHANGES TO THE APPLICATION

ABP has identified four proposed changes that it wishes to make to the Application ("the Proposed Changes"). In summary, the Proposed Changes are as follows:

Proposed Change 1: Realignment of the approach jetty and associated works to the marine infrastructure;

Proposed Change 2: Realignment and shortening of the IERRT internal bridge and consequential ancillary works;

Proposed Change 3: Rearrangement of the UK Border Force (“UKBF”) facilities; and

Proposed Change 4: Options for the provision of revised marine impact protection measures and related works.

PROPOSED CHANGES CONSULTATION

We are writing to you in connection with the Proposed Changes Consultation because you have been identified as a statutory consultee and/or as a relevant consultation body or person, or because we believe you own, occupy or have a legal interest in land which is subject to the Application.

CONSULTATION ON THE PROPOSED CHANGES

In advance of submitting a request to the Examining Authority on behalf of the Secretary of State to make the Proposed Changes, ABP is undertaking a consultation on the Proposed Changes.

THE CONSULTATION DOCUMENTS

A consultation document has been prepared which describes the Proposed Changes and explains why the changes are being sought and whether they are anticipated to give rise to any new or different significant environmental effects (the “Proposed Changes Notification Report”). The Proposed Changes Notification Report is also accompanied by a Notice and a Newsletter, which together form the “Consultation Materials”.

Enclosed with this letter are the following consultation documents:

- Notice; and
- Newsletter.

All the Consultation Materials, including the Proposed Changes Notification Report, will be available to view and download online (free of charge) from **20 October 2023** www.abports.co.uk/immroro/consultation and will remain available online **until 23:59pm on 19 November 2023**.

Hard copies or electronic copies uploaded to a USB stick can be provided upon request – by emailing immroro@abports.co.uk or calling us on **Freephone 0808 169 9912**. Please note there may be a reasonable copying charge for certain hard copy documents of up to £300.

RESPONDING TO THIS CONSULTATION ON PROPOSED CHANGES

This consultation will take place between **Friday 20 October** and **Sunday 19 November 2023**.

All responses must be received by us **in writing before 23:59pm on 19 November 2023**. Responses received after that time may not be considered.

You can submit your views on the Proposed Changes by:

- **Emailing:** immroro@abports.co.uk
- **Writing to:** 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*)
- **Calling Freephone 0808 169 9912:** to request a pre-paid stamped addressed envelope be sent to you in the post (free of charge) and returning it to us.

CONSULTATION EVENTS

ABP will be holding in-person consultation events on the Proposed Changes as follows:

For members of the public at: The Old Library, Immingham Civic Centre, Pelham Road, Immingham, DN40 1QF	
Date	Time
Saturday 4 November 2023	9am to 2pm
For Port Users at: Seafarers Centre Immingham, Lockside Road, Immingham Dock, Immingham, DN40 2NN	
Date	Time
Tuesday 31 October 2023	10am to 4pm

Any changes to the above will be posted on the consultation website at: www.abports.co.uk/immroro/consultation.

ABP may also hold online webinar sessions during the consultation period subject to demand. In addition, a free of charge telephone surgery appointment to discuss the Proposed Changes can be arranged. If you are interested in either of these please register your interest by emailing us at: immroro@abports.co.uk or calling us on **Freephone 0808 169 9912**.

You can also contact us on that number if you have questions about the consultation documents, plans and maps or the consultation process. More information about the IERRT Development and the consultation can be found at: www.abports.co.uk/immroro/consultation.

Yours faithfully
The IERRT Development Project Team

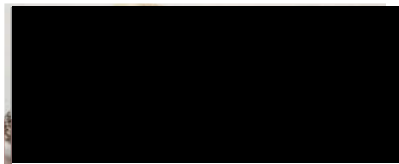
Appendix C	Copies of newspaper notices as published
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In YourArea.co.uk

Grimsby Telegraph

Grimsbylive.co.uk



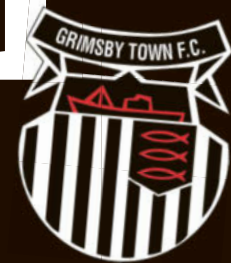
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KHOURI: I'VE GOT A LOT TO PROVE



EVAN VOWS TO SHOW TOWN WHAT HE CAN DO **BACK PAGE**

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North Wall Cleaner Frank Sparkes
PICTURE: DONNA CLIFFORD

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Public Notices

Planning

**PROPOSED IMMINGHAM EASTERN RO-RO TERMINAL DEVELOPMENT (APPLICATION REFERENCE TR030007)
NOTICE OF CONSULTATION ON PROPOSED CHANGES TO THE APPLICATION
PLANNING ACT 2008, INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009,
INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017**

An application for an Order granting development consent has been made under section 37 of the Planning Act 2008 by **ASSOCIATED BRITISH PORTS** ("ABP") of 25 BEDFORD STREET, LONDON, WC2E 9ES to the Planning Inspectorate (on behalf of the Secretary of State for Transport) ("the Application"). The Application was submitted on 10 February 2023 and was accepted for Examination by the Planning Inspectorate on 6 March 2023 (Application Reference: TR030007). The Examination began on 25 July 2023 and is due to close by 25 January 2024. After the Examination has closed, the Examining Authority will submit a report to the Secretary of State for Transport who will then make the decision as to whether to grant the Development Consent Order.

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- Proposed Change 3:** Rearrangement of the UK Border Force facilities; and
- Proposed Change 4:** Options for the provision of revised marine impact protection measures and related works.

In advance of submitting a request to the Examining Authority on behalf of the Secretary of State to make the Proposed Changes, ABP is undertaking a consultation on the Proposed Changes.

A consultation document has been prepared which describes the Proposed Changes and explains why the changes are being sought and whether they are anticipated to give rise to any new or different significant environmental effects, referred to as the "Proposed Changes Notification Report", as well as a Newsletter (together referred to as the "Consultation Materials").

The Consultation Materials will be available to view free of charge online from **20 October 2023** at: www.abports.co.uk/immrro/consultation. Hard copies or electronic copies uploaded to a USB stick of the Consultation Materials can be provided upon request - by emailing immrro@abports.co.uk or calling us on **Freephone 0808 169 9912**. Please note there may be a reasonable copying charge for certain hard copy documents of up to £300.

All the Consultation Materials will be available online **until 23:59pm on 19 November 2023**.

RESPONDING TO THIS CONSULTATION ON PROPOSED CHANGES

This consultation will take place between **Friday 20 October and Sunday 19 November 2023**.

All responses must be received by us **in writing before 23:59pm on 19 November 2023**. Responses received after that time may not be considered.

You can submit your views on the Proposed Changes by:

- **Emailing:** immrro@abports.co.uk
- **Writing to:** 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*)
- **Calling Freephone 0808 169 9912:** to request a pre-paid stamped addressed envelope be sent to you in the post (free of charge) and returning it to us.

CONSULTATION EVENTS

ABP will be holding in-person consultation events on the Proposed Changes as follows:

For members of the public at: The Old Library, Immingham Civic Centre, Pelham Road, Immingham, DN40 1QF	
Date	Time
Saturday 4 November 2023	9am to 2pm
For Port Users at: Seafarers Centre Immingham, Lockside Road, Immingham Dock, Immingham, DN40 2NN	
Date	Time
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Any changes to the above will be posted on the consultation website at: www.abports.co.uk/immrro/consultation.

ABP may also hold online webinar sessions during the consultation period subject to demand. In addition, a free of charge telephone surgery appointment to discuss the Proposed Changes can be arranged. If you are interested in either of these please register your interest by emailing us at: immrro@abports.co.uk or calling us on **Freephone 0808 169 9912**.

You can also contact us on that number if you have questions about the Consultation Materials or the consultation process for the Proposed Changes. More information about the IERRT Development can be found at: www.abports.co.uk/immrro/consultation.

Traffic & Roads

**THE NORTH EAST LINCOLNSHIRE BOROUGH COUNCIL
ROAD TRAFFIC REGULATION ACT 1984 - SECTION 14(1)(a)
B1213 FREEMAN STREET, GRIMSBY
(TEMPORARY PROHIBITION OF TRAFFIC - TTRO 23-129) ORDER 2023**

NOTICE IS HEREBY GIVEN that the North East Lincolnshire Borough Council have made, an Order, the effect of which will be that **no person shall cause or permit** any motor vehicle, from **PROCEEDING** along the below sections of highway:

FULL EXTENT - B1213 FREEMAN STREET from the junction of ELEANOR STREET heading in a northerly direction to the A180,

This temporary prohibition is required because works are being or are proposed to be executed on or near the road by NE Lincs Council. These works are detailed as the installation of Christmas lights. These works will be taking overnight between 12:00am and 06am.

The Order will come into operation on **Monday, 30 October 2023**, and will continue in force for a period not exceeding 18 months unless extended for a further period by the Secretary of State for Transport, or until completion of the works (whichever is the earlier). The closure is expected to remain in place until **Wednesday, 01 November 2023**. Definitive dates and times will be notified by on-site advanced warning signs.

The dates and times above are correct at the point of print however implementation on site may vary due to unforeseen circumstances. Diversion routes will be signposted and published online at: <https://one.network/public> and <https://www.nelincs.gov.uk/category/public-notice/>.

A copy of the sealed Temporary Traffic Regulation Order may be inspected online via North East Lincolnshire Council's Website by searching 'Temporary TRO'. The full website address is: <https://www.nelincs.gov.uk/streets-travel-and-parking/traffic-and-road-safety/traffic-regulation-orders/>.

For further information, telephone NE Lincs Council - 01472 324512 for an explanation of the proposals. Dated this **19/10/2023**.

Rob G. Walsh - Chief Executive
Municipal Offices, Town Hall Square, Grimsby, DN31 1HU

**NORTH EAST LINCOLNSHIRE COUNCIL
Publicity of Planning & Related Applications**

The applications set out in the Schedule below are required to be given wider publicity and public comment is invited.

Copies of the applications can be viewed on-line at <http://www.nelincs.gov.uk/> The reason for publicising each application is indicated after the application number as follows:- (01) Major Development; (03) Development affecting the setting of a Listed Building; (04) The proposed development does not accord with the provisions of the Development Plan in force in the area in which the land to which the application relates is situated; (05) The proposed development would affect a public right of way (10) Development affecting the Central Area Conservation Area; (17) Development affecting the Bradford Avenue Conservation Area; (22) Development affecting tree(s) subject to tree preservation orders

SCHEDULE

- DM/0979/23/FUL** Install bay windows to front elevation at ground and first floor, install front and rear dormers to create additional living accommodation at second floor with various associated works 55 Kingsway, Cleethorpes - (17)
- DM/0991/23/FUL** Removal of Condition 1 (Temporary Time Limit) pursuant to DM/0470/21/FUL to allow for permanent use Car Park, Victoria Street, Grimsby - (10)
- DM/0912/23/FUL** Erect 154 dwellings with associated car parking, infrastructure and public open space Land To The South West Of, Cheapside, Waltham - (01) (03) (05) (22)
- DM/0992/23/OUT** Outline application to demolish Humber View and erect two dwellings with access to be considered Humber View, Barton Street, Ashby Cum Fenby - (04)

Comments should be made:
- On line at <http://www.nelincs.gov.uk/> or by post to:
- Development Management Services, New Oxford House, 2 George Street, Grimsby, DN31 1HB by **12th November 2023**

Please Note: Signatures, telephone numbers and e-mail addresses attached to representations will not be shown on the Council's web site but your name and address will be displayed. Anonymous representations will not be taken into account ie if no name and address are supplied.

**Assistant Director Regeneration
On behalf of North East Lincolnshire Council
19th October 2023**

Traffic & Roads

**THE NORTH EAST LINCOLNSHIRE BOROUGH COUNCIL
ROAD TRAFFIC REGULATION ACT 1984 - SECTION 14(1)(a)
ST PETERS AVENUE, CLEETHORPES
(TEMPORARY PROHIBITION OF TRAFFIC - TTRO 23-122) ORDER 2023**

NOTICE IS HEREBY GIVEN that the North East Lincolnshire Borough Council have made, an Order, the effect of which will be that **no person shall cause or permit** any motor vehicle, from **PROCEEDING** along the below sections of highway:

A section of ST PETERS AVENUE - Part Length from the junction of A1098 HIGH STREET heading in a south easterly direction to the junction of ALBERT ROAD. Alternative route: A1098 High Street, A1098 Alexandra Road, Knoll Street, Cambridge Street (Reverse route applies).

This temporary prohibition is required because works are being or are proposed to be executed on or near the road by NE Lincs Council. These works are detailed for the installation of Christmas lights.

The Order will come into operation on **Thursday, 02 November 2023**, and will continue in force for a period not exceeding 18 months unless extended for a further period by the Secretary of State for Transport, or until completion of the works (whichever is the earlier). The closure is expected to remain in place until **Friday, 03 November 2023**. Definitive dates and times will be notified by on-site advanced warning signs.

The dates and times above are correct at the point of print however implementation on site may vary due to unforeseen circumstances. Diversion routes will be signposted and published online at: <https://one.network/public> and <https://www.nelincs.gov.uk/category/public-notice/>.

A copy of the sealed Temporary Traffic Regulation Order may be inspected online via North East Lincolnshire Council's Website by searching 'Temporary TRO'. The full website address is: <https://www.nelincs.gov.uk/streets-travel-and-parking/traffic-and-road-safety/traffic-regulation-orders/>.

For further information, telephone NE Lincs - 01472 324512 for an explanation of the proposals. Dated this **19/10/2023**.

Rob G. Walsh - Chief Executive
Municipal Offices, Town Hall Square, Grimsby, DN31 1HU

**THE NORTH EAST LINCOLNSHIRE BOROUGH COUNCIL
ROAD TRAFFIC REGULATION ACT 1984 - SECTION 14(1)(a)
CATERGATE LEVEL CROSSING - GRIMSBY
(TEMPORARY PROHIBITION OF TRAFFIC - TTRO 23-095) ORDER 2023**

NOTICE IS HEREBY GIVEN that the North East Lincolnshire Borough Council have made an Order, the effect of which will be that **no person shall cause or permit** any motor vehicle, pedestrian or pedal cycle from **PROCEEDING** along the below sections of highway:

A section of CARTERGATE - Part length from a point 20 metres south of CATERGATE LEVEL CROSSING to a point 20 metres north of CATERGATE LEVEL CROSSING. Alternative route: A1136 Dudley Street, A1136 Deansgate, A1136 Frederick Ward Way, Catergate.

This temporary prohibition is required because works are being or are proposed to be executed on or near the road by NETWORK RAIL. These works are detailed as level crossing maintenance.

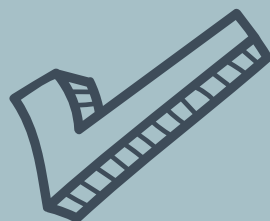
The Order will come into operation on **Sunday, 05 November 2023**, and will continue in force for a period not exceeding 18 months unless extended for a further period by the Secretary of State for Transport, or until completion of the works (whichever is the earlier). The closure is expected to remain in place until 05:00hrs on **Sunday, 05 November 2023**. Definitive dates and times will be notified with on-site advanced warning signs.

The dates and times above are correct at the point of print however implementation on site may vary due to unforeseen circumstances. Diversion routes will be signposted and published online at: <https://one.network/public> and <https://www.nelincs.gov.uk/category/public-notice/>.

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For further information, telephone Chevron TM LTD - 01777 705053 for an explanation of the proposals. Dated this **19/10/2023**.

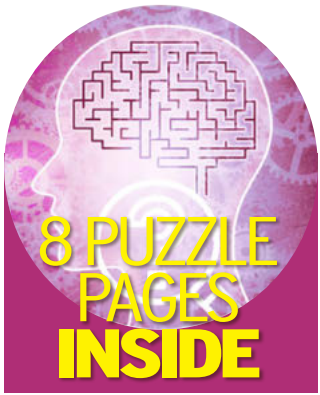
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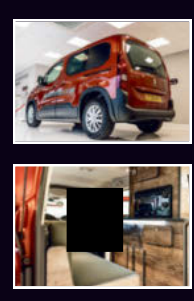
'MINDLESS VANDALS'

PLAY PARK DESTROYED BY ARSON ATTACK JUST DAYS AFTER INSTALLATION

FULL STORY PAGE 3



The play park off Warley Road was set fire to by a propellant



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Public Notices

Planning

PROPOSED IMMINGHAM EASTERN RO-RO TERMINAL DEVELOPMENT

(APPLICATION REFERENCE TR030007)

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PROPOSED CHANGES TO THE APPLICATION

ABP has identified four proposed changes that it wishes to make to the Application ("the Proposed Changes"). In summary, the Proposed Changes are as follows:

Proposed Change 1: Realignment of the approach jetty and associated works to the marine infrastructure;

Proposed Change 2: Realignment and shortening of the IERRT internal bridge and consequential works;

Proposed Change 3: Rearrangement of the UK Border Force facilities; and

Proposed Change 4: Options for the provision of revised marine impact protection measures and related works.

In advance of submitting a request to the Examining Authority on behalf of the Secretary of State to make the Proposed Changes, ABP is undertaking a consultation on the Proposed Changes.

A consultation document has been prepared which describes the Proposed Changes and explains why the changes are being sought and whether they are anticipated to give rise to any new or different significant environmental effects, referred to as the "Proposed Changes Notification Report", as well as a Newsletter (together referred to as the "Consultation Materials").

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All the Consultation Materials will be available online **until 23:59pm on 19 November 2023**.

RESPONDING TO THIS CONSULTATION ON PROPOSED CHANGES

This consultation will take place between **Friday 20 October and Sunday 19 November 2023**.

All responses must be received by us **in writing before 23:59pm on 19 November 2023**. Responses received after that time may not be considered.

You can submit your views on the Proposed Changes by:

- **Emailing:** immrro@abports.co.uk
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CONSULTATION EVENTS

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For members of the public at:	
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Date	Time
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Traffic & Roads

NORTH LINCOLNSHIRE COUNCIL (Various Roads/Streets, North Lincolnshire Remembrance Day Parades and/or Services (Temporary Prohibition of Traffic) Orders 2023

Notice is hereby given that North Lincolnshire Council, being satisfied that the provisions set out in Section 16A of the Road Traffic Regulation Act 1984 apply, proposes to make Orders under that Section on the occasion of a Remembrance Day Parade and/or Service. The Orders will have the effect of temporarily prohibiting any vehicle from proceeding along Roads & Streets in North Lincolnshire as follows on Sunday 12th Nov 2023 or as otherwise stated. All diversions are in reverse.

- (1) Ashby - that length of Ashby High St between Collum Ave Roundabout & St Paul's Rd 10.30am-12pm - diversion B1501 Grange Lane South, Bottesford Rd;
 - (2) Barneby - Victoria Rd & St Barnabas Rd (Junction of Ferneries Lane-Cuthbert Ave) 1pm - 2.15pm - diversion Kings Rd, A18, Bigby Rd, Church Hill, Queens Rd;
 - (3) Barton - High St, Burgate, Whitecross St, A1077 Barrow Rd, to the Falkland Way Junction 10.30am-11.30am - Diversion 1 Holydyke, Fleetgate, West Acridge, Castledye West, B1218 Waterside Rd, Butts Rd, Pasture Rd, Falkland Way; Diversion 2 Falkland Way, Pasture Rd, Butts Rd, B1218 Fleetgate, Holydyke;
 - (4) Brigg - Site 1 Station Rd, Bigby St, Wrawby St, Cross St, Bigby St, Bigby Rd, Monument Roundabout. Site 2 Bigby St, Queen St, Station Rd 10.45am-11.10am both Sites - these streets will be closed on a rolling basis so no diversion is necessary;
 - (5) Broughton - that length of Brigg Rd from the Primary School along the High St to the War Memorial 10.15am-11.15am - diversion Town Hill, South View, Appleby Lane;
 - (6) Crowle - A161 High St between Brunyee Rd and Tesco Entrance 11.50am-12.30pm - diversion Cross St, Windsor Rd, Potts Lane;
 - (7) Ealand - New Trent St, Tri-junction with Wharf Rd 10.30am 11.20am - diversion A161, Outgate, Main St;
 - (8) Haxey - Low St, Epworth Rd, East Lound Rd, Graizelound Field Rd (Triangle at the Cenotaph) Friday 10th Nov 2023 10.45am-11.15am-HGV diversion route Akeferry Rd, B1396 Doncaster Rd, Sandersons Bank, Bank End Rd, A614 Thorne Rd, Bawtry Rd, right onto A18, A18 High Levels Bank, A161 High St, Belton Rd, Burnham Road - local traffic only diversion route High St, Vinehall Rd, The Nookings - both routes in reverse;
 - (9) Kirton - lengths of approx 50m of King Edward St, North Cliff Rd, Redbourne Mere, South Cliff Rd leading to the War Memorial 10.50am-11.40am - a diversion is not applicable;
 - (10) Messingham - Northfield Rd, High St between Holme Lane & Wendover Rd 10.45am- 11.30am - diversion Holme Lane, Leaburn Rd, Wendover Rd, High St;
 - (11) Owston Ferry - High St between Tempertons Lane & Coronation Hall Car Park 10.50am- 11.15am - a diversion is not applicable;
 - (12) Scunthorpe - Route 1 Doncaster Rd, Oswald Rd, Vicarage Gardens 10am-10.40am, & Route 2 Vicarage Gardens, Exeter Rd, Doncaster Rd 11.40am-12pm - these roads will be closed on a rolling basis so no diversion is necessary;
 - (13) West Butterwick - North Street 10.55am-11.10am - a diversion is not applicable;
 - (14) Winterton - Market St, King St, Queen St, Church Side 1.30pm-2pm - diversion B1430 Northlands Rd, West St, B1207 Hart Lane.
- Dated this 19th day of October 2023
Church Square House W S Bell - Assistant Director 30-40 High Street, Scunthorpe Governance & Partnerships

