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Pinsent Mason  
On behalf of  
CLdN

Your Ref:

Our Ref: TR030007

Date: 22 January 2024

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Dear Mr Owen

## **The Infrastructure Planning (Examination Procedure) Rules 2010 (as amended) – Rule 17**

### **Application by Associated British Ports for an Order Granting Development Consent for the Immingham Eastern Ro-Ro Terminal Project**

#### **Request for further information**

In connection with the above mentioned Nationally Significant Infrastructure Project (NSIP) application, we are writing under Rule 17 of the Infrastructure Planning (Examination Procedure) Rules 2010 (as amended) making the following requests for further information.

Please advise on the following matters:

1. The precise reason, including matters of timing, for CLdN giving Stena Line “... *notice on 12 March 2021 in respect of ... Europoort contract which saw the termination of that service from Killingholme on 31 December 2021...*” commenting (so far as commercial confidentiality permits) on the “*restrictions, limitations and conditions*” proposed, upon which subsequent negotiations reportedly foundered, as noted in Stena Line’s submission [[REP9-029](#)].

In responding to this request for further information please provide a copy of the letter sent to Stena Line relating to the imposition of a capacity limit because of the UK’s exit from the European Union, as referred to during Issue Specific Hearing 3 and in [[REP4-017](#)].

2. The Applicant's submission [[REP10-017](#), paragraph 5.14 (b)], questions the existence of evidence that potential alternative means of providing infrastructure exist to support additional Ro-Ro capacity on the Humber. Please advise whether the Port of Killingholme would be able to accommodate, in addition to CLdN’s current services, the number of daily scheduled Ro-Ro services that the Proposed Development has been designed to accommodate. In responding to this request for

further information, consideration of such accommodation for any operator should set aside any commercial or contractual considerations, but should have regard to: Stena Line's submissions [[REP8-059](#)] and [[REP9-029](#)]; CLdN's submissions [[REP4-021](#)], [[REP6-036](#)] and [section 4 of [REP9-023](#)]; and:

- a) the availability of three berths for vessels of similar characteristics to those identified in [[REP8-059](#)] including at least one vessel of the “Design Vessel’s” dimensions;
- b) the availability of sufficient land and highway capacity to accommodate the freight flow on a similar basis to that for the Proposed Development; and
- c) any need for additional consents.

Responses should be submitted by **23:59 hours on Wednesday 24 January**.

Yours sincerely

*Grahame Gould*

**Grahame Gould**  
**Lead Member of the Panel of Examining Inspectors**

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