

# Immingham Green Energy Terminal

Environmental Impact Assessment

Preliminary Environmental Information Report

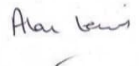
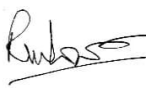
Volume II – Main Report

Chapter 1: Introduction

Associated British Ports



## Document History

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# 1 Introduction

## 1.1 Background

1.1.1 This Preliminary Environmental Information (PEI) Report has been prepared by AECOM Ltd (AECOM) on behalf of Associated British Ports ('ABP') ('The Applicant'). It supports a proposed application ('the Application') to be made to the Secretary of State (SoS) for Transport seeking Development Consent to construct, operate and maintain a multi-user bulk liquid Green Energy Terminal, which would be located on the eastern side of the Port of Immingham (hereafter 'the Port'), as well as associated development (collectively termed 'the Project'). A part of the associated development is the construction and operation of a green hydrogen production facility for the production of green hydrogen from imported ammonia on site by Air Products BR Ltd. ("AP").

1.1.2 This PEI Report presents a description of:

- a. The Project.
- b. The anticipated likely significant environmental effects of its construction, operation (including maintenance) and, where relevant, decommissioning, based on the PEI available at the time of writing.
- c. The measures being developed to avoid or reduce such effects.
- d. The potential for cumulative effects arising from the impact of the Project and the impacts of other development proposals.
- e. The need for the project and alternative sites, technologies and layouts considered for the Project and the reasons for the option selected.

1.1.3 The PEI Report is provided to enable stakeholders and consultees to develop an informed view of the likely significant environmental effects of the Project. The Applicant will take into consideration any comments received through consultation on the PEI Report, to identify opportunities for the refinement of the design of the Project, including the Associated Development components and prior to finalising the Environmental Impact Assessment (EIA) for the Project that will accompany the Application in the form of an Environmental Statement (ES) .

1.1.4 The location of the Project Site is shown in **Figure 1.1** (PEI Report, Volume III). The Project and the Project Site and its surroundings are described in **Chapter 2: The Project**).

## 1.2 The Applicant

1.2.1 ABP was established in 1981 following the privatisation of the British Transport Docks Board. It is the largest ports group in the UK, owning and operating 21 ports and other transport-related businesses across England, Wales and Scotland.

1.2.2 On the Humber, ABP owns and operates four ports, namely the Port and the ports of Hull, Grimsby and Goole, which together constitute the largest ports complex in the UK. The Port is the largest and busiest of ABP's four Humber ports.

- 1.2.3 ABP's statutory undertaking at Immingham, the 'statutory port estate', covers some 480 hectares (ha). The majority of the port estate falls within the administrative boundary of North East Lincolnshire Council (NELC), although the western part of the Port falls within the administrative boundary of North Lincolnshire Council (NLC).
- 1.2.4 The Port comprises a number of discrete operational areas handling a diverse trade base including liquid fuels, solid fuels, ores, and ro-ro freight being handled from existing in-river jetties. These include the Eastern and Western Jetties, the Immingham Oil Terminal, the Immingham Gas Terminal, Immingham Outer Harbour and the Humber International Terminal ("HIT").
- 1.2.5 The Project, if consented, will be located fully within an extended Port of Immingham SHA area where the Applicant is the Statutory Harbour Authority (SHA). In this capacity, the Applicant is responsible, with a set of powers and duties which include the management and regulation of the safety of navigation and marine operations in its SHA area.
- 1.2.6 Humber Estuary Services (HES) is the SHA for the wider estuary and Competent Harbour Authority (CHA) with respect to pilotage for the Humber Estuary and the ABP docks - and other port facilities - within. As the CHA, HES has the power to issue Pilotage Directions that prescribe which vessels require a Pilot or Pilot Exemption Certificate (PEC) holder when navigating within the CHA area.
- 1.2.7 In addition to the Project, ABP is also proposing to construct a new Roll-on Roll-off (Ro-Ro) facility within the Port principally to service the embarkation and disembarkation of commercial cargo. The facility will include an element of passenger use when the demands of the Ro-Ro cargo operation allow. The proposed Ro-Ro facility is being promoted as a Nationally Significant Infrastructure Project (NSIP) and is known as the 'Immingham Eastern Ro-Ro Terminal' (IERRT). IERRT will comprise on the marine side, the construction of a new Ro-Ro jetty with three berths, together with appropriate dredging and on the landside, the provision of an area for unit load/vehicle storage and necessary new Terminal buildings. IERRT is also at the planning stage but is entirely separate from this Project's proposals which are the subject of the PEI Report.
- 1.3 Air Products BR Ltd
- 1.3.1 AP is a world-leading industrial gases company in operation for nearly 80 years, and more than 60 years in the UK and Ireland with over 1000 UK&I employees working across 35 production facilities in addition to a number of hydrogen refuelling stations and hydrogen, nitrogen and oxygen plants. The company develops, engineers, builds, owns and operates some of the world's largest industrial gas projects.
- 1.3.2 In 2020, AP announced the signing of an agreement for a world-scale green hydrogen-based ammonia production facility powered by renewable energy. The project is sited in NEOM in the north west corner of the Kingdom of Saudi Arabia, and will produce green ammonia for export to global markets. AP plans to invest in a new green hydrogen production facility at Immingham, supported by a downstream distribution network. The plan is to import renewable (green)

ammonia to convert into green hydrogen to fuel heavy transport, such as Heavy Good Vehicles (HGV) and buses. This is one of the most challenging and polluting sectors to decarbonise and a priority for meeting net zero in the UK.

1.3.3 AP and ABP have entered into an agreement for the alteration of the existing harbour facility and associated landside development at the Port to facilitate the delivery of ammonia and its storage and processing to produce green hydrogen.

## 1.4 The Project Objectives

1.4.1 The objectives for the Project are as follows:

- a. To provide essential port infrastructure, capacity and resilience to support the growth and changing strategic needs of the energy sector to support decarbonisation within the Humber Industrial Cluster and the Humber Enterprise Zone.
- b. To provide capacity to support import and export of a range of liquid bulk products including (i) ammonia (to produce green hydrogen) to help decarbonise the United Kingdom's (UK) transport sector and (ii) carbon dioxide (CO<sub>2</sub>), to facilitate carbon capture and storage, both of which will assist transition towards net zero.
- c. To deliver and operate new port infrastructure, and its first user's Hydrogen production facility, in a safe, efficient and sustainable manner by making effective use of available land, water, transport and utility connections which exist in and around the Port of Immingham.
- d. To minimise adverse impacts on the environment and safeguard the health, safety and amenity of local residents.
- e. To enhance both the local and regional economy through direct investment in and around the Port of Immingham and by partnering with the supply chain, providing opportunities for training, upskilling, apprenticeships and local employment.

1.1.2 The terminal is proposed to be operated by ABP as a common user terminal facility, providing port capacity for multiple customers. It is anticipated that customers are likely to import or export a range of different liquid bulk products that are compatible with green ammonia from a health and safety perspective. Ammonia is a liquid bulk product likely to use the terminal as part of the transition to net zero, as is CO<sub>2</sub>.

1.4.2 The green hydrogen production facility would directly support the aims of the UK Government's British energy security strategy (Ref 1-1) with the production and delivery of low-carbon ("green") hydrogen, contributing to decarbonisation of transport and the UK's journey to net zero, helping to improve Britain's energy security and supporting the Levelling Up agenda. The Project is anticipated to produce up to 300 MW of hydrogen per annum, the equivalent of up to 9.5 billion MJ per annum. Depending on market demand, it is estimated that this will meet up to 3% of Government's hydrogen production capacity target.

1.4.3 The Project would initially be used as a conduit for the import of green ammonia (NH<sub>3</sub>) from NEOM in Saudi Arabia initially, but potentially also from Oman and

Rotterdam, to be converted to green hydrogen. To facilitate this, an associated hydrogen production facility would be constructed, which would be owned and operated by AP. AP would be the first ABP customer to use the jetty. Other customers with other proposed developments or uses are expected to come forward in due course and these are likely to include customers in the carbon capture and storage sector.

## 1.5 The Project

### 1.5.1 In summary, the Project would comprise:

- a. On the marine side (the NSIP):
  - i. A jetty, consisting of an approach trestle, approximately 1.1km in length, leading to up to two berths, including loading platforms and berthing and mooring dolphins with link walkways; and
  - ii. Topside infrastructure on the jetty for the handling of bulk liquids, including loading arms and pipelines.
- b. On the land side (the Associated Development):
  - i. An access road to the jetty;
  - ii. Two operational sites supporting hydrogen production facilities (an East Site and a West Site);
  - iii. Pipework, pipelines and utilities (i) between the jetty and the green hydrogen production facility on the East Site and (ii) between the two green hydrogen production facility sites and (iii) between buildings and plant within the production operation facilities;
  - iv. Refrigerated ammonia storage tank (on the East Site);
  - v. Hydrogen production units that convert ammonia to produce the green hydrogen (on both East and West Sites);
  - vi. Hydrogen liquefiers (on both East and West Sites) to liquify the hydrogen for temporary storage (on the West Site);
  - vii. Loading bays to fill road tankers with liquified hydrogen which would then be distributed to hydrogen filling stations throughout the UK (on the West Site);
  - viii. Ancillary buildings and works;
  - ix. Access from the public highway to the two hydrogen production sites; and
  - x. Temporary construction areas.

### 1.5.2 Further information on the Project is provided in **Chapter 2: The Project**.

## 1.6 The Development Consent Process

### Nationally Significant Infrastructure Project

- 1.6.1 The NSIP would comprise the construction of a jetty with up to two berths capable of receiving and discharging tanker vessels transporting bulk liquids.
- 1.6.2 The maximum number of vessel calls to the jetty, with both berths in place, is estimated to be approximately 400 per annum, which would include vessel movements importing and exporting ammonia to and from the hydrogen production facility. It has been assumed that up to 200 vessel calls would be to Berth 1 and up to 200 vessel calls would be to Berth 2.
- 1.6.3 The jetty would be capable of receiving and discharging gas carrier vessels of a variety of sizes. The maximum dimensions of a very large carrier using Berth 1 of the jetty would be approximately 250m in length, approximately 45m beam and 14m draft and which have a capacity when fully laden of approximately 55,000 tonnes. Taking into account a maximum 3-day discharge period per vessel, an approximate capacity of 55,000 tonnes per vessel and allowing for weather delays and maintenance periods, this would result in a *minimum* annual import capacity of over 5.5 million tonnes for Berth 1 alone with a *maximum* capacity of in excess of 11 million tonnes. Similar considerations for Berth 2, which would widen the range of ships able to use the jetty and based on an approximate capacity of 25,000 tonnes per vessel, would result in a maximum capacity for the second berth of more than 5 million tonnes. This would result in a maximum annual import and export capacity for the jetty, with both berths operational, of approximately 16 million tonnes.
- 1.6.4 On this basis, the proposed “harbour facility” constitutes a Nationally Significant Infrastructure Project as identified in s14(1)(j) and under Part 3, s24(2) and s24(3)(c) of the Planning Act 2008 (hereafter ‘the PA2008’) (Ref 1-2) as it comprises:
- i. *“The alteration of harbour facilities” (i.e. the existing Port of Immingham) – s24(2);*
  - ii. *“The harbour facilities are in England” – s24(2)(a); and*
  - iii. *“The effect of the alteration is expected to be to increase by at least the relevant quantity per year the quantity of material the embarkation or disembarkation of which the facilities are capable of handling” – s24(2)(b); where*
  - iv. *“The relevant quantity is... in the case of facilities for cargo ships, 5 million tonnes” – s24(3)(c).*
- 1.6.5 The jetty and topside infrastructure (including the associated pipework on the jetty) would comprise the NSIP (i.e. the principal development). The pipeline and site areas for the transfer, storage of the ammonia and the hydrogen production, storage and distribution would comprise “associated development” for the purpose of section 115 of the PA2008 (Ref 1-2).



## Development Consent Order Application

- 1.6.6 The Applicant intends to make an application for a Development Consent Order (DCO) to the Planning Inspectorate (the Inspectorate) for the Project.
- 1.6.7 The DCO Order Limits will include all works proposed as part of the DCO application, including those comprising the NSIP itself and the associated development (as defined by Section 115 of the PA2008 (Ref 1-2) and the accompanying *Guidance on associated development applications for major infrastructure projects* document) (Ref 1-3).
- 1.6.8 The Inspectorate will examine the DCO application and make a recommendation to the SoS who will decide on whether development consent for the Project should be granted or refused.

## 1.7 Environmental Impact Assessment and the Purpose of the Preliminary Environmental Information Report

### The Need for an Environmental Impact Assessment

- 1.7.1 The Project is subject to mandatory Environmental Impact Assessment (EIA) procedures, as set out within paragraph 8(2) of Schedule 1 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (Ref 1-4) (hereafter 'the EIA Regulations'), as it comprises '*Trading ports, piers for loading and unloading connected to land and outside ports (excluding ferry piers) which can take vessels of over 1,350 tonnes*'.

