Buchan Offshore Wind

pMP 3 Proposed Navigational Safety and Vessel Management Plan

QMS Review

Name	Company	Date	Reviewed	Approved
NASH Maritime	Natural Power	18/06/2025	LJ	SMC
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1 INTRODUCTION

1.1 Purpose of the Document

1. This proposed Navigational Safety and Vessel Management Plan (pNSVMP) has been created to provide an understanding of the content for the Final NSVMP which will be completed post consent for the Buchan Floating Offshore Wind Farm (OWF) Project (the Project), once the construction and operational vessel movements have been finalised.

1.2 Document Structure

2. This section provides information on the different sections included in the pNSVMP 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 Project, covering key aspects relevant to this pNSVMP.
- **Section 3** details the measures in place for the construction and operation and maintenance phases of the Project to ensure navigational safety.
- **Section 4** gives information on the construction, operation and maintenance ports.
- **Section 5** covers the management and coordination of vessels during the construction, operation and maintenance through the use of the Marine Coordinator.
- **Section 6** describes how information on the activities within the Final NSVMP will be communicated to relevant stakeholders.
- **Section 7** details how compliance with the application and MGN654 will be attained.

1.3 Scope and Objectives of the pNSVMP

3. There is no formal guidance on the development and content that should be included within a NSVMP. In the absence of formal guidance, this plan is based on the International Convention for Safety of Life at Sea (SOLAS) (International Maritime Organization (IMO), 1974) chapter V (Annex 24 and Annex 25). SOLAS Chapter V focuses on reducing the risk of accidents occurring at sea by focussing on measures which improve safety of navigation and thereby provides legislative guidance for Passage Planning in the shipping sector. Marine Guidance Note (MGN) 610 (M+F) clarifies the application of SOLAS Chapter V in UK law.

4. The Final NSVMP will provide information and requirements for vessels during both the construction phase and operation and maintenance phase of the Project. Due to the 35 year lifetime of the Project, the Decommissioning NSVMP will be developed prior to decommissioning activities taking place with information and details relevant to the specific decommission activities. The objective of the Final NSVMP is to support safe and efficient vessel movements.

5. The Final NSVMP will also include:

- The ports that will be used for construction activities and operation and maintenance activities;
- The management and coordination of vessel activities; and
- Specific requirements for Project vessels, including:
  - passage planning;
  - minimum passing distances for other vessels and infrastructure;
  - reporting requirements;
  - anchoring considerations; and
  - requirements during periods of restricted visibility.

6. A figure will be included within the Final NSVMP to show the extent of the area covered by the plan once further information on port location, vessel types and movements are known.

1.4 Consultation

7. Consultation will be undertaken with the following stakeholders during the development of the Final NSVMP.

- 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;
- Northern Lighthouse Board (NLB) 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 Final NSVMP addresses potential and actual vessel interactions; .
- relevant port/harbour authorities to ensure that the Final NSVMP complies with their requirements if vessels are operating within their statutory harbour limits; and
- relevant contractors and subcontractors to ensure the Final NSVMP captures and allows for their required operations and associated vessels.

1.5 Associated Documents

8. This section provides a list of documents which affect the pNSVMP and may need to be considered in developing the Final NSVMP, inclusive of updates or amendments.

9. A full list of complimentary documents will be developed once details of the Project have been finalised post-consent, but the indicative list will be inclusive of the following:

- Lighting and Marking Plan;
- Aids to Navigation Management Plan; and
- Emergency Response and Co-operation Plan;

1.6 Updates and Amendments to the Final NSVMP

10. This section will describe how modifications to the Final NSVMP will be implemented and how they will be recorded.

11. Changes to the document revision and dates of the changes will be recorded in the cover page of the document.

12. The changes to the document will be summarised and tabulated as illustrated in **Table 1-1**, 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 PROJECT

13. The array area is located off the east coast of Scotland, approximately 75 km from the coast from the nearest point (see **Figure 2-1**).

