

# MONA OFFSHORE WIND PROJECT

## Outline Vessel Traffic Management Plan

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**MONA OFFSHORE WIND PROJECT**

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### 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
HMCG	His Majesty's Coast Guard
IoMSPC	Isle of Man Steam Packet Company
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
MDS	Maximum Design Scenario
MGN	Marine Guidance Note
ML	Marine Licence
NRW	Natural Resources Wales
NtM	Notice to Mariners
OSP	Offshore Substation Platform
RAM	(Vessels) Restricted in their Ability to Manoeuvre
RYA	Royal Yachting Association
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

# 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 Mona Offshore Wind Project. It has been prepared to provide an outline of the information that will be developed into the Vessel Traffic Management Plan (VTMP) for the Mona Offshore Wind Project.

1.1.1.2 A marine licence is required before carrying out any licensable marine activities under the Marine and Coastal Access Act 2009. The marine licence (ML) for activities located in Welsh offshore waters will be deemed under the Development Consent Order (DCO). The deemed ML (dML) will cover works related to the offshore wind farm generation infrastructure (wind turbines, Offshore Substation Platforms (OSPs), inter-array cables and interconnector cables). A separate, standalone ML will be required for activities within 12 nautical miles (nm) of the Welsh coast. The standalone ML will cover works associated to the offshore export cables, OSPs, interconnector cables and Mona Offshore Cable Corridor and Access Areas. The OSPs and interconnector cables are included in both marine licences as it has not yet been determined whether they would be generation or transmission infrastructure, and notification of this will be provided to Natural Resources Wales (NRW) in advance.

1.1.1.3 This Outline VTMP is applicable to both the generation and transmission infrastructure. Therefore, it is secured under Schedule 14 Part 2 of the dDCO and is expected to also be secured within the NRW ML, as presented in the Marine Licence principles document (Document Reference J9) submitted with the application for consent.

1.1.1.4 The preparation of a VTMP is identified as a control measure within the Mona Offshore Wind Project Navigation Risk Assessment (Document Reference F6.7.1).

## 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 dML and standalone NRW ML.

### 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 they 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 Mona Offshore Wind Project, covering key aspects relevant to this outline VTMP

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- Section 3 gives information on the construction, operation and maintenance ports selected by the Mona Offshore Wind Project
- Section 4 covers the management and coordination of vessels during the construction, operations and maintenance of the Mona Offshore Wind Project 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 details of the offshore elements being finalised post consent, the information required to produce full plans 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 Mona Offshore Wind Project 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 on International Convention for Safety of Life at Sea (SOLAS) chapter V (Annex 24 and Annex 25) which provides the legislative guidance for Passage Planning in the shipping sector and focuses on measures which improve safety of navigation, 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 Mona Offshore Wind Project 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 and installation methods, and specific vessels, activities and schedules which will be used.
- 1.4.1.4 A marine licence is required before carrying out any licensable marine activities under the Marine and Coastal Access Act 2009. The marine licence (ML) for activities located in Welsh offshore waters will be deemed under the DCO. The deemed ML (dML) will cover works related to the offshore wind farm generation infrastructure (wind turbines, Offshore Substation Platforms (OSPs), inter-array cables interconnector and export cables).
- 1.4.1.5 A separate, standalone ML will be required for activities within 12 nautical miles (nm) of the Welsh coast. The standalone ML will cover works associated with the offshore export cables, OSPs, interconnector cables and Mona Offshore Cable Corridor and Access Areas. The OSPs are included in both marine licences as it has not yet been determined whether they would be generation or transmission infrastructure, and notification of this will be provided to Natural Resources Wales (NRW) in advance.
- 1.4.1.6 This outline Vessel Traffic Management Plan is applicable to both the generation and transmission infrastructure. Therefore, it is secured under Schedule 14 Part 2 of the DCO and is expected to form part of the application for the standalone ML, as presented in the Marine Licence principles document (Document Reference J9) submitted with the application for consent.



