

EDF RENEWABLES



Neart na Gaoithe Offshore Wind Farm

Offshore Transmission Infrastructure Navigational Safety and Vessel Management Plan

Revision 1.0

December 2025

DOCUMENT REFERENCE: NNG-NNG-ECF-PLN-0021



Neart na Gaoithe Offshore Wind Farm Navigational Safety and Vessel Management Plan

Pursuant to Marine Licence (Offshore Transmission Works) Condition 3.2.2.12 in respect of the Navigational Safety Plan and Marine Licence (Offshore Transmission Works) Conditions 3.2.2.11 in respect of the Vessel Management Plan

For the approval of the Scottish Ministers

Document Control

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Overview

Purpose and Objectives of the Plan

This Offshore Transmission Infrastructure Navigational Safety and Vessel Management Plan (OfTI NSVMP) has been prepared to address the specific requirements of the relevant conditions attached to the OfTW Marine Licence issued to Neart na Gaoithe Offshore Windfarm Limited (NnGOWL). The conditions require the documentation of a Navigational Safety Plan (NSP) and Vessel Management Plan (VMP). These plans have been combined into a single document (the NSVMP) given the overlap between the two, noting that this approach has been agreed with the Scottish Ministers.

The OfTI, namely the two Offshore Substations Platforms (OSSs) and export cables, will be divested to an Offshore Transmission Operator (OfTO). NnGOWL will remain responsible for the OfTI until such time as the divestment of the OfTI assets to the Offshore Transmission Owner (OfTO). Upon transfer of ownership, the OfTO will be responsible for updating and implementing the relevant elements of this OfTI NSVMP.

In line with the sale of the offshore transmission infrastructure (OfTI), this plan has been updated to detail the navigational safety measures that will be put in place (including vessel management procedures) to minimise any risks from the OfTI to mariners.

All personnel and Contractors involved in the Project must comply with this NSVMP, up to the point of transfer to an OfTO.

A separate NSVMP (NNG-NNG-ECF-PLN-0010) has been prepared for the Wind Farm cable assets, namely the wind turbines, wind turbine jacket foundations, inter-array cables and interconnector cable.

Scope of the Plan

The OfTI NSVMP covers, in line with the requirements of the consents conditions, and in line with industry standards and good practice, the following:

- Navigational safety measures during construction: Temporary lighting and marking; buoyage; safety zones; management of the construction area; recommended routes and entry/exit gates; and, vessel safety requirements.
- Navigational safety measures during operation: Marine coordination; safety zones; management of operations and maintenance activities; recommended routes and entry/exit gates; and, vessel safety requirements.
- Details of anchoring areas.
- Notifications to stakeholders and marine users.
- Emergency response.
- Project vessel specifications.
- Vessel management procedures.
- Details of working ports.

Structure of the Plan

The OfTI NSVMP is structured as follows:

Sections 1 to 3 sets out the scope and objectives of the OfTI NSVMP, details the process for making updates and amendments to this document, sets out broad statements of compliance and provides an overview of the Project.

Sections 4 and 5 present the navigational safety measures to be adopted during the construction and Operation and Maintenance (O&M) phases including lighting and marking, buoyage, safety zones, cable laying operations and recommended entry/exit route gates.

Sections 6 and 7 detail the promulgation of information through Notice to Mariners (NtM)s and other notifications as well as details of what is to be included within the Emergency Response Cooperation Plan (ERCoP).

Sections 8 to 12 present the locations of working ports, the management and coordination of vessels, types, specifications, numbers and movements of vessels and indicative transit routes for vessel associated with the Project.

Section 13 describes the areas recommended for anchoring and areas where anchoring should be avoided.

Plan Audience

The OfTI NSVMP is intended to be referred to by personnel involved in the construction and O&M of the OfTI, including NnGOWL personnel and Contractors. The OfTI NSVMP will be issued to the Fisheries Liaison Officer (FLO) for information.

Compliance with this OfTI NSVMP will be monitored by the NnG Control Centre, the NnGOWL Consents team, NnGOWL's Environmental Clerk of Works (ECoW), and reported to the Marine Directorate Licensing Operations Team (MD-LOT). This document will be accessible by the NnG Control Centre and any relevant contractors as required.

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Acronyms and Abbreviations

TERM	DESCRIPTION
AC	Alternating Current
AIS	Automatic Identification System
AtoN	Aids to Navigation
CAA	Civil Aviation Authority
CGOC	Coast Guard Operation Centre
CLV	Cable Lay Vessel
COLREGS	International Regulations for Preventing Collisions at Sea
CTV	Crew Transfer Vessel
DGC	Defence Geographic Centre
DIO	Defence Infrastructure Organisation

TERM	DESCRIPTION
ECoW	Environmental Clerk of Works
FP	Forth Ports
HLV	Heavy Lift Vessel
HMCG	HM Coastguard
HTV	Heavy Transport Vessel
IALA	International Association of Marine Aids to Navigation and Lighthouse Authorities
IHO	International Hydrographic Organization
IMCA	International Marine Contractor Audit
IMO	International Maritime Organisation
JUV	Jack-up Vessel
KIS-ORCA	Kingfisher Information Service – Offshore Renewable & Cable Awareness
LNtMs	Local Notice to Mariners
MCA	Maritime and Coastguard Agency
MF	Medium Frequency
MGN	Marine Guidance Note
MD-LOT	Marine Directorate Licensing and Operations Team
MW	Megawatt
NAVAREA	Navigational Area
NLB	Northern Lighthouse Board
NOTAM	Notice to Airmen
NSP	Navigational Safety Plan
NtM	Notice to Mariners
O&M	Operation and Maintenance
OCV	Offshore Construction Vessel

TERM	DESCRIPTION
OfCom	Office of Communications
OFTI	Offshore Transmission Infrastructure
OFTW	Offshore Transmission Works
OREI	Offshore Renewable Energy Installation
OSP	Offshore Substation Platform
PSV	Platform Supply Vessel
RAM	Restricted in Ability to Manoeuvre
SAR	Search and Rescue
SFF	Scottish Fishermen's Federation
SOLAS	Safety of Life at Sea
SOV	Service Operation Vessel
SSCV	Semi-submersible Crane Vessel
STCW	Standards for Training, Certification and Watch Keeping
T&P	Temporary and Preliminary
UKHO	United Kingdom Hydrographic Office
VHF	Very High Frequency
VMP	Vessel Management Plan
WDC	Whale and Dolphin Conservation
WWNWS	Worldwide Navigational Warning Service
WZ	UK Coastal Navigational Warning

Defined Terms

TERM	DESCRIPTION
Addendum	The Addendum of Additional Information submitted to the Scottish Ministers by NnGOWL on 26 July 2018.

TERM	DESCRIPTION
Application	The Environmental Impact Assessment Report, Habitats Regulations Appraisal Report submitted to the Scottish Ministers by NnGOWL on 16 March 2018; the Addendum of Additional Information submitted to the Scottish Ministers by NnGOWL on 26 July 2018 and the Section 36 Consent Variation Report dated 08 January 2019.
Company	Neart na Gaoithe Offshore Wind Limited (NnGOWL) (Company Number SC356223). NnGOWL has been established to develop, finance, construct, operate, maintain and decommission the Project.
Consent Conditions	The terms that are imposed on the Company under the Marine Licence that must be complied with
Consent Plans	The plans, programmes or strategies required to be approved by the Scottish Ministers (in consultation with appropriate stakeholders) in order to discharge the Consent Conditions.
Contractors	Any Contractor/Supplier (individual or firm) working on the Project.
EIA Report	The Environmental Impact Assessment Report, dated March 2018, submitted to the Scottish Ministers by NnGOWL as part of the Application.
Inter-array Cables	The offshore cables connecting the wind turbines to one another and to the OSPs.
Interconnector Cables	The offshore cables connecting the OSPs to one another.
Marine Licence	OfTW (Licence Number MS-00011509), dated 15 December 2025..
Offshore Consents	The Section 36 Consent and the Marine Licences.
Offshore Export Cable Corridor	The area within which the offshore export cables are to be located.
Offshore Export Cables	The offshore export cables connecting the OSPs to the landfall site.
OfTI	The Offshore Transmission Infrastructure comprising the OSPs and offshore export cables required to connect the Wind Farm to the Onshore Transmission Works at the landfall.
OfTI Area	The area outlined in red and blue in Figure 1 attached to Part 4 of the OfTW Marine Licence.
OnTW	The onshore transmission works from landfall and above Mean High Water Springs, consisting of onshore export cables and the onshore substation.
Project	The Wind Farm and the OfTI.
Section 36 Consent	The written consent granted on 3 December 2018 by the Scottish Ministers under Section 36 of The Electricity Act 1989 to construct and operate the Wind Farm, as varied by the Scottish Ministers under section 36C of the Electricity Act 1989 on 4 June 2019.