NORTH LINCOLNSHIRE COUNCIL (A161 between Belton and Epworth) (Temporary Prohibition of Traffic) Order 2023

Notice is hereby given that North Lincolnshire Council has made an Order, the effect of which is to prohibit any vehicle from proceeding overnight along the A161 Belton to Epworth at the junction with Belton Rd, Epworth 23rd -28th Oct 2023 inclusive (but varied if necessary due to any unforeseen circumstances) 7pm-6am each day for surfacing works. The diversion is A161, A18, A614, A631, A638, B1403, A161 and reverse. These and the surfacing works scheduled for Belton Rd, Epworth 23rd -28th Oct will be carried out consecutively.
Dated this 19th day of October 2023
W S Bell - Assistant Director
Governance & Partnerships
Church Square House
30-40 High Street, Scunthorpe

NORTH LINCOLNSHIRE COUNCIL (College Road, Thornton Curtis) (Thornton Curtis Level Crossing) (Temporary Prohibition of Traffic) Order 2022

On 8th June 2022, North Lincolnshire Borough Council made an Order, the effect of which prohibits any vehicle from proceeding along College Rd, Thornton Curtis at the point of the Level Crossing. This Order took effect on 11th June 2022 and will be effective until 10th Dec 2023. Under this same Order, it is now proposed to undertake further works (vegetation clearance) 6th - 10th Nov 2023 inclusive (but varied if necessary due to any unforeseen circumstances) 11pm-6am each day. The diversion is Townside, East Halton Rd, A1077 Ulceby Rd, A1077 Wootton Rd, A1077 Thornton Rd, B1206 Wold Rd and reverse.
Dated this 19th day of October 2023
Church Square House W S Bell - Assistant Director
30-40 High Street, Scunthorpe Governance & Partnerships

NORTH LINCOLNSHIRE COUNCIL (Ermine Street, Appleby) (Appleby Level Crossing) (Temporary Prohibition of Traffic) Order 2023

On 13th Sept 2023, North Lincolnshire Borough Council made an Order the effect of which prohibits any vehicle from proceeding along Ermine St at the point of the Level Crossing. This Order took effect on 19th Sept 2023 and will be effective until 18th March 2025. Under this same Order, it is now necessary to close Appleby Level Crossing 11.30pm 4th -8.30am 5th Nov 2023 (but varied if necessary due to any unforeseen circumstances) for vegetation clearance with a flail. The diversion is A18 Mortal Ash Hill, A1029 Brigg Rd, A1077 Winterton Rd, Roxby Rd, B1207 Ermine St and reverse.
Dated this 19th day of October 2023
Church Square House W S Bell - Assistant Director
30-40 High Street, Scunthorpe Governance & Partnerships

NORTH LINCOLNSHIRE COUNCIL (Various Roads, Barton-upon-Humber) (Deepdale Dash 10K Run) (Temporary Prohibition of Traffic) Order 2023

Notice is hereby given that North Lincolnshire Council, being satisfied that the provisions set out in Section 16A of the Road Traffic Regulation Act 1984 apply, proposes to make an Order under that Section on the occasion of the Deepdale Dash 10K Run. This Order will take effect on Sunday 5th Nov 2023 and will have the effect of temporarily prohibiting any vehicle from proceeding along the following Street/Roads in Barton 6am-12pm that day - Whitecross St, Caistor Rd, Burnham Rd, B1206. Diversion 1 is A1077, B1218 Brigg Rd, B1206 and reverse, and Diversion 2 is A1077 Barrow Rd, Thornton Rd, B1402 Ferry Rd, Ferry Rd East, Barton St, Beck Lane, B1206 Wold Rd and reverse.
Dated this 19th day of October 2023
Church Square House W S Bell - Assistant Director
30-40 High Street, Scunthorpe Governance & Partnerships

NORTH LINCOLNSHIRE COUNCIL (A18 from Wrawby to Barnetby Top) (Temporary Prohibition of Traffic) Order 2023

Notice is hereby given that North Lincolnshire Council intends not less than seven days from the date of this Notice to make an Order the effect of which will be to prohibit any vehicle from proceeding along the A18 from Wrawby to Barnetby Top 10th -13th Nov 2023 inclusive (but varied if necessary due to any unforeseen circumstances) 24 hours each day to excavate the carriageway to lay a pipeline. The diversion is A18, A1173, A1084 and reverse.
Dated this 19th day of October 2023
Church Square House W S Bell - Assistant Director
30-40 High Street, Scunthorpe Governance & Partnerships

NORTH LINCOLNSHIRE COUNCIL (Hewde Lane, Winterringham) (Temporary Prohibition of Traffic) Order 2023

Notice is hereby given that North Lincolnshire Council intends not less than seven days from the date of this Notice to make an Order the effect of which will be to prohibit any vehicle from proceeding along Hewde Lane, Winterringham 6th -10th Nov 2023 inclusive (but varied if necessary due to any unforeseen circumstances) 24 hours each day for a gas connection. The direction is West End, High Burgage, Market Hill, School Rd and reverse.
Dated this 19th day of October 2023
W S Bell - Assistant Director
Governance & Partnerships
Church Square House
30-40 High Street, Scunthorpe

NORTH LINCOLNSHIRE COUNCIL (Old Post Office Lane, South Ferriby) (Temporary Prohibition of Traffic) Order 2023

On 28th June 2023, North Lincolnshire Council made an Order the effect of which prohibits any vehicle from proceeding along Old Post Office Lane, South Ferriby. This Order took effect on 4th July 2023 and will be effective until 3rd Jan 2025. Under this same Order, it is now proposed to undertake further works (new water connection) necessitating the closure of Old Post Office Lane 6th -9th Nov 2023 inclusive (but varied if necessary due to any unforeseen circumstances) 24 hours each day. The diversion is Low St, A1077, High St and reverse.
Dated this 19th day of October 2023
Church Square House W S Bell - Assistant Director
30-40 High Street, Scunthorpe Governance & Partnerships

NORTH LINCOLNSHIRE COUNCIL (Carr Lane, East Lound) (Temporary Prohibition of Traffic) Order 2023

Notice is hereby given that North Lincolnshire Council has made an Order, the effect of which is to prohibit any vehicle from proceeding along Carr Lane, Eastlound 25 th -27 th Oct 2023 (but varied if necessary due to any unforeseen circumstances) 24 hours each day for works to Yorkshire Water assets. The diversion is Ferry Rd, Graizelound Fields Rd, Eastlound Rd, Brackenhill Rd and reverse.
Dated this 19th day of October 2023
Church Square House W S Bell - Assistant Director
30-40 High Street, Scunthorpe Governance & Partnerships



Local pick up,
what a great idea

Joan Bakewell

'I've been pleased not to be married these last 20 years'

→ G2

24-hour party precinct Manchester's new Aviva Studios

→ G2



Thursday 19 October 2023 £2.80 From £2.14 for subscribers

The Guardian

Newspaper of the year

Don't be consumed by rage, Biden tells Israel

Gaza blast

They knew the risks, but had nowhere else to go

Emma Graham-Harrison
Jerusalem

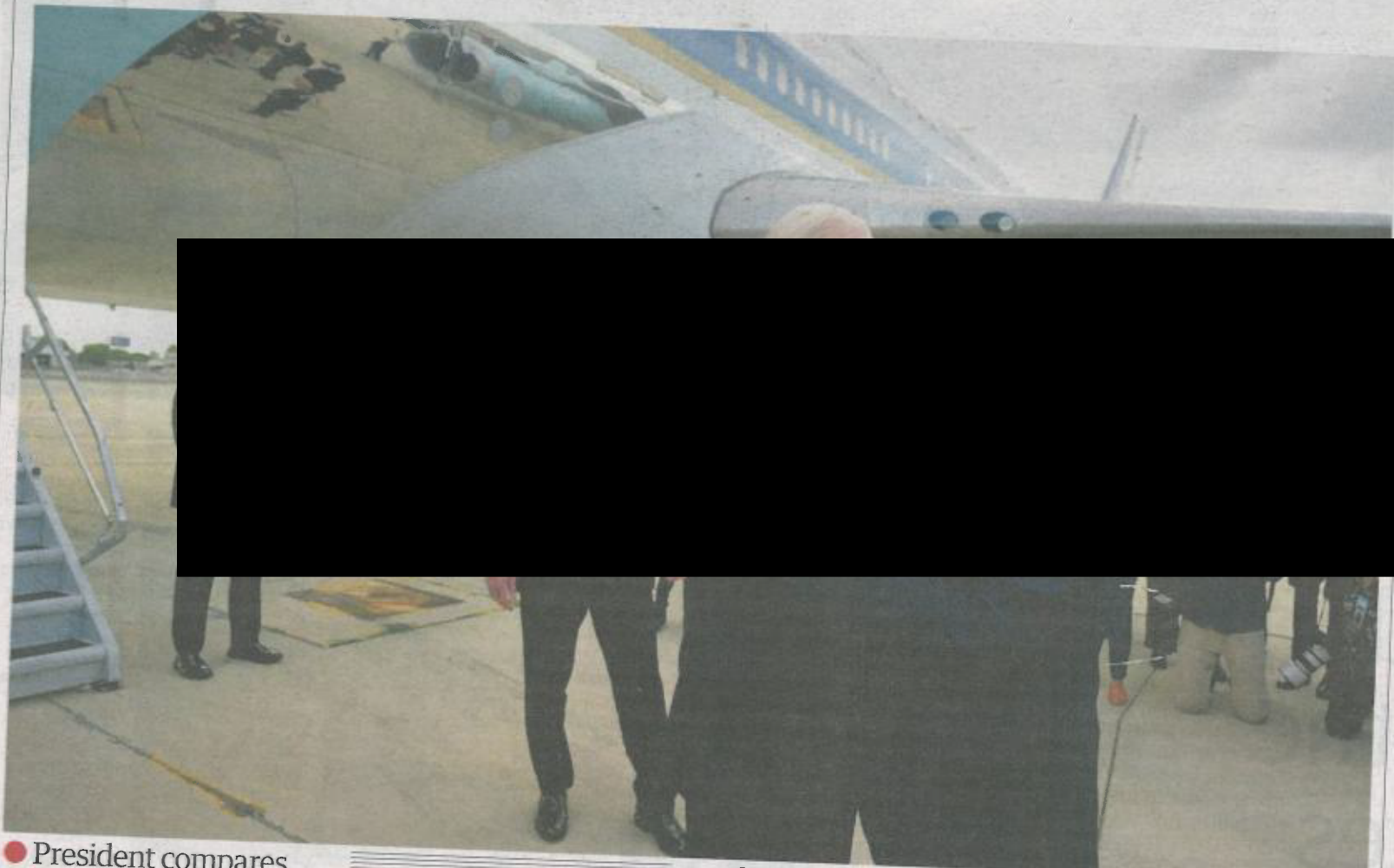
On Tuesday, giggling children shouted, clapped and sang beside swings and a slide in the courtyard of al-Ahli Arab hospital in Gaza, captured on video as medical staff tried to distract them from airstrikes pounding their city.

