

MORGAN OFFSHORE WIND PROJECT: GENERATION ASSETS

Statement of Common Ground between Morgan Offshore Wind Limited and UK Chamber of Shipping

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Image of an offshore wind farm

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Glossary

Term	Meaning
Applicant	Morgan Offshore Wind Limited.
Development Consent Order (DCO)	An order made under the Planning Act 2008 granting development consent for one or more Nationally Significant Infrastructure Project (NSIP).
Morgan Offshore Wind Project	The Morgan Offshore Wind Project is comprised of both the generation assets and offshore and onshore transmission assets, and associated activities.
Morgan Array Area	The area within which the wind turbines, foundations, inter-array cables, interconnector cables, scour protection, cable protection and offshore substation platforms (OSPs) forming the Morgan Offshore Wind Project: Generation Assets will be located.
Morgan Offshore Wind Project: Generation Assets	This is the name given to the Morgan Generation Assets project as a whole (includes all infrastructure and activities associated with the project construction, operations and maintenance, and decommissioning).
The Planning Inspectorate	The agency responsible for operating the planning process for Nationally Significant Infrastructure Projects.

Acronyms

Acronym	Description
ALARP	As Low As Reasonably Practicable
CoS	Chamber of Shipping
CRNRA	Cumulative Regional Navigational Risk Assessment
DCO	Development Consent Order
EIA	Environmental Impact Assessment
IoMSPC	Isle of Man Steam Packet Company
MGN	Marine Guidance Note
MHWS	Mean High Water Springs
MLWS	Mean Low Water Springs
MNEF	Marine Navigation Engagement Forum
NRA	Navigational Risk Assessment
OSP	Offshore Substation Platform
PEIR	Preliminary Environmental Information Report
SoCG	Statement of Common Ground

1 STATEMENT OF COMMON GROUND BETWEEN MORGAN OFFSHORE WIND LIMITED AND UK CHAMBER OF SHIPPING

1.1 Introduction

1.1.1 Overview

1.1.1.1 This Statement of Common Ground (SoCG) has been prepared between Morgan Offshore Wind Limited (hereafter referred to as ‘the Applicant’) and UK Chamber of Shipping, hereafter referred together as the parties. The SoCG sets out the areas of agreement and disagreement between the parties in relation to the Development Consent Order (DCO) application for the Morgan Offshore Wind Project: Generation Assets (hereafter referred to as the ‘Morgan Generation Assets’).

1.1.1.2 The need for a SoCG between the Applicant and UK Chamber of Shipping is set out within the Rule 6 letter that was issued by the Planning Inspectorate on 05 August 2024 (PD-001).

1.1.1.3 This document is intended to provide the Examining Authority with an overview of the level of common ground between the parties. The SoCG will facilitate further discussion between the parties and has been updated during the Morgan Generation Assets Examination and submitted at Deadlines indicated in the Rule 6 letter (PD-001).

1.1.2 Morgan Generation Assets elements under UK Chamber of Shipping’s remit

1.1.2.1 The UK Chamber of Shipping (CoS) is the trade association for the UK shipping industry, representing 200 members, operating 900 vessels equalling 18 million gross tonnes in capacity, across all vessel sectors. The UK CoS interest lies in ensuring the impact to navigational safety, commercial operation, and environmental performance are avoided or minimised as far as possible.

1.1.2.2 The elements of the Morgan Generation Assets which may affect the interests of UK CoS are detailed in Schedule 1 (Authorised Development), Part 1 (Authorised Development) of the Final draft DCO (S_D6_10).

1.1.2.3 This SoCG covers the following topics of relevance to UK CoS:

- Assessment and proposed mitigation of effects on:
 - Navigation and safety, shipping routes and scheduled services (shipping and navigation)
 - Social and economic receptors.

