Spiorad na Mara Offshore Wind Farm

Offshore Project

Environmental Impact Assessment Report

Outline Navigational Safety and Vessel Management Plan

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1 INTRODUCTION

1.1 OVERVIEW

1.1.1.1 This Outline Navigational Safety and Vessel Management Plan (NSVMP) has been produced along with the Environmental Impact Assessment Report (EIAR) for the proposed Spiorad na Mara Offshore Wind Farm Project (hereafter referred to as 'the Offshore Project') and aims to address the specific requirements of a Navigational Safety Plan (NSP) and a Vessel Management Plan (VMP) of the Section 36 Consents granted by the Scottish Ministers to Spiorad na Mara Limited (referred to as "the Applicant") under Section 36 (s.36) of the Electricity Act 1989.

1.1.1.2 The Outline NSVMP outlines the approach and detail around navigational safety and vessel management, ensuring environmental compliance and minimising impacts on marine receptors.

1.1.2 PROJECT BACKGROUND

1.1.2.1 The Applicant is proposing to develop the Project. The Project is an offshore wind farm (OWF) that will consist of up to 60 fixed-bottom wind turbine generators (WTGs).

1.1.2.2 The Project will include both offshore and onshore infrastructure. This Management Plan supports the application for the offshore components of the Project as outlined in **Chapter 1: Introduction, Volume 1a** of the EIAR. The offshore components of the Project (the Offshore Project) includes all infