

STENA RESPONSE TO BGC.404

For the avoidance of doubt, the question that has been raised is:

Stena Line to

Explain what 80% efficient throughput, as referred to by the Applicant in for example in [REP2-009] and [REP2-010], would mean in practical terms by reference to the number of daily sailings and the number of units conveyed per sailing.

Stena Line acknowledges and is fully aware of the criteria required to operate an efficient and efficient RoRo terminal taking account of various matters including vessel design, berthing arrangements, terminal management and access / egress to the port via local road networks.

With regards to the Proposed Development (IERRT), the landside terminal area has been assessed to handle 660,000 RoRo units per year as its maximum level of activity. In line with its company ethos, it is important for Stena Line to operate an efficient terminal with a realistic, practical throughput and not one running consistently at a very high level of occupation. The practical throughput for IERRT has been indicated at 525,000 RoRo units per year which is in effect 80% of the assessed 660,000 RoRo units maximum level of activity. Neither of these levels, however, are a specific target or requirement to be met.

Subsequent to the aforementioned assessed capacity the Applicant has accepted a limitation of 1800 RoRo units per day as reflected in the discussion held at Issue Specific Hearings 5 and 6 (ISH5 and ISH6). This will ensure that the maximum daily movements of units to and from the Proposed Development (IERRT) will align with the maximum level of heavy goods vehicle traffic assessed in the submitted Environmental Statement.

The throughput of 525,000 RoRo units per year represents 1440 RoRo units per day on an annual basis, however, due to route schedules, seasonal flows, weather delays etc, the actual daily throughput volume is expected to fluctuate between around 1100 – 1700 RoRo units per day.

In order to accommodate the daily volumes explained above, Stena Line would be required to operate three vessels which would indicate either the doubling up of an existing route or the introduction of a completely new route to the Humber. In this respect Stena Line will not divulge any commercial information relating to such a development, but is confident that the levels of activity discussed can be achieved.

Concerning the number of units conveyed per sailing both vessel capacity and vessel utilisation need to be considered. Vessel capacity is through design and utilisation is very much dependant on the commercial success of any route. Historical information based on mature Stena Line routes suggest utilisation rests between 60-75% of the vessel capacity. In order to simulate potential daily vessel capacities Stena Line puts forward the following vessel line up scenarios as examples in relation to the 80% throughput level indicated, but makes it clear that over the lifetime of a development it is impossible to predict at the outset every particular variation which might at some point occur. In

this respect Stena Line again will not divulge any commercial information relating to vessel developments.

Type of Vessel	Daily vessel capacity	Daily vessel capacity @ utilisation	WB & EB Daily capacity	Daily Unaccompanied	Daily Accompanied	Accompanied %
		<i>75% utilisation</i>				
Design (6000 Lm)	428	321	642	629	12	2
		<i>75% utilisation</i>				
Other (3700 Lm)	237	178	356	171	185	52
		<i>75% utilisation</i>				
T Class (3700 Lm)	237	178	356	171	185	52
Totals	902	677	1353	970	382	28

Type of Vessel	Daily vessel capacity	Daily vessel capacity @ utilisation	WB & EB Daily capacity	Daily Unaccompanied	Daily Accompanied	Accompanied %
		<i>75% utilisation</i>				
Design (6000 Lm)	428	321	642	629	12	2
		<i>75% utilisation</i>				
Other (2500 Lm)	178	134	267	128	139	52
		<i>75% utilisation</i>				
T Class (3700 Lm)	237	178	356	171	185	52
Totals	843	632	1265	928	336	27
< 12 drivers	Average unit occupying 14 metres					
> 12 drivers	Average unit occupying 15,6 metres					

In conclusion and unlike any of Stena Lines other RoRo terminals, this Proposed Development (IERRT) will have a restriction on the annual throughput of the landside terminal and subsequently yield alignment to the traffic assessment of the surrounding road network. It will be Stena Line that owns the responsibility to ensure that this controlling factor / limit is not exceeded. Stena Line will have control measures built into its terminal management system in order to ensure this responsibility is fulfilled.