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### 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 measure identified within the Mona Offshore Wind Project Navigation Risk Assessment (Document Reference F6.7.1).
- 1.5.1.2 The VTMP provides information and requirements for vessels during both the construction and operations and maintenance phases of the Mona Offshore Wind Project. The objective of the plan is to support safe and efficient vessel movements.
- 1.5.1.3 The VTMP will cover:
- The ports that will be used for construction and operations and maintenance activities
  - The management and coordination of vessel activities
  - Requirements for Mona Offshore Wind Project 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 to show the extent of the area covered by the VTMP once further project information on port location and vessel types and movements is known.

### 1.6 Consultation

#### 1.6.1 Marine Navigation Engagement Forum

1.6.1.1 The Applicant has committed to continued engagement with the Marine Navigation Engagement Forum post consent. This will include the pre-construction and during construction periods and for a number of years into the operational and maintenance phase. This is to ensure that the appropriate authorities and stakeholders are informed of works being carried out in waters adjacent to the Mona Offshore Wind Project. The Terms of Reference developed for the MNEF at its creation in the pre-application phase will be updated for the first MNEF meeting post-consent and the group will be given an opportunity to comment on them. The Applicant anticipated that the frequency of MNEF meetings pre-construction will be agreed with the group at the first meeting post-consent when the Applicant has a better understanding of the pre-construction programme and programme for preparation of key pre-commencement documents including the Vessel Traffic Management Plan.

#### 1.6.2 Consultation on the Vessel Traffic Management Plan

1.6.1.1 1.6.2.1 Consultation will be undertaken with the following stakeholders and groups of stakeholders in the development of VTMP:

- Marine and Coastguard Agency (MCA) to support its responsibility for enforcing merchant shipping regulations in respect of the safety of vessels, safe navigation and operation

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- 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 areas to ensure that the VTMP addresses potential and actual consultee vessel interactions with project vessels using relevant sea areas
- 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 Mona Offshore Wind Project construction, operation and maintenance, to ensure the VTMP captures and allows for their relevant operations and vessels-
- Other relevant stakeholders not captured in the groups listed in the bullets above or through the MNEF.

## 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 offshore elements have been finalised post consent, but the list may include documents such as:

- Volume 6, Annex 7.1 Navigational Risk Assessment of the Environmental Statement (Document Reference F6.7.1)
- Navigational Practice, Safety and Emergency Response (Emergency Response Cooperation Plan (ERCoP))
- Marine Pollution Contingency Plan
- Aid to Navigation Management Plan
- Offshore Construction Method Statement
- Offshore Environmental Management Plan (including the Measures to minimise disturbance to marine mammals and rafting birds from transiting vessels (Document Reference J17))
- Cable Specification and Installation Plan
- Details of scour protection management and cable protection management
- Marine Mammal Mitigation Protocol
- 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



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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 Mona Offshore Wind Project

2.1.1.1 Located in the Eastern Irish Sea, the Mona Offshore Wind Project comprises of the following:

- Wind turbines
- OSPs
- Inter-array, interconnector and export cables.

2.1.1.2 The following sections include further detail on these elements to provide a background to the Mona Offshore Wind Project infrastructure and an overview on the vessels involved in each phase of the Mona Offshore Wind Project. The information is currently based on the Maximum Design Scenario (MDS) for the Mona Offshore Wind Project 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 offshore elements have been finalised post consent.

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

- Maximum number of wind turbines (96) and four OSPs (45 m x 65 m)
- Wind turbines: maximum rotor diameter of 320 m, upper blade tip height above Lowest Astronomical Tide (LAT) of 364 m and minimum wind turbine spacing of 1,400 m between wind turbines in a row and 1,400 m between rows of wind turbines
- Wind turbines and OSPs: scour protection extending up to 23 m from each structure to a height of 2.6 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 Mona Array Area (300 km<sup>2</sup>) and a 90 km long Mona Offshore Cable Corridor and Access Areas
- Up to a total of 86 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 2,055 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).

