

# MORGAN OFFSHORE WIND PROJECT: GENERATION ASSETS

## Outline vessel traffic management plan

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Image of an offshore wind farm

**MORGAN OFFSHORE WIND PROJECT: GENERATION ASSETS**

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## MORGAN OFFSHORE WIND PROJECT: GENERATION ASSETS

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### Glossary

Term	Meaning
Aid to Navigation	Any sort of signal or marker to support vessel navigation including buoys, beacons or lights.
Anchorage	A designated area where ships lower their anchors to remain in position.
Automatic Identification System	An automatic tracking system carried by ships that broadcasts their position and identity to other nearby vessels.
Inter array cables	Cables which connect the wind turbines to each other and to the offshore substation platforms. Inter-array cables will carry the electrical current produced by the wind turbines to the offshore substation platforms
Master	The Master is the highest seafarer rank. A Master has ultimate responsibility for everything that happens on his or her vessel, including the security of the ship, as well as the safety of the crew and cargo, and any passengers, both when in port and when at sea.
Metocean	Metocean concerns understanding meteorological and oceanographic conditions in offshore coastal engineering or renewable energy projects.
Morgan Array Area	The area within which the wind turbines, foundations, inter-array cables, interconnector cables and offshore substation platforms (OSPs) forming the Morgan Generation Assets are contained.
Notice to Mariners	The United Kingdom Hydrographic Office (UKHO) service of publications that contain all of the corrections, alterations and amendments to the UKHO worldwide charts and publications. These are published weekly and are available directly from the UKHO.
Passage plan	A detailed description of a vessel's voyage from start to finish, including the route and hazards likely to be encountered along the way.
Port or Harbour	A maritime facility comprising of one or more wharves or loading areas where ships load and discharge cargo or passengers.
Statutory Harbour Authorities	Statutory Bodies responsible for the management and running of a harbour. The powers and duties in relation to a harbour are set out in local Acts of Parliament or a Harbour Order under the Harbours Act 1964.

### Acronyms

Acronym	Description
AIS	Automatic Identification System
COLREGS	Convention on International Regulations for Preventing Collisions at Sea
CTV	Crew Transfer Vessels
DCO	Development Consent Order
dML	Deemed marine licence
ERCoP	Emergency Response Cooperation Plan
HMCG	His Majesty's Coast Guard
KIS-ORCA	Kingfisher Information Service – Offshore Renewable & Cable Awareness
LAT	Lowest Astronomical Tide
LNtM	Local Notice to Mariners
MCA	Maritime and Coastguard Agency
MC	Marine Coordinator

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Acronym	Description
MDS	Maximum Design Scenario
MGN	Marine Guidance Note
ML	Marine Licence
nm	Nautical miles (1,852 meters)
NtM	Notice to Mariners
OSP	Offshore Substation Platform
RAM	(Vessels) Restricted in their Ability to Manoeuvre
SIMOPS	Simultaneous Operations
SOLAS	International Convention for Safety of Life at Sea
UKHO	United Kingdom Hydrographic Office
VHF	Very High Frequency
VTMP	Vessel Traffic Management Plan

## Units

Unit	Description
km	Kilometre
km <sup>2</sup>	Square kilometres
m	Metre
MW	Mega watt
nm	Nautical mile

