



**Port of Boston Statement in Respect of the Applicants Proposed 22.3.2022
Navigation Management Plan Template and the Associated
Navigation Risk Assessment**

In respect of the Development Consent Order (DCO) application for the proposed Boston Alternative Energy Facility (the Facility) and the concerns around the development of a Navigation Management Plan (NMP) Template and the associated Navigation Risk Assessment (NRA), and regarding submissions made on behalf of the Boston and Fosdyke Fishing Society (BFFS), the Port makes the following statements:

The Port is entirely satisfied with the submissions by the Applicant of an NMP template and draft NRA that together defines and controls the further ongoing management of navigational risk associated with the BAEF.

These documents have been prepared by the Applicant in conjunction with the Port and we are content that further development of these documents is now best undertaken post-consent. Indeed, the Port notes that this is consistent with the approach adopted by the Environment Agency (and agreed with the Port) for the Boston Barrier Order 2017. The Port considers that this has proved successful in maintaining the safety of navigation in The Haven during the construction process, and that the NMP measures for that particular project will appropriately respond to operational impacts of the Barrier scheme during use.

In the same way, the Port's view is that the ongoing development of an NRA and NMP for the BAEF post-consent is the most effective way to mitigate impacts on the safety of navigation since it permits ongoing consultation with all interested parties, and the ability to respond to the detailed design, construction and operational proposals.

We know that there has been strong lobbying from the BFFS that all navigational safety matters should be addressed during the consent process but based on the Port's recent experience with the Boston Barrier project that would not be possible, and potentially would be unsafe to do so.

The Port has given much consideration to the concerns expressed by BFFS, particularly with regard to the impact of increased vessel numbers, but has concluded that there is little likelihood of any significant adverse impact on their activities.

Captain Richard Walker, Harbour Master

Port of Boston Ltd