TERM	DESCRIPTION
Section 36 Consent Variation Report	The Section 36 Consent Variation Report submitted to the Scottish Ministers by NnGOWL as part of the Application as defined above on 08 January 2019.
Subcontractors	Any Contractor/Supplier (individual or firm) providing services to the Project, hired by the Contractors (not NnGOWL).
Wind Farm	The offshore array as assessed in the Application including wind turbines, their foundations, the interconnector and inter-array cabling.
Wind Farm Area	The area outlined in black in Figure 1 attached to the Section 36 Consent Annex 1, and the area outlined in red in Figure 1 attached to Part 4 of the Wind Farm Marine Licence.

Consent Plans

CONSENT PLAN	ABBREVIATION	DOCUMENT REFERENCE NUMBER
Decommissioning Programme	DP	NNG-NNG-ECF-PLN-0016
Construction Programme and Construction Method Statement	CoP & CMS	NNG-NNG-ECF-PLN-0002
Piling Strategy	PS	NNG-NNG-ECF-PLN-0011
Development Specification and Layout Plan	DSL P	NNG-NNG-ECF-PLN-0003
Design Statement	DS	NNG-NNG-ECF-PLN-0004
OfTI Environmental Management Plan	OfTI EMP	NNG-NNG-ECF-PLN-00018
OfTI Operation and Maintenance Programme	OfTI OMP	NNG-NNG-ECF-PLN-0017
OfTI Navigational Safety and Vessel Management Plan	OfTI NSVMP	NNG-NNG-ECF-PLN-0021
Construction Phase Emergency Response Cooperation Plan	Construction Phase ERCoP	NNG-NNG-ECF-PLN-0015
Operations Phase Emergency Response Cooperation	Operations Phase ERCoP	NNG-NNG-ECF-PLN-0022
OfTI Cable Plan	OfTI CaP	NNG-NNG-ECF-PLN-00019
OfTI Lighting and Marking Plan	OfTI LMP	NNG-NNG-ECF-PLN-0020
Project Environmental Monitoring Programme	PEMP	NNG-NNG-ECF-PLN-0013
Fisheries Management and Mitigation Strategy	FMMS	NNG-NNG-ECF-PLN-0008

CONSENT PLAN	ABBREVIATION	DOCUMENT REFERENCE NUMBER
Offshore Written Scheme of Investigation and Protocol for Archaeological Discoveries	WSI & PAD	NNG-NNG-ECF-PLN-0005
Construction Traffic Management Plan	CTMP	NNG-NNG-ECF-PLN-0014

1 Introduction

1.1 Background

1. The Project has been developed by Neart na Gaoithe Offshore Wind Limited (NnGOWL) which is owned by EDF Power Solutions UK and Ireland (referred to as EDF throughout the remainder of this document).
2. The OfTI consent is the Transmission Works Marine Licence, originally MS-00008954 on the 12 October 2020 and most recently on the 15 December 2025 by issue of MS-00011509.

1.2 Objectives of this Document

3. The OfTW Marine Licence contain a variety of conditions that must be discharged through approval by the Scottish Ministers prior to the commencement of any offshore construction works. One such requirement is the approval of a Navigational Safety Plan (NSP) and Vessel Management Plan (VMP), the purpose of which is to provide the details of the vessel management and navigational safety of OfTI, in accordance with relevant guidance, during construction and operation. The relevant conditions setting out the requirement for an NSP and VMP for approval, and which are to be discharged by this combined OfTI NSP and OfTI VMP document (OfTI NSVMP), are presented in full in Table 1-1. The submission of the OfTI NSP and OfTI VMP as a single document has been agreed with the Scottish Ministers.
4. In addition to the specific consent requirements for an OfTI NSP and OfTI VMP and the requirements thereof (as set out in Table 1-1), this OfTI NSVMP also includes information in respect of a number of other consents conditions which are linked to the matter of navigational safety and lighting and marking. These are set out in Table 1-2 with reference to where matters are addressed in this OfTI NSVMP included.
5. A separate NSVMP as been prepared for the Wind Farm assets, namely the inter-array cables, wind turbines, wind turbine jacket foundations and interconnector cable.

Table 1-1 : NSP and VMP consent conditions to be discharged by this OfTI NSVMP

OFFSHORE CONSENTS REFERENCE	CONDITION	WHERE ADDRESSED
OfTW Marine Licence Condition 3.2.2.12	The Licensee must, no later than six months prior to the Commencement of the Works, submit an NSP, in writing, to the Licensing Authority for its written approval.	This NSVMP will be submitted to the Scottish Ministers at least six months prior to the Commencement of the Development.
	Such approval may only be granted following consultation by the Licensing Authority with MCA, NLB and any other navigational advisors or organisations as may be required at the discretion of the Licensing Authority. Commencement of the Works may not take place until such approval is granted.	Consultation to be undertaken by the Scottish Ministers.

OFFSHORE CONSENTS REFERENCE	CONDITION	WHERE ADDRESSED
	The NSP must include, but not be limited to, the following issues: <ul style="list-style-type: none"> a. Navigational safety measures; b. Notice(s) to mariners and radio navigation warnings; c. Anchoring areas; d. Buoyage. 	<ul style="list-style-type: none"> a. Section 4 b. Section 5 c. Section 12 d. Section 4.2
	The Licensee must confirm within the NSP that they have taken into account and adequately addressed all of the recommendations of the MCA in the current MGN 543, and its annexes that may be appropriate to the Works, or any other relevant document which may supersede this guidance prior to approval of the NSP.	Section 2
OfTW Marine Licence Condition 3.2.2.11	The Licensee must, no later than six months prior to the Commencement of the Works, submit a VMP, in writing, to the Licensing Authority for its written approval.	This document sets out the VMP for approval by the Scottish Ministers.
	Such approval may only be granted following consultation by the Licensing Authority with SNH, WDC, FP, MCA, NLB, SFF and any such other advisors or organisations as may be required at the discretion of the Licensing Authority. Commencement of the Works may not take place until such approval is granted.	Consultation to be undertaken by Scottish Ministers.
	The VMP must include, but not be limited to, the following details: <ul style="list-style-type: none"> a. The number, types and specification of vessels required; b. The manner in which vessel management will be coordinated, particularly during construction but also during operation; and, c. Location of working port(s), the routes of passage, the frequency with which vessels will be required to transit between port(s) and the site and indicative vessel transit corridors proposed to be used during construction and operation of the Licensed Activity. 	<ul style="list-style-type: none"> a. Section 9 and 10 b. Section 4.4 c. Section 7 (ports), Section 4 (movements), and Section 11 (transit routes)
	The confirmed individual vessel details must be notified to the Licensing Authority in writing no later than 14 days prior to the Commencement of the Works, and thereafter, any changes to the details supplied must be notified to the Licensing Authority, as soon as practicable, prior to any such change being implemented in the construction or operation of the Licensed Activity.	Section 9
	The VMP must, so far as is reasonably practicable, be consistent with the CMS, the EMP, the PEMP, the NSP, and an LMP.	Section 1.3