The next morning, just a few metres away from this spot, a grim-faced man climbed on to a shattered roof to retrieve the mangled remains of a tiny infant, one of the youngest victims of a devastating blast that had turned a place of healing into a slaughterhouse.

The explosion ripped through a courtyard and car park filled with refugees early on Tuesday evening. The crowd had come to the church-run hospital seeking refuge, and had spent the afternoon singing peace songs to keep up their spirits, said Hosam Naoum, the Anglican bishop of Jerusalem, who oversees al-Ahli hospital.

They knew it was a place of only relative safety. Israeli forces had ordered the directors of al-Ahli to evacuate the hospital three times over the previous four days, reaching them by phone on Saturday, Sunday and Monday. Two missiles had also hit a hospital building on Saturday, Naoum said.

Officials had shared news of the warnings, and thousands of people had left, but as bombing intensified in surrounding neighbourhoods, they had flooded back. "We had a moral obligation ... We told them it is important you know what is taking place, but they have nowhere to go," Naoum said. "At that point [of the blast], we know there were thousands of people there."



● President compares Hamas massacre to 9/11 and backs Israeli denials over hospital carnage

● Netanyahu agrees to open border and allow humanitarian aid into Gaza from Egypt

Julian Borger
Tel Aviv

Joe Biden appealed to Israel yesterday not to be "consumed" by rage in response to the attack by Hamas and pledged support for the country's self-defence as Benjamin Netanyahu promised to allow aid into the Gaza Strip via Egypt.

Speaking in Tel Aviv towards the end of his one-day visit to the region, which did not include any meetings with Arab leaders, the US president compared Israel's predicament after the massacre of 1,300 of its citizens to the situation 22 years ago following the 9/11 attacks. The US had "sought and got justice" for the attacks, he said, but had "made mistakes".

After hours of talks with Netanyahu, the Israeli prime minister, and his war cabinet, Biden said Israel had agreed to end the 11-day blockade and allow the Egypt-Gaza border to be opened for deliveries of desperately needed food, water and medical supplies, on condition that the humanitarian assistance was not diverted by Hamas for its own use.

"The Palestinian people are suffering greatly as well, and we mourn the loss of innocent Palestinian lives like the entire world," the US president said. "The people of Gaza need food, water, medicine and shelter."

He vowed that the US would continue to provide for Israel's security needs and supported its assessment that the devastating blast at a Gaza City hospital on Tuesday night had

▲ Benjamin Netanyahu greets Joe Biden at Ben-Gurion airport as the US president made a one-day visit

PHOTOGRAPH: AVI OHION/GPO/EPA

been caused by "an errant rocket fired by a terrorist group in Gaza", and was not the result of an Israeli airstrike.

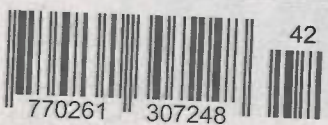
After Biden's departure, Netanyahu's office said in a statement: "In light of President Biden's demand, Israel would not foil the supply of humanitarian aid via Egypt."

The statement noted that aid to civilians in the southern Gaza Strip would be allowed "so long as these supplies do not reach Hamas", which has political control over the territory.

Later, Biden told reporters he had spoken to the Egyptian president, Abdel Fatah

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PROPOSED IMMINGHAM EASTERN RO-RO TERMINAL DEVELOPMENT (APPLICATION REFERENCE TR030007)
NOTICE OF CONSULTATION ON PROPOSED CHANGES TO THE APPLICATION
PLANNING ACT 2008, INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009,
INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017

An application for an Order granting development consent has been made under section 37 of the Planning Act 2008 by **ASSOCIATED BRITISH PORTS** ("ABP") of **25 BEDFORD STREET, LONDON, WC2E 9ES** to the Planning Inspectorate (on behalf of the Secretary of State for Transport) ("the Application"). The Application was submitted on 10 February 2023 and was accepted for Examination by the Planning Inspectorate on 6 March 2023 (Application Reference: TR030007). The Examination began on 25 July 2023 and is due to close by 25 January 2024. After the Examination has closed, the Examining Authority will submit a report to the Secretary of State for Transport who will then make the decision as to whether to grant the Development Consent Order.

THE IERRT DEVELOPMENT

The Application is for development consent to construct and operate a new three berth Roll-on/Roll-off ("Ro-Ro") cargo facility in the Port of Immingham, North East Lincolnshire, DN40 2LZ ("the IERRT Development"). The Application submitted to the Planning Inspectorate for the IERRT Development consisted of:

Marine works

- An approach jetty from the shore linked to two floating pontoons appropriately secured in position.
- Two separate finger piers to provide three berths thereby enabling the vessels to berth alongside with their stern ramps resting upon two floating pontoons.
- A capital dredge of the new berth pocket.
- Disposal of dredged material at sea if no beneficial alternative can be identified.
- Possible impact protection measures if required.

Landside

- Demolition and redevelopment of a number of existing commercial buildings within the site.
- Improvement of the existing cargo storage areas, including resurfacing and provision of new pavements and associated infrastructure.
- Provision of a terminal building and a small welfare building to provide appropriate facilities for terminal operational and administration staff, lorry drivers and passengers.
- A small workshop with fuel station.
- Facilities for the UK Border Force.
- An internal bridge within the site to cross over Robinson Road and the ABP managed transit sidings.
- Related utilities and operational infrastructure.
- Creation of a second entrance lane at the Port's East Gate.
- Offsite environmental enhancement.

ABP now gives notice of its intention to submit a request to the Examining Authority, acting on behalf of the Secretary of State, to make certain changes to the Application which are detailed below.

ENVIRONMENTAL IMPACT ASSESSMENT DEVELOPMENT

The IERRT Development is an Environmental Impact Assessment development ("EIA development"), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. An Environment Statement was submitted with the Application, which can be viewed within the Examination Library online at <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/TR030007/documents>.

Details of how the proposed changes to the Application supplement or change the findings in the Environmental Statement are provided in the Proposed Changes Notification Report.

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- Proposed Change 4:** Options for the provision of revised marine impact protection measures and related works.

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> [Town and Country Planning](#)

Publication date:

17 October 2023, 14:00

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[About Town and Country Planning notices](#)

Town and Country Planning

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In advance of submitting a request to the Examining Authority on behalf of the Secretary of State to make the Proposed Changes, ABP is undertaking a consultation on the Proposed Changes.

A consultation document has been prepared which describes the Proposed Changes and explains why the changes are being sought and whether they are anticipated to give rise to any new or different significant environmental effects, referred to as the "Proposed Changes Notification Report", as well as a Newsletter (together referred to as the "Consultation Materials").

The Consultation Materials will be available to view free of charge online from **20 October 2023** at: www.abports.co.uk/immroro/consultation .

Hard copies or electronic copies uploaded to a USB stick of the Consultation Materials can be provided upon request – by emailing immroro@abports.co.uk or calling us on **Freephone 0808 169 9912**. Please note there may be a reasonable copying charge for certain hard copy documents of up to £300.

All the Consultation Materials will be available online until **23:59pm on 19 November 2023**.

RESPONDING TO THIS CONSULTATION ON PROPOSED CHANGES

This consultation will take place between **Friday 20 October and Sunday 19 November 2023**.

All responses must be received by us **in writing before 23:59pm on 19 November 2023**. Responses received after that time may not be considered.

You can submit your views on the Proposed Changes by:

- **Emailing:** immroro@abports.co.uk
- **Writing to:** 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*)
- **Calling Freephone 0808 169 9912:** to request a pre-paid stamped addressed envelope be sent to you in the post (free of charge) and returning it to us.

CONSULTATION EVENTS

ABP will be holding in-person consultation events on the Proposed Changes as follows:

For members of the public at:

The Old Library, Immingham Civic Centre, Pelham Road, Immingham, DN40 1QF

Date	Time
Saturday 4 November 2023	9am to 2pm

For Port Users at:

Seafarers Centre Immingham, Lockside Road, Immingham Dock, Immingham, DN40 2NN

Date	Time
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Any changes to the above will be posted on the consultation website at:

www.abports.co.uk/immroro/consultation

ABP may also hold online webinar sessions during the consultation period subject to demand. In addition, a free of charge telephone surgery appointment to discuss the Proposed Changes can be arranged. If you are interested in either of these please register your interest by emailing us at: immroro@abports.co.uk or calling us on Freephone 0808 169 9912.

You can also contact us on that number if you have questions about the Consultation Materials or the consultation process for the Proposed Changes.