14. The array area covers an area of approximately 330 km^2. It comprises up to 70 floating wind turbines and up to three Offshore Substation Platforms (OSPs) with fixed foundations. Subsea inter-array cables will connect the wind turbines to each other and to the OSPs, while interconnector cables will connect the OSPs to each other.

15. Approximately 86.5 km of export cable will connect the OSPs with landfall. One Intermediate Reactive Compensation (IRC) platform located along the Export Cable Corridor (ECC),approximately midway between the OSP(s) and the Landfall Area.

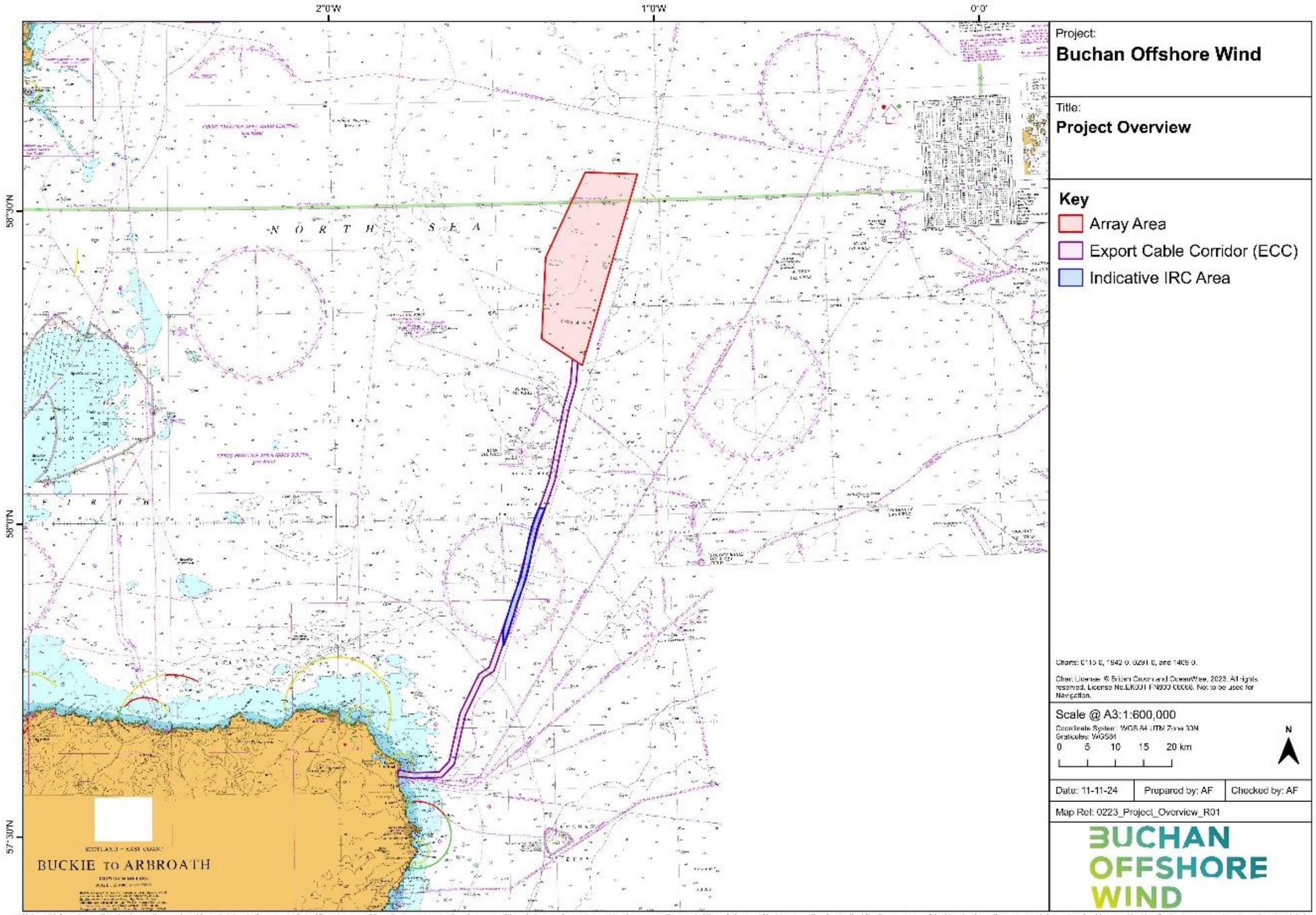

Figure 2-1: Project Overview

3 NAVIGATIONAL SAFETY MEASURES

16. The following sections present the navigational safety measures that will be implemented during the construction phase and the operation and maintenance phase of the Project.

3.1 Construction Phase

17. This section provides a description of the navigational safety measures that will be in place for the construction phase of the Project. **Table 3-1** lists these measures and provides a description. The Final NSVMP will provide further detail on the specific implementation of these measures.

Table 3-1: Navigation Safety Measures – Construction Phase

Title	Description
Safety zones	It is the Project's intention to apply for 500m construction safety zones surrounding each WTG during installation. Any active authorised safety zones will be monitored by a guard vessel or other designated on-site vessel.
Promulgation of information	Information be provided as described in Section 6 of this document. This will include information on any upcoming towage operations, status of safety zones and construction activities.
Temporary lighting and marking	Construction marking of the Project including construction buoyage will be as detailed in the Lighting and Marking Plan (LMP). An proposed LMP has been prepared to provide information on the content. The Final LMP will be subject to consultation and approval with relevant steakholders.
Emergency response procedures	An Emergency Response Cooperation Plan (ERCoP) will be produced before commencement of construction activities. In addition, emergency response procedures covering all construction activities will be developed.
Marine coordination	A Marine Coordination Centre (MCC) will be established with functions and responsibilities as defined in Section 5.1.
Guard Vessels	During construction, a guard vessel may be required during the installation of cables and moorings for WTGs. Guard vessels may also be required for towage operations and the installation of WTGs dependent on activity specific risk assessments.

3.2 Operation and Maintenance Phase

18. Navigation safety measures to be implemented during the operation and maintenance phase are presented in **Table 3-2**.

Table 3-2: Navigation Safety Measures – Operation and Maintenance Phase

Title	Description
Safety zones	It is the Project's intention not to apply for operational safety zones around each WTG as standard. During periods of significant maintenance, a 500m safety zone will be sought.
Promulgation of information	Information will be provided as described in Section 6 of this document. This will include information on any upcoming towage operations, status of safety zones and maintenance activities.
Operational lighting and marking	Operational marking of the Project including construction buoyage will be as detailed in the LMP. An proposed LMP has been

Title	Description
	prepared to provide information on the content. The LMP will be subject to consultation and approval with relevant stakeholders.
Emergency response procedures	The ERCoP will be updated to be relevant for the operational phase of the Project and subject to further consultation with the MCA.
Marine coordination	The MCC will continue to manage Project vessel traffic throughout the operation and maintenance phase.
Guard Vessels	Guard vessels may be required for some maintenance activities dependent on the activity specific risk assessment.

4 LOCATION OF PORTS

20. Information about ports, relevant to the Final NSVMP and the existing provisions in place for management of marine traffic in each location, will be covered in this section once further details, including selection of ports, are finalised post-consent.

4.1 Construction Port

21. Detail of the ports that will be used as a base during the construction phase will be set out in this section. This will include information on the relevant harbour authority and existing provisions in place for management of marine traffic such as:

- location of the port/s;
- relevant harbour authority;
- activities undertaken at and from the port;
- associated vessels; and
- port requirements including reporting, local traffic management, pilotage, etc.

4.2 Operation and Maintenance Port

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

- location of port/s;
- location of Marine Coordination Centre (MCC);
- relevant harbour authority;
- location of operation and maintenance berths;
- activities undertaken from each location;
- associated vessels; and
- port requirements including reporting, local traffic management, pilotage, etc.

