

1. Introduction

Littlehampton Harbour Board (LHB) are an Interested Party of the Application by Rampion Extension Development Limited for an Order granting Development Consent for the Rampion 2 Offshore Wind Farm Project.

This representation is in response to the ExA's questioning of both the MCA and the Applicant's expert advisors to address item 14 of Issue Specific Hearing 1 Day 2's agenda. Specifically, (i) clarification on the process and timing for obtaining a Pilot Exemption Certificate (PEC) when operating within Littlehampton Harbour's Competent Harbour Authority (CHA) waters. (ii) The potential for LHB to offer key O&M facilities and support through its various phases the eco-system of Rampion 2.

2. LHB's designation as a CHA

The Littlehampton Harbour CHA's area of jurisdiction includes both the Statutory Harbour Area (SHA) and the CHA Pilotage Area. The SHA is the whole of Littlehampton Harbour as defined in Part 5 section 36 of the Littlehampton Harbour & Arun Drainage Outfall Act of 1927.

"The harbour shall include the River Arun and the estuary thereof below the line of the high water mark of ordinary spring tides from the south side of Arundel Bridge to an imaginary line drawn due East and West through an imaginary point situate fifty feet due South of the southern extremity of the Western Pier at the entrance to the harbour extending for five hundred yards to the East and five hundred yards to the West of that point and from the termination of this line on the East and West sides respectively due North to the high water mark of ordinary spring tides on the seashore and the wharves lands and works for the time being of the Harbour Board."

The Littlehampton Harbour Board is the CHA for Littlehampton Harbour under the terms of the Pilotage Act 1987 (The Act).

The CHA is defined as the waters of the sea for a distance of three nautical miles from low water mark of ordinary spring tides bounded on the west by an imaginary line joining Halnaker Mill and Middleton Church and on the east by an imaginary line joining Chanctonbury Ring and Goring Church.

Following assent of LHB's impending Harbour Revision Order (HRO) which sets out to align the SHA with the wider CHA, it is important to note that LHB's Duty of Care to Harbour users for ensuring navigational safety within the previously mentioned SHA will be of even greater significance, specifically with respect to Rampion 2 assets operating near to Climping. This will require vessels operating within the previously detailed CHA area to comply with the restrictions and controls set out within LHB's statutory Harbour legislation, Health and Safety regulations, the Merchant Shipping Act and Harbour Byelaws as necessary.



The SHA Area is displayed in red and the CHA is displayed in Green on the chart above.

3. Who does the CHA apply to?

Pilotage is compulsory within Littlehampton Harbour's CHA for:

- Vessels over 60GT (gross tonnes) and over
- Vessels carrying more than 12 passengers when greater than or equal to 20m in length.
- Any vessel engaged in towing or pushing another where combined tonnage exceeds 60GT.
- Any vessel greater than or equal to 20m length suffering from a defect or deficiency that effects its normal ability to navigate and or manoeuvre or its ability to comply with the requirements of the COLREGS and/or STCW.

Operations involving the use of vessels subject to pilotage, must be discussed with the Harbour Master. Certain operations may still be subject to Pilotage even if they do not involve Harbour entry.

4. Pilotage Exemption Certificates

If deemed appropriate and/or necessary, under the Pilotage Act 1987, Littlehampton Harbour CHA is the authority for the issuing of a PEC. A PEC can also be granted specifically for Harbour Entry. The successful award of a PEC is achieved through examination by the Harbour Master of Littlehampton (or such person approved by LHB) and requires a level of competence equivalent to that of an authorised pilot. A Limited PEC (LPEC) can be authorised for operations internal to the harbour, excluding transit of the narrows, or external to the harbour within the CHA (e.g. barge operations, cable laying etc). Its award may cover either inland waters or coastal waters within the CHA. As identified on the PEC / LPEC, certificates are valid for an individual vessel and applicant. The PEC / LPEC is not transferable, will remain extant for a period of twelve months (unless otherwise stated), and can be suspended or revoked under s.8 of The Pilotage Act 1987.

It should be noted that qualifying for a PEC is never more onerous than qualifying for an authorisation as a pilot. Certificate holders comply strictly with all port requirements and will be under the direction of the Harbour Master when navigating within port limits.

Application forms for submission by post or email are available from Littlehampton Harbour Office. The Harbour Master will then contact applicants to discuss assessment / re-assessment requirements and costs.

5. Pilotage procedure

Vessels should notify the requirement for a Pilot at least 24 hours prior to arrival. Items required prior to acceptance include, crew list, copy of waste certificate and ship's information proforma.

It is requested that vessels waiting to receive an LHB Pilot use the Anchorage at 50° 46.00'N 000° 32.50'W and await contact from LHB Pilot. The boarding and landing of pilots are undertaken by the Pilot Boat 'ERICA' which is a blue hulled multi-purpose workboat (displaying pilotage lights and marked PILOT when operating). The charted Pilot Boarding point is at 50° 46.60'N 000° 32.60'W.

LHB does not operate a VTS, however with the increases in areas brought about by the HRO, it is likely the Harbour Master will require all major vessel movements to be coordinated via Littlehampton's Harbour Office on VHF channel 71.



6. Pilotage Resource.

Littlehampton Harbour employs a fixed and flexible Pilotage Operating Model that ensures the timely and effective delivery of a capable Pilotage service, regardless of demand. LHB is ready to provide further detail once the applicant is able to share indicative volumes of vessel movements and tasking profiles, including support and service requirements.

7. Costs

The Littlehampton Harbour CHA seek to recover costs associated with the provision of a Pilotage service from all those who directly use it. The applicable charges for Acts of Pilotage undertaken by the Littlehampton Harbour authorised Pilot (including PEC / LPEC holders) shall be those specified in LHB's published Schedule Of Pilotage Charges.

8. LHB's Commercial Offer

With reference to the amenities and services required to support the various phases throughout the lifecycle of Rampion 2, LHB already offers wide-ranging long-term and short-term facilities for vessels differing in size, tasking, and support needs. These include:

- NAABSA Berths (Dredged to required depth)
- Shore-side flexible-use Estate & Infrastructure
- Along-side Berthing
- Marine Servicing / Fabrication
- Welding & Engineering Services
- Crane & Plant Operator and Management
- Water Injection & Plough Dredging
- Bed-Levelling
- Surveying
- Bunkering
- Towage
- Salvage
- Tourist trips
- 5-minute walk Local / National Rail links
- Easy access to National Road & International Air networks.