

East Anglia THREE

Outline Navigational Monitoring Strategy

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1 OUTLINE NAVIGATIONAL MONITORING STRATEGY

1.1 Introduction

1. This outline document has been prepared by East Anglia THREE Limited (EATL) in order to agree a method for both construction and post construction shipping surveys to validate the Navigation Risk Assessment (NRA) with the Maritime and Coastguard Agency (MCA) that is demonstrated through conditions in the Deemed Marine Licences for the generation assets in Schedules 10 and 11 of the Development Consent Order.
2. This is secured in the Deemed Marine Licences (Generation Assets) through Condition 18(4) and 19(2)(e) as follows;

18(4) Construction monitoring must include traffic monitoring in accordance with the outline navigation monitoring strategy, including the provision of reports on the results of that monitoring periodically as requested by the MMO in consultation with the MCA.

19(2)(e) Post-construction traffic monitoring in accordance with the outline navigation monitoring strategy, including the provision of reports on the results of that monitoring periodically as requested by the MMO in consultation with the MCA.

1.2 Current UK policy and legislation

3. Current UK guidance in the form of Marine Guidance Notes (MGN) 371 (note this guidance note is currently under review and therefore the following text may be updated) - Offshore Renewable Energy Installations (OREIs) - Guidance on UK Navigational Practice, Safety and Emergency Response Issues states that:

'Mitigation and safety measures will be applied to the OREI development appropriate to the level and type of risk determined during the Environmental Impact Assessment (EIA)..... and could include any or all of the following:

- *Monitoring by radar*
- *AIS*
- *Closed circuit television (CCTV) or*
- *Other agreed means.'*

1.3 Agreed Control Mechanism

4. In consultation with the MCA EATL has agreed the following text to be incorporated into Conditions 18(4) and 19(2)(e) of the Deemed Marine Licences for the generation assets;

18(4) Construction monitoring must include traffic monitoring in accordance with the outline navigation monitoring strategy, including the provision of reports on the results of that monitoring periodically as requested by the MMO in consultation with the MCA.

5. *19(2)(e) Post-construction traffic monitoring in accordance with the outline navigation monitoring strategy, including the provision of reports on the results of that monitoring periodically as requested by the MMO in consultation with the MCA.*

The scope of the work is as follows;

- If required by the MCA, the undertaker shall complete a construction traffic monitoring survey, such survey not to be repeated more frequently than once a year.
 - The undertaker shall complete a post construction traffic monitoring survey submitted annually for the first three years post construction, and thence every second year, for the life of the project, or until such time as the MCA formally rescind the biennial survey requirement in writing.
 - The survey will consist of a minimum of 28 days annual Automatic Identification System (AIS) traffic data covering seasonal variations in traffic patterns and fishing operations within a 10nm buffer of the 'as built' site. The associated report will review comparisons of 90th percentile routes from the NRA, points of closest approach, incidents recorded by MCA, Maritime Accident Investigation Branch (MAIB), Royal National Lifeboat Institution (RNLI) and internally reported, comparing this data against the original NRA submission.
6. In practice this will mean that the Automated Identification System data collected by East Anglia THREE Limited will be processed by a Navigation consultant and then reviewed against the conclusions of the Navigational Risk Assessment. A further review of incidents reported in the vicinity of EA THREE will be undertaken and the final report submitted to the MCA in the timescales identified above.

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