More information about the IERRT Development can be found at:

www.abports.co.uk/immroro/consultation.

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LEAD STORY:

Shipping remains off target in bid to resolve the zero-carbon conundrum

WHAT TO WATCH:

IGC Code quirk holding back ammonia fuel, Exmar says

Evergreen diverts Israel feeder ship after force majeure declaration

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MARKETS:

Wall Street begins to relax on shipping diversification but size remains key

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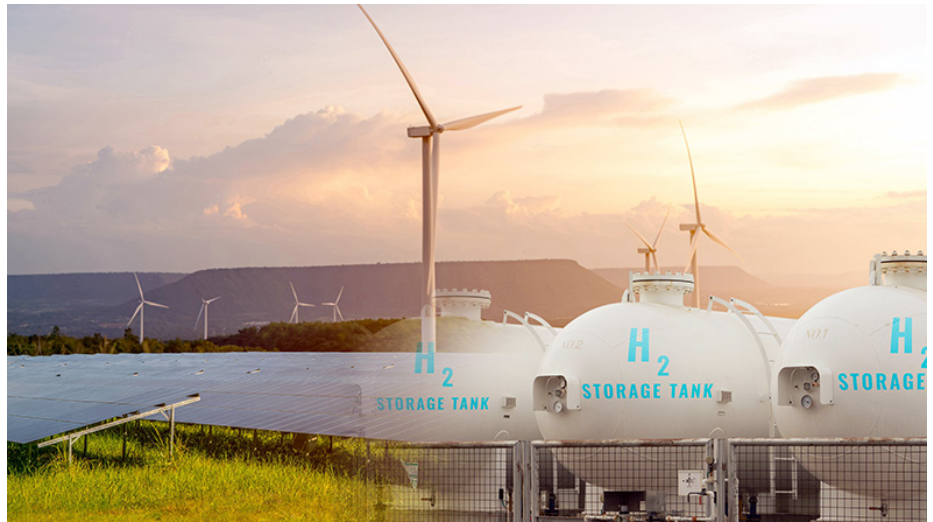
IN OTHER NEWS:

Western crude tanker trades vulnerable to Israel-Hamas escalation

Ports have opportunities to boost UK economy

Marad completes TSP enrollment with recently sold Pyxis Tankers' MR

Shipping remains off target in bid to resolve the zero-carbon conundrum



THE SHIPPING INDUSTRY is not moving fast enough towards zero-carbon ships or fuels to meet current targets, risking further regulation and a more costly transition as a result.

According to an annual study which assesses the industry's progress towards the milestone target of at least 5% scalable zero emission fuel being used by 2030, the industry remains off track across a series of crucial metrics.

Despite significant progress at the regulatory level within the International Maritime Organization, which successfully revised carbon reduction targets for 2050 in July this year, industry demand signals and scaling of fuel projects have not kept pace with the scale of regulatory ambition.

According to the now annual joint study authored by the Getting to Zero Coalition, Race to Zero and the UMAS consultancy, progress towards the benchmark 5% uptake target can still only be considered partially on track. This is due to a lack of progress in other areas, such as demand for scalable zero emissions fuels and specific technological and national policy developments, among others.

Despite a recent influx of zero-emissions capable ships to the fleet, the projections in the report suggest that well under half of the ships required to create the demand needed to hit 2025 targets are likely to emerge.

“Current trends in orders for zero-emission capable vessels suggest that around 30%-50% of the interim 2025 target would be achieved,

but a much lower percentage, perhaps up to 20% of the 2030 target, could be expected,” explained the report.

The report also notes that zero-emission fuel production currently in operation or under construction, represents roughly 20% of the capacity needed to stay on track by 2025 and just 4% of what is required by 2030, without accounting for demand from other sectors.

The report, which was launched as industry leaders gathered in Athens for this year’s edition of the Global Maritime Forum, concludes that the 5% uptake goals are still well within reach, albeit with urgent acceleration of industry, finance and policy efforts.

However, there is a growing body of opinion, even among the most progressive shipping companies aligned to stringent decarbonisation goals, that the 2030 targets established by the reviewed IMO timeline, and considered by most climate analysts to be an absolute minimum target, are likely to prove overly ambitious.

While the GMF gather offers a skewed snapshot of industry opinion, there was considerable nervousness on show in Athens as executives discussed the position of shipping in competition with other sectors for the shortfall in zero carbon fuel.

“There is a huge lack of fuel,” noted Ioanna Procopiou, owner of Sea Traders during the opening session of the GMF on Wednesday.

“The zero emission capable ships are coming but the fuels are not,” echoed Lloyd’s Register chief executive Nick Brown. “The scale of the challenge to produce green fuels is being vastly underestimated”.

Part of the shift in attitude can be attributed to the

IMO’s revision of its targets, which many had assumed would not be possible.

While the IMO’s revised ambition levels were being widely lauded by participants as an “historical moment” showing that the 5% uptake goal was within reach, privately many participants conceded that the short-term progress was not happening quickly enough.

Several also conceded that the industry had been caught off guard by the IMO’s agreement, which had been widely anticipated to fail, offering a useful scapegoat for lack of industry progress.

“I think it’s if some people have been caught on the hop, because they didn’t expect it too bad, but they’ll have to catch up,” said Poseidon Principles chair and Citi chairman of global shipping, logistics and offshore, Michael Parker.

Although the IMO’s revised trajectory requires an accelerated pace of progress the absence of concrete global measures to achieve the strategy’s goals has left the industry in something of a policy hinterland. Because these measures are expected to be implemented after 2027, industry and national governments need to make concerted, immediate efforts via national policy to make best use of the intervening period.

If the industry is perceived as having fallen behind, there is a growing concern that the inevitable response from governments will be to target shipping further.

“Some of the regulation will come with certain targets, and the reality is we might not meet some of these targets, which probably means that we’re just going have to double down on regulation again,” said GMF chairman and president of Cargill Ocean Transportation, Jan Dieleman.

WHAT TO WATCH

IGC Code quirk holding back ammonia fuel, Exmar says

EXMAR has called for a change to a regulatory quirk that it says is holding back what should be pioneering gas carriers from running on ammonia.

The Belgian owner of mid-sized gas carriers said this week it ordered two 46,000 cu m LPG/ammonia

carriers that will be able to run on the zero-carbon fuel.

Exmar said its ammonia carriers could burn their cargo as fuel, giving it a head start while ammonia is still scarce for other ship types. But it could not legally do so on Wednesday because the IGC Code,

which governs ships that carry liquefied gas in bulk, prohibits “the use of cargoes identified as toxic products”.

The IGF Code, which governs ships using gases as fuel that don’t carry it, has no such prohibition, meaning bulkers or boxships could run on ammonia under the rules.

“This is just too ridiculous for words,” said Exmar executive director Carl-Antoine Saverys.

“A ship like ours which transports ammonia, which has the crew and the experience of handling the product for about 40 years, is not allowed to actually use ammonia.”

An IMO subcommittee is considering changing the IGC Code to fix the quirk, but any change cannot enter force until 2028, “which is too far out”.

“Why not amend all that today and just have it set up like the IGF Code?” Saverys told Lloyd’s List.

“We’re thinking about decarbonising the whole industry, but the regulations are not following.”

André Risholm, chief executive of Norwegian ammonia shipping developer Amon Maritime, agreed: “This is an illogical weakness in the rules that should be corrected ASAP, especially considering the fact that vessels carrying ammonia as cargo may in many instances be the most fit for early adoption of ammonia as fuel.”

But Risholm said an exemption should be obtainable by following the alternative design process in the IGF Code, using class rules for ammonia-fuel notation, combined with close talks with flag authorities.

Avance Gas and Flex LNG chief executive Oystein Kalleklev agreed regulation should help allow ammonia as fuel but said the timelines did not worry him much.

He took delivery this year of two, dual-fuel, very

large gas carriers that will be “ammonia-ready” when engine maker MAN’s upgrade kit for that engine type is ready. Kalleklev has two VLGCs due for delivery next year that can run on ammonia and has ordered four MGCs which can carry it but not run on it, owing to the technical challenge for ships that size.

He said since the MAN upgrade kit was not expected until 2025, Avance Gas will do the upgrades during first drydocking in 2028 for the ammonia-ready ships and 2029 for the ships delivered next year.

And the only ammonia available today was grey ammonia, made from fossil fuels.

“There will only be an environmental benefit once blue and green ammonia becomes available and the price is at a level which make[s] sense,” he told Lloyd’s List.

Crew safety from the toxic fuel also had to be ensured and emissions of nitrous oxide — a greenhouse gas about 300 times stronger than CO₂ — dealt with.

“Let’s get the rules right before jumping on this to make sure burning ammonia as shipping fuel is both safe and actually improves the environmental profile,” Kalleklev said.

Belgium, Canada, Japan and Liberia have suggested (in IMO document CCC 9/4/9) that the IMO’s cargo subcommittee change the wording of the IGC Code to allow ammonia as fuel. A working group considered it in September.

The CCC subcommittee is thrashing out draft amendments, which could be finalised at CCC10 in September 2024, approved at MSC109 in December and adopted at MSC110, for entry into force on January 1, 2028.

An IMO spokesperson said ammonia safety guidelines were a work in progress and once finalised “will undoubtedly play a central role” for administrations considering ammonia fuel designs.

Evergreen diverts Israel feeder ship after force majeure declaration

EVERGREEN has become the first big shipping company to declare force majeure on a shipment to Israel, diverting boxship *Ever Cozy* (IMO: 9904510) from Ashdod to the more northerly Haifa because of the conflict in the country.

Ashdod — which is just 50 km from the Gaza border and thus within range of Hamas missiles — is now operating in what P&I club correspondents describe as emergency mode, with restrictions on the movement of flammable and explosive materials.

Work is being interrupted by regular siren alerts, forcing port workers to take cover from missile attacks.

The smaller tanker port of Ashkelon, which is the closest terminal to Gaza, has closed indefinitely, according to media reports.

Some 36 tankers have docked in Ashkelon this year, according to Lloyd's List Intelligence calling data. The last arrival was on October 2.

No bulk carriers have called at Ashkelon since an incident at the port's coal terminal in March.

The military situation remains tense in the wake of the insurgency launched by Islamist militants earlier this month, with Israel's armed forces launching devastating air strikes on the Palestinian territory and mobilising for a potential invasion.

Marine war risk rates have jumped considerably since the outbreak of the conflict.