Table 1-2 : Other consent conditions relevant to this OfTI NSVMP

OFFSHORE CONSENTS REFERENCE	CONDITION	WHERE ADDRESSED
<p>OfTW Marine Licence Condition 3.2.2.4</p>	<p>Navigation and Charting</p> <p>The Licensee must, no later than one calendar month prior to Commencement of the Works, notify the UK Hydrographic Office (“UKHO”) of the proposed Works to facilitate the promulgation of maritime safety information and updating of admiralty charts and publications through the national Notice to Mariners system.</p> <p>The Licensee must, no later than one calendar month prior to Commencement of the Works, and following confirmation of the approved DSLP by the Licensing Authority (refer to condition 3.2.2.17), provide the positions and maximum heights of the OSPs and construction equipment to the UKHO and Defence Geographic Centre (“DGC”) for aviation and nautical charting purposes.</p> <p>The Licensee must, no later than one calendar month prior to the Commencement of the Works, ensure that local mariner’s organisations and local fishermen’s organisations and HM Coastguard (HMCG), are made fully aware of the Works through local Notice to Mariners (LNTMs) or any other appropriate means.</p> <p>The Licensee must ensure that details of the Licensed Activities are promulgated in the Kingfisher Fortnightly Bulletin, no later than one calendar month prior to Commencement of the Works to inform the commercial fishing industry of the vessel routes and the timing and location of the construction activities.</p> <p>The Licensee must no later than eight weeks prior to Commencement of the Works, complete an “Application for Statutory Sanction to Alter/Exhibit” form and submit this to the NLB for the necessary sanction to be granted.</p>	<p>Section 5 (Promulgation of Information)</p> <p>Section 4.2 (Statutory Sanction)</p>
<p>OfTW Marine Licence Condition 3.2.3.2</p>	<p>Navigational Safety</p> <p>The Licensee must notify the UKHO of the progress of the construction of the Works to facilitate the promulgation of maritime safety information and updating of admiralty charts and publications through the national Notice to Mariners (NtMs) system.</p> <p>The Licensee must ensure that the progress of the Works is promulgated regularly in the Kingfisher Fortnightly Bulletin to inform the commercial fishing industry of the vessel routes and the timing and location of the construction activities.</p> <p>The Licensee must in the case of damage to, or destruction or decay of the Works, notify the Licensing Authority, in writing, as soon as reasonably practicable, following such damage, destruction or decay. The Licensee must carry out any remedial action as required by the Licensing Authority, following consultation with the MCA the NLB or any such advisers as required by the Licensing Authority.</p> <p>The Licensee must ensure that any vessels permitted to engage in the construction of the Works are marked in accordance with the International Rules for the Prevention of Collisions at Sea whilst under way, and in accordance with the UK Standard Marking Schedule for Offshore Installations if the vessel is secured to the seabed.</p>	<p>Section 5 (Promulgation of Information)</p> <p>Section 4.8 (Injury, Destruction or Decay)</p> <p>Section 4.5 (Cable Laying and other Restricted in Ability to Manoeuvre (RAM) Operations)</p> <p>Section 5.5 (Radio Navigational Warnings)</p> <p>Section 4.6 (Subsea Cable Inspections)</p>

OFFSHORE CONSENTS REFERENCE	CONDITION	WHERE ADDRESSED
	<p>The Licensee must ensure that no radio beacon or radar beacon operating in the marine frequency bands is installed or used on the Works without the prior written approval of the Office of Communications (“OfCom”).</p> <p>The Licensee must ensure that navigable depth is not altered by more than 5% referenced to chart datum unless otherwise agreed, in writing, with the Licensing Authority in consultation with the MCA and NLB.</p>	
<p>OfTW Marine Licence Condition 3.2.4.4</p>	<p>Navigational Safety</p> <p>The Licensee must notify the UKHO of the completion of the Works to facilitate the promulgation of maritime safety information and updating of Admiralty Charts and publications through the national Notice to Mariners system.</p> <p>The Licensee must, within one month of the Completion of the Works, provide the “as-built” positions and maximum heights of all Offshore Substation Platform (OSP) along with any sub-sea infrastructure, to the Defence Geographic Centre and the UKHO for aviation and nautical charting purposes.</p> <p>The Licensee must, as per the requirements of the MCA’s MGN 543 and any appropriate updates, complete post-installation hydrographic surveys of the Site or subsections thereof, to the International Hydrographic Organization (IHO) Order 1a survey standard. On completion of all these surveys the data and corresponding report of survey must be supplied to the UKHO, with notification to the MCA hydrography manager and the Licensing Authority.</p> <p>The Licensee must ensure that local mariners, fishermen’s organisations and HM Coastguard, in this case the National Maritime Coastguard Centre are made fully aware of the Completion of the Works.</p> <p>The Licensee must ensure that the Completion of the Works is promulgated in the Kingfisher Fortnightly Bulletin to inform the commercial fishing industry.</p> <p>The Licensee must, where any damage, destruction or decay is caused to the Works, notify the Licensing Authority, in writing, of such damage, destruction or decay as soon as reasonably practicable following such damage, destruction or decay. The Licensee must carry out any remedial action which the Licensing Authority advises the Licensee, in writing, as requiring to be taken, which may include a requirement to display aids to navigation, following consultation by the Licensing Authority with the MCA, the NLB or any such advisers as required.</p> <p>The Licensee must ensure that the Works are actively monitored during the operation and maintenance phases. The Licensee must ensure that a contingency plan is in place to respond to any reported catastrophic failures which may result in the Works, or part(s) of the Works, breaking loose and becoming a buoyant hazard. This contingency plan should include the transmission of local radio navigation warnings.</p> <p>The Licensee must ensure that no radio beacon or radar beacon operating in the marine frequency bands is installed or used on the Works without the prior written approval of OfCom.</p> <p>The Licensee must not exhibit, alter or discontinue navigational lighting of the Works without the statutory sanction of the Commissioners of Northern Lighthouses. An</p>	<p>Section 5 (Promulgation of Information)</p> <p>Section 4.2 (Statutory Sanction)</p> <p>Section 4.7 (Hydrographic Surveys)</p> <p>Section 4.8 (Injury, Destruction or Decay)</p> <p>Section 4.4 (Management of Operation and Maintenance Activities)</p>

OFFSHORE CONSENTS REFERENCE	CONDITION	WHERE ADDRESSED
	'Application for Statutory Sanction to Exhibit/Discontinue' form must be completed by the Licensee as fully as possible and returned to the NLB for the necessary sanction to be granted prior to exhibiting, altering or discontinuing navigational lighting.	
OfTW Marine Licence Condition 3.2.4.8	<p>Charting requirements</p> <p>The Licensee must, within one month of the final Completion of the Works, provide the coordinates accurate to three decimal places of minutes of arc for each OSP / WTG, position and maximum heights of the OSP / WTG to UKHO and the DGC for nautical charting and aviation purposes.</p>	Section 5 (Promulgation of Information)

1.3 Linkages with other Consent Plans

- This OfTI NSVMP document sets out the vessel management measures and proposed navigational safety measures for the OfTI. It forms part of a suite of approved documents that provide the framework for environmental management of the OfTI – namely the other Consent Plans required under the consents.
- The linkages between this OfTI NSVMP and other Consent Plans is summarised in Table 1-3.

Table 1-3: OfTI NSVMP linkages with other Consent Plans (and consents conditions)

OFFSHORE CONSENT REFERENCE	CONSENT PLAN	LINKAGE WITH NSVMP
OfTW Consent Condition 3.2.2.8	Construction Method Statement (CMS)	The purpose of the CMS is to detail the methods that will be implemented during the construction phase. The CMS is, so far as is reasonably practicable, consistent with the NSVMP as required under the relevant conditions.
OfTW Consent Condition 3.2.2.11	OfTI Environmental Management Plan (EMP)	The OfTI EMP sets out the environmental management framework for the construction and operation of the OfTI. The vessel activity and vessel management described in the NSVMP will be undertaken in line with the environmental management measures described in the OfTI EMP.
OfTW Consent Condition 3.2.2.16	Project Environmental Monitoring Programme (PEMP)	The PEMP provides an overview of the programme developed to monitor the environmental effects of the Project.
OfTW Consent Condition 3.2.3.3 and 3.2.4.5	OfTI Lighting and Marking Plan (LMP)	Provides details of lighting and marking of the OfTI during construction and operation. The OfTI NSVMP will be implemented in accordance with the approved OfTI LMP.
OfTW Consent Condition 3.2.2.17	OfTI Operation and	The OfTI OMP sets out the procedures and good working practices for the operation and maintenance phase of the OfTI. The OfTI

OFFSHORE CONSENT REFERENCE	CONSENT PLAN	LINKAGE WITH NSVMP
	Maintenance Programme (OMP)	OMP must, so far as is reasonably practicable, be consistent with the OfTI NSVMP.

1.4 OfTI NSVMP Document Structure

8. An overview of the structure of this OfTI NSVMP is provided below.

Table 1-4 : NSVMP document structure

SECTION	TITLE	SUMMARY OF CONTENT
1	Introduction	Background to consent requirements and overview of the OfTI NSVMP scope and structure; and Identifies those other Consent Plans with linkages to the OfTI NSVMP.
2	NnGOWL Statements of Compliance	Sets out the NnGOWL statements of compliance in relation to the OfTI NSVMP.
3	Project Overview	Provides an overview of the Project.
4	Navigational Safety Measures during Construction	Sets out the navigational safety measures to be adopted during the construction phase including: lighting and marking, buoyage, safety zones, management of the construction area and safety zones, cable laying and other RAM operations and recommended entry/exit route gates.
5	Navigational Safety Measures during Operation and Maintenance	Sets out the navigational safety measures to be adopted during the Operation and Maintenance (O&M) phase including: lighting and marking, marine coordination, safety zones, RAM operations, subsea cable inspections and recommended entry/exit route gates.
6	Promulgation of Information	Sets out the NtMs and other notifications to be promulgated at various stages of the Project (prior to, during and following construction and operation).
7	Emergency Response	Sets out details of what will be included in the Emergency Response Cooperation Plan (ERCOP) and references the marine incident reporting process which will be detailed in the emergency response plan.
8	Location of Working Ports	Describes the potential location and specifications of the construction ports.
9	Management and Coordination of Vessels	Summarises the process for the management and coordination of vessels during the construction and O&M phases of the OfTI.
10	Types and Specifications of Vessels	Describes the types of vessels that will be used during the construction and O&M phases of the Project.

SECTION	TITLE	SUMMARY OF CONTENT
11	Numbers and Movements of Vessels	Describes the numbers of vessels during the construction and O&M phases of the OfTI and the anticipated movements between the Wind Farm Area and ports.
12	Indicative Transit Routes	Sets out the indicative vessel transit routes that may be used during the construction and O&M phases of the OfTI.
13	Anchoring Areas	Describes the areas recommended by Admiralty Sailing Directions and Admiralty Charts for anchoring, and areas which should be avoided.
14	Compliance with the Application	Confirms that the details set out in this OfTI NSVMP are in accordance with those assessed in the EIA Report.
Appendix A	Compliance with the Application	Provides full details as to how the OfTI NSVMP is compliant with the Application.

2 NnGOWL Statements of Compliance

9. NnGOWL (including NnGOWL's relevant Contractors/Subcontractors) in undertaking the construction and operation of the OfTI will comply with this OfTI NSVMP as approved by Scottish Ministers, until such time as the transfer of the OfTI assets to the OfTO.
10. Where updates or amendments to this OfTI NSVMP are required, NnGOWL will ensure the Scottish Ministers are informed as soon as reasonably practicable and where necessary the OfTI NSVMP will resubmitted for approval, until such time as the transfer of the OfTI assets to the OfTO.
11. NnGOWL will comply with the limits defined by the Application and supporting documentation (referred to in Part 2 of the OfTW Marine Licence in so far as they apply to this OfTI NSVMP (unless otherwise approved in advance by the Scottish Ministers)), until such time as the transfer of the OfTI assets to the OfTO.
12. NnGOWL (including NnGOWL's relevant Contractors/Subcontractors) will comply with the requirements of relevant environmental, health and safety, and maritime legislation as standard. NnGOWL have prepared this OfTI NSVMP in line with the requirements of Marine Guidance Note (MGN) 543 (Maritime and Coastguard Agency (MCA), 2016) and its annexes, as required under OfTW Marine Licence Condition 3.2.2.13, until such time as the transfer of the OfTI assets to the OfTO.

3 Project Overview

13. The Wind Farm Area is located to the northeast of the Firth of Forth, 15.5 km directly east of Fife Ness on the east coast of Scotland (see Figure 3-1). The Wind Farm Area covers approximately 105 km². Offshore Export Cables will be located within the 300 m wide Offshore Export Cable Corridor, running in an approximately southwest direction from the Wind Farm Area, making landfall at Thorntonloch beach to the south of Torness Power Station in East Lothian. Figure 3-1 shows the Wind Farm Area and Offshore Export Cable Corridor.
14. The components that make up the OfTI, and covered by this OfTI NSVMP, are:
 - Two alternating current (AC) substation platforms, referred to as Offshore Substation Platforms (OSPs), to collect the generated electricity and transform the electricity from 66kV to 220 kV for transmission to shore;
 - Two jacket substructures installed on piled foundations, to support the OSPs;
 - Two buried and/or mechanically protected subsea export cables to transmit the electricity from the OSPs to the landfall at Thorntonloch and connecting to the onshore buried export cables for transmission to the onshore substation and connection to the National Grid network.
15. Offshore construction commenced in August 2020 and is expected to be completed by March 2026. Details of the construction programme are provided in the Construction Programme and Construction Method Statement (CoP & CMS).
16. A separate NSVMP has been prepared for the Generating Station assets.

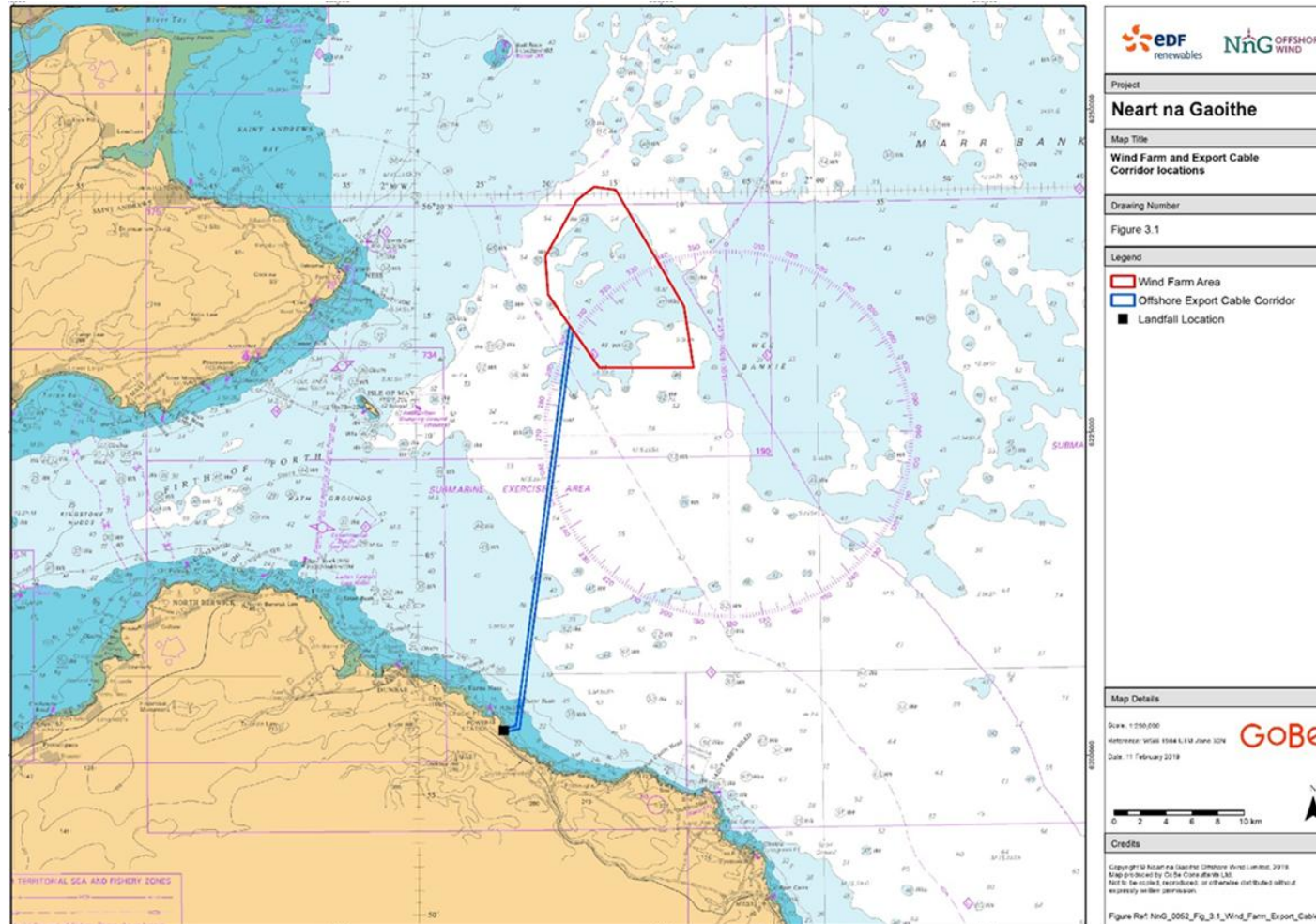


Figure 3-1: Wind Farm Area and Offshore Export Cable Corridor Location

4 Navigational Safety Measures during Operation and Maintenance

4.1 Introduction

17. This section sets out the navigational safety measures that NnGOWL will implement during the operation and maintenance (O&M) of the OfTI, specifically detailing the conditions required by the consent. NnGOWL are responsible in undertaking the operation and maintenance of the OfTI assets up to the point of transfer of the assets to an OfTO, thereafter the OfTO will be responsible for the OfTI in relation to navigational safety measures.

