

# IMMINGHAM EASTERN RO-RO TERMINAL



Applicant's Operational Freight Management Plan  
Document Reference: 10.2.76  
APFP Regulations 2009 – Regulation 5(2)(q)  
PINS Reference – TR030007  
December 2023

## Document Information

| Document Information   |   |                         |
|------------------------|---|-------------------------|
| <b>Project</b>         | Immingham Eastern Ro-Ro Terminal          |                         |
| <b>Document Title</b>  | Operational Freight Management Plan (FMP) |                         |
| <b>Commissioned by</b> | Associated British Ports                  |                         |
| <b>Document ref</b>    | 10.2.7 6                                  |                         |
| <b>APFP Reg 2009</b>   | Regulation 5(2)(q)                        |                         |
| <b>Prepared by</b>     | IERRT Project Team                        |                         |
| <b>Date</b>            | <b>Version</b>                            | <b>Revision Details</b> |
| 12/2023                | 01 Deadline 7                             | Submitted at Deadline 7 |

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## 1. Introduction

- 1.1. This Operational Freight Management Plan (FMP) has been prepared in relation to the application (the “Application”) by Associated British Ports (“ABP”), made under the provisions of Section 37 of the Planning Act 2008 (“the PA 2008”), for a Development Consent Order (“DCO”). If approved, the DCO will authorise the construction and operation of the Immingham Eastern Ro-Ro Terminal (IERRT) in the Port of Immingham.
- 1.2. The IERRT development as proposed by ABP falls within the definition of a Nationally Significant Infrastructure Project (“NSIP”) as set out in Sections 14(1)(j), 24(2) and 24(3)(b) of the PA 2008.
- 1.3. The principal purpose of this FMP is to provide an operational management structure which will assist the Operator of the new Terminal to minimise HGV movements both within the site and on the wider local highways network.

## 2. The Project

- 2.1. In summary, the IERRT development comprises two principal elements:
  - a) on the marine side, the construction of a new three berth Roll-on/Roll-off harbour facility and related marine infrastructure; and
  - b) on the landside, the provision of a suitably surfaced area to accommodate a terminal building and ancillary buildings together with storage and waiting space for the embarkation and disembarkation of the vessel borne wheeled cargo.
- 2.2. The landside development will also include, within the Order Limits – i.e., within the boundary of the development site – facilities for the UK Border Force together with an area for disembarked traffic awaiting UK Border Force checks prior to departure from the Port.

## 3. Vehicular Access

- 3.1. Access to the site will be achieved via an improved entry at the Port’s East Gate, with vehicular traffic then accessing the new Terminal from Gresley Road, via Robinson Road and Alexandra Road.

## 4. Operational HGV Queuing and Holding Slots

- 4.1. In accordance with the National Policy Statement for Ports (NPSfP) (at section 5.4 et. seq.), the Applicant (ABP) has ensured that satisfactory provision will be made within the Terminal site for arriving HGVs both those embarking or leaving their cargoes for embarkation and those waiting to collect disembarked cargo. The Applicant is confident that the measures that will be out in place will avoid queuing on any of the Port's internal approach roads. This has been subject to detailed assessment as provided at REP5-032
- 4.2. In addition, on-site welfare facilities will be provided within the Terminal area which will assist in avoiding any likelihood of indiscriminate HGV parking occurring on roads outside the port but within the general locality. Adequate space within the site will be provided for the operation of the proposed Ro-Ro Terminal, which will include parking, storage and space for the manoeuvring of trailers.
- 4.3. The proposal is, therefore, designed to accord with the requirements of the NPSfP, by making sufficient provision of HGV parking.
- 4.4. There are existing controls on the wider public network to prevent indiscriminate parking by HGVs where they might have an impact on residential amenity and no wider changes to those controls are necessary or proposed.

## 5. OBJECTIVES AND BENEFITS

### Objectives

- 5.1. The principal purpose of this FMP is to provide an operational management structure which will assist the Operator of the new Terminal (Stena Line) to minimise HGV movements both within the site and on the wider local highway network. In this context, the key objectives of the FMP are to:
  - encourage HGV movements to take place outside of the external highway peak periods;
  - encourage optimum utilisation of HGV vehicle capacity, and
  - encourage the use of East Gate for both outbound and inbound movement of HGVs.

### Benefits

- 5.2. The anticipated outcomes of these objectives include:

- the avoidance of congestion both within the port estate and on local roads; and
- local environmental benefits, including a minimisation of off-site parking and associated issues.

