

Vattenfall Wind Power Ltd

Thanet Extension Offshore Wind Farm

Annex B to Appendix 2 to Deadline 7 Submission:
Email Correspondence

Relevant Examination Deadline: 7

Submitted by Vattenfall Wind Power Ltd

Date: June 2019

Revision A

Drafted By:	Vattenfall Wind Power Ltd
Approved By:	Daniel Bates
Date of Approval:	June 2019
Revision:	A

Revision A	Original document submitted to the Examining Authority

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From: Vincent Crockett [REDACTED]
Sent: 02 April 2019 10:47
To: Ed Rogers
Cc: Trevor Hutchinson [REDACTED] Mike Dearnaley;
daniel.bates@vattenfall.com; Mark McBride
Subject: RE: TEOW Hazard Workshop
Attachments: 20161219-Whole Port Risk Assessment Report Final.doc

Ed,

Many thanks for the updated spreadsheet. Have not copied this email widely to save inbox space.

Following are relatively minor comments:

- As discussed, the use of the descriptor “Class” for the hazard descriptions is not helpful as not all readers will be familiar with these classes. Could we suggest that the ship length is added to the hazard description to make it clearer. Ideally, relevant different ship types should be used: tankers, container ships etc.
- For completeness, it would be useful to acknowledge from the MAIB accident analysis that 2 fishing vessel collisions, involving the “Larissa” and the “Silvery Sea” resulted in 11 fatalities, 6 from the Larissa and 5 from the “Silvery Sea.” These vessels appear to have been much larger than the fishing vessels operating in the study area so the assumption of an under 12m length vessel is reasonable. There would need to be confidence that these are the largest vessels likely to be operation regularly in the area.
- Is it possible that mechanical failure maybe a cause for the wind farm service vessel hazards?
- It may be useful to put the worst outcome entries in red font to make them stand out better.
- Would it be possible to put in an examples column to give some backing to the consequences. See “Remarks” column in the attached example.

It is very difficult to assess the increased risk due to the wind farm extension without an accurate baseline navigation simulation assessment. London Pilot’s Council and ESL have the advantage of detailed local knowledge but without evidence of the space required it is very hard to know what the increased risk is. It is hard to see that the risk is doubled for example for example.

Vince

From: Ed Rogers [REDACTED]
Sent: Monday, April 01, 2019 1:47 PM
To: [REDACTED] pla.co.uk; [REDACTED]; [REDACTED]; [REDACTED]@thls.org;
[REDACTED] thls.org; [REDACTED] mcca.gov.uk; [REDACTED] mcca.gov.uk; [REDACTED] mcca.gov.uk;
[REDACTED] ukchamberofshipping.com; [REDACTED]; Vincent Crockett; [REDACTED] [@trinityhouse.co.uk](mailto:trinityhouse.co.uk);

[redacted] mcga.gov.uk; [redacted]
Cc: daniel.bates@vattenfall.com; [redacted] Jamie
Holmes; Richard Marlow; [redacted]
Subject: RE: TEOW Hazard Workshop

Good Afternoon All,

Many thanks for your attendance and input at the Workshop on Friday.

Further to agreement, please find a draft hazard log attached (in Pdf and Excel), that I have completed for the hazards we did not get onto on Friday. I have greyed out the hazards we did address and where appropriate taken similar principles in assigning hazard likelihood and consequence scores to the remaining hazards. I would be grateful if you could review the scores for Hazards 5-18 and provide any feed back your organisation may have, preferably by email and prior to the call tomorrow, which we can then review as a whole. The call is scheduled for 15:00 tomorrow, and the focus will be on reviewing the additional input scores.

The next step of the process will be to calculate the risk scores for the baseline and inherent assessment of risk, which I will do following the call and I will share this round for information. The final stage will be the identification and implementation of appropriate risk control measures to mitigate any increase in navigation risk.

There was a single likelihood score where we could not get to agreement on Friday – this was the Worst Credible likelihood of a Fishing Vessel / Recreational craft involved in a collision (HAZID 4). I have reviewed an MAIB report (also attached) to help define this likelihood and added in some text in a notes column to explain the rationale for the score I have given it.