1.1.3 Overview of Morgan Generation Assets

1.1.3.1 The Morgan Generation Assets is a proposed offshore wind farm located in the east Irish Sea. The Morgan Generation Assets will include offshore infrastructure and consists of:

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- Morgan Array Area: This is where the wind turbines, Offshore Substation Platforms (OSPs), foundations (for both wind turbines and OSPs), inter-array cables and interconnector cables will be located.

1.1.4 Approach to SoCG

1.1.4.1 This SoCG has been developed during the pre-Examination phase and has been progressed during the Examination phase of the Morgan Generation Assets. In accordance with discussions between the parties, the SoCG is focused on those issues raised by UK CoS within its response to Scoping, Section 42 consultation and as raised through the Marine Navigation Engagement Forum (MNEF) that has underpinned the pre-application consultation between the parties. This SoCG also includes those issues raised by UK CoS during the post-application phase (i.e. relevant representations and pre-Examination meetings).

1.1.4.2 The structure of this SoCG is as follows:

- Section 1.1: Introduction
- Section 1.2: Summary of SoCG
- Section 1.3: Summary of consultation
- Section 1.4: Agreement Log.

1.2 Summary of SoCG

1.2.1 Overview

1.2.1.1 This SoCG outlines the consultation that has taken place between the parties during the pre-application and post-application phases of the Morgan Generation Assets. The agreement logs present the position reached on 27 February 2025 (Deadline 6).

1.2.2 Summary of those matters agreed and ongoing points of discussion

1.2.2.1 Table 1.1 provides a summary of those matters agreed and ongoing points of discussion between the parties.

Table 1.1: Summary of areas agreed and ongoing points of discussion between the parties.

Topic	Agreement status
Shipping and navigation (EIA)	Agreed
Shipping and navigation (NRA)	Agreed
Shipping and navigation (CRNRA)	Most matters agreed, 1 ongoing point of discussion (ETV)
Social and economic receptors (consultation)	Not agreed, but not material
Social and economic receptors (assessment)	Ongoing point of discussion
Social and economic receptors (consultation)	Agreed

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1.3 Summary of consultation

1.3.1.1 Table 1.2 below provides a summary of the consultation undertaken by the Applicant with UK CoS during the pre-application phase of the Morgan Generation Assets.

1.3.1.2 Table 1.3 below provides a summary of the consultation undertaken by the Applicant with UK CoS during the post application phase of the Morgan Generation Assets.

Table 1.2: Summary of pre-application consultation with UK Chamber of Shipping.

Date	Form of consultation	Statutory or non-statutory engagement	Summary of consultation
Marine Navigation Engagement Forum (MNEF)			
10/11/2021	Meeting 1	Non-statutory	<ul style="list-style-type: none"> Project introduction and development process Project timeline Project Design (Scoping) and Refinement Community and Maritime Engagement MNEF purpose and Terms of Reference Site selection in relation to shipping and navigation constraints Impacts of COVID-19 on data collection.
06/05/2022	Meeting 2	Non-statutory	<ul style="list-style-type: none"> Project update - review of key themes from previous meeting Data Collection and NRA Impacts to ferry operators Relation of impacts on ferry routes with regulation and guidance Sensitivity of ferry operator schedules. Extent of incident data Safety of navigating in gaps Consequences of allisions with wind turbines.
10/10/2022	Meeting 3	Non-statutory	<ul style="list-style-type: none"> Project update Application process Cumulative impacts of multiple projects on ferry operations (responding to stakeholder feedback) How the cumulative impacts will be assessed or examined Introduction to Morgan/Morecambe combined transmission project.
18/01/2023	Meeting 4	Non-statutory	<ul style="list-style-type: none"> Project update Cumulative assessment approach and progress Update on assessment work completed since MNEF 3 – HAZID workshop, PEIR deliverables Morgan NRA, cumulative regional NRA and bridge simulations PEIR process and statutory consultation Project revisions and commitments Planned activities and next steps.