5.3. The demand management measures to be applied to assist in minimising HGV traffic generated by the proposed development are summarised below.

## **6. MANAGEMENT MEASURES**

### **General Liaison**

- 6.1. The Operator of the terminal will liaise with freight operators to optimise the management of road freight, including the provision of information concerning:
- Formal freight routing to encourage the use of the East Gate and deter the use of local roads within Immingham.
  - The use of a HGV management system to interact with the freight operators' own booking systems to assist with the temporal distribution of freight traffic throughout the day, where practicable.
  - The encouragement of operators to fit sensors and cameras on their vehicles to detect when a pedestrian or cyclist is near, therefore improving the safety of the vehicles.

### **Signage and Wayfinding**

- 6.2. The construction of the terminal will include the provision of signage on exit to direct all HGV traffic towards the East Gate.
- 6.3. ABP are separately engaging with NELC and National Highways to enhance and upgrade wider strategic signage to the port. Driver specific wayfinding initiatives and information are set out below.

### **Freight Information Portal / Packs**

- 6.4. As part of the Terminal operator's website and booking portals (including app based booking) a link will be provided which will include the following:
- Information relating to the change over from existing operation locations (Killingholme and Immingham Inner Harbour) and revisions to access arrangements. This will include information to drivers on new location of the facility and the routing (via the East Gate) that is preferred for them

to adopt.

- Information regarding the operators Freight Transport Manual (including dissemination of any updates).
- Information regarding planned works on the transport network (subject to the availability of such information from the service provider);
- A forum for sharing information by occupiers and hauliers;
- Information regarding the preferred access routes to IERRT and local highway restrictions including weight limits and parking constraints;
- Information on appropriate HGV service areas in the vicinity of the site; and
- Promotional information highlighting the benefits of planning road freight movements outside the traditional peak periods.

### **Vehicle Arrival and Departure Times**

- 6.5. Peak periods on the local highway network generally occur during the weekday mornings (0700-0800) and evenings (1600 to 1700).
- 6.6. As part of the FMP, it is proposed that the Operator of the Terminal, in conjunction with the road hauliers, will manage arrivals and departures to the new terminal site outside these peak periods where possible.
- 6.7. A strategy to this effect in line with the objectives of this document will be developed by the Applicant and the Operator of the Terminal. The strategy will include the development of procedures to enable activities to be coordinated between the Operator and the Applicant so as to minimise HGV movements arising from IERRT during peak periods where practicable.
- 6.8. It should be noted that the Operator's Driver app will supply the trailer operator with an estimated time of discharge of its unit(s) and, given the vessel arrival times, this will assist particularly with the morning peak.

### **Monitoring**

- 6.9. The new Terminal will not be operating at full capacity from the commencement of operations on Day 1 and, therefore, as part of the FMP it is proposed that the Terminal Operator will monitor the following:
- HGV utilisation – monitoring of HGVs entering and exiting the site including time of arrival and departure for import and export units, number of tractor movements and dwell time of import units;

- HGV queuing and storage on site – monitoring of the use of the holding areas within the site and the welfare facilities;
  - Arrival and departure times for HGVs; and
  - Total number of HGVs entering and leaving the terminal on a daily basis (maximum 1,800) per day.
- 6.10. The above matters will be monitored for a period of at least five-years after the commencement of operations.
- 6.11. Monitoring of the progress of the FMP will take place in at least yearly intervals. The first full survey will be undertaken one year after the commencement of Ro-Ro operations to ensure an established critical mass of tenants.
- 6.12. The results of the monitoring will be reported to North-East Lincolnshire Council who will, in discussions with the Applicant and the Operator, identify any necessary remedial actions that can be implemented.



## Abbreviations and Acronyms

| <b>Acronym</b> | <b>Definitions</b>                    |
|----------------|---------------------------------------|
| ABP            | Associated British Ports              |
| DCO            | Development Consent Order             |
| DfT            | Department for Transport              |
| ExA            | Examining Authority / Examining Panel |
| IERRT          | Immingham Eastern Ro-Ro Terminal      |
| NELC           | North East Lincolnshire Council       |
| NPSfP          | National Policy Statement for Ports   |
| NPS            | National Policy Statement             |
| Ro-Ro          | Roll-on / Roll-off                    |
| TA             | Transport Assessment                  |
| UK             | United Kingdom                        |