# **1 Outline Vessel Traffic Management Plan**

## **1.1 Introduction**

- 1.1.1.1 This document forms part of the Development Consent Order (DCO) application for the Morgan Offshore Wind Project: Generation Assets, hereafter referred to as the Morgan Generation Assets. It has been prepared to provide an outline of the information that will be developed into the Vessel Traffic Management Plan (VTMP) for the Morgan Generation Assets.
- 1.1.1.2 The Morgan Generation Assets will be located in English offshore waters (beyond 12 nm from the English coast). As set out in Volume 1, Chapter 1: Introduction and overarching glossary of the Environmental Statement (Document Reference F1.1), as the Morgan Generation Assets is an offshore generating station with a capacity of greater than 100 MW located in English waters, it is a Nationally Significant Infrastructure Project as defined by Section 15(3) of the Planning Act 2008 (as amended) (the 2008 Act). As such, there is a requirement to submit an application for a DCO to the Planning Inspectorate to be decided by the Secretary of State for the Department for Energy Security and Net Zero.
- 1.1.1.3 Both the Morgan Offshore Wind Project and Morecambe Offshore Windfarm were scoped into the Pathways to 2030 workstream under the Offshore Transmission Network Review. The output of this process concluded that both Projects should work collaboratively in connecting the offshore wind farms to the National Grid at Penwortham in Lancashire. Therefore, a separate joint application for the Morgan and Morecambe Offshore Wind Farms: Transmission Assets is being made for the shared offshore export cable corridors to landfall and shared onshore export cable corridors to onshore substations.
- 1.1.1.4 A marine licence (ML) is required before carrying out any licensable marine activities under the Marine and Coastal Access Act 2009. There will be two deemed Marine Licences (dMLs) for Morgan Generation Assets, included within the draft DCO. The dMLs will cover works related to the offshore wind farm generation infrastructure (wind turbines, Offshore Substation Platforms (OSPs), foundations, inter-array cables and interconnector cables). This outline VTMP is secured through conditions within the dMLs in the draft DCO.
- 1.1.1.5 The preparation of a VTMP is identified as a control measure within Volume 4, Annex 7.1: Navigational risk assessment of the Environmental Statement (Document Reference F4.7.1). The objective of the plan is to support safe and efficient vessel movements.

## **1.2 Compliance**

### **1.2.1 Compliance with consent**

- 1.2.1.1 This section will provide a summary of how the VTMP meets conditions in the DCO and dMLs.

### **1.2.2 Summary of mitigation**

- 1.2.2.1 This section will provide a summary of key mitigation delivered by application of the VTMP and how it will be delivered.

## **1.3 Structure of the document**

- 1.3.1.1 This section provides information on the different sections included in the outline VTMP and what topics they cover.
- Section 1 introduces the document including background on its purpose and basis, scope, key consultees involved during its development, relevant related documents and the basis for updates
  - Section 2 provides an overview of the Morgan Generation Assets, covering key aspects relevant to this outline VTMP
  - Section 3 gives information on the construction, operation and maintenance ports selected by the Morgan Generation Assets
  - Section 4 covers the management and coordination of vessels during the construction, operations and maintenance of the Morgan Generation Assets through the use of the Marine Coordinator
  - Section 5 describes how information on the activities within the VTMP will be communicated to relevant stakeholders.

## **1.4 Background**

- 1.4.1.1 Due to the construction and operations/maintenance port(s) details of the Morgan Generation Assets being finalised post consent, the information required to produce a full plan or include a high degree of detail is not currently available. Therefore, this document provides an outline of the plan which will be developed in detail post consent when further detail on the construction and operations and maintenance phases of the Morgan Generation Assets are available.
- 1.4.1.2 There is no formal guidance on the development and content that should be included within a VTMP. In the absence of formal guidance, this plan is based which provides the legislative guidance for Passage Planning in the shipping sector and focuses on measures which improve safety of navigation International Convention for Safety of Life at Sea (SOLAS) chapter V (Annex 24 and Annex 25) n, and to reduce the risk of accidents occurring at sea, and Marine Guidance Note (MGN) 610 (M+F) which clarifies the application of SOLAS Chapter V in UK law.
- 1.4.1.3 This plan will be developed further as more detailed information on the construction and operation of Morgan Generation Assets becomes available. This relates in particular to the ports that are selected for the construction and operations and maintenance phases as well as detailed information on the construction/ installation methods, and specific vessels, activities and schedules which will be used.