### The EIA Scoping Process

- 1.7.2 The purpose of the EIA Scoping process is to determine which topics should be included in the EIA, and the level of detail to which they should be assessed. An EIA Scoping Report and a request for an EIA Scoping Opinion pursuant to Regulation 10 of the EIA Regulations was submitted to the Inspectorate on behalf of the SoS on 30 August 2022.
- 1.7.3 The EIA Scoping Report (**Appendix 1.A** of PEI Report, Volume IV) was developed with reference to standard guidance and best practice and was informed by the EIA team's experience of working on a number of similar projects.
- 1.7.4 The EIA Scoping Report set out:
  - a. A summary of the Project and the alternatives considered during its development to date.
  - b. The Applicant's proposed scope of work and methodologies to be applied in carrying out the EIA.
  - c. The content of the ES and the anticipated likely significant environmental effects that will be identified through the EIA.
- 1.7.5 The Secretary of State's Scoping Opinion was received by the Applicant on 10 October 2022 and is presented within **Appendix 1.B** of PEI Report, Volume IV. The matters raised have been reviewed and have been taken into consideration

in the relevant technical assessments within the PEI Report, in line with Regulation 14(3)(a) of the EIA Regulations, as described in **Appendix 1.C** of PEI Report, Volume IV. Further details on the EIA Scoping Opinion are set out in **Chapter 5: EIA Approach**.

### The PEI Report

- 1.7.6 The PEI Report which has been prepared to satisfy the requirements of Regulation 12(2) of the EIA Regulations. In accordance with Regulation 12(2)(b), the PEI Report presents *“the information referred to in Regulation 14(2) which has been compiled by the applicant and is reasonably required for the consultation bodies to develop an informed view of the likely significant environmental effects of the development (and of any associated development).”* Regulation 14(2) describes the information to be provided in an ES.
- 1.7.7 PINS Advice Note Seven: Environmental Impact Assessment: Process, Preliminary Environmental Information and Environmental Statements (Ref 1-5) states: *“A good PEI document is one that enables consultees (both specialist and non-specialist) to understand the likely environmental effects of the Proposed Development and helps to inform their consultation responses on the Proposed Development during the pre-application stage.”*
- 1.7.8 The PEI Report is a ‘point in time’ report, which has been prepared to inform consultation with the public and other stakeholders about the Project and is, based on the ongoing EIA workstream and on the environmental information available at the time of consultation. The Secretary of State’s Scoping Opinion was published on 10<sup>th</sup> October 2022 and the ongoing EIA is being undertaken in accordance with that Opinion.
- 1.7.9 This PEI Report presents preliminary findings of the environmental assessments undertaken to date. This allows consultees to understand the likely significant effects of the Project and Associated Development and provides them with the opportunity to provide informed comment on the Project, the assessment process and preliminary findings on the likely significant effects of the Project and the Associated Development prior to the finalisation of the DCO Application and the ES. The Applicant is seeking the views of consultees on the information contained within this report, and there is opportunity within the process up to submission of the DCO application for both the EIA and the project design to have regard to comments received as required by Section 49 of the PA2008.
- 1.7.10 It should be noted that this PEI Report does not constitute a full ES, but rather presents the findings of the EIA process to date. It is considered that this PEI Report presents sufficient preliminary environmental information to enable consultees to develop an informed view of the Project.
- 1.7.11 **Table 1.1** identifies where the information defined by Regulation 14(2) can be found within this PEI Report.

**Table 1.1 Location of information required by Regulation 14(2) within this PEI Report**

Specified Information	Location Within PEI Report
A description of the Project comprising information on the site, design, size and other relevant features of the development	Chapter 2: The Project
A description of the likely significant effects of the Project on the environment	Chapters 6 to 25
A description of any features of the Project, or measures envisaged in order to avoid, prevent or reduce and, if possible, offset likely significant adverse effects on the environment	Chapters 6 to 25
A description of the reasonable alternatives studied by the Applicant, which are relevant to the Project and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the development on the environment	Chapter 3: Need and Alternatives
A non-technical summary of the information referred to in sub-paragraphs (a) to (d)	Non-Technical Summary (PEI Report Volume I)
Any additional information specified in Schedule 4 relevant to the specific characteristics of the particular development or type of development and to the environmental features likely to be significantly affected	Chapters 6 to 25

1.7.12 Following statutory consultation the ES will be prepared, taking into consideration comments raised during the consultation on the PEI Report. The ES will be submitted as part of the suite of DCO Application materials.