I have also added in text to explain the change in likelihood brought about by the TEOW for the hazards we didn't get to on Friday (i.e. difference between baseline likelihood and inherent likelihood hazard scores). I have generally used the same increases in likelihood for the inherent assessment, that we discussed and agreed for the collision hazards.

I also attach the presentation I gave on Friday, which includes returns rates calculated for various incidents and also presents the input scores for the PLA NE Spit Navigation Risk Assessment.

Kind Regards

Ed

Dr Ed Rogers

Associate Consultant
Marico Marine

[redacted]

From: Ed Rogers

Sent: 26 March 2019 19:49

To: [redacted] [@pla.co.uk](mailto:placo@pla.co.uk); [redacted]
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[REDACTED] @hrwallingford.com; [REDACTED] @trinityhouse.co.uk; [REDACTED] mcca.gov.uk;

Cc: daniel.bates@vattenfall.com; [REDACTED]; Jamie Holmes [REDACTED]; Richard Marlow [REDACTED]; [REDACTED]

Subject: RE: TEOW Hazard Workshop

Good Evening All,

Further to my email last week and following on from various meeting discussions, please find attached a Hazard Workshop Pack which includes the following details:

- Workshop Details
- Details on the Risk Assessment Methodology including:
 - Draft Hazard Identification List
 - Existing risk control options list identified as part of original NRA
- Supplementary Information
 - Vessel Track Analysis
 - Incident Analysis
 - Other useful documents

I have also included an NRA undertaken for NE Spit by the PLA in 2015 and incident data taken from the PLA incident system for information – thank you Catheryn for sending them through.

In addition to the contents identified above, we will also have access to the Examination documentation on Friday at the workshop.

Thank you very much for confirming availability – I have updated an attendee list that is included in the pack – however, as before, if I have inadvertently missed anyone off the list please forward within your respective organisations as you see fit.

You will see that I have worked up a draft hazard list which is not meant to be definitive at this stage, but will hopefully enable good use of time on Friday. Between now and the workshop I also intend to populate the hazard risk scores for the baseline condition (i.e. the area with no Thanet Extension in place) into a hazard log based on the traffic and incident data we have for the area. We can then run through this on Friday and make any necessary changes. The focus of the workshop will then be around scoring hazards based on the TEOW being in place with a SEZ, which is where I think our time is best spent on Friday, and ensures that any local knowledge issues are integrated in the Addendum NRA. We also have the opportunity on Friday to review the risk controls already identified and refine them as necessary.

If anyone has any questions or comments please revert (via email or give me a call number below).

Otherwise I look forward to seeing you on Friday and thank you for your involvement so far.

Kind Regards

Ed

Dr Ed Rogers

Associate Consultant

Marico Marine

[REDACTED]

From: Ed Rogers

Sent: 22 March 2019 18:26

To: [REDACTED] [pla.co.uk](mailto:[REDACTED]@pla.co.uk); [REDACTED]; [REDACTED]
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[REDACTED] [hrwallingford.com](mailto:[REDACTED]@hrwallingford.com); [REDACTED] [@trinityhouse.co.uk](mailto:[REDACTED]@trinityhouse.co.uk); [REDACTED] [@mcga.gov.uk](mailto:[REDACTED]@mcga.gov.uk)

Cc: daniel.bates@vattenfall.com; [REDACTED] Ed Rogers

[REDACTED]; [REDACTED] Jamie Holmes [REDACTED]

Subject: TEOW Hazard Workshop

Good Evening All

Further to recent discussions, we'd like to give as much clarity as possible on the plan of action for the Hazard Workshop which will inform the NRA Addendum for the introduction of the Structures Exclusion Zone (SEZ) of the Thanet Extension Offshore Windfarm. The aim of the workshop is to provide a forum for the discussion and assessment of hazard risk scores based on the SEZ.

