

PORT OF BOSTON

EST 1884

Port of Boston Statement for Deadline 10 in Respect of Submissions made at Deadline 9 and Published on the 25th March 2022

7.4.22

In respect of the Development Consent Order (DCO) application for the proposed Boston Alternative Energy Facility (the Facility) the Port of Boston (Port) would like to comment on several responses submitted for Examination, as follows:

1. Submission from EA

“Effect of Ship Wash (EA 1.2 and EA 2.3)

2.9. We understand that the applicant is updating the evidence in document REP3-020 (Response to Environment Agency’s Queries on Estuarine Processes) to address the increase in vessel speeds along the Haven. Once we have this updated evidence, we will endeavour to review it and provide a response before Deadline 10.”

Port comment: There is no proposed increase to current operational speed of vessels along the Haven or in The Wash

2. Submission from EIFCA

“Potential effects arising from the increased shipping, especially in connection with anchoring and erosion. Both of these have the potential to impact seabed habitats. These points were identified in sections 2a and 4a of our comments at Deadline 7.”

Port comment: Although there is the potential for more vessels to anchor in the designated anchorage area, this does not necessarily lead to a large increase in anchorage. Managing the vessels arrival time will reduce the increase and should be achievable with co-operation of the ship’s agent and ships Master.

3. Submission from Alternative Use Boston Projects Ltd 9.14(1)

Addendum to Environmental Statement Chapter 17 and Appendix 17.1 - Marine Mammals (Tracked) NE Relevant Representation – 021 states ***“..... the vessel will either maintain its position using multiple anchors or dynamic positioning”***

Port comment: Neither of these methods are used during normal anchoring activities. General cargo vessels calling at the port do not have dynamic positioning systems. The use of 2 anchors is not routine and would only be deployed when one anchor alone or 1 anchor and the use of the vessel’s engine cannot stop the vessel from dragging her anchor. This would only occur in extreme weather conditions and a prudent mariner would most likely consider it safer to heave the anchor and slow steam if the weather conditions were forecast to be that severe.

4. Submission from Roythornes Ltd

Submitted on behalf of The Boston and Fosdyke Fishing Society. The submission states ***“.....The Port appear to have a pecuniary interest so they cannot be the appropriate body without any further checks and balances.....”***

Port comment: The Port totally refutes any implication that it would put financial gain over safety.