1.7.13 A list of abbreviations and a glossary of terms is provided in **Appendix 1.D** of PEI Report Volume IV.

## 1.8 Consultation

1.8.1 Consultation is integral to the preparation of DCO applications and to the EIA process. The views of consulted parties and the local community serve to focus the environmental studies undertaken to inform the EIA and to identify specific issues that require further investigation, as well as to inform the design of the Project. Consultation is an ongoing process up to submission of the DCO application and the publication of this PEI Report forms an important part of that process.

1.8.2 The PA2008 requires applicants for development consent to undertake formal pre-application consultation on their (referred to as “statutory consultation”) proposals. There are a number of requirements as to how this consultation must be undertaken that are set out in the Act and related regulations, including:

- a. Section 42 requires the Applicant to consult with ‘prescribed persons,’ which includes certain prescribed consultation bodies such as the Environment Agency and Natural England, relevant statutory undertakers, the Marine Management Organisation, relevant local authorities, and those with an interest in the land affected by the Project.
  - b. Section 46 requires the Applicant to notify the Secretary of the State of the proposed application.
  - c. Section 47 requires the Applicant to consult with the local community on the development. Prior to this, the applicant must prepare a Statement of Community Consultation (SoCC) and consult relevant local authorities on its contents. The SoCC must set out the proposed community consultation and, once finalised, a SoCC notice must be published in local newspapers circulating within the vicinity of the land in question in order to ensure that stakeholders are aware of the approach which the applicant will use for the consultation process. The consultation must then be undertaken in accordance with the final SoCC.
  - d. Section 48 places a duty on the Applicant to publicise the proposed application in the ‘prescribed manner’ in a national newspaper, The London Gazette, local newspapers circulating within the vicinity of the land and certain marine publications.
  - e. Section 49 places a duty on the Applicant to take account of any relevant responses received to the consultation and publicity that is required by Sections 42, 47 and 48.
- 1.8.3 As required under Regulation 12 of the EIA Regulations, the SoCC must also set out how the PEI Report will be consulted on.
- 1.8.4 The Applicant is running a statutory consultation for the Project over a six week period (42 days inclusive) starting on Monday 9 January 2023 and concluding at 23.59 on Sunday 19 February 2023.
- 1.8.5 During the statutory consultation, information on all key aspects of the Project will be provided including:
- a. Design and layout.
  - b. The construction and operation of the required marine infrastructure.
  - c. The construction and operation of the landside works including the hydrogen production facility.
  - d. Traffic and access arrangements.
  - e. Environmental impacts on sensitive receptors from effects such as noise and vibration, air quality, ecology, landscape, archaeology, water use and ground contamination.
  - f. How those impacts are proposed to be controlled minimised or mitigated.
  - g. The need for the project and alternative sites, technologies and layouts considered for the Project and the reasons for the option selected.

- 1.8.6 A number of face-to-face consultation/exhibition events in Immingham will be held during the Statutory Consultation where the project team will be available to discuss the Project. Exhibition dates have been chosen so that they cover a range of days and times from week to week throughout the Statutory Consultation, in order to be flexible enough for people to attend at a time that suits their own schedule.
- 1.8.7 In addition, a range of online mechanisms will be used so that local communities will have access to appropriate information and opportunities to provide feedback without the need to meet in person. This approach, alongside the use of fully accessible, well known and centrally located venues within the local community, will reduce barriers to participation and give people a range of opportunities to engage with the consultation.
- 1.8.8 The issues that are raised through consultation, and how these have been considered and addressed within the design evolution of the Project and the EIA, will be set out in a Consultation Report. The Consultation Report will be submitted as part of the application for development consent and will include a separate section on EIA related consultation as recommended within *PINS Advice Note Fourteen: Compiling the Consultation Report* (Ref 1-6).
- 1.9 Structure of this PEI Report
- 1.9.1 The structure of this PEI Report reflects the proposed format of the final ES and covers the assessment topics agreed through the EIA Scoping process.
- 1.9.2 The PEI Report is set out in four separate volumes:
- a. Volume I comprises of a Non-Technical Summary (NTS), which is a summary of the main document.
  - b. Volume II of the PEI Report is main document and is structured into chapters, as follows:
  - c. Chapter 1: Introduction – an introduction to the PEI Report.
  - d. Chapter 2: The Project – an overview of the Project and the Site.
  - e. Chapter 3: Need and Alternatives – an explanation as to the identified need for the Project together with a preliminary summary of the possible alternatives.
  - f. Chapter 4: Legislative and Consenting Framework – an overview of the information requirements associated with key legislation and policy of relevance to the Project.
  - g. Chapter 5: EIA Approach - sets out the key issues identified during consultation and the scoping phase of the EIA, as well as presenting the overarching impact assessment methodology.
  - h. Chapters 6 to 24 – preliminary assessments of the likely significant effects of the Project in relation to the environmental topics scoped into the EIA.

