

Vattenfall Wind Power Ltd

Thanet Extension Offshore Wind Farm

Appendix 40 to Deadline 3 Submission: Outline
Shipping and Navigation Liaison Plan

Relevant Examination Deadline: 3

Submitted by Vattenfall Wind Power Ltd

Date: March 2019

Revision A

Drafted By:	Vattenfall Wind Power Ltd
Approved By:	Daniel Bates
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Contents

- 1 Introduction.....4
 - 1.1 Shipping and Navigation Liaison plan – background..... 4
 - Navigation Risk Assessment 4
 - Purpose and Structure of the Shipping and Navigation Liaison Plan..... 4
- 2 Contents of the Detailed Shipping and Navigation Liaison Plan 6
 - 2.2 Promulgation of information..... 6
- Annex A - Distribution list..... 8

1 Introduction

1.1 Shipping and Navigation Liaison plan – background

Navigation Risk Assessment

- 1 The Applicant produced a Navigation Risk Assessment (**NRA**) (application reference 6.4.10.1, PINS reference APP-089) as part of its application. The Assessment first summarised, and then considered in detail, the possible impacts associated with shipping and navigation.
- 2 The NRA was undertaken in line with the Formal Safety Assessment and in compliance with the Maritime and Coastguard Agency's Marine Guidance Note 543 for the construction, operational and decommissioning phases of the Thanet Extension Offshore Wind Farm ("**the Project**").
- 3 Hazards were identified and scored based on the data analysis, historical incident record, modelling and stakeholder feedback undertaken. Each of the hazards were scored in three stages, the baseline situation with the existing Thanet Wind Farm, an inherent stage with the extension but without additional mitigation measures and finally at a residual stage with additional mitigation measures in place. This approach mapped the increase in risk as a result of the Project against the effectiveness of possible additional mitigation measures.
- 4 A suite of embedded and additional risk controls were identified which could be implemented to reduce the risks to As Low As Reasonably Possible (ALARP). 'Embedded' and 'Additional risk controls recommended to reduce the risks to ALARP' are set out in the NRA at Tables 20 and 21 respectively.

Purpose and Structure of the Shipping and Navigation Liaison Plan

- 5 One of the additional risk controls recommended in the NRA (Risk Control ID No. 4 of Table 21) was that the Project should have "a regular and formalised means to coordinate with the Port of London [VTS] during construction and maintenance to ensure that the PLA, VTS and Pilots are aware of the hazards, operations and movements at the site"
- 6 This Outline Shipping and Navigation Liaison Plan sets out the principles to which the Applicant must adhere through the construction, operation and maintenance of the Project, in order to meet the objective of the additional risk control detailed above and to provide additional dissemination of information to other shipping stakeholders.
- 7 A detailed plan will be produced prior to construction and will be submitted to the MMO for approval.

- 8 The NRA sets out that the purpose of this Plan is to allow the Port of London to:
- Issue PLA notice to mariners;
 - Include any significant activities or vessel movements in routine traffic broadcasts; and
 - Provide timely information to pilots of expected activities.
- 9 Additionally, this Plan also sets out to ensure that adequate and wider promulgation of navigation warnings are made via the MCA and UKHO to:
- Issue Admiralty Notice to Mariners / Radio Navigation Warnings (where appropriate); and
 - Include any significant activities or vessel movements via NAVTEX or VHF broadcast (as required) by HM Coastguard.
- 10 Given the wider shipping interests in and around the Thames Estuary, the details of this plan and the information issued will be provided to a wider group of stakeholders as set out in Annex A. This could include attendance by the Project at River User Consultative Forums (Lower and Estuary) to share information on project and planned works and listen to feedback from stakeholders.

2 Contents of the Detailed Shipping and Navigation Liaison Plan

- 11 The contents of the detailed Shipping and Navigation Liaison Plan will include the following:
- A schedule detailing the construction activities, timescales and methodology;
 - Details of construction vessels including name, size, Maritime Mobile Service Identity (MMSI), and contact details;
 - Details of any restrictions in place, including safety zones where applicable;
 - The contact details for project's Marine Coordinator;
 - Regularly updated navigational charts overlaid with the installed infrastructure, including wind turbine generators and cables, to show progress;
 - Notification of any navigational incidents which occur or any hazards to navigation (such as dropped objects) which may compromise navigable depths; and
 - A copy of the Project's Emergency Response Co-operation Plan (ERCOP) and Layout Plan.

2.2 Promulgation of information

- 12 It is appreciated that information dissemination and communication, (including the provision of such prior to works) are key to fostering an ongoing productive working relationship with shipping stakeholders. The guidelines for timing of communication are given in Table 1. Communication guidelines are outlined below.
- Relevant information regarding the progress and planned progress of the project will be disseminated to all relevant stakeholders as agreed, as early as possible and ensuring that effective lines of communication are maintained.
 - During offshore project works, communication will be provided through methods such as emails, letters, Notices to Mariners (NtMs) with information on the position of offshore construction activities, infrastructure positions, submarine cable routes and vessel movements associated with the proposed development.
 - NtMs will be issued to a minimum of 10 days prior to the commencement of works in accordance with the deemed Marine Licence. A list of recipients for NtMs is set out in Annex A.

- NtM, Kingfisher Information and other navigational warnings (of the position and nature of the works including offshore cable corridor crossings) will be issued to the shipping industry as well as recreational mariners prior to the start date of any works.
- Notice will be provided at least 14 days prior to extinguishment of any public rights of navigation.
- The UK Hydrographic Office will be informed of both the progress and completion of the proposed development.
- Transit routes and standby zones for construction vessels will be defined and communicated to stakeholders. Where required, standby zones will be identified for construction vessels that are unable to enter the proposed development site due to reasons such as bad weather or delays in the construction programme.
- Detailed charts and coordinates of offshore survey routes, the red line boundary, and offshore infrastructure will be as required to interested parties, as set out in Appendix 1. The coordinate system will be WGS84 decimal minutes.
- A dedicated International Maritime Mobile VHF working channel will be used for the exchange of relevant information between works contractors and other vessels in the area during construction works.

13 Timings and circumstances for information distribution are provided in the table below.

Table 1. Timings and circumstances for information distribution

Activity	Timing
Construction plan	Notices and information distribution, not less than 14 days prior to the commencement of construction activities
Pre- and post-construction surveys	Notices and information distribution not less than 10 days prior to survey mobilisation
Specific construction activities	Notices and information distribution not less than 14 days prior to the commencement of specific construction phases

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Annex A to Appendix 40 to Deadline 3 Submission:
Distribution List

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Annex A - Distribution list

This list is adapted from the current distribution list used for Thanet Offshore Wind Farm Notices to Mariners.

Thanet Fishermen's Association
Trinity House
Kent and Essex IFCA
Kingfisher Information
Estuary Services Limited
London Array Offshore Wind Farm
UK Hydrographic Office
Marine Management Organisation
Maritime & Coastguard Agency
Orsted
Thanet District Council (Port of Ramsgate)
Vattenfall
Port of London Authority
BT Connect
Virgin Media
Port of Tilbury
DP World London Gateway