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Date	Form of consultation	Statutory or non-statutory engagement	Summary of consultation
21/09/2023	Meeting 5	Non-statutory	<ul style="list-style-type: none"> Project update Cumulative assessment approach and progress PEIR assessment and key findings Project revisions Update on assessment work undertaken since MNEF 4 DCO application process Planned activities and next steps.
08/02/2024	Meeting 6	Non-statutory	<ul style="list-style-type: none"> Project update Update on assessment work undertaken since MNEF 5 and consideration of Moir Vannin Offshore Wind Farm) DCO application process Planned activities and next steps. Cumulative assessment approach and progress.

Shipping and navigation consultation

14/02/2022	Meeting	Non-statutory	<ul style="list-style-type: none"> Methodological engagement Relation of impacts on ferry routes with regulation and guidance Site selection in relation to shipping and navigation constraints Impacts to ferry operators (Safety and Commercial) Need for a cumulative assessment Adverse weather routeing decision making Need for collaborative engagement in assessment.
19/08/2022	Nav Sims	Non-statutory	<ul style="list-style-type: none"> Attendance as observer at IoMSPC Nav Sims in HR Wallingford.
23/08/2022 – 24/08/2022	Nav Sims	Non-statutory	<ul style="list-style-type: none"> Attendance as observer at Stena Nav Sims in HR Wallingford.
03/10/2022	Meeting	Non-statutory	<ul style="list-style-type: none"> Online webinar to run through the approach and process for the Hazard workshop with all S&N stakeholder attendees.
10/10/2022- 11/10/2022	Hazard workshop	Non-statutory	<ul style="list-style-type: none"> Morgan Generation Assets Hazard Workshop.
22/06/2023 – 23/06/2023	Nav Sims	Non-statutory	<ul style="list-style-type: none"> Attendance as observer at Seatruck Nav Sims in HR Wallingford.
28/09/2023- 29/09/2023	Hazard workshop	Non-statutory	<ul style="list-style-type: none"> In person hazard workshop Cumulative NRA hazard workshop undertaken to inform the Environmental Statement Morgan Generation Assets NRA hazard workshop undertaken to inform the Environmental Statement.

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Date	Form of consultation	Statutory or non-statutory engagement	Summary of consultation
Statutory (Section 42) consultation			
02/06/2023	Section 42 response	Statutory	<ul style="list-style-type: none"> Impacts (safety and commercial) on vital shipping services PEIR consultation given proposed changes to the Morgan Array Area boundary Financial costs of fuel and increased emissions including impacts to hinterland supply chains and scheduling Inclusion of the proposed Mooir Vannin Offshore Wind Farm Scoping Boundary within the cumulative effects assessment.

Table 1.3: Summary of post-application consultation with UK Chamber of Shipping.

Date	Form of consultation	Statutory or non-statutory engagement	Summary of consultation
19/06/2024	Relevant representations	Statutory	Relevant representations of UK CoS.
05/09/2024	Meeting	Non-statutory	Initial discussion on SoCG content and scope.
20/09/2024	Via correspondence	Non-statutory	Review of SoCG for submission at Deadline 1.
29/10/2024	Meeting	Non-statutory	Review and update of SoCG for submission at Deadline 3.
08/11/2024	Via correspondence	Non-statutory	Confirm SoCG for submission at Deadline 3.
08/01/2025	Meeting	Non-statutory	Review of agreement log for submission at Deadline 5.
21/01/2025	Navigation Simulations and Hazard Workshop	Non-statutory	Morgan – Mooir Vannin gap navigation simulations hazard review session.
20/02/2025	Meeting	Non-statutory	Finalisation of SoCG.

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1.4 Agreement log

1.4.1 Overview

1.4.1.1 This section of the SoCG sets out the level of agreement between the parties. For each matter the status is identified as being either agreed, not agreed or an ongoing point of discussion, according to the criteria set out in Table 1.4 below.

Table 1.4: Position definitions and colour coding.