- i. Chapter 25: Cumulative and In-combination Effects – explains the process that is being followed in respect of the consideration of cumulative and in combination effects.
- j. Chapter 26: Summary – a summary of the key findings of the PEI Report, including the potential impacts and mitigation measures that would avoid or reduce potential impacts of the Project.
- k. Volume III of the PEI Report contains the figures which support the chapters in Volume II.
- l. Volume IV of the PEI Report contains the appendices which support the chapters in Volume II.

## 1.10 Statement of Competence

- 1.10.1 As required under Regulation 14(4)(b) of the EIA Regulations, an ES must be accompanied by a statement outlining the relevant expertise or qualifications of those involved in its preparation. A statement of competence of the EIA coordinators and the technical specialists that have provided expert input to the PEI Report is included as **Appendix 1.E** of PEI Report, Volume IV.

## 1.11 References

- Ref 1-1 UK Government (2022). British Energy Security Strategy Policy Paper.
- Ref 1-2 UK Government (2008). Planning Act 2008.
- Ref 1-3 Department for Communities and Local Government (2013). Planning Act 2008: Guidance on Associated Development Applications for Major Infrastructure Projects.
- Ref 1-4 The Stationery Office Limited (2017). The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.
- Ref 1-5 The Planning Inspectorate (2020). Advice Note Seven: Environmental Impact Assessment: Process, Preliminary Environmental Information and Environmental Statements (Version 7).
- Ref 1-6 The Planning Inspectorate (2021). Advice Note Fourteen: Compiling the Consultation Report (Version 3).



## 1.12 Abbreviations and Glossary of Terms

**Table 1.2 Abbreviations and Glossary of terms**

Term	Acronym	Meaning
Air Products BR Ltd	AP	A world-leading industrial gases company that develops, engineers, builds, owns and operates some of the world's largest industrial gas projects.
Associated British Ports	ABP	One of the UK's leading and best-connected ports groups, owning and operating 21 ports across England, Wales and Scotland.
Department for Transport	DfT	The Government department responsible for policy and regulations on transport issues.
Development Consent Order	DCO	The consent for a Nationally Significant Infrastructure Project required under the Planning Act 2008.
Environmental Impact Assessment	EIA	The statutory process through which the likely significant effects of a development project on the environment are identified, addressed and reported and taken into account in decision making
Environmental Statement	ES	A statutory document which reports the EIA process, produced in accordance with the EIA Directive as transposed into UK law by the EIA Regulations.
Heavy Goods Vehicle	HGV	A large truck for transporting goods.
Humber International Terminal	HIT	A terminal located within the Port of Immingham.
Nationally Significant Infrastructure Project	NSIP	A type of project listed in the Planning Act 2008, which must be consented by a Development Consent Order.
Non-Technical Summary	NTS	This section of the Environmental Statement provides a summary of each document that makes up the Environmental Statement.
North East Lincolnshire Council	NELC	The Local Planning Authority
Planning Inspectorate	PINS	An executive agency with responsibilities for planning appeals, national infrastructure planning applications, local plan examinations and other planning-related casework in England and Wales.
Preliminary Environmental Information	PEI	This document is the PEI Report which has been prepared to satisfy the requirements of Regulation 12(2) of the EIA Regulations. In accordance with Regulation 12(2)(b), the PEI Report presents <i>"the information referred to in Regulation 14(2) which has been compiled</i>



Term	Acronym	Meaning
		<i>by the applicant and is reasonably required for the consultation bodies to develop an informed view of the likely significant environmental effects of the development (and of any associated development)."</i> Regulation 14(2) describes the information to be provided in an ES.
Statement of Community Consultation	SoCC	This document sets out how the Applicant will be consulting people living in the vicinity of the Project.