While Israel has long been designated a high-risk area, with hostilities between Israel and Palestinians prone to flare up at regular intervals, underwriters have tended to levy only zero or nominal additional premiums during periods of uneasy peace.

One factor in that reasoning is that Hamas lacks naval capabilities comparable with those Russia is deploying in its invasion of Ukraine.

Evergreen took the decision earlier this week to reroute 1,778 teu unit Ever Cozy, built in 2021, in light of what it described in a customer advisory seen by news agency Reuters as the "persisting unsafe situation" at Ashdod.

"As the situation is beyond Evergreen Line's control, we are formally declaring 'force majeure,'" the note said.

"All cargoes which were originally destined for Ashdod, Israel will be discharged at port of Haifa, Israel. Thereafter, the subject contract of carriage is treated as terminated and all carrier's responsibilities shall cease."

An Evergreen representative declined to comment.

"Force majeure" is not a common law concept in English law and its application will depend on the precise wording of relevant contracts.

But broadly speaking, the doctrine suspends parties from liabilities and obligations in the advent of extraordinary circumstances beyond anyone's control, including wars, strikes, epidemics and riots.

The website of Gard highlights another potential legal issue in the form of the so-called safe ports warranty, of which one standard wording is: "A port will not be safe unless, in the relevant period of time, the particular ship can reach it, use it and return from it without, in the absence of some abnormal occurrence, being exposed to danger which cannot be avoided by good navigation and seamanship."

The world's largest P&I insurer contends that this may give owners the right to refuse orders to Ashkelon, which has been under bombardment and which is in any case not currently operating, but not other Israeli ports. Legal advice should be obtained before taking such a decision.

Another important International Group affiliate, NorthStandard, is running updates from its Israel correspondents, including Harpaz P&I and M. Dizengoff P&I Representatives on its website.

Israel's ministry of transport has instituted a waiting area 18 nm west of Haifa and Ashdod breakwater, with berths assigned according to a ship's time of arrival, they report.

Under the scheme, vessels must notify the port authorities of their arrival and exact location, after which they must wait in place until receiving instructions for entering the port.

Lloyd's List has tracked eight and 26 cargo-carrying vessels waiting to enter Ashdod and Haifa, respectively.

The conflict has yet to have a major impact on Israel's maritime trade, according to Lloyd's List Intelligence vessel-tracking data.

Some 359 arrivals and departures were tracked from one of Israel's ports in the 10 days after Hamas's initial attack, this is compared with 375 in the 10 days prior.

There has been a drop in the vessel turnover at Ashdod, with 107 arrivals and departures between October 7 to October 16, down from 163 between September 27 and October 6.

It is too early to determine if this is an anomaly or part of a new trend.

Haifa has subsequently seen an increase in inbound and outbound voyages.

Haifa and Ashdod are Israel's busiest ports receiving nearly 95% of the 5,244 arrivals of cargo-carrying vessels this year.

Containerships are the most common callers, followed by general cargoships and bulk carriers.

Most of the arrivals to Israel are from international markets, mainly Türkiye, Egypt, Cyprus and Italy.

ANALYSIS

Russia-China Arctic shipping surges as Putin courts investment

MERCHANT shipping between China and Russia utilising the Arctic northern sea route (NSR) has surged this year, as President Putin extends invitations for further investment to expand use of the passage.

According to Lloyd's List Intelligence data, 35 merchant vessels voyaged between Russian and Chinese ports via the NSR from the beginning of 2023 through mid-October, versus only 21 in all of 2022.

Stripping out LNG carriers, the NSR's most frequent users, the contrast is even more stark at 20 compared to just 6. In terms of voyage tally, a better indicator of trade frequency, it stands at 33 versus 7.

While these shipping services carry only a small fraction of total bilateral trade, the increase reflects strengthened Sino-Russian bonds amid shared friction with the West.

Oil commerce has been the primary driver, as Russia's exports pivoted eastward, following Western sanctions enforced due to the Ukraine invasion. China has become the largest buyer.

In the first 10 months of 2022, Lloyd's List Intelligence tracked 10 tankers — all Russian-owned — traversing the Arctic from Russia to China hauling crude oil or refined products, compared to a sole transit last year.

Among them were the widely documented Suezmax tankers *NS Bravo* (IMO: 9412359) and *Leonid Loza* (IMO: 9412347), marking Moscow's inaugural approval of non-ice-reinforced tankers on NSR routes this September.

This provoked safety worries that ships with unfortified hulls could spark accidents and spills, although Russia contends strict vetting and better summer/autumn conditions enable safe passage with icebreakers.

The trend appears to be persisting.

Lloyd's List Intelligence tracked another non-ice class Suezmax tanker, *SCF Samotlor* (IMO: 9421972).

Automatic Identification System signals show its last call was at the Suez Canal anchorage between September 4-5, after which it bypassed the Strait of Gibraltar and sailed northwards along the west coast of the European continent. On September 26, it had an AIS gap near Murmansk, and its draught also changed, indicating the ship was loading cargo.

The vessel passed through the Bering Strait and is now sailing south into the Sea of Japan. Its AIS destination is listed as Rizhao, China.

Additionally, at least three other Russia-affiliated ice-class oil tankers that recently called Chinese ports are underway, or have crossed the Arctic corridor into the Far East.

Lloyd's List Intelligence further identified three non-ice-fit dry bulkers utilising the passage.

One capesize, *Gingo* (IMO: 9182710), took a month to ferry 164,600 tonnes of iron ore concentrate from Murmansk to Rizhao in September with Atomflot icebreakers' assistance, local media reported.

Two Chinese-owned Panamaxs, *Hong Run* (IMO: 9180803) and *Kinglan*, visited Murmansk from China, before sailing onward to Europe and the Mediterranean.

An official from Season, the shipmanager of *Kinglan*, said the reason for choosing the NSR was to save time — about 18 days less compared to the route via the Suez Canal. The official also noted that with the ice thin and professional polar navigation guidance to avoid ice areas, the voyage went "very smoothly".

The company had also booked an icebreaker just in case, which in the end was not deemed required, they added.

Of the remaining seven containerships and general cargoships with container space, three were deployed in July by fledgling Chinese operator NewNew Shipping on its maiden NSR service launched in July.

At September's Eastern Economic Forum in Russia, NewNew stated it intends to enlist eight to 10 more vessels next year. The rest were Russia-connected.

Of the remaining four ships, three are Russian-owned, while the beneficiary owner of the *Danila Bagrov* (IMO: 9458420) is shown as Türkiye's Klan Gemi Yonetimi Limited Sti (Clan Shipmanagement Limited).

These container-capable vessels have been primarily used to ship finished goods from China to Russia, as the latter's imports from the West face restrictions.

China refers to the NSR as the 'Ice Silk Road,' and in a cooperation vision document released in June 2017, it first clearly identified the 'Arctic Passage' as

one of the three major maritime corridors of the 'Belt and Road Initiative'.

At Wednesday's BRI summit opening ceremony in Beijing, President Putin endorsed Beijing's ambitions, deeming them harmonious with Russia's "Greater Eurasia" vision.

He also invited further nations to jointly cultivate the NSR, which Moscow anticipates soon rendering navigable year-round.

"As for the northern sea route, Russia does not just offer its partners to actively use its transit potential, I will say more: we invite interested states to participate directly in its development, and we are ready to provide reliable ice breaker navigation, communication and supply," Putin told the summit.

According to Russia's Minister for Developing the Far East and Arctic, NSR freight traffic has proliferated from 4m tonnes in 2014 to 34m tonnes in 2022, morphing into a major transport artery for oil, LNG, fertilisers, metals and more. Russia aims to expand capacity to 100m tonnes by 2026 and 200m by 2030.

MARKETS

Wall Street begins to relax on shipping diversification but size remains key

DIVERSIFIED shipping companies may be starting to gain greater appreciation on Wall Street after two decades of investors and analysts following a mantra that owners should stick to a single sector in order to trade publicly.

"Perhaps it is time to rethink what we have been taught and what we are accustomed to," said Doug Mavrinac, global head of maritime investment banking at Jefferies.

"I have a strong conviction we need bigger companies," he said, adding: "We also need more diversification that will make a smoother chart (for company market revenues).

"Investors wanted volume and that is how 'pure play' came about. But they don't like to invest in things they can lose their job over," Mavrinac said.

"Volatility scares them. The cyclical nature of the sector scares people. They don't want to have to time their

entrances and exits the way the industry does."

Mavrinac also said that it was "hard to make your living in one sector" due to the cyclical nature of shipping markets, but also that it was more challenging to "chase assets in one line."

Mavrinac hoped in the future there would be shipping companies of 500-1,000 vessels for investors to put their money into. He was not the only expert at the conference who underlined the importance of scale and diversification for listed companies.

"That pure shipping single-sector model, I don't think it's working," said Christopher Thomas, chief financial officer of TC Holdings and previously a director of four Greek-linked publicly listed shipping companies.

"It does come down to size," he agreed. "It's got to be size that attracts money into the market."

Thomas said that “it was a disappointment” that the recently mooted merger between Euronav and Frontline did not happen.

“That would have created a \$10bn to \$12bn company,” Thomas said.

In another discussion, Omar Nokta, Jefferies’ managing director of research, noted that Frontline’s stock had risen significantly because of its deal to acquire a large chunk of the Euronav fleet.

“We may be at a turning point in how investors value shipping companies,” Nokta said.

BDI reaches nearly 15-month high as China's Q3 growth exceeds expectation

THE Baltic Dry Index reached its highest level since late July of last year, climbing further to 2,105 on Wednesday, as China’s economy shows signs of recovery entering the peak season of coal consumption.

The BDI has trended upward since September, surging more than 97.6% from the beginning of last month.

The growth has been predominantly fuelled by capesize average rates, which surged to \$31,089 per day on Wednesday, climbed \$2,746 in past two days, reaching the highest level since late May of 2022.

The panamax, supramax, and handysize indexes have all experienced growth on Wednesday, reaching 1,619, 1,285 and 691, respectively.

China’s September coal imports jumped 27.5% year on year to 42.14m tonnes as buyers continued to bring in cheaper supplies from abroad ahead of the winter peak season, according to customs data.

Canada’s successful diversification into Asian iron ore markets has provided an additional boost, presenting expanded tonne-mile opportunities and options for capesize shipowners in both transatlantic and fronthaul routes, according to a BRS dry bulk report.

The BRS report also pointed out that Canadian iron ore has benefited from the recent complete absence of Ukrainian ore, which held a sizeable role in European market before the war.