4.2 Operational Lighting and Marking

18. Marine and aviation marking, including lights, visual marks and construction buoyage will be provided in accordance with the NLB, the CAA, MCA and Ministry of Defence (MoD) requirements. Detailed information relating to lighting and marking of the Project during the operational phase is set out in the LMP.
19. Prior to commencing construction of the Project, NnGOWL completed an “Application for Statutory Sanction to Alter/Exhibit” form and submitted this to NLB for the necessary sanction to be granted.
20. Based on consultation with the NLB, no buoyage is required during the operational phase.

4.3 Operational Safety Zones

21. NnGOWL are not intending to utilise operational safety zones during normal operations. However, this decision will be kept under review, and where it is considered necessary for the purposes of safe navigation, NnGOWL may consider applying for 50 m operational safety zones around structures.
22. During the O&M phase a 500m radius around all major maintenance works being undertaken, major maintenance works being defined in the 2007 Regulations, at Regulation 2, as ‘works relating to any renewable energy installation which has become operational, requiring the attachment to, or anchoring next to, such an installation of a self-elevating platform, jack-up barge, crane barge or other maintenance vessel’. The safety zones will be active when a vessel involved in undertaking major maintenance works is attached to, or anchored next to, the renewable energy installation; however, these safety zones will not include service operation vessels used during walk to work activities. Up to ONE safety zone for OfTI purposes may be active at any given time.

4.4 Management of Operation and Maintenance Activities

23. This section describes how the operations and maintenance activities of the OfTI will be managed from a navigational safety perspective.

4.4.1 NnG Control Room

24. Operations and Maintenance activities will be managed from the NnG Control Room. The NnG Control Room will be the focus of marine activities and coordinate all communications internally and to third parties. A copy of the Operations ERCoP will also be held at the NnG Control Room and it will be the main point of contact in the event of emergency incidents.

25. The NnG Control Room, as part of the necessary O&M facilities, will have AIS and radar coverage installed. By using these facilities other marine users within and in proximity to the OfTI can be monitored from the NnG Control Room. This will be in addition to visual observations by personnel on wind farm vessels working within and in proximity to the OfTI.

4.4.2 Recommended Routes and Entry /Exit Gates

26. As for construction, NnGOWL will identify suitable vessel transport routes and entry/exit points to the operational wind farm area. These are set out in Section 11.
27. These defined routes and entry/exit points will be used by operations and maintenance vessels¹ to ensure they do not increase the risk of encounters with other commercial, recreational or fishing traffic within the sea area, and to ensure local users are aware of areas where they are likely to encounter vessels associated with the O&M of the OfTI.
28. These defined routes and entry/exit points will be used by OfTI vessels to ensure they do not increase the risk of encounters with other commercial, recreational or fishing traffic within the surrounding sea area, and to ensure local users are aware of areas where they are likely to encounter vessels associated with construction of the OfTI.
29. The routes are intended to provide an indication as to likely general passage of project vessels for the benefit of local marine stakeholders. As such they are not compulsory, and the Master of any vessel may alter their vessels course should navigational safety dictate in line with COLREGs (IMO, 1972).
30. During the operational phase liaison will also be ongoing with local port operators to appropriately manage vessel movements in the wider sea area.

4.5 Operation and Maintenance Vessels

31. All vessels used on site as part of the NnGOWL operational phase will be audited to ensure they comply with legislation appropriate for its class and area of operation. It shall also be ensured that the vessels' on-board Health and Safety requirements meet those laid out by the NnGOWL Safety Management System. The audits will follow the IMCA standard and will be undertaken regularly during the operational phase.
32. The audits will also ensure that vessel crew meet the requirements for the size, type and area of operation in line with the STCW set out by the International Maritime Organisation, and any site specific requirements implemented by NnGOWL above minimum standards.
33. All O&M vessels will be equipped with AIS receivers and transmitters.
34. Vessel operators will be made aware of the Scottish Marine Wildlife Watching Code (SNH, 2017). The Code will be referred to during toolbox talks for good practice on vessel activity. The Code includes measures to minimise potential disturbance to marine mammals and birds, such as avoiding sudden unpredictable changes in speed, direction and engine noise, and ensuring engines and propellers are well maintained to minimise noise.

¹ It is noted that the recommended routes are indicative therefore are not compulsory. The Master of any vessel may alter their vessel's course should navigational safety dictate in line with COLREGs.

4.5.1 Cable Maintenance and other RAM Operations

35. Vessels RAM may be used during cable maintenance operations and shall comply with COLREGS. The RAM vessels will be able to transmit safety warnings on VHF to inform other vessels of their actions using the 'Sécurité' message (if the messages contain important safety information relevant to navigation).
36. Cable maintenance will be publicised through the notification procedures (see Section 8), and if found necessary via risk assessment, guard vessels may be employed during cable maintenance periods.

4.6 Subsea Cable Inspections

37. The subsea export cables will be subject to periodic inspection to ensure they remain buried and protected. Further information on the export cables will be provided within the OfTI Cable Plan. Concerns in relation to the cables or protection identified by other users of the sea, or via the inspection process will be promulgated via the methods set out in Section 5. In the event that any hazards to navigation are identified (e.g. exposed cables), NnGOWL will contact the MCA and the NLB to determine suitable mitigation (e.g. temporary buoys, guard vessel) until such a time as permanent measures were in place.

4.7 Hydrographic Surveys

38. As per the requirements of MGN 543 (MCA, 2016), NnGOWL will complete post-installation hydrographic surveys of the site to the International Hydrographic Organization (IHO) Order 1a survey standard. On completion of all these surveys the data and corresponding report of survey will be supplied to the MCA hydrography manager for review. Once approved, it will subsequently be supplied to the UKHO, with notification to the Licensing Authority provided.

4.8 Injury, Destruction or Decay of the Project

39. NnGOWL will notify the Licensing Authority, in writing, in the case of injury to, destruction or decay of any aspect of the OfTI during O&M, until such time as the divestment of the OfTI assets to the Offshore Transmission Owner (OfTO). The Licensing Authority will advise of any remedial action to be taken and any AtoN to be displayed following consultation with the MCA, NLB or any such required advisers.

5 Promulgation of Information

5.1 Introduction

40. This section provides information on the proposed approach to distributing and issuing Notices to Mariners (NtMs) and other appropriate notifications to the relevant stakeholders and marine users to advise them of activities which may impact on their navigation during operation and maintenance.

5.2 Local Notice to Mariners

41. Local Notice to Mariners (LNtMs) will be issued when required during each phase of the OfTI. The LNtMs will be concise, detailing navigational safety information and may include, but not be limited to, the information set out in Table 5-1.

Table 5-1: Local Notice to Mariners Content

INFORMATION	SUMMARY DESCRIPTION
Title	Shall clearly state the document is a LNtM and provide a short relevant title about the scope of the topic. This should include the date of issue and the notice number.
Supplementary Information	Details of the organisation and project issuing the LNtM and any relevant LNtMs issued prior to the current one.
Details	<ul style="list-style-type: none"> • Date / time of start / finish and location of work (coordinates in Latitude and Longitude - degrees, minutes and decimals of minutes) • Vessels on site including call signs • Activity being undertaken • Specific risks to navigation and presence of safety zones if applicable.
Contact Details	Sufficient details to allow mariners to contact the organisation issuing the LNtM.
Guard Vessel and Safety Zone Detail	Details of any guard vessels, or active safety zones.
Links to Additional Information	Provided only if absolutely necessary.