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

- Operational life of 35 years
- Up to a total of 21 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 849 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)

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- Maximum extent of Mona Array Area at 300 km<sup>2</sup> and a 90 km long Mona Offshore Cable Corridor and Access Areas.

2.1.1.6 The MDS includes the following decommissioning phase elements:

- 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 details of the offshore elements, including selection of ports have been finalised post consent.

### 3.1.2 Construction port

3.1.2.1 Detail of 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.

### 3.1.3 Operations and maintenance port

3.1.3.1 Detail of 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 Mona Offshore Wind Project vessels. The MC has the following responsibilities:

- Coordination of project vessel movements
- Monitoring of vessel movements enroute to and at the windfarm site
- 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 This section will provide further details of the roles and responsibilities of the MC once the offshore elements of the project have been developed post consent. The relevant contact details will also be provided.

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### 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, the MDS included the following estimates for vessel numbers and types in the construction phase:

- Up to a total of 86 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 2,055 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 once the offshore elements of the Mona Offshore Wind Project have been developed 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 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.

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### 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
  - 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 Mona Offshore Wind Project offshore Order Limits.
- 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):
- Metocean conditions for particular vessels or operations to maintain safety as per pre-approved procedures
  - Fuel types or vessel speeds to meet emissions requirements

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- 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
- 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 the MDS included the following estimates for vessel numbers and types in the operations and maintenance phase:

- Up to a total of 21 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 849 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 offshore elements 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
- 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.



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### Indicative transit routes

- 4.1.3.8 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 Mona Offshore Wind Project have been developed post consent.

### Anchoring

- 4.1.3.10 This section provides context on vessels anchoring within the Mona Offshore Wind Project offshore Order Limits.
- 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 Construction vessels requiring anchorage within the project construction 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 How and what information about the project will be disseminated.

### 5.1.2 Marine Navigation Engagement Forum

5.1.2.1 As set out in section 1.6.1, the Applicant has committed to continued engagement with the Marine Navigation Engagement Forum post consent. This is to ensure that the appropriate authorities and stakeholders are informed of works being carried out in waters adjacent to the Mona Offshore Wind Project. The MNEF will be used as a forum for sharing project information on pre-construction activities and documents as well as during construction periods and for a number of years into the operational and maintenance phase.

### 5.1.2.1.3 Notices to Mariners

5.1.2.1.3.1 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

5.1.2.1.3.2 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.

5.1.2.1.3.3 Under a condition of the deemed marine licence there are obligations to notify mariners in certain circumstances and at certain times, for example at least 14 days prior to commencement of the authorised project and regularly through construction.

5.1.2.1.3.4 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

5.1.2.1.3.5 Prior to the commencement of any construction activity, local mariners, fishermen's organisations 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

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

#### LNtM upon commissioning and during operation

5.1.2.1.3.7 On completion of the construction works and the commissioning, local mariners, fishermen's organisations 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 Mona Offshore Wind Project.

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~~5.1.2.8~~5.1.3.8 Under Part Two, condition 20 of the dML, 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 NRW and MCA within five days.

### Kingfisher bulletins and KIS-ORCA

~~5.1.2.9~~5.1.3.9 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.

~~5.1.2.10~~5.1.3.10 Under a condition of the deemed marine licence there are obligations to notify the Kingfisher Information Service in certain circumstances for example at least 14 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 Mona Offshore Wind Project, and of the relevant construction operations will be promulgated to Kingfisher bulletin online to inform the Seafish public body.

~~5.1.2.11~~5.1.3.11 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.

~~5.1.2.12~~5.1.3.12 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

- 6.1.1.1 References will be provided for Application and guidance documents mentioned within the VTMP.
- 6.1.1.2 Mona Offshore Wind Project Environmental Statement Volume 6, Annex 7.1: Navigation Risk Assessment, Document Reference F6.7.1