Position and colour coding	Definition of position
Agreed	The matter is considered to be agreed between the parties.
Ongoing point of discussion	The matter is neither agreed or not agreed and is a matter where further discussion is required between the parties.
Not agreed, but not material	The matter is not considered to be agreed between the parties, but is not deemed material.
Not agreed	The matter is not considered to be agreed between the parties.

1.4.1.2 The following sections set out the level of agreement between the parties for each relevant component of the application (as identified in section 1.1.2).

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1.4.2 Shipping and navigation

1.4.2.1 Table 1.5 sets out the level of agreement between the parties for each relevant component of the application in relation to shipping and navigation.

Table 1.5: Agreement Log between the parties on shipping and navigation.

Reference Number	Discussion point	Applicant's Position	UK Chamber of Shipping Position	Status
Environmental Impact Assessment (EIA)				
UKCoS.SN.1	Policy and planning	The assessment has identified appropriate plans and policies relevant to shipping and navigation and has attended to them within the assessment.	Agreed in meeting 05/09/2024	Agreed
UKCoS.SN.2	Consultation	The CoS have been adequately consulted on shipping and navigation matters to date.	Agreed in meeting 05/09/2024	Agreed
UKCoS.SN.3	Surveys	The vessel traffic surveys were conducted in accordance with Marine Guidance Note (MGN) 654 (MCA, 2021).	Agreed in meeting 05/09/2024	Agreed
UKCoS.SN.4	Baseline environment	Sufficient primary and secondary shipping and navigation data has been collated to appropriately characterise the baseline environment.	Agreed in meeting 05/09/2024	Agreed
UKCoS.SN.5	Baseline environment	Sufficient primary and secondary shipping and navigation data has been collated to appropriately characterise the baseline environment.	Agreed in meeting 05/09/2024	Agreed
UKCoS.SN.6	Baseline environment	The potential effects identified within Volume 2, Chapter 7: Shipping and navigation (S_D6_21) represent a comprehensive list of potential effects on shipping and navigation from the Morgan Generation Assets.	Agreed in meeting 05/09/2024	Agreed
UKCoS.SN.7	Assessment methodology	The Formal Safety Assessment approach to the assessment of effects is deemed appropriate for the purposes of predicting potential effects on shipping and navigation receptors.	Agreed in meeting 05/09/2024	Agreed

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Reference Number	Discussion point	Applicant's Position	UK Chamber of Shipping Position	Status
UKCoS.SN.8	Assessment methodology	The quantitative risk modelling methods (e.g. International Association of Lighthouse Authorities (IALA) Waterway Risk Assessment Program (IWRAP) and encounter modelling) used to assess collision and allision risk are appropriate and align with relevant guidance.	Agreed in meeting 05/09/2024	Agreed
UKCoS.SN.9	Assessment methodology	The assessment within Volume 4, Annex 7.1: Navigational Risk Assessment (S_D6_28) and Volume 2, Chapter 7: Shipping and navigation (S_D6_21) has been undertaken in line with relevant shipping and navigation legislation and guidance including MGN 654.	Agreed in meeting 05/09/2024	Agreed
UKCoS.SN.10	Assessment methodology	The navigation simulations were conducted in a fair and reasonable manner, and are appropriate for informing Volume 4, Annex 7.1: Navigational Risk Assessment (S_D6_28).	Agreed in meeting 05/09/2024	Agreed
UKCoS.SN.11	Assessment methodology	The Hazard Workshop was undertaken allowing adequate stakeholder input into the risk assessment and are reflected within the NRA conclusions set out in section 1.11 of Volume 4, Annex 7.1: Navigational Risk Assessment (S_D6_28).	Agreed in meeting 05/09/2024	Agreed
UKCoS.SN.12	Assessment methodology	All relevant cumulative projects have been identified and are included within the shipping and navigation assessment.	Agreed in meeting 05/09/2024	Agreed
UKCoS.SN.13	Assessment methodology	Volume 2, Chapter 7: Shipping and navigation (S_D6_21) has identified, described and assessed an appropriate maximum design scenario for shipping and navigation.	Agreed in meeting 05/09/2024	Agreed
Navigation Risk Assessment (NRA) and ES Chapter				
UKCoS.SN.14	Assessment of the effects from the Morgan Generation Assets alone (in isolation) (NRA)	All hazards and impacts identified as relevant to the Morgan Generation Assets have been assessed within the shipping and navigation assessment.	Agreed in meeting 05/09/2024	Agreed
UKCoS.SN.15		All hazards have been assessed as either Medium Risk – Tolerable if ALARP or Broadly Acceptable and there are no unacceptable hazards.	Agreed in meeting 05/09/2024	Agreed