42. NnGOWL will ensure that relevant stakeholders are informed via LNtMs, or other appropriate means, of any planned or unplanned maintenance activities that are outside day to day maintenance activities carried out at the OfTI.

5.3 Kingfisher Bulletins and KIS-ORCA

43. The Kingfisher Information Service – Offshore Renewable & Cable Awareness project (KIS-ORCA) is a joint initiative between Subsea Cables UK and Renewable UK and is being managed by the Kingfisher

Information Service of Seafish. Information is available in fortnightly bulletins (Kingfisher – offshore wind and marine renewables) or downloadable from the KIS-ORCA website.

44. NnGOWL will ensure that notices are issued to the Kingfisher Fortnightly Bulletin detailing any planned and unplanned maintenance activities that are outside the day to day maintenance activities associated with the OfTI.

5.4 UKHO

45. The OSPs shall be charted using the standard offshore platform symbol. Subsea cables (export) associated with the OfTI will also be charted on appropriately scaled charts.

5.5 Radio Navigational Warnings

46. Radio Navigational Warnings may be issued if an activity or incident poses a danger to other marine users. Examples of when Radio Navigational Warnings could be issued at the OfTI are:
 - Failures to light signals, fog signals, buoys or other aids to navigation;
 - Establishing major new aids to navigation;
 - Cable laying activities; or
 - Other underwater operations that may constitute potential dangers in or near shipping lanes.
47. Once the details of an activity on site are promulgated via the standard LNtM process, the UKHO will then decide if the warning should be transmitted as a Radio Navigational Warning. If deemed as the appropriate action, the UKHO will issue the navigational warning. In the context of Radio Navigational Warnings the UKHO act as the Navigational Area (NAVAREA) I (NE Atlantic) Co-ordinator for the IMO and IHO Worldwide Navigational Warning Service (WWNWS) and also as the UK National Co-ordinator for issuing coastal navigational warnings.
48. The MCA however is the overarching body responsible for broadcasting the warnings and are the organisation responsible for charging to broadcast them.
49. For information, the broadcasts tend to be made in the following way, controlled by the UKHO:
 - For vessels in NAVAREA1 broadcasts are made through Enchanted Group Call Safety NET within 30 minutes of receiving the navigational warning or at the next scheduled broadcast (every 12 hours). They are also broadcast by Navtex twice a day.
 - As UK Coastal Navigational Warnings (WZs) by appropriate Navtex station at each transmission time (every 4 hours) or upon receipt of the information if it is of a vital nature. They are also broadcast by VHF or Medium Frequency (MF) radio from selected MCA stations at the next scheduled broadcast and every 12 hours thereafter.
50. NnGOWL will ensure that no radio beacon or radar beacon operating in the Marine frequency bands are installed or used during O&M of the OfTI without the prior written approval of the Office of Communications (OfCom).

5.6 Vessel Reports

51. NnGOWL will publish the name and function of any vessel, agent, contractor or subcontractor required for the operation of the OfTI via a Vessel Report published on the NnGOWL webpage

(<https://nngoffshorewind.com>). Updated details will be provided no later than five days prior to the vessel, agent, contractor or subcontractor beginning its engagement with the operational activities.

52. Where applicable, the Vessel Report will include the following details for any vessel listed:

- Master's name;
- Vessel type;
- IMO number;
- Vessel owner; and
- Operating company.

6 Emergency Response

6.1 Emergency Response Cooperation Plan

53. An Operational Phase Emergency Response Cooperation Plan (ERCoP) has been produced and includes, but not be limited to, the following:
- Roles and responsibilities of NnGOWL in an emergency;
 - Details of the installation to be built;
 - CGOC;
 - Search and Rescue (SAR) Facilities and their response capability;
 - Medical advice and assistance;
 - Firefighting, chemical hazards, trapped persons etc;
 - Survivor shore reception arrangements;
 - Suspension/ termination of SAR action;
 - Criminal action and accidents to persons;
 - Media relations;
 - Exercises;
 - Unexploded ordnance and wreck materials located on or near to Offshore Renewable Energy Installations (OREIs);
 - Wreck or wreck materials; and
 - Counter pollution.

6.2 Marine Incident Reporting

54. In relation to Safety, Health and Environment or pollution incidents, an incident reporting process is set out in the Emergency Response Plan, which will be followed by all vessels and personnel. This sets out the reporting process to be followed and the roles and responsibilities in relation to incident reporting and management, and is defined with reference to Condition 3.2.1.1 of the OfTW Marine Licence:

“In the event of any breach of health and safety or environmental obligations relating to the Licensed Activity during the period of this Licence, the Licensee must provide written notification of the nature and timing of the incident to the Licensing Authority within 24 hours of the incident occurring. Confirmation of remedial measures taken and/or to be taken to rectify the breach must be provided, in writing, to the Licensing Authority within a period of time to be agreed by the Licensing Authority.”

55. Matters relating to emergency response, including the reporting of any such incidents are set out in the Operational Phase ERCoP.

7 Location of Working Ports

56. The O&M Base and pontoons used for routine operations will be located in Eyemouth Harbour. Ports used during unplanned or emergency works will be dependent on the nature of the works and vessel procurement.

8 Management and Coordination of Vessels

57. In summary, during construction, the following measures were in place:
- A NnG Control Room was established from where construction activities were managed;
 - Permission for construction vessels to enter the Wind Farm Area and safety zones was managed by the NnG Control Room, for example using a Permit to Work system;
 - The NnG Control Room routed vessels to an agreed location or berth/anchorage;
 - The NnG Control Room constantly monitored vessels and personnel via communication with vessels and AIS for any potential vessel access conflicts. The NnG Control Room also detected and monitored unauthorised vessels;
 - The NnG Control Room defined safety zones, no-go locations etc.
 - The NnG Control Room obtained and provided localised weather information for vessels associated with the Project to assist in planning the work to be undertaken;
 - The NnG Control Room was the central contact point for contractors in case of an emergency. They maintained a copy of the ERCoP; and
 - Issued NtMs after being reviewed and approved by NnGOWL.
58. All marine operations and vessel movements will be planned to give due regard to the requirements of the OfTI NSVMP.
59. During operation, similar provisions for vessel coordination will be established with marine coordination continuing from the NnG Control Room throughout the operational phase. Further information on marine coordination during the operational phase will be provided, for approval, in the OfTI OMP.

9 Types and Specifications of Vessels

60. Representative vessel types that are anticipated to be required are set out below. As set out in Table 1-1, NnGOWL are required to notify the Scottish Ministers of the final vessel list prior to the commencement of operation works. This will be provided as required once the information is known.
61. Vessel crews will be required to meet recognised standards and comply with the international maritime rules (as adopted by the relevant flag state) and regulations for their class and area of operation. NnGOWL will conduct independent vessel audits on operation vessels as necessary to check that they meet these standards and are appropriate for the purpose of their described roles.
62. Vessel crews will be required to meet the requirements for the size, type and area of operation in line with the STCW set out by the IMO, and any site-specific requirements implemented by NnGOWL above minimum standards.
63. NnGOWL will require that all operation vessels comply with the procedures and requirements set out in this OfTI NSVMP as well as other relevant consent plans such as the OfTI EMP and the OfTI LMP.
64. The following are examples of the types of vessels that will be used during operation and maintenance works:
 - CTV: Routine foundation and OSP O&M activities
 - JUV: Large component replacements.
 - OCV: Maintenance or repairs that don't require heavy lifting operations. Cleaning of marine growth.
 - CLV: Cable repairs or replacement.
 - SOV / Walk to Work Vessel: Being considered for routine servicing, and / or smaller maintenance works that do not require heavy lift operations.
65. Anticipated specifications are provided in Table 10-1.

10 Numbers and Movements of Vessels

66. Throughout the O&M phase it is anticipated that major maintenance shall be required in addition to the planned regular maintenance. Major maintenance requirements shall vary from year to year and therefore it is not currently possible to provide a comprehensive schedule for such activity.
67. Example vessel types that will be required during the O&M phase of the OfTI are detailed in Table 10-1: Example vessel types required during O&M.

Table 10-1: Example vessel types required during O&M

VESSEL TYPE	KEY O&M ACTIVITIES	EXAMPLE VESSEL SPECIFICATIONS
CTV	Routine foundation and OSP O&M activities.	Length: 25.75 Breadth: 10.06 Depth: 1.5 Capable to cruise at (knots): 25
JUV	Large component replacements.	Length: 115m Breadth: 50m Depth: 9.75m Loadline draft: 5.20m Capable to cruise at (knots): 8-10
OCV	Maintenance or repairs that don't require heavy lifting operations. Cleaning of marine growth.	Length: 98.6m Breadth: 19m Draft max: 6.6m Design draught: 6.0m Capable to cruise at (knots): 15.5
CLV	Cable repairs or replacement.	Length: 124.32 Breadth: 31.6 Depth: 6.8 Transit draft: 4.938 laying speed: up to 100m/hr
SOV / Walk to Work Vessel	Being considered for routine servicing, and / or smaller maintenance works that do not require heavy lift operations.	Length: 107.95 Breadth: 16.00 Depth: 9.3 Transit draft: 5.5 Capable to cruise at (knots): 12

68. Any large component replacements that are required during O&M may utilise additional vessels for delivery and return of components to shore for recycling, reuse or disposal; or may be delivered and recovered to shore by the installation vessel. In the event that additional vessels are required for delivery it is likely that a HTV or tug and barge will be used. In addition, there may also be a requirement for smaller support vessels such as CTVs or guard vessels depending on the size and nature of the work.

11 Indicative Transit Routes

69. Indicative transit routes to site from key construction and operation ports have previously been defined. These defined routes were used by Project vessels to ensure the risk to safe navigation is minimised. Impacts on third party commercial, recreational or fishing traffic within the surrounding sea area will be mitigated via compliance with COLREGs (IMO, 1972) and effective promulgation of information via the NnG Control Room. These routes also notified local users of areas where they are likely to encounter vessels associated with the Project.
70. NnGOWL are responsible for the navigation safety and vessel management of the OfTI assets up to the point of transfer of the assets to an Offshore Transmission Owner (OfTO), thereafter the OfTO will be responsible for the OfTI.
71. The indicative transit corridors for the major construction vessels between the Wind Farm Area and other relevant ports are presented in Figure 11-1. This includes routes for vessels delivering components direct to the Project and also for delivery of components to the relevant marshalling port. Given that the Project vessels are only likely to be of concern to local users, specific routing is only shown for the area in the vicinity of the Project. Figure 11-1 shows indicative routes where vessels may approach the Wind Farm Area from a number of potential locations, noting that as per Section 7, working ports are yet to be confirmed. As required under condition 15 of the s36 consent, precise port locations will be added to a future revision of the NSVMP once confirmed.
72. It should be noted that indicative routes are not intended to be prescriptive for the purposes of navigation and will not be followed precisely by every vessel. All vessels shall passage plan as per the International Regulations for the Safety of Life at Sea (SOLAS) (IMO, 1974).
73. Vessels may deviate from 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;
 - Due to the vessel originating from or being bound for a destination not indicated by the transit routes;
 - Instructions from the NnG Control Room or other responsible persons in charge of coordinating and managing construction vessel traffic; and
 - Such other reasons as the Master of a vessel may deem relevant for the purposes of ensuring the safety of his vessel or another vessel.

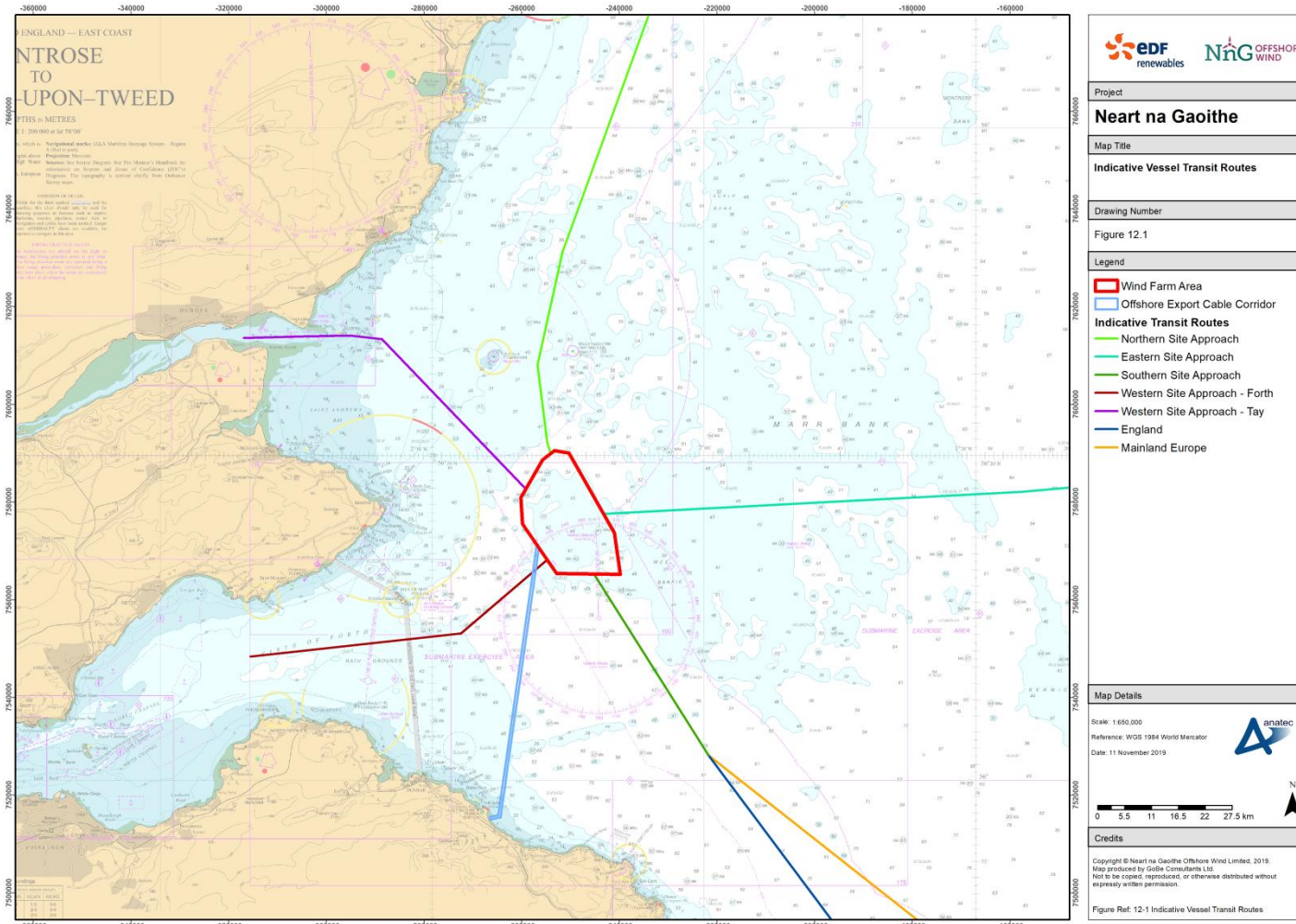


Figure 11-1: Indicative Vessel Transit Routes

12 Anchoring Areas

12.1 Charted Anchorages

74. Charted and uncharted anchorages in the vicinity of the OfTI are presented in Figure 12-1. These have been identified via study of local Admiralty Nautical Charts and Admiralty Sailing Directions NP 54 (UKHO, 2016b).
75. It should be noted that a vessel can anchor in any water which it deems safe and where anchoring is not prohibited.
76. Anchoring is at the discretion of the vessel Master but can be in conjunction with information provided by the NnG Control Room. Standard marine practice however requires that when a vessel proceeds to anchor, consideration is given to:
 - 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 for other anchored vessels;
 - Avoidance of known areas of other marine activity such as fishing or recreational boating; and
 - Avoidance of main commercial routes, pilot boarding areas or other navigational features such as spoil grounds or subsea cables.
77. All vessels associated with the operation and maintenance of the OfTI will take the above into consideration prior to anchoring as per standard marine practise. Construction/maintenance vessels requiring anchorage within the site will request permission to do so from the NnG Control Room.

12.2 Areas where Anchoring should be Avoided

78. Based on a review of the navigational features in the area, the following areas have been identified as being necessary to avoid when anchoring:
 - Ammunition dumping ground off Isle of May;
 - Foul Area off Crail; and
 - Spoil grounds in St Andrew's Bay.
79. The locations of these areas are shown in Figure 12-1. It is unlikely that O&M vessels would attempt to anchor within these areas due to the proximity to the Wind Farm Area and Offshore Export Cable Corridor.