## **1.5 Purpose, scope and objectives of the Outline Vessel Traffic Management Plan**

- 1.5.1.1 The purpose of the outline VTMP is to secure the control measures identified within Volume 4, Annex 7.1: Navigational risk assessment of the Environmental Statement (Document Reference F4.7.1).
- 1.5.1.2 The VTMP provides information and requirements for vessels during both the construction and operations/maintenance phases of the Morgan Generation Assets. The objective of the plan is to support safe and efficient vessel movements.
- 1.5.1.3 The VTMP will cover:

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- The ports that will be used for construction and operations/maintenance activities
- The management and coordination of vessel activities
- Requirements for Morgan Generation Assets vessels, including:
  - Passage planning
  - Minimum passing distances for other vessels and infrastructure
  - Reporting requirements
  - Anchoring considerations
  - Requirements during periods of restricted visibility.

1.5.1.4 A figure will be included within this plan to show the extent of the area covered by the VTMP. This will be included once further project information on port location, vessel types and movements are known.

## 1.6 Consultation

1.6.1.1 Consultation will be undertaken with the following stakeholders and groups of stakeholders in the development of the VTMP:

- Maritime and Coastguard Agency (MCA) to support its responsibility for enforcing merchant shipping regulations in respect of the safety of vessels, safe navigation and operation
- Trinity House to support its statutory duty as General Lighthouse Authority to deliver reliable, efficient and cost-effective aids to navigation service for the benefit and safety of all mariners
- Existing users of the relevant sea area to ensure that the VTMP addresses potential and actual consultee vessel interactions with project vessels using relevant sea area
- Relevant port/harbour authorities to ensure that the VTMP complies with their requirements if vessels are operating within their statutory harbour limits
- Relevant contractors working on the Morgan Generation Assets construction, operation/maintenance, to ensure the VTMP captures and allows for their relevant operations and vessels.

## 1.7 Associated Documents

1.7.1.1 This section provides a list of documents which affect the outline VTMP and may need to be considered in developing the VTMP and any updates or amendments.

1.7.1.2 A full list will be developed once details of the Morgan Generation Assets have been finalised post consent, but the list may include documents such as:

- Volume 4, Annex 7.1 Navigational risk assessment of the Environmental Statement (Document Reference F4.7.1)
- Navigational Practice, Safety and Emergency Response (Emergency Response Cooperation Plan (ERCoP))
- Marine Pollution Contingency Plan
- Aid to Navigation Management Plan



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- Offshore Construction Method Statement
- Offshore Environmental Management Plan
- Cables Specification and Installation Plan
- Details of scour protection management and cable protection management
- Marine Mammal Mitigation Protocol (Document reference J17)
- Measures to minimise disturbance to marine mammals and rafting birds (Document reference J15)
- Morgan and Morecambe Offshore Wind Farms: Transmission Assets Vessel Traffic Management Plan.

**1.8 Updates and amendments to the VTMP**

- 1.8.1.1 This section will describe how modifications to the VTMP could be implemented and how these should be reported.
- 1.8.1.2 Changes to the document revision and dates of the changes will be recorded in the cover page of the document.
- 1.8.1.3 The changes to the document will be summarised and tabulated as illustrated in Table 1.1 below, to identify the section of the document which has been changed, the nature of and reason for the change and any notes relating to how the change should be implemented.

**Table 1.1: Updates and amendments table.**

Document revision No.	Section	Summary	Reason	Implementation

**2 Overview of the Morgan Generation Assets**

- 2.1.1.1 Located in the east Irish Sea, the Morgan Generation Assets comprise the following:
  - Wind turbines
  - OSPs
  - Associated foundations and scour protection
  - Inter-array and inter-connector cables and cable protection.
- 2.1.1.2 The following sections include further detail on these elements to provide a background to the Morgan Generation Assets infrastructure and an overview on the vessels involved in each phase of the Morgan Generation Assets. The information is currently based on the Maximum Design Scenario (MDS) for the Morgan Generation

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Assets shipping and navigation assessment (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7) and will be updated once details of the Morgan Generation Assets have been finalised post consent.