“Rates have continued to strengthen beyond expectations heading into the Q4 peak season,” Jefferies said in a note.

“Generally companies are not celebrated for buying ships. But the fleet Frontline has taken is being celebrated by the market in a way I have not seen in a long time.”

Notka also said that the Russia-Ukraine conflict had had a positive effect in as much as it had focused greater investor attention on the tanker sector.

He said it “brought more eyes into the sector and then they saw the supply and demand balance that was in favour of owners”.

China’s economic recovery brought some momentum for the upcoming fourth quarter but the stabilisation was not broad-based.

Its economy expanded by 4.9% in the third quarter, surpassing expectations and moving closer to its annual target, while the property sector remained in deep contraction.

On a quarterly basis, GDP grew by 1.3% in the third quarter, regaining a mild momentum after only 0.5% growth in the second quarter, according to data released by China’s National Bureau of Statistics on Wednesday.

“China has confidence in achieving the annual growth target of 5%,” the NBS said, while acknowledging the need for additional support and time for private businesses to recover from the pandemic’s impact.

Considering the low base in Q4, achieving that annual growth target should not be a huge challenge, Nomura Securities said in a note, raising its 2023 GDP growth forecast to 5.1%.

China’s coal imports are expected to continue growing in Q4 due to the seasonal consumption peak and lower price compared with domestic coal, commodity trading service provider JLC said in a forecast.

But China’s iron ore imports may decline in the last quarter due to weak demand caused by low profitability in domestic steel mills, according to JLC.

The unrecovered property sector also casts a shadow on China’s iron ore market, with property investment growth worsening to -11.2% last month from -10.9% in August.

Fast Lines opts for first-ever newbuildings with Damen MPV deal

BELGIAN multi-purpose vessel operator Fast Lines has confirmed that it has signed its first newbuilding contract for multi-purpose vessels.

Two 3,850 dwt ships have been ordered from Netherlands-based shipbuilder Damen Shipyards Group

Fast Lines managing director Yvan Vlamincx told Lloyd's List that the new tonnage will be constructed at Damen's shipbuilding facility in Vietnam and will be delivered in the summer of 2025.

The new ships are being built to Damen's "CF 3850" standard design which is claimed to provide the lowest Energy Efficiency Design Index rating among existing MPVs of similar capacity.

Vlamincx said that low availability of good quality secondhand tonnage for sale in the market "but foremost environmental requirements for future ships" had driven Fast Lines to order its first-ever newbuildings. The two ships will initially utilise low-sulphur marine gas oil as fuel.

"There is an option to change fuel to either methanol or hydrogen after retrofitting the main engine," stated Vlamincx.

Fast Lines operates a pair of 27-year-old, 3,200 dwt MPVs and two 3,500 dwt ships built in 2006 and 2008, which were all purchased in the mid-2000s from Netherlands-based owners via the secondhand

market. The newbuildings will replace two of its existing vessels.

The family-owned shipowner was founded in 1991 and operates breakbulk and project cargo services in the European shortsea trades.

Vlamincx admitted that its present markets are "very depressed" but expects to see improvements from the second quarter of 2024.

Freight rates in the European shortsea MPV trades have come under pressure from a downturn in demand and more cargoes being picked up by containership operators, as cargo growth has slumped in that sector.

The orderbook for small multi-purpose vessels suitable for European trading is at its lowest level in decades due to limited investment in newbuildings over the past 10 years.

However, interest in ordering new, more efficient, tonnage has been increasing in recent months, as the industry is faced with new environmental regulations and associated costs set to be imposed by the European Union next year.

Damen Shipyards Group in particular has benefitted from renewed interest in ordering MPV newbuildings. This year Türkiye's Feyz Group and German shipowners Wessels Reederei and HS Shipping Group have all ordered "CF 3850"-type ships from Damen.

IN OTHER NEWS

Western crude tanker trades vulnerable to Israel-Hamas escalation

POLARISATION of crude oil trades will worsen should the Israel-Hamas crisis escalate, says BRS.

The broker said in a note that in its worst-case scenario, that a full-scale conflict takes place, the inflationary shock would see "immediate and sharp demand destruction" in the West.

Ports have opportunities to boost UK economy

PORTS stand to benefit from a wide range of government policy initiatives, but finding the money to fund them may not be easy.

"Without ports we would have no economy and, more importantly as we go forward, ports are going to be the driving force of our economic growth," minister for

aviation, maritime and security Baroness Vere told the British Ports Association annual conference in London on Wednesday.

Marad completes TSP enrollment with recently sold Pyxis Tankers' MR

THE US Maritime Administration has finalised enrollment for both its new Tanker Security Program and its older counterpart, the Maritime Security Program.

"MSP and TSP accomplish two key maritime sealift objectives: both grow our US-flagged commercial fleet to benefit the

US economy, and both sustain our ability to deliver vital supplies to support military missions across the globe," maritime

administrator Ann Phillips said in a statement.

For classified notices please view the next page.

MORGAN AND MORECAMBE OFFSHORE WIND FARMS: TRANSMISSION ASSETS (“THE PROJECT”)

PLANNING ACT 2008 (THE “ACT”) – SECTION 48 ‘DUTY TO PUBLICISE’

INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 REGULATION 4

INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 – REGULATION 13

NOTICE OF PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER (“DCO”) FOR THE MORGAN AND MORECAMBE OFFSHORE WIND FARMS: TRANSMISSION ASSETS

The Application

Notice is hereby given that Morgan Offshore Wind Limited of Chertsey Road, Sunbury on Thames, Middlesex, and Morecambe Offshore Windfarm Limited of 12 Alva St, Edinburgh (collectively the “Applicants”), are proposing to submit an application to the Secretary of State for Energy Security and Net Zero under Section 37 of the Planning Act 2008 for development consent (the “Application”) for the Project.

Morgan Offshore Wind Limited is a joint venture between bp Alternative Energy Investments Ltd and Energie Baden-Württemberg AG.

Morecambe Offshore Windfarm Limited is joint venture between Cobra Instalaciones y Servicios, S.A. (Cobra) and Flotation Energy Limited.

The Morgan Offshore Wind Project and the Morecambe Offshore Windfarm are two proposed offshore wind farms being developed in the Irish Sea.

The Applicants are collaborating to connect the proposed offshore wind farms to the national grid via the Project. The two offshore wind farms are expected to form a key contribution to the UK’s target of generating 50 gigawatts (GW) of power from offshore wind by 2030. Combined they will generate approximately 2 GW of energy.

In October 2022, the Secretary of State for Business, Energy and Industrial Strategy issued a direction under Section 35 of the Act that the Project should be treated as a development for which development consent is required.

The Application will seek powers for the Applicants to construct, operate and maintain and decommission the Project. It will also cover:

- The temporary and permanent compulsory acquisition of land and/or rights which are required for the Project and/or are required to facilitate or are incidental to the Project;
- Overriding easements and other rights over or affecting the land for the Project;
- The application and or disapplication of legislation relevant to the Projects including legislation relating to compulsory acquisition; and
- Such ancillary, incidental and consequential provisions, permits and consents as are necessary and convenient including deemed marine licences.

About the Project

The Project will comprise both permanent and temporary infrastructure for the transmission of electricity from the Morgan and Morecambe Offshore Wind Farms and connection into the existing National Grid substation at Penwortham, Lancashire including, but not limited to:

- Offshore infrastructure including offshore export cables, offshore substation platform(s), interconnector cables and a Morgan offshore booster station.
- Landfall works (where the offshore cables reach the shore in the vicinity of Blackpool Airport) between Mean Low Water Springs and the transition joint bays including the offshore and onshore cables, intertidal working area and landfall construction compound(s), and temporary and permanent access.
- Onshore infrastructure from the transition joint bays to the electricity transmission network connection. This includes onshore export cables to two new substations, temporary construction compounds, temporary and permanent access, and onward connections to the existing National Grid substation at Penwortham, Lancashire.
- Areas for biodiversity net gain, enhancement and/or mitigation, including permanent access for operation and maintenance of those areas.

Environmental Impact Assessment

The Applicants have notified the Secretary of State in writing under Regulation 8(1)(b) of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the “EIA Regulations”) that they intend to provide an Environmental Statement (ES) in respect of the Project. The Project is an “EIA development” for the purposes of the EIA Regulations and an ES will form part of the Application.

The Project is consulting on its Environmental Impact Assessment (EIA) development. Information compiled about the Project so far is contained in a Preliminary Environmental Information Report (PEIR) and is accompanied by a Non-Technical Summary (NTS) of the PEIR.

Consultation materials

The Applicant has published the following consultation materials to support this consultation (“the consultation materials”):

- **Statutory Consultation Brochure**, which outlines the Project’s proposals, consultation activities and summarises the PEIR;
- **Statutory Consultation Feedback Form**, which provides a structured method for consultees to provide their feedback;

Other consultation information

The Applicant has also published other consultation information including the following:

- **Preliminary Environmental Impact Report (PEIR)**, which sets out the current environmental baseline, assesses the potential environmental impacts of and to the project, and proposes mitigations for potential likely significant effects;
- **PEIR Non-Technical Summary**, which summarises key points from the PEIR;
- **Draft Development Consent Order**;
- **Draft Work Plans**, and plans and maps showing the nature and location of the Project;
- **Statement of Community Consultation (“SoCC”)**, which sets out how the Applicants will consult local communities during the statutory consultation;
- **Statutory Consultation Poster**, which explains how people can take part in the consultation, attend an event and provide feedback;

- **Consultation newsletter**, a newsletter which summarises key information about the Project:
- A copy of the notice published in accordance with **section 48** of the PA 2008 and Regulation 13 of the Infrastructure Planning (Environmental Impact Assessment)

The consultation materials, Preliminary Environmental Information Report and other consultation information can also be accessed via the Consultation Hub on the Project website at:

<https://morecambeandmorgan.com/transmission/>

All consultation materials will be available on the Project website from Thursday 12 October until Thursday 23 November. If you would like a paper copy of the consultation materials, or any other document that has been published in connection with the consultation, please let us know, using the contact details given below. In accordance with this notice, costs starting from £0.28p per page may be associated with larger requests to cover printing and postage. Alternatively, if you would like a USB containing the documents, please let us know and we will send one free of charge. For any queries relating to accessing documents, plans and maps please email info@morecambeandmorgan.com or call 0800 915 2493 (option 3).

