



East Anglia TWO Offshore Windfarm

Outline Navigation Monitoring Strategy

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1 Outline Navigational Monitoring Strategy

1.1 Introduction

1. This outline document has been prepared by East Anglia TWO Limited (the Applicant) 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 (DMLs) in the Development Consent Order (DCO).

2. This is secured in the DMLs as follows;

“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 and Trinity House.”

“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 Trinity House and the MCA.”

1.1.1 Current UK Policy and Legislation

3. Current UK guidance in the form of Marine Guidance Notes (MGN) 543 (M+F) Safety of Navigation: Offshore Renewable Energy Installations (OREIs) - Guidance on UK Navigational Practice, Safety and Emergency Response, Annex 4, 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:

- *Promulgation of information and warnings through notices to mariners and other appropriate maritime safety information (MSI) dissemination methods.*
- *Continuous watch by multi-channel VHF, including Digital Selective Calling (DSC).*
- *Safety zones of appropriate configuration, extent and application to specified vessels. See also SI 2007 No 1948 “The Electricity (Offshore Generating Stations) (Safety Zones) (Application Procedures and Control of Access) Regulations 2007 and specific DECC guidance for OREI developments*

- *Designation of the site as an area to be avoided (ATBA).*
- *Provision of AtoN as determined by the GLA.*
- *Implementation of routing measures within or near to the development.*
- *Monitoring by radar, AIS, closed circuit television (CCTV) or other agreed means.*
- *Appropriate means for OREI operators to notify, and provide evidence of, the infringement of safety zones or ATBA.*
- *Creation of an Emergency Response Cooperation Plan with the MCA's Search and Rescue Branch for the construction phase onwards.*
- *Use of guard vessels where appropriate.*
- *Any other measures and procedures considered appropriate in consultation with other stakeholders.*

1.1.2 Agreed Control Mechanism

4. The agreed control mechanisms are set out below.
5. 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.
6. The undertaker shall complete a post construction traffic monitoring survey of the East Anglia TWO windfarm site, submitted annually for the first three years post construction. Thereafter, monitoring surveys shall be submitted every second year for the life of the project, or until such time as the MCA formally rescind the biennial survey requirement in writing. Each report shall include a review of the need for additional monitoring so that an adaptive management approach can be followed.
7. 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.
8. In practice, this will mean that the AIS data collected by the Applicant will be processed by a Navigation consultant and then reviewed against the conclusions of the NRA. A further review of incidents reported in the vicinity of the proposed East Anglia TWO project will be undertaken and the final report submitted to the MCA within approved timescales.