2.1.1.3 The MDS includes the following structures of relevance to vessel traffic management:

- Wind turbines (up to 96) and OSPs (up to four)
- Wind turbines: maximum rotor diameter of 320 m, minimum and maximum blade tip height above Lowest Astronomical Tide (LAT) of 34 m and 364 m respectively
- Minimum wind turbine and OSP spacing will be 1,400 m between wind turbines in a row and 1,400 m between rows of wind turbines
- Wind turbines and OSPs: may require scour protection extending up to 23 m from each structure to a height of 2.6 m above the seabed
- Inter-array cables between the wind turbines and the OSPs: these will be up to 390 km in length with a minimum burial depth of 0.5 m. Cable protection may be required over a maximum of 39 km of the cable with a height of up to 3 m. Up to 10 cable crossings, each cable crossing has a length of up to 80 m and a height of up to 4 m
- Interconnector cables linking the OSPs will comprise up to three cables with a maximum total length of 60 km and a minimum burial depth of 0.5 m. Cable protection will be laid over a maximum of 12 km with a height of up to 3 m.

2.1.1.4 The MDS includes the following construction phase elements:

- Four years construction duration
- Construction activities over the maximum extent of the Morgan Array Area (280 km<sup>2</sup>)
- Up to a total of 69 construction vessels on site at any one time (including main installation/support vessels, tug/anchor handlers, cable lay vessels, guard vessels, survey vessels, seabed preparation vessels, Crew Transfer Vessels (CTVs), scour protection installation vessels and cable protection installation vessels)
- Up to 1,929 construction vessel movements (return trips) during construction (including main installation/support vessels, tug/anchor handlers, cable lay vessels, guard vessels, survey vessels, seabed preparation vessels, CTVs, scour protection installation vessels and cable protection installation vessels).

2.1.1.5 The MDS includes the following operations and maintenance phase elements:

- Operational life of 35 years
- Up to a total of 16 operations and maintenance vessels on site at any one time (CTVs/workboats, jack-up vessels, cable repair vessels, service operation vessels or similar and excavators/backhoe dredgers)
- Up to 719 operations and maintenance vessel movements (return trips) each year (including CTVs/workboats, jack-up vessels, cable repair vessels, service operation vessels or similar and excavators/backhoe dredger)
- Maximum extent of Morgan Array Area at 280 km<sup>2</sup>.

2.1.1.6 The MDS includes the following decommissioning phase elements:

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- The duration of the decommissioning programme is anticipated to be the same as for construction, and thus, up to four years
- Lengths and dimensions of cables, cable protection and cable crossings as described for construction phase
- During the decommissioning phase the changes would gradually decrease from the operational MDS as the need for project-related vessels is reduced and structures are removed and cut below the seabed.

### 3 Location of ports

3.1.1.1 Information about ports relevant to the VTMP and the existing provisions in place for management of marine traffic in each location will be covered in this section once further details of the Morgan Generation Assets, including selection of ports, have been finalised post consent.

#### 3.1.1 Construction port

3.1.1.1 Detail on the ports that will be used as a base during the construction phase. This will include information on the relevant harbour authority and the existing provisions in place for management of marine traffic.

#### 3.1.2 Operations and maintenance port

3.1.2.1 Detail on the ports that will be used as a base during the operation and maintenance phase. This will include information on the Harbour Authority and the existing provisions in place for management of marine traffic by the relevant Harbour Authority.