This notice and its contents form part of the consultation process required by the Act, and we would like your feedback. Your comments are important in helping us refine our proposals. The deadline for submitting responses to the consultation is 23:59 on Thursday 23 November 2023.

Deposit locations

Printed copies of the consultation materials will be available from Thursday 12 October 2023 to Thursday 23 November 2023 in the following locations:

- Freckleton Library, Preston Old Road, Freckleton, PR4 1PB
- Kirkham Library, Station Road, Kirkham, PR4 2HD
- St Annes Library, 254 Clifton Drive South, Lytham St Annes, FY8 1NR
- Lytham Library, Dicconson Terrace, Lytham St Annes, FY8 5JY
- Ansdell Library, 59 Commonsides, Ansdell, Lytham St Annes, FY8 4DJ
- Penwortham Town Council and Community Centre, Kingsfold Drive, Penwortham, Preston PR1 9EQ
- Henry Bloom Noble Library, 8 Duke Street, Douglas, Isle of Man IM1 2AY

Responding to this notice

A feedback form will be available on the Project website and copies will be available at the consultation events, deposit locations, or can be provided on request from the community relations team, via the contact details below.

Taking part in this consultation

There are several ways to submit feedback:

- Giving **completed hard copy feedback forms** to a Project representative
- **An interactive map** will be available on the Project website: www.morecambeandmorgan.com/transmission
- **By email** to info@morecambeandmorgan.com
- **In writing** to FREEPOST MORECAMBE AND MORGAN (please be advised it is not possible to send registered post to a freepost address)

Any comments and representations received will be reviewed and taken into consideration by the Applicants and any appointed agent of the Applicant. Copies of comments and representations will be made available in due course to the Secretary of State, the Planning Inspectorate, and other relevant statutory authorities as part of a Consultation Report to be submitted with the Application and will therefore be made publicly available.

Please note that all comments and representations must be received by the Applicants **by 23:59 on Thursday 23 November 2023.**

PROPOSED IMMINGHAM EASTERN RO-RO TERMINAL DEVELOPMENT (APPLICATION REFERENCE TR030007)

NOTICE OF CONSULTATION ON PROPOSED CHANGES TO THE APPLICATION

PLANNING ACT 2008, INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009, INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017

An application for an Order granting development consent has been made under section 37 of the Planning Act 2008 by **ASSOCIATED BRITISH PORTS ("ABP")** of **25 BEDFORD STREET, LONDON, WC2E 9ES** to the Planning Inspectorate (on behalf of the Secretary of State for Transport) ("the Application"). The Application was submitted on 10 February 2023 and was accepted for Examination by the Planning Inspectorate on 6 March 2023 (Application Reference: TR030007). The Examination began on 25 July 2023 and is due to close by 25 January 2024. After the Examination has closed, the Examining Authority will submit a report to the Secretary of State for Transport who will then make the decision as to whether to grant the Development Consent Order.

THE IERRT DEVELOPMENT

The Application is for development consent to construct and operate a new three berth Roll-on/Roll-off ("Ro-Ro") cargo facility in the Port of Immingham, North East Lincolnshire, DN40 2LZ ("the IERRT Development"). The Application submitted to the Planning Inspectorate for the IERRT Development consisted of:

Marine works

- An approach jetty from the shore linked to two floating pontoons appropriately secured in position.
- Two separate finger piers to provide three berths thereby enabling the vessels to berth alongside with their stern ramps resting upon two floating pontoons.
- A capital dredge of the new berth pocket.
- Disposal of dredged material at sea if no beneficial alternative can be identified.
- Possible impact protection measures if required.

Landside

- Demolition and redevelopment of a number of existing commercial buildings within the site.
- Improvement of the existing cargo storage areas, including resurfacing and provision of new pavements and associated infrastructure.
- Provision of a terminal building and a small welfare building to provide appropriate facilities for terminal operational and administration staff, lorry drivers and passengers.
- A small workshop with fuel station.
- Facilities for the UK Border Force.
- An internal bridge within the site to cross over Robinson Road and the ABP managed transit sidings.
- Related utilities and operational infrastructure.
- Creation of a second entrance lane at the Port's East Gate.
- Offsite environmental enhancement.

ABP now gives notice of its intention to submit a request to the Examining Authority, acting on behalf of the Secretary of State, to make certain changes to the Application which are detailed below.

ENVIRONMENTAL IMPACT ASSESSMENT DEVELOPMENT

The IERRT Development is an Environmental Impact Assessment development (“EIA development”), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. An Environment Statement was submitted with the Application, which can be viewed within the Examination Library online at <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/TR030007/documents>.

Details of how the proposed changes to the Application supplement or change the findings in the Environmental Statement are provided in the Proposed Changes Notification Report.

COPIES OF THE APPLICATION

The Application, including the Environmental Statement, together with the Application form and its accompanying documents, drawings, plans and maps, are available for inspection free of charge on the webpage relating to the Application on the Planning Inspectorate’s website: <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/TR030007/documents>. These documents will be available to view on the website for at least the duration of the Examination.

Details of the development consent process and how to participate are set out in the Planning Inspectorate’s ‘Advice Note Eight: Overview of the nationally significant infrastructure planning process for members of the public and others’, which is available to view free of charge at: <https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/advice-note-eight-overview-of-the-nationally-significant-infrastructure-planning-process-for-members-of-the-public-and-others>.

PROPOSED CHANGES TO THE APPLICATION

ABP has identified four proposed changes that it wishes to make to the Application (“the Proposed Changes”). In summary, the Proposed Changes are as follows:

Proposed Change 1: Realignment of the approach jetty and associated works to the marine infrastructure;

Proposed Change 2: Realignment and shortening of the IERRT internal bridge and consequential works;

Proposed Change 3: Rearrangement of the UK Border Force facilities; and

Proposed Change 4: Options for the provision of revised marine impact protection measures and related works.

In advance of submitting a request to the Examining Authority on behalf of the Secretary of State to make the Proposed Changes, ABP is undertaking a consultation on the Proposed Changes.

A consultation document has been prepared which describes the Proposed Changes and explains why the changes are being sought and whether they are anticipated to give rise to any new or different significant environmental effects, referred to as the “Proposed Changes Notification Report”, as well as a Newsletter (together referred to as the “Consultation Materials”).

The Consultation Materials will be available to view free of charge online from **20 October 2023** at: www.abports.co.uk/immroro/consultation.

Hard copies or electronic copies uploaded to a USB stick of the Consultation Materials can be provided upon request – by emailing immroro@abports.co.uk or calling us on **Freephone**

0808 169 9912. Please note there may be a reasonable copying charge for certain hard copy documents of up to £300.

All the Consultation Materials will be available online **until 23:59pm on 19 November 2023.**

RESPONDING TO THIS CONSULTATION ON PROPOSED CHANGES

This consultation will take place between **Friday 20 October and Sunday 19 November 2023.**

All responses must be received by us **in writing before 23:59pm on 19 November 2023.** Responses received after that time may not be considered.

You can submit your views on the Proposed Changes by:

- **Emailing:** immroro@abports.co.uk
- **Writing to:** 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*)
- **Calling Freephone 0808 169 9912:** to request a pre-paid stamped addressed envelope be sent to you in the post (free of charge) and returning it to us.

CONSULTATION EVENTS

ABP will be holding in-person consultation events on the Proposed Changes as follows:

For members of the public at: The Old Library, Immingham Civic Centre, Pelham Road, Immingham, DN40 1QF	
Date	Time
Saturday 4 November 2023	9am to 2pm
For Port Users at: Seafarers Centre Immingham, Lockside Road, Immingham Dock, Immingham, DN40 2NN	
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ABP may also hold online webinar sessions during the consultation period subject to demand. In addition, a free of charge telephone surgery appointment to discuss the Proposed Changes can be arranged. If you are interested in either of these please register your interest by emailing us at: immroro@abports.co.uk or calling us on **Freephone 0808 169 9912.**

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FISHING NEWS

19 October 2023 £3.50

THE VOICE OF THE INDUSTRY SINCE 1913

fishingnews.co.uk

ML5 CHAOS SEES MORE CALLS FOR DELAY

SEE PAGES 2-3

Plymouth boats 'at risk'

AFTER WHAT HAD seemed like constructive dialogue between the various parties involved in the much-needed repair of the lock gates at Sutton Harbour in Plymouth, Edward Baker, CEO of Plymouth Fishing and Seafood Association, told *FN* last week that restricted access during the works was putting local vessels and associated businesses in jeopardy.

"Fishermen and boat owners were promised 'mitigation measures' to 'minimise disruption for harbour users and ensure the continued operation of Plymouth's fishing fleet' and continued access to landing, berthing, fuel and ice facilities



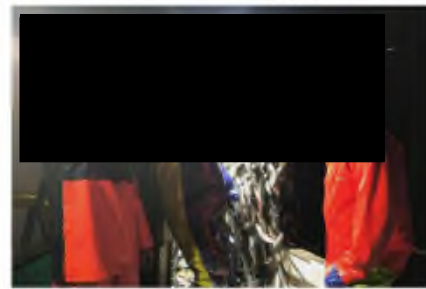
▲ Repair of the Sutton Harbour lock gates is now underway – but it is claimed that the 'mitigation measures' promised to displaced fishermen have not been forthcoming.

by the Environment Agency (EA) and Sutton Harbour Company (SHC)," he said. "However, SHC has failed to ensure the delivery of bait and ice to vessels at the alternative berth, so vessels cannot go back to sea after discharging, and the EA and SHC have not set out how fishermen and businesses can claim compensation for lost income and days at sea."

Fishing News will carry a full report on the issue next week.



Mourne herring at last



▲ The traditional Mourne herring fishery finally opened last week, after an additional 50t of quota was made available by DAERA. Pictured here with a fine shot of herring coming through the net hauler of the Harvest Light are Annalong fisherman Alan Hill, Alexander Hill and Mark Grant, who landed 34 crans into Killybeg after their first trip. See page 3 for more details. (Photo: Garry Hill)

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CVS-126 5.7" ECHO SOUNDER



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- OFFER £529**
RRP £591 A Saving Of £62
- Transducer options
Plastic £115 Bronze £185

CVS-128 8.4" ECHO SOUNDER

- Dual frequency 50/200kHz
- 600w/1kw dependent on transducer
- OFFER £1,291**
RRP £1,447 A Saving Of £156

Transducer options
Plastic £115 Bronze £185 1kw Bronze £466



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