5 MANAGEMENT AND CO-ORDINATION OF VESSELS

5.1 Marine Coordination

23. The MCC acts as a central point of contact for management of Project vessels. The MCC has the following responsibilities:

- coordination of project and contractor vessel movements, particularly regarding passage planning and communications;
- monitoring of vessel movements enroute to and at the Project;

- provision of localised weather information for project vessels to assist in planning their work and in identifying appropriate anchorages in the event of forecast weather above the vessel operational limits for their planned activities;
- Issue of Notices to Mariners (NtM) and Kingfisher Bulletins on behalf of the Project and contractors;
- implementation and management of Emergency Response Cooperation Plan (ERCoP) and Marine Pollution Contingency Plan (MPCP) during an emergency situation with a proposed version of the MPCP provided in PMP9;
- coordinate monitoring and maintenance as required in the Aids to Navigation Management Plan; and
- promulgate information of movements to relevant stakeholders.

24. During the operation and maintenance phase, the MCC 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 or a 3rd party.

25. This section of the Final NSVMP will provide further details of the roles and responsibilities of the MCC once confirmed post-consent. The relevant contact details will also be provided, as applicable

5.2 Construction Phase

26. The MCC will monitor the movements of construction vessels to ensure that they follow the requirements of the Final NSVMP, particularly regarding passage planning and communications.

27. Construction activities are managed from the MCC and will route the vessels to anchorages or berths as necessary. Permission for construction vessels to enter construction safety zones will be managed by the MCC using a 'Permit to Work' system, or equivalent.

28. The MCC will obtain and provide localised weather information for construction vessels to assist in planning the work to be undertaken. In the event of forecast weather above the limitations for construction activities, the MCC will provide updated information as soon as practicable and arrange for vessels to shelter in appropriate anchorages or at berths.

29. Once construction ports have been confirmed, additional information on the coordination of construction vessel arrivals to the windfarm site will be provided in this section.

30. Standard measures to be prescribed for the construction phase will include:

- reporting responsibilities for the MCC;
- 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; and
- collation and dissemination of incident and accident reports.

5.2.1 Numbers, Types and Specification of Vessels

31. This section of the Final NSVMP will detail the numbers, types and specification of the vessels which will be used during the construction phase of the Project.

32. The following section provides the template for information on the vessels that will be used during construction.

5.2.1.1 WTG Installation

33. The WTG installation will be undertaken by the types of vessels presented in **Table 5-1**.

Table 5-1: WTG installation vessel parameters

Parameter	Value
Vessel Name	
Vessel Type	
Vessel Role	
Length Overall	
Beam	
Summer Draught	
Gross Tonnage	

5.2.2 Vessels Restricted in Ability to Manoeuvre

34. This section of the Final NSVMP will provide the context for vessels Restricted in their Ability to Manoeuvre (RAM) and specific project measures.

35. Vessels will be RAM during installation works. 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) (IMO, 1972).

36. RAM vessels will display appropriate navigation lights and day 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.

37. Communications between RAM vessels and the MCC will be ongoing throughout the construction activities. 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.

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

5.2.3 Passage Planning

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

40. Passage planning will be undertaken as per SOLAS (IMO, 1974). 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;
- environmental limits for operations;
- ew navigational hazards notified through NtM, Kingfisher bulleting or equivalent as detailed in **Section 6**;
- instructions from the MCC or other responsible persons in charge of coordinating and managing Project vessel traffic; and
- any other reason the Master of a vessel may deem relevant for the purpose of ensuring the safety of theirs or another vessel.

5.2.4 Towage Planning

41. Detailed Risk Assessment Method Statements (RAMS) will be prepared for all towage operations. The information for the RAMS will include:

- specific vessels that will be involved in the operation with key parameters;
- the towage arrangement that will be used including number of tugs required;
- specifics of the tow gear to be used;
- communication requirements;
- weather limitations;
- passage planning; and
- emergency response requirements;

5.2.5 Indicative Transit Routes

42. Indicative routes will be provided to construction vessels to minimise interactions with other vessels in the region.