### 4 Management and co-ordination of vessels

#### 4.1.1 Marine Coordinator

4.1.1.1 The Marine Coordinator (MC) acts as a central point of contact for management of Morgan Generation Assets vessels. The MC has the following responsibilities:

- Coordination of project and contractor vessel movements
- Monitoring of vessel movements enroute to and at the Morgan Generation Assets
- Issue of Notices to Mariners on behalf of the project and contractors
- Implementation and management of ERCoP and Marine Pollution Contingency Plan during an emergency situation
- Coordinate monitoring and maintenance as required in the Aids to Navigation Management Plan
- Promulgate information of movements to relevant stakeholders

4.1.1.2 During the operations/maintenance phase the MC role may not be a standalone position. It is likely to be incorporated with other tasks and therefore covered by either a remote operations coordination centre operator or a 3rd party on behalf of the Morgan Generation Assets.

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4.1.1.3 This section will provide further details of the roles and responsibilities of the MC once the details of the project have been developed post consent. The relevant contact details will also be provided.

### 4.1.2 Construction phase

4.1.2.1 This section will detail the vessel traffic management and reporting measures that will be employed during the construction phase.

4.1.2.2 Standard measures include:

- Reporting responsibilities for the MC
- Advance planning, scheduling and coordination of vessel operations to de-conflict and minimise simultaneous operation (SIMOPS)
- Sharing of vessel schedules and activities with relevant stakeholders
- Collation and dissemination of incident and accident reports.

#### Numbers, types and specifications of vessels

4.1.2.3 This section will provide details of the vessels which will be used during construction.

4.1.2.4 As noted in section 2.1.1.4 the MDS included the following estimates for vessel numbers and types in the construction phase:

- Up to a total of 69 construction vessels on site at any one time (including main installation/support vessels, tug/anchor handlers, cable lay vessels, guard vessels, survey vessels, seabed preparation vessels, CTVs, scour protection installation vessels and cable protection installation vessels)
- Up to 1,929 installation vessel movements (return trips) during construction (including main installation/support vessels, tug/anchor handlers, cable lay vessels, guard vessels, survey vessels, seabed preparation vessels, CTVs, scour protection installation vessels and cable protection installation vessels).

4.1.2.5 Details will be updated following further development of the Morgan Generation Assets post consent.

#### Vessels restricted in ability to manoeuvre

4.1.2.6 This section provides the context for vessels Restricted in their Ability to Manoeuvre (RAM) and specific project measures.

4.1.2.7 Vessels will be RAM during cable installation works and heavy lift operations. Vessels are classed as RAM as a result of the nature of the work they are undertaking and are restricted in taking action to avoid other vessels. All RAM vessels involved in construction activities will comply with the Convention on International Regulations for Preventing Collisions at Sea (COLREGs).

4.1.2.8 RAM vessels will display lights and shapes to indicate their restrictions. They will transmit safety warnings on Very High Frequency (VHF) to inform other vessels of their actions using the 'Securité' message if the messages contain important information relating to navigation.

4.1.2.9 Communications between RAM vessels and the MC will be ongoing throughout the operations. RAM vessels will show current navigational status at all times to ensure

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other vessels equipped with an Automatic Identification System (AIS) can identify that they are RAM.

4.1.2.10 RAM activities will also be promulgated through the notification procedure and, following internal risk assessment, guard vessels may be employed.

### Passage planning

4.1.2.11 Passage planning will be required on routes for construction vessels.

4.1.2.12 Passage planning will be undertaken as per SOLAS. The Master of the vessels is responsible for maintaining and updating the passage plan as necessary. Information which may require an update to the passage plan includes:

- Prevailing weather, tidal, or sea state conditions
- New navigational hazards notified through Notice to Mariners (NtM) or other such sources as detailed in Section 5.
- Instructions from the MC or other responsible persons in charge of coordinating and managing project vessel traffic
- Any other reason the Master of a vessel may deem relevant for the purpose of ensuring the safety of theirs or another vessel.