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Reference Number	Discussion point	Applicant's Position	UK Chamber of Shipping Position	Status
UKCoS.SN.16		The mitigation measures described within Table 1.9 of Volume 4, Annex 7.1: Navigational Risk Assessment (APP-060) are appropriate. Further mitigation measures identified (but not adopted) in Table 1.42 of Volume 4, Annex 7.1: Navigational Risk Assessment (APP-060) would be disproportionate and therefore all medium risk hazards can be considered ALARP without the need for additional risk control measures.	Agreed in meeting 05/09/2024	Agreed
UKCoS.SN.17		The Morgan Generation Assets would not interfere with the use of recognised sea lanes essential to international navigation (Traffic Separation Schemes).	Agreed in meeting 05/09/2024	Agreed
UKCoS.SN.18		The Morgan Generation Assets could have potential significant operational effects on lifeline ferry services and strategic routes due to adverse weather routing for Isle of Man Steam Packet Company (IoMSPC) route between Heysham and Douglas and Stena Line route between Heysham and Belfast and Liverpool and Belfast (east of the Isle of Man).	Agreed via correspondence 20/09/24	Agreed
UKCoS.SN.19		Operational impacts on other ferry services and strategic routes are not considered to be significant.	Agreed via correspondence 20/09/24	Agreed
UKCoS.SN.20		All other impacts (impacts on search and rescue, radar, communications and positioning systems, etc.) would not be significant in EIA terms with proposed mitigation measures in place.	Agreed in meeting 05/09/2024	Agreed

Cumulative Regional Navigation Risk Assessment (CRNRA) and ES Chapter

UKCoS.SN.21	Assessment of the effects from the Morgan Generation Assets cumulatively (excluding Moir Vannin Offshore)	All hazards and impacts identified as relevant to the Morgan Generation Assets in combination with cumulative projects (excluding Moir Vannin Offshore Wind Farm Scoping Boundary) have been assessed within the shipping and navigation assessment.	Agreed in meeting 05/09/2024	Agreed
UKCoS.SN.22		All hazards relating to the cumulative scenario (excluding Moir Vannin Offshore Wind Farm Scoping Boundary) have been assessed as either Medium Risk – Tolerable if ALARP or Broadly Acceptable and there are no unacceptable hazards.	Agreed in meeting 05/09/2024	Agreed

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Reference Number	Discussion point	Applicant's Position	UK Chamber of Shipping Position	Status
UKCoS.SN.23a	Wind Farm) (CRNRA)	The mitigation measures described within Table 1.9 of Volume 4, Annex 7.1: Navigational Risk Assessment (APP-060) are appropriate. Further mitigation measures identified (but not adopted) in Table 46 of the CRNRA (APP-060) and Table 1.42 of Volume 4, Annex 7.1: Navigational Risk Assessment (APP-060) would be disproportionate and therefore all medium risk hazards relating to the cumulative scenario (excluding Moir Vannin Offshore Wind Farm Scoping Boundary) can be considered ALARP without the need for additional risk control measures (relates to risk control options 1 to 9 (inclusive) and 11 in Table 46).	Agreed in meeting 29/10/2024	Agreed