43. Once the construction ports have been determined, the routes to the work site will be identified and presented in this section. Areas where Project vessels will cross other routes will be identified along with typical entry, departure points from the work site and any specific information to be taken into account for passage planning. Vessel crew will also undertake briefings on requirements from other Project plans.

44. Vessels may deviate from these indicative routes for a variety of reasons at the discretion of the vessel's Master, for example due to:

- compliance with COLREGS (IMO, 1972) or SOLAS (IMO, 1974);
- prevailing weather, tidal or sea state conditions;
- navigational hazards as indicated on charts, or notified through Notices to Mariners, or other such sources; and,
- such other reasons as the Master of the vessel may deem relevant for the purposes of ensuring the safety of their vessel or another vessel.

5.2.6 Anchoring

45. This section of the Final NSVMP will provide context on vessels anchoring in terms of regular areas for anchoring given the prevailing weather conditions. Wet storage areas will be subject to a separate consent application and so will not be covered by this pNSVMP.

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

- available water depth;
- potential seabed obstructions;
- 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;
- avoidance of installed foundations and cables;
- avoidance of main commercial routes;
- pilot boarding areas or other navigational features, such as spoil grounds or subsea cables; and
- available swinging area.

47. Construction vessels requiring anchorage within the Project Area will require permission to do so from the MCC.

5.2.7 Environmental Limits

48. This section of the Final NSVMP will provide details of what environmental factors will be considered in vessel operations and what limits will be adhered to.

49. These will include limitations such as:

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

50. These will depend on the vessels selected, their schedules, the activities in which they are engaged and conditions required as part of the consent

5.3 Operation and Maintenance Phase

51. This section of the Final NSVMP will provide a summary of the management and reporting requirements that will be employed during the operation and maintenance phase.

52. Standard measures include:

- vessel reporting requirements;
- 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; or
- collation and dissemination of incident and accident reports.

5.3.1 Numbers, Types and Specification of Vessels

53. This section of the Final NSVMP will detail the numbers, types and specification of the vessels which will be used during the operation and maintenance phase of the Project.

5.3.2 Vessels Restricted in Ability to Manoeuvre

54. This section of the Final NSVMP will provide the context for vessels RAM and specific project measures.

55. Vessels will be RAM during cable maintenance and repair works. All RAM vessels involved in operation and maintenance activities will comply with the COLREGS (IMO, 1972).

56. RAM vessels will display appropriate navigation lights and day shapes to indicate their restrictions. They will transmit safety warnings on VHF to inform other vessels of their actions using the 'Securité' message if the messages contain important information relating to navigation.

57. Communications between RAM vessels and the MCC will be ongoing throughout the operation. RAM vessels will show current navigational status at all times to ensure other vessels equipped with an AIS can identify that they are RAM.

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

5.3.3 Passage Planning

59. Passage planning will be required on routes for operation and maintenance vessels.

60. Passage planning will be undertaken as per SOLAS (IMO, 1974). 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;
- environmental limits for operations;
- new navigational hazards notified through NtM or other such sources as detailed in **Section 6**;
- instructions from the MCC or other responsible persons in charge of coordinating and managing Project vessel traffic; and
- any other reason the Master of a vessel may deem relevant for the purpose of ensuring the safety of theirs or another vessel.

5.3.4 Towage Planning

61. Detailed Risk Assessment Method Statements (RAMS) will be prepared for all towage operations. The information for the RAMS will include:

- specific vessels that will be involved in the operation with key parameters;
- the towage arrangement that will be used;
- specifics of the tow gear to be used;
- communication requirements
- weather limitations
- passage planning; and
- emergency response requirements;

5.3.5 Indicative Transit Routes

62. Indicative routes will be confirmed once the offshore elements of the Project have been developed post-consent.

63. Similar to **Section 5.2.5**, once the operation and maintenance port/s have been determined, this section will present information on the routes between the potential work site (such as for cable repair works) and port. This will include navigational charts showing an indicative passage plan for vessels including reporting points, crossing points for other regional routes, along with any wind farms that may need to be crossed.