### Anchoring

4.1.2.13 This section provides context on vessels anchoring within the Morgan Array Area.

4.1.2.14 Anchoring is at the discretion of the vessel Master but can be in conjunction with the information provided by the MC. When determining the appropriate location to anchor consideration is given to:

- Available water depth
- Seabed type and charted hazards including cables/pipelines
- Weather and tidal information including current and predicted weather
- Avoidance of prohibited anchorage areas
- Consideration of other anchored vessels
- Avoidance of known areas of other marine activity such as oil and gas support, fishing or recreational boating
- Avoidance of installed foundations and cables
- Avoidance of main commercial routes
- Pilot boarding area or other navigational features, such as spoil grounds or subsea cables.

4.1.2.15 Construction vessels requiring anchorage within the project construction area will require permission to do so from the MC.

### Environmental limits

4.1.2.16 This section will provide details of what environmental factors will be considered in vessel operations and what limits will be adhered to.

4.1.2.17 These may include limitations on (for example):

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- Metocean conditions for particular vessels or operations to maintain safety as per pre-approved procedures
- Fuel types or vessel speeds to meet emissions requirements
- Schedules or hours of operation to meet noise/light emissions requirements.

4.1.2.18 These will depend on the vessels selected, their schedules and the activities in which they are engaged.

### 4.1.3 Operations and maintenance phase

4.1.3.1 This section will provide a summary of the management and reporting measures that will be employed during the operations and maintenance phase.

4.1.3.2 Standard measures include, for example:

- Reporting responsibilities noted for the MC
- Advance planning, scheduling and coordination of vessel operations to de-conflict and minimise SIMOPS involving multiple vessels.
- Sharing of vessel schedules and activities with relevant stakeholders
- Collation and dissemination of incident and accident reports.

#### Numbers, types and specifications of vessels

4.1.3.3 This section will provide details of the vessels which will be used during operations and maintenance.

4.1.3.4 As noted in section 2.1.1.5 the MDS included the following estimates for vessel numbers and types in the operations and maintenance phase:

- Up to a total of 16 operations and maintenance vessels on site at any one time (CTVs/workboats, jack-up vessels, cable repair vessels, service operation vessels or similar and excavators/backhoe dredgers)
- Up to 719 operations and maintenance vessel movements (return trips) each year (including CTVs/workboats, jack-up vessels, cable repair vessels, service operation vessels or similar and excavators/backhoe dredger).

4.1.3.5 Details will be updated once the Morgan Generation Assets of the project have been developed post consent.

#### Passage planning

4.1.3.6 Passage planning will be required on routes for operations and maintenance vessels.

4.1.3.7 Passage planning will be undertaken as per SOLAS. The Master of the vessels is responsible for maintaining the passage plan and updating as necessary. Information which may require an update to the passage plan includes:

- Prevailing weather, tidal, or sea state conditions
- New navigational hazards notified through NtM or other such sources as detailed in Section 5
- Instructions from the MC or other responsible persons in charge of coordinating and managing project vessel traffic

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- Any other reason the Master of a vessel may deem relevant for the purpose of ensuring the safety of theirs or another vessel.

### Indicative transit routes

- 4.1.3.8 Indicative routes that will be provided to operations and maintenance vessels to minimise interactions with other vessels in the region.
- 4.1.3.9 Details will be developed once the offshore elements of the Morgan Generation Assets have been developed post consent.

### Anchoring

- 4.1.3.10 This section provides context on vessels anchoring within the Morgan Array Area.
- 4.1.3.11 Anchoring is at the discretion of the vessel Master but can be in conjunction with the information provided by the MC. When determining the appropriate location to anchor consideration is given to:
- Available water depth
  - Seabed type and charted hazards including cables/pipelines
  - Weather and tidal information including current and predicted weather
  - Avoidance of prohibited anchorage areas
  - Consideration of other anchored vessels
  - Avoidance of known areas of other marine activity such as oil and gas support, fishing or recreational boating
  - Avoidance of main commercial routes
  - Pilot boarding area or other navigational features, such as spoil grounds or subsea cables.
- 4.1.3.12 Operations and maintenance vessels requiring anchorage within the Morgan Array Area will require permission to do so from the MC.