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UKCoS.SN.23b		<p>As per CoS.SAN.23a but relates to risk control option 10 (Emergency Towage Vessel (ETV)) in Table 46 of the Cumulative Regional Navigational Risk Assessment (CRNRA) (Appendix E of F4.7.1 Volume 6, Annex 7.1: Navigational Risk Assessment (APP-060)).</p> <p>ETV was not adopted and was discussed at the hazard workshops and given that vessel allisions were scored as Medium Risk and relatively unlikely, therefore the very high cost of procuring and operating an ETV was disproportionate.</p> <p>The Applicant is aware of the UKCoS submission into the Mona Examination at Deadline 5 (REP5-124) in response to Mona Examining Authority's ExQ2, which is applicable to Morgan in a cumulative sense, whereby the Chamber <i>"recommends that there be a review by relevant regulators, stakeholders, leasing authorities, and developers to examine towing resource in the UK EEZ" ... "The Chamber considers this recommendation to be wider than that of the Applicant individually and does not preclude consent."</i></p> <p>Based on the further Chamber recommendation to <i>"undertake analysis into towage availability from third parties provided commercial in the vicinity to the projects, and what the likelihood of their project vessels having towing capability to assist in an incident"</i>, the Applicant has updated the OVTMP to consider towage capability of project vessels. The Applicant, when preparing the ERCoP post-consent pre-construction, will also undertake analysis into suitability and availability of project and third-party towage vessels to assist in an incident or emergency.</p> <p>The detailed scope of this analysis will be determined in agreement with the MNEF.</p> <p>Final position 20 February 2025: in addition to the above, as per MCA response to ExQ2 (REP5-069), the Applicant will discuss towing capability with the MCA post consent and/or pre-construction stage.</p>	<p>When considering the additional navigational (allision, collision, drifting) risk from cumulative projects in the Irish Sea over the period of operation (30+ years), the Chamber view is that additional towing capability or resource may well be required. The Chamber does not have a position on whether such capability is afforded through dedicated Emergency Towage Vessels as per RCO 10 of Table 46 or via alternative means, for example via project vessels with capability or through the Coastguard Agreement for Salvage and Towage (CAST).</p> <p>Progressed 8/1/25: The Chamber welcomes the commitment to undertake analysis on emergency towing resource for the cumulative projects. Until said analysis is complete (post consent, pre construction) and results considered, the Chamber cannot agree this position that additional towing capability or resource is not required, however accepts this does not preclude consent.</p>	<p>Ongoing point of discussion</p> <p>Progressed 8/1/25 through Applicant commitment to undertake analysis in towing resource post consent, pre-construction in response to the Chamber submission to Mona ExQ2 Q2.15.3 for Deadline 5.</p> <p>Until said analysis is complete (post consent, pre construction) and results considered, the Chamber cannot agree this position that additional towing capability or resource is not required, therefore the matter remains ongoing, however accepts this does not preclude consent.</p>
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Reference Number	Discussion point	Applicant's Position	UK Chamber of Shipping Position	Status
			Final position 20/2/2025: The Chamber welcomes the commitment but as analysis has not been undertaken the previous position remains.	
UKCoS.SN.24		The Morgan Generation Assets in combination with cumulative projects (excluding Mooir Vannin Offshore Wind Farm Scoping Boundary) would not interfere with the use of recognised sea lanes essential to international navigation (Traffic Separation Schemes).	Agreed in meeting 05/09/2024	Agreed
UKCoS.SN.25		<p>The Morgan Generation Assets in combination with cumulative projects (excluding Mooir Vannin Offshore Wind Farm Scoping Boundary) could have potential significant effects due to:</p> <ul style="list-style-type: none"> • Adverse weather routing for IoMSPC routes between Liverpool and Douglas and Heysham and Douglas and Stena Line routes between Heysham and Belfast and Liverpool and Belfast (east of the Isle of Man) • Impact to commercial operators including strategic routes and lifeline ferries for Stena Line route between Liverpool and Belfast (east of the Isle of Man) 	Agreed in meeting 05/09/2024	Agreed
UKCoS.SN.26		Operational impacts on other ferry services and strategic routes are not considered to be significant.	Agreed	Agreed
UKCoS.SN.27		All other impacts (impacts on search and rescue, radar, communications and positioning systems, etc.) assessed for the cumulative scenario (excluding Mooir Vannin Offshore Wind Farm Scoping Boundary) have been assessed not to be significant in EIA terms with proposed mitigation measures in place.	Agreed in meeting 05/09/2024	Agreed
UKCoOS.SN.28	Assessment of the effects from the Morgan Generation	All hazards and impacts identified as relevant to the Morgan Generation Assets in combination with cumulative projects (including Mooir Vannin) have been assessed within the shipping and navigation assessment.	Agreed in meeting 05/09/2024	Agreed