5.3.6 Anchoring

64. This section of the Final NSVMP will provide context on vessels anchoring within the Project Area.

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

- available water depth;
- potential seabed obstructions;
- 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;
- avoidance of main commercial routes;
- pilot boarding area or other navigational features, such as spoil grounds or subsea cables; and,

- available swinging area.

66. Operation and maintenance vessels requiring anchorage within the Project Area will require permission to do so from the MCC.

5.3.7 Environmental Limits

67. This section of the Final NSVMP will provide details of what environmental factors will be considered in vessel operations and what limits will be adhered to.

68. 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; or
- schedules or hours of operation to meet noise/light emissions requirements.

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

5.4 Reporting Protocol

70. All vessels associated with the Project are required to report to the MCC via the means prescribed once the MCC has been defined. The times in which vessels would be required to report to the MCC include:

- on departure from port to advise of intended activities and estimated time of arrival to the work site;
- on approach to the work site, vessels will request permission to enter from the MCC;
- when transiting between areas of the work site;
- postponement of activities at the work site;
- on completion of activities;
- before transfer of personnel and upon completion of transfer; and.
- on arrival at the port.

71. The format of the reporting will include the following information.

- vessel name.
- persons on board.
- activities to be undertaken.
- where activities are to be taking place (if relevant).
- intended route.

72. Emergency reporting will be undertaken as identified in **Volume 2, Chapter 15: Major Accidents and Disasters** of the Environmental Impact Assessment Report. Emergency actions, communications and reporting will also be provided in the ERCoP and pMPCP

6 PROMULGATION OF INFORMATION

73. This section describes how and what information about the Project will be disseminated.

6.1 Notices to Mariners

6.1.1 Local Notices to Mariners

74. 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.

75. Under conditions of the Marine Licence there are anticipated obligations to notify mariners in certain circumstances and at certain times dependent on the information it contains, for example prior to commencement of the authorised project and regularly through construction or before any planned operations and maintenance works.

76. 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.

6.1.1.1 LNtM Issued Prior to Commencement of the Development

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

6.1.1.2 LNtM during Construction

78. The MCC will notify the UKHO and the standard list of stakeholders as to the progress of the construction of the Project i.e. expected upcoming operations that may affect navigation and the status of infrastructure associated with the Project. These LNtMs will provide an updated description of the infrastructure currently in place, upcoming vessel movements and the areas where work is being undertaken. Notifiable activities include anything to pose a risk to navigational safety.

6.1.1.3 LNtM upon Commissioning and During Operation

79. On completion of the construction works and the commissioning of the Project, 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 Project.

80. Under an anticiapted condition of the Marine Licence, the Applicant must notify UKHO of completion within a set number of 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 an agreed timescale.

6.1.2 Kingfisher Bulletins and KIS-ORCA

81. 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.

82. Under an anticipated condition there are obligations to notify the Kingfisher Information Service in certain circumstances dependent on the information it contains for example 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 Project, and of the relevant construction activities will be promulgated to the online Kingfisher bulletin online to inform the Seafish public body.

83. The MCC will ensure that construction activity progress 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 safe passing distances and any relevant technical drawings or other information specific to the activity.

84. On completion of the construction works and commissioning, a Kingfisher bulletin will be issued online to inform the commercial fishing industry. During the operation and maintenance phase, a Kingfisher bulletin will be issued online detailing any planned or unplanned maintenance activities that are outside day to day maintenance.

7 COMPLIANCE WITH THE APPLICATION

85. This section of the Final NSVMP will detail how the Project design parameters and mitigation commitments relevant to navigational safety and vessel management have been compiled with via this document.

8 SUMMARY

86. This pNSVMP provides a description of the information that will be provided in the Final NSVMP. The Final NSVMP will contain information on the navigational safety measures that will be implemented, information on the ports utilised, information on the role and responsibilities of the MCC, information on the vessels that will be utilised during construction, operation and maintenance phases as well as how information will be communicated.