The first point is that based on availability and the wider Examination schedule we have identified Friday 29th March as the best day for the workshop in terms of getting most Interested Parties into a single room. I appreciate this does not necessarily work for everyone, and therefore I would be happy to meet after the workshop with those individuals who are not able to attend to give them the opportunity to input into the hazard scoring. The timings are anticipated to be 10:00- 16:00 and venue will be:

St Bride Foundation

Bride Lane

Fleet Street

London

EC4Y 8EQ

As time is limited, both in terms of the actual workshop and the examination process then it is necessary to focus the workshop on the assessment of hazard likelihood/consequence scores and the determination of effective and necessary risk control measures. To ensure this can be achieved, we will issue an initial set of hazards based on the discussions

we have (or will have) had with each of you in the Pre-Workshop Meetings. This draft list of hazards will be focused on the area to the west of the TEOW. In order to take a proportionate approach, focussing on the area of change, it will be necessary to generate slightly different hazards in terms of area, and also possibly vessel type and hazard type, compared to the existing NRA. This will mean that it may not be possible to directly compare hazards between the existing NRA and the Addendum NRA. The focussed nature of the NRA addendum will however mean a more targeted review by IPs will be possible and outweighs any benefit of comparing to the existing NRA – though if you feel strongly on this please do let me know soonest.

A further element along the same line will be that the focus of the workshop is the long term effect of the installation of infrastructure, and it will therefore target the operational stage of the TEOW.

Over the course of the pre-workshop meetings, we have presented some initial thoughts on the Addendum NRA process / methodology, and as such propose to utilise the same risk assessment methodology (e.g. IMO FSA progress) as used in the existing NRA submission for the Addendum NRA. Again I would be grateful if you revert if you do not agree.

Prior to the workshop and by the end of Tuesday 26th March, I intend to follow up on the above by issuing a workshop pack that will include the following:

- Workshop Agenda
- Risk Assessment Methodology
- Draft Hazard Identification List (including hierarchy of hazard importance to allow prioritisation at the workshop)
- Supplementary Data Analysis
 - Vessel Track Analysis
 - Incident Analysis

I hope this gives you enough time to review the contents (which I will aim to keep succinct) and revert with any questions or comments before hand, though I do appreciate time is tight.

I trust the above is in line with your expectation and very much look forward to seeing you at the workshop or after.

Finally, I think I have all the correct email addresses etc. but please do forward this email on to any other people within your organisation as necessary. I will collate a final list of attendees in the work shop pack - so I would be grateful if you could indicate your attendace on the 29th March.

Many thanks and hope you have a pleseant weekend.

Ed

Dr Ed Rogers

Associate Consultant

Marico Marine



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[Redacted]

From: Trevor Hutchinson [Redacted]
Sent: 05 April 2019 09:08
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[Redacted]mcga.gov.uk; [Redacted]@mcga.gov.uk; [Redacted]@thls.org;
[Redacted]@thls.org; [Redacted]; [Redacted]; [Redacted]
; [Redacted]@hrwallingford.com; [Redacted]
Subject: RE: Minutes from the Hazard Workshop

Dan

My only comment on the minutes relates to Hazard Note 1. I'm not convinced regarding the scoring re Stakeholders (i.e. consequence for businesses) which is defined in the minutes as "negligible" in the most likely scenario. Being a layman I'm not sure of the procedures followed immediately after a collision but any delay of a cargo ship to port has the potential for significant cost to business (operating costs of ship and potential loss of cargo (particularly if perishable)). It may be that loss of cargo is considered under cargo but I need clarification/reassurance on this point.

It also seems to me that grounding of a cargo ship could have a significant cost to business.

Vince may have additional comments.

Best Wishes

Trevor Hutchinson
Head of Planning



[Redacted]

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Sent: Thursday, April 04, 2019 4:04 PM
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[Redacted]@thls.org; [Redacted]@thls.org; [Redacted]; [Redacted]
[Redacted]@hrwallingford.com; Trevor Hutchinson [Redacted]

Cc: [REDACTED]

Subject: Minutes from the Hazard Workshop

Dear all,

Attached are some draft minutes from the hazard workshop last Friday. These are fairly light and seek to capture the main points of discussion / agreement during the workshop.

I appreciate that everyone is very busy at the moment but we are intending on appending these to our submission and would I would be very grateful for any comments or agreement that is possible before 5pm tomorrow

Kind regards

Dan

Daniel Bates

Consents Manager – Thanet Extension

Offshore Wind Consenting

[REDACTED]

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