



HOUSE OF COMMONS
LONDON SW1A 0AA

Rt Hon Louise Haigh MP,
Secretary of State for Transport,
Department for Transport,
Great Minster House,
33 Horseferry Road,
London, SW1P 4DR.



July 2024

Dear Secretary of State

Congratulations on your recent appointment as Transport Secretary.

I am writing with regards to the proposed **Immingham Eastern Ro-Ro Terminal (IERRT)** which, if approved, would be sited in my constituency.

IERRT represents £100m+ investment by ABP and their partner, Stena Line, to build better trading links with our European neighbours. The development builds on the observed and forecasted trend for trade to diversify away from the short straights route in a post Brexit world, given the well-publicised issues with congestion in Kent and the required new border formalities.

Simon Bird, ABP Humber's Regional Director, briefed you on the IERRT project when you visited the Port of Immingham shortly before the general election and so I will not reiterate the detailed background of the project. However, I enclose a one-page briefing ABP shared with me which sets out the scope of the project. I also understand that Henrik Pederson, ABP's CEO, has briefed the Chancellor on the project during a meeting in Number 11 which was held one week after the election.

As you know, IERRT hinges on a Development Consent Order (DCO) which currently sits on your desk. Unfortunately, IERRT was delayed by the general election with a decision now not due until 4th October. While I appreciate you will naturally need time to consider the merits of the application, if you are able to come to a decision prior to this deadline, I know it would be highly welcomed by all involved in the project. ABP and Stena Line are ready to make real progress immediately once the DCO is granted.



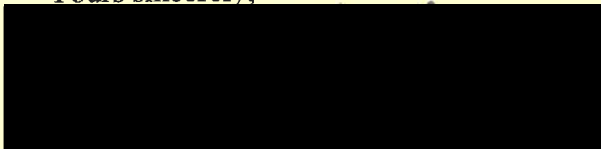
I hope you will agree that the granting of this DCO represents something of a test case for the new government and its commitment to growth through accelerating the planning process. Ensuring that critical infrastructure like this is approved in a timely manner is vital. IERRT provides a more resilient and sustainable supply chain solution option for UK businesses and is an important inward investment opportunity for UK logistics infrastructure.

ABP inform me that they are encouraged by the new government's warm words towards unlocking key infrastructure through improvements to the planning system. Of a similar vein, the review of the National Ports Policy Statement is welcome and I hope that this will support strategic, market-led port development, with a presumption in favour of infrastructure such as IERRT.

I would be grateful for your comments and very much hope that you will be inclined to approve the DCO at the earliest opportunity to allow this project to get underway. Subject to this crucial planning approval, plans and resources are in place to start construction in 2025 with completion of onsite works in 2026.

I look forward to hearing from you in the near future.

Yours sincerely,



Martin Vickers

Member of Parliament for the Brigg and Immingham Constituency

Immingham Eastern RoRo Terminal ('IERRT')

The **Immingham Eastern Ro-Ro Terminal ('IERRT')** is the proposed construction and operation of a new Roll-on/Roll-off cargo facility on the eastern side of the port of Immingham within the existing statutory port estate.

It is a £100m+ project, including c.£50m of investment from ABP. It will create c700 jobs during the construction phase and then c200 permanent jobs once operational. We are partnering with ferry operator Stena Line – a signatory to the UK Government's Seafarers Charter – on the IERRT development.

IERRT forms an interlocking part of Stena Line's £1.2bn multi-year FDI commitment to the UK, a commitment that also includes two new-build state-of-the-art 'NewMax' ferries to substantially boost trade capacity between Northern Ireland and the rest of the UK and a major renewal programme for vessels operating from the East of England to the Netherlands.



The development significantly increases the port's capability & capacity for handling unaccompanied freight units across the North Sea. This additional capacity is required to meet the identified growing commercial demand whilst at the same time strengthening the Humber Estuary's contribution to an effective, efficient, competitive and resilient UK Ro-Ro freight sector. IERRT also responds to the trend for larger RoRo vessels, requiring larger port infrastructure and landside space.

The development increases the scale and resilience of UK's supply chains with Europe. Within the UK, a large share of the Ro-Ro freight market has historically moved through routes across the short straits corridor of the English Channel. The short straits market is predominantly one which handles accompanied Ro-Ro cargo (where the driver and HGV tractor unit travel with the trailer unit) and is the corridor which has best benefited from the UK historically being part of the European Single Market. This has encouraged the use of freight routes that involve longer road distance moves, both in the UK and on the continent.

The IERRT development builds on the observed and forecasted trend for trade to diversify away from the short straits route in a post Brexit world, given the well-publicised issues with congestion in Kent and the required new border formalities.

IERRT also provides more options for UK businesses to land their cargoes closer to their destinations, reducing road miles and crucially emissions.

In short, IERRT provides a more resilient and sustainable supply chain solution option for UK businesses and is an important inward investment opportunity for UK logistics infrastructure.

The IERRT project is currently going through the advanced stages of the DCO planning approvals process and is dependent on a successful conclusion to this process to proceed. Subject to this crucial planning approval, plans and resources are in place to start construction in 2025 with completion of onsite works in 2026.