### Environmental limits

- 4.1.3.13 This section will provide details of what environmental factors will be considered in vessel operations and what limits will be adhered to.
- 4.1.3.14 These may include limitations on (for example):
- Metocean conditions for particular vessels or operations to maintain safety
  - Fuel types or vessel speeds to meet emissions requirements
  - Schedules or hours of operation to meet noise/light emissions requirements.
- 4.1.3.15 These will depend on the vessels selected, their schedules and the activities in which they are engaged.

## **5 Promulgation of Information**

5.1.1.1 This section describes how and what information about the Morgan Generation Assets will be disseminated.

### **5.1.1 Notices to Mariners**

5.1.1.1 This section provides information on the proposed approach to distributing and issuing NtMs and other appropriate notifications to the relevant stakeholders and other marine users.

#### **Local Notices to Mariners**

5.1.1.2 Local Notices to Mariners (LNtMs) will be issued to a list of relevant local and national stakeholders in advance of any activity which may impact upon navigational safety.

5.1.1.3 Under a condition of the dML there are obligations to notify mariners in certain circumstances and at certain times, for example at least 7 days prior to commencement of the authorised project and regularly through construction.

5.1.1.4 The list of stakeholders will be regularly updated to ensure contact details remain up to date, and that all relevant parties are included. The organisations to which LNtMs will be issued includes the United Kingdom Hydrographic Office (UKHO) which will decide whether to include any of the information in their Weekly Admiralty NtMs.

#### **LNtM Issued Prior to commencement of the development**

5.1.1.5 Prior to the commencement of any construction activity, local mariners, regional fisheries contacts and His Majesty's Coast Guard (HMCG) will be made fully aware of the Licensable Marine Activity through LNtMs (or other appropriate means).

#### **LNtM during construction**

5.1.1.6 The MC will notify the UKHO and the standard list of stakeholders as to the progress of the construction of the Morgan Generation Assets. Notifiable activities include anything to pose a risk to navigational safety, including any fault to navigational aids.

#### **LNtM upon commissioning and during operation**

5.1.1.7 On completion of the construction works and the commissioning, local mariners, regional fisheries contacts and HMCG will be notified via LNtMs. In addition, LNtMs will be issued for any planned and unplanned maintenance activities that are outside the day-to-day maintenance activities associated with the Morgan Generation Assets.

5.1.1.8 Under a condition of the dMLs, the undertaker must notify UKHO of completion (within 14 days) of the authorised project or any part thereof in order that all necessary amendments to nautical charts are made. Copies of all notices must be provided to MCA within five days.

#### **Kingfisher bulletins and KIS-ORCA**

5.1.1.9 The Kingfisher Information Service – Offshore Renewable & Cable Awareness (KIS-ORCA) project is a joint initiative between Subsea Cables UK and Renewable UK and is being managed by the Kingfisher information Service of Seafish.



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- 5.1.1.10 Under a condition of the dMLs there are obligations to notify the Kingfisher Information Service in certain circumstances for example at least 7 days prior to commencement of the authorised project with details of the vessel routes, timings and locations relating to the construction. Details of the vessel routes, timings, location of the Morgan Generation Assets, and of the relevant construction operations will be promulgated to Kingfisher bulletin online to inform the Seafish public body.
- 5.1.1.11 The MC will ensure that the progress of the construction is promulgated in the Kingfisher fortnightly bulletin to inform Seafish of the vessel routes, timings and location of the construction activities. The bulletins will include contact details, offshore activity schedule, navigational safety procedures, advisory safety zones and any relevant drawings or other information specific to the activity.
- 5.1.1.12 On completion of the construction works and the commissioning, a Kingfisher bulletin will be issued online to inform the commercial fishing industry. During the operations and maintenance phase, a Kingfisher bulletin will be issued online detailing any planned or unplanned maintenance activities that are outside day to day maintenance.

## 6 References

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