

**RWE Renewables UK Dogger Bank
South (West) Limited**

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Dogger Bank South Offshore Wind Farms

**Outline Vessel Traffic Monitoring Plan (Revision 2)
(Tracked)**

Volume 8

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02	9	3.3	Text regarding the submission of each vessel traffic monitoring report added.

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Glossary

Term	Definition
Automatic Identification System (AIS)	A system by which vessels automatically broadcast their identity and key statistics including location, destination, length, speed and current status, e.g., under power. Most commercial vessels and United Kingdom/European Union fishing vessels over 15m length are required to carry AIS.
Environmental Statement (ES)	A document reporting the findings of the EIA and produced in accordance with the EIA Directive as transposed into UK law by the EIA Regulations.
Marine Guidance Note (MGN)	A system of guidance notes issued by the Maritime and Coastguard Agency which provide significant advice relating to the improvement of the safety of shipping at sea, and to prevent or minimise pollution from shipping.
Navigational Risk Assessment (NRA)	A document which assesses the hazards to shipping and navigation of a proposed Offshore Renewable Energy Installation based upon Formal Safety Assessment.
Offshore Renewable Energy Installation (OREI)	As defined by Marine Guidance Note 654 (Merchant and Fishing) Safety of Navigation: Offshore Renewable Energy Installations (OREIs) – Guidance on UK Navigational Practice, Safety and Emergency Response (Maritime and Coastguard Agency, 2021). For the purposes of this report and in keeping with the consistency of the Environmental Impact Assessment, OREI can mean offshore wind turbines and the associated electrical infrastructure such as offshore substations.
The Projects	DBS East and DBS West (collectively referred to as the Dogger Bank South Offshore Wind Farms).

Acronyms

Term	Definition
AIS	Automatic Identification System
CPA	Closest Point of Approach
DCO	Development Consent Order
DML	Deemed Marine Licence
ES	Environmental Statement
MAIB	Marine Accident Investigation Branch
MCA	Maritime and Coastguard Agency
MGN	Marine Guidance Note
MMO	Marine Management Organisation
nm	Nautical Mile
NRA	Navigational Risk Assessment
OREI	Offshore Renewable Energy Installation
RNLI	Royal National Lifeboat Institution

1 Introduction

1.1 Purpose of this Document

1. As part of the draft Deemed Marine Licences (DML) (**Volume 3, Draft Development Consent Order (DCO) application ref: 3.1**) for the Dogger Bank South (DBS) Offshore Wind Farms (The Projects) vessel traffic monitoring is required to ensure that the Navigational Risk Assessment (NRA) remains accurate through both the construction and operational phases of The Projects. The results of the vessel traffic monitoring will also be reviewed against the predictions made in the NRA for The Projects with respect to anticipated changes in traffic patterns, as well as the effectiveness of the mitigation measures implemented (see **Volume 7, Chapter 14 Shipping and (Navigation application ref: 7.14)** of the Environmental Statement (ES)). This document has been prepared to outline the methodology by which vessel traffic monitoring will be undertaken.

1.2 Licence Details

2. The following text has been incorporated into the DMLs:
 - Construction monitoring must include vessel traffic monitoring in accordance with the outline vessel traffic monitoring plan, including the provision of reports on the results of that monitoring by Automatic Identification System (AIS) at the end of each year of the construction period to the Marine Management Organisation (MMO), MCA and Trinity House.
 - Post-construction traffic monitoring in accordance with the outline vessel traffic monitoring plan, including the provision of reports on the results of that monitoring by AIS to the MMO, MCA and Trinity House.

2 Guidance

2.1 MCA

3. Current UK guidance on vessel traffic monitoring is contained within Marine Guidance Note (MGN) 654 (Merchant and Fishing) Safety of Navigation: Offshore Renewable Energy Installations (OREI) – Guidance on UK Navigational Practice, Safety and Emergency Response (MCA, 2021).
4. Specifically, Section 6.6 of MGN 654 discusses the purpose of vessel traffic monitoring as to ensure the NRA is accurate for the construction and operation and maintenance phases and that mitigation measures are effective and remain fit for purpose.

3 Agreed Control Mechanism

3.1 Scope

5. The planned type, duration, area, and frequency of vessel traffic monitoring is detailed below. From general consultation with the MCA and Trinity House undertaken to date, the scope of monitoring summarised in **Table 3-1** is understood to be acceptable in order to mitigate any potential impact of The Projects.

Table 3-1 Scope of Vessel Traffic Monitoring

	Detail
Type	AIS only.
Duration	Minimum of 28 days covering seasonal variations in traffic patterns and fishing operations (i.e., 2 x 14 days).
Area	Within a 10 nautical mile (nm) buffer of the 'as built' array areas.
Frequency	Annually throughout the construction phase (construction traffic monitoring surveys) and the first three years post-construction (post-construction traffic monitoring surveys).
Reporting	A report will be submitted to the MMO, Trinity House, and the MCA following each year of the construction period (next quarter following the completion of the construction year) and after the end of the first, second, and third years of operation (next quarter following completion of the operational year).

6. The source of AIS data used to capture vessel traffic movements will be determined at the time of undertaking each of the vessel traffic monitoring reports. This may include offshore AIS recording equipment installed on offshore infrastructure within or in proximity to the Array Areas, on project vessels undertaking activities at the array areas, shore-based receivers, and/or satellite-based receivers. The location of any equipment at the Array Areas shall be chosen to ensure that a high level of coverage is obtained for the Array Areas and the adjacent sea area (typically this is within 10nm of the Array Areas).
7. Any AIS recording equipment shall not transmit any information and is not considered to be an Aid to Navigation. The AIS will not be actively monitored and shall not be transmitted directly to shore; instead, it shall be recovered periodically for both storage and use within the assessment as required.

3.2 Assessment

8. The AIS data shall be processed and assessed by an experienced navigation consultant based upon the traffic survey methodology outlined in Annex 1 of MGN 654 and shall be reviewed against the conclusions of the NRA. This may include, but not be limited to, the following information included within the NRA:
 - Main route 90th percentiles;
 - Main route Closest Point of Approach (CPA);
 - Maritime Accident Investigation Branch (MAIB) incident data; and
 - Royal National Lifeboat Institution (RNLI) incident data.
9. Additionally, each survey report shall analyse the navigational features found in proximity to the array areas, noting any changes to the features.

3.3 Submission

10. Upon completion of each vessel traffic monitoring report, should there be any changes noted when compared against the anticipated future baseline in the NRA, the MCA and Trinity House will be consulted to confirm whether any additional mitigation measures are required. The nature of such additional mitigation measures (where they are deemed necessary) would be determined as part of that consultation, and may include amendments to the lighting and marking scheme which would be directed by Trinity House. Upon completion should there be any changes noted since the submission of the NRA, consideration shall be given to meeting the MCA and/or Trinity House to discuss the results in further detail and whether any additional mitigation measures are required.

References

MCA (2021). MGN 654 (Merchant and Fishing) Safety of Navigation: Offshore Renewable Energy Installations (OREI) – Guidance on UK Navigational Practice, Safety and Emergency Response. Southampton: MCA.

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