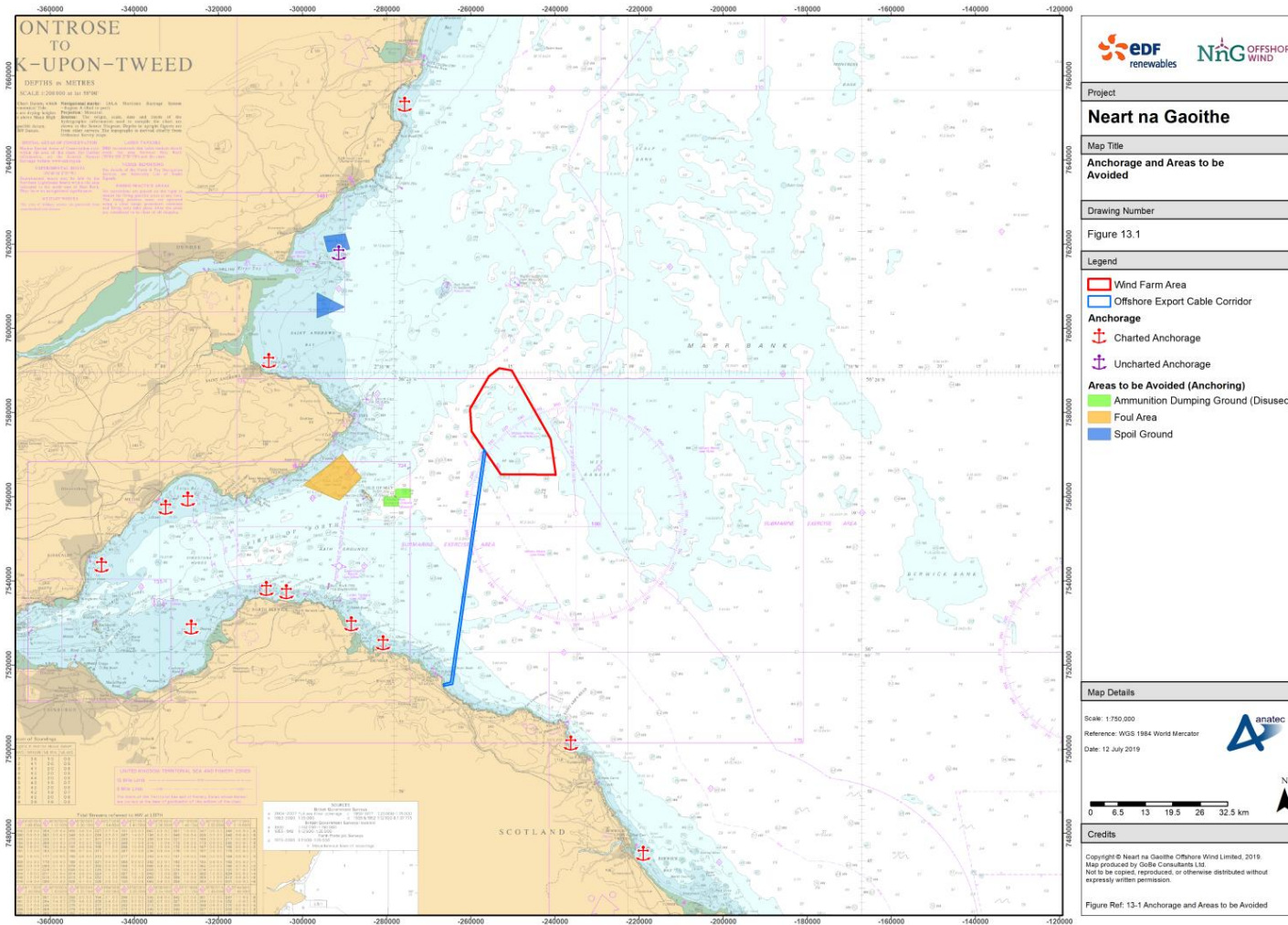


Figure 12-1: Charted Anchorage and Areas to be Avoided

13 Compliance with the Application

80. In addition to the conditions presented in Table 1-1, Condition 7 of the S36 Consent states that:
81. “Except as otherwise required by the terms of this consent, the Development must be constructed and operated in accordance with the Application (as supplemented by the additional environmental information (EIA Addendum), submitted by the Company on 26 July 2018) and any other documentation lodged in support of the Application.”
82. And conditions 3.1.1 of the OfTW Marine License states that:

The Licensee must at all times construct, operate and maintain the Works in accordance with this licence, the Application and the plans and programmes approved by the Licensing Authority.
83. The Application described a range of specification and layout options that could be applied during the construction of the Project. This took the form of a broad design envelope incorporating a variety of options. The Application and supporting documentation detailed the likely marine navigation and aviation requirements for the Project, which adhered to relevant standard guidance. As per the conditions stated above NnGOWL have ensured this NSVMP has been drafted in line with the contents of the Application as it was submitted to the Scottish Ministers.
84. Appendix A provides details as to how the NSVMP has been drafted in compliance with the Application.

14 References

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- UKHO (2016b). NP54 – Admiralty Sailing Directions North Sea (West) Pilot. 10th Edition. Somerset: UKHO.

Appendix A – Compliance with the Application

SOURCE AND REFERENCE	DETAILS OF COMMITMENT	IMPLEMENTATION
EIA Report, Chapter 4: Project Description	<p>Safety Zones</p> <p>NnGOWL will apply to the Scottish Ministers for a notice declaring safety zones around construction activities and in the vicinity of offshore structures thereafter under specific scenarios. The safety zone notice will be applied for under Section 95 of the Energy Act 2004 in accordance with Schedule 16 of the Energy Act 2004 and the Electricity (Offshore Generating Stations) (Safety Zones) (Application Procedures and Control of Access) Regulations 2007.</p>	See Sections 4.3 and 20.
EIA Report, Chapter 4: Project Description	<p>Cable Monitoring</p> <p>The inter-array and Offshore Export Cables will be inspected regularly by use of a (CTV mounted sonar or other suitable technology.</p>	See Section 4.6.
EIA Report, Chapter 11 Shipping and Navigation	<p>Information Circulation</p> <p>Appropriate liaison to ensure information on the construction and operation of the Offshore Wind Farm is circulated in Notice to Mariners, Kingfisher Bulletin, Navigation Information Broadcasts and other appropriate media. As part of the Notice to Mariners process the information will be supplied to Imray publications.</p>	See Section 5.
EIA Report, Chapter 11 Shipping and Navigation	<p>Navigational Chart Marking</p> <p>While construction work is in progress, Admiralty Charts will provide a note over the Wind Farm Area stating as such including position of construction buoyage.</p> <p>The Project will be charted by the UKHO using the magenta turbine tower chart symbol found in the publication NP5011 - Symbols and Abbreviations used in Admiralty Charts (UKHO, 2016a). The buried, subsea cables associated with the Project will also be charted on the appropriate scale charts. Offshore Export Cables will be charted by the UK Hydrographic Office on the appropriate</p>	See Section 5.

SOURCE AND REFERENCE	DETAILS OF COMMITMENT	IMPLEMENTATION
	scale charts who may provide a note on the charts to state no anchorage areas over charted cables.	
EIA Report, Chapter 11 Shipping and Navigation	<p>Lighting and Marking</p> <p>The Project will be marked in line with the International Association of Lighthouse Authorities (IALA) Recommendations on Marking of Man-Made Offshore Structures O-139 (IALA, 2013), and as agreed with NLB, MCA and the CAA.</p>	See Section 4.2.
EIA Report, Chapter 11 Shipping and Navigation	<p>Compliance with relevant MCA Guidance (MGN 543 and Annexes)</p> <p>The Project will be designed and operated in compliance with MGN543. Annex 5 (Requirements, Guidance and Operational Considerations for Search and Rescue) specifies "<i>Standards and procedures for generator shutdown and other operational requirements in the event of a SAR, counter pollution or salvage incident in or around an OREI.</i>"</p>	See Section 2.
EIA Report, Chapter 11 Shipping and Navigation	<p>Formulation of an ERCoP as per MCA template</p> <p>Creation of an ERCoP based on the MCA template and Project Safety Management Systems (SMS), in consultation with the MCA. Procedures will be followed in the event of an emergency situation.</p>	See Section 6.1.