



Maritime &  
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Agency

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Via email: [info@ableuk.com](mailto:info@ableuk.com)

Dear Able Humber Ports Limited

### **Able Marine Energy Park – Development Consent Order Time Extension Only**

Thank you for your email dated 2<sup>nd</sup> May 2024 regarding the consultation on extending the period for implementation of the Able Marine Energy Marine Park Development Consent Order. The MCA has an interest in the works associated with the marine environment, and the potential impact on shipping, safe navigation, access to ports, harbours and marinas and any impact on our search and rescue obligations.

It is our understanding that this is a time extension only in order to carry out the works and that all parameters originally assessed remain the same. The MCA would like to ensure that the worst-case scenario for shipping and safe navigation remains as per previous assessment and that there is no change in the significance of effects in terms of the Environmental Statement. There should be no change in risk with regards to safe navigation of vessels and/or search and rescue as a result of the time extension.

We note that the Environmental Review concluded that *“there will be no additions, or changes to, the likely significant effects identified within the original ES or subsequent Material Change 2. On this basis, the conclusion is reached that the proposed extension to the time limits is appropriate in the context of the DCO and that there are adequate mitigation measures available to ensure that the proposed development could proceed, as amended, without giving rise to unacceptable environmental effects, even in combination with the other committed developments identified”*.

The MCA notes that the location of the works fall within the jurisdiction of a Statutory Harbour Authority (SHA) ABP Humber and they are therefore responsible for maintaining the safety of navigation within their waters. We would expect the developer to liaise and consult with the SHA in order to develop and update a robust Safety Management System (SMS) for the project in accordance with the Port Marine Safety Code (PMSC), and its Guide to Good Practice.

External factors such as the number and type of vessel traffic on the river may have changed overtime with the introduction of new and proposed developments, and this should be discussed further to ensure the risk mitigation measures remain appropriate and fit for purpose. We note that mitigation measures identified within the original ES and DCO, along with any alternate or additional mitigation and monitoring identified within the Material Change 2, will be carried out and would ensure that any adverse residual effects on the existing environment or local amenity are minimised.

Therefore, on the understanding that all other parameters remain the same as per Development Consent Order (as amended 2012 and 2022), and the original conditions of consent are adhered to, with further discussion with the SHA in accordance with the PMSC, I can confirm that the Maritime and Coastguard Agency would have no significant concerns to raise on the time extension.

Yours faithfully,

*Helen R Duncan*

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Marine Licensing Project Lead  
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