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Reference Number	Discussion point	Applicant's Position	UK Chamber of Shipping Position	Status
UKCoS.SN.29	Assets cumulatively including Moir Vannin Offshore Wind Farm (CRNRA)	Allision and collision risk hazards between the Morgan Array Area and Moir Vannin Scoping Boundary was assessed as part of the CRNRA (APP-060) as unacceptable. All other hazards relating to the cumulative scenario (including Moir Vannin Offshore Wind Farm Scoping Boundary) have been assessed as either Medium Risk – Tolerable if ALARP or Broadly Acceptable.	Agreed in meeting 05/09/2024	Agreed
UKCoS.SN.30		The Morgan Generation Assets in combination with cumulative projects (including Moir Vannin Offshore Wind Farm Scoping Boundary) would not interfere with the use of recognised sea lanes essential to international navigation (Traffic Separation Schemes).	Agreed in meeting 05/09/2024	Agreed
UKCoS.SN.31		<p>The Morgan Generation Assets in combination with cumulative projects (including Moir Vannin Offshore Wind Farm Scoping Boundary) could have potential significant effects on commercial operators including strategic routes and lifeline ferry services.</p> <p>This includes those between:</p> <ul style="list-style-type: none"> • Liverpool and Douglas • Heysham and Douglas • Heysham and Belfast • Liverpool and Belfast • Ramsey and Glasson. <p>and excludes the route between Belfast and Douglas.</p>	Agreed in meeting 05/09/2024	Agreed
UKCoS.SN.32		Operational impacts on other ferry services and strategic routes are not considered to be significant.	Agreed in meeting 05/09/2024	Agreed
UKCoS.SN.33		All other impacts (impacts on search and rescue, radar, communications and positioning systems, etc.) assessed for the cumulative scenario (including Moir Vannin Offshore Wind Farm Scoping Boundary) have been assessed not to be significant in EIA terms with proposed mitigation measures in place.	Agreed in meeting 29/10/2024	Agreed

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Reference Number	Discussion point	Applicant's Position	UK Chamber of Shipping Position	Status
UKCoS.SN.34	Decommissioning	<p>A decommissioning programme will be submitted for approval prior to any commencement of works to develop the Morgan Generation Assets. A draft of the decommissioning plan for the Morgan Generation Assets will be submitted prior to construction commencing. The decommissioning plan and programme will be updated during the Morgan Generation Assets lifespan to take account of changing best practice and new technologies. The scope of the decommissioning works would be determined by the relevant legislation and guidance at the time of decommissioning.</p> <p>At the end of the operational lifetime of the Morgan Generation Assets, it is anticipated that all structures above the seabed or ground level will be completely removed where feasible and practical. The decommissioning sequence will generally be the reverse of the construction sequence and involve similar types and numbers of vessels and equipment.</p> <p>Foundations would likely be cut below the seabed at a level that means they will not create a hazard for fishing or shipping.</p> <p>All inter-array and interconnector cables may be retrieved and, if retrieved, will be disposed of onshore. The project position is that cable protection (cable ducting, rock dumping, etc) will preferably be left in situ, but removal has been assessed as the MDS.</p> <p>At this time, it is difficult to foresee what techniques will be used to remove cables during decommissioning. However, it is not unlikely that equipment similar to that which is used to install the cables could be used to reverse the burial process and expose them.</p>	<p>The UKCoS strongly recommends the full decommissioning and removal of all infrastructure from the site, including all turbines, topsides, inter-array and interconnector cables, and foundations to a safe depth below the seabed.</p> <p>Failure to enact full removal may hinder or encumber future activity or development, as well as provide safety hazard to vessel, for example through cabling which becomes exposed.</p>	Agreed

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1.4.3 Social and economic receptors

Table 1.6: Agreement Log between the parties on social and economic receptors.

Reference Number	Discussion point	Applicant's Position	UK Chamber of Shipping Position	Status
Environmental Impact Assessment (EIA)				
UKCoS.SE.1	Consultation to inform the assessment	The Applicant undertook adequate consultation with the CoS on potential impacts on socio-economics relevant to the scope of the assessment.	Adequate consultation of the socio-economic impact on the shipping sector was not undertaken despite the NRA assessing that the development would have potential significant operational effects on strategic scheduled services including various lifeline ferry services.	Not agreed, but not material

MORGAN OFFSHORE WIND PROJECT: GENERATION ASSETS

Reference Number	Discussion point	Applicant's Position	UK Chamber of Shipping Position	Status
UKCoS.SE.2	Assessment of the socio-economic effects from the project	<p>The Applicant has undertaken adequate analysis on the potential socio-economics impacts on the shipping sector in line with the agreed scope of the assessment (at Scoping) and based on consultation feedback through the development of the Environmental Statement.</p> <p>National Policy Statement EN-3 defines a lifeline ferry route as follows: "Lifeline ferries" provide an essential service between islands or an island and the mainland on which the occupiers of the island rely for transportation of passengers and goods'. Routes to and from the Isle of Man were identified as the only lifeline ferry routes potentially affected by the Morgan Generation Assets.</p>	<p>Adequate analysis of the socio-economic impact on shipping sector was not undertaken for the full range of strategic scheduled services including lifeline ferry services assessed by the NRA as having potential significant operational effects.</p> <p>Services between the UK mainland and Ireland and Northern Ireland are of strategic importance to the UK and Isle of Man and for APP-017 to only consider socio economic impact to Isle of Man is an overly narrow scope.</p> <p>The developer via the MNEF did not undertake engagement on environmental impact for the shipping and navigation from deviation of routeing, nor engage with industry on their methodology for calculating environmental impact as detailed within APP-046, specifically data validity of emissions from vessels and operations.</p> <p>The Isle of Man Territorial Sea Committee (IoMTSC) state in their Local Impact Report "As the Isle of Man is dependent on daily regular deliveries of foodstuffs and other consumable items, including medicines, additional cancellations will have an impact on daily life and could result in additional costs for the retailers on account of the delays or cancellations." The Chamber considers this impact upon the hinterland and supply chain supplied as supported by IOMSPC as not insignificant.</p>	<p>Ongoing point of discussion</p> <p>08/01/25: The Chamber is regularly engaging with its members to ascertain their acceptance of the engagement they are receiving from the Applicant in parallel to the examination.</p> <p>As engagement between the Applicant and the Chamber of Shipping's members is still ongoing, that matter cannot yet be resolved and will remain 'ongoing' until such time that the Chamber of Shipping's members confirm all matters agreed.</p> <p>Final Position 21/02/25: The Chamber notes that discussions are progressing but not yet agreed. The Chamber's position therefore remains the same.</p>
UKCoS.SE.3	Consultation on socio-economic impacts	The Applicant is engaging with relevant individual stakeholders to seek agreement on the socio-economic impacts. Such engagement is operational and commercial in nature.	The Chamber recognises the engagement which it considers overdue and should have been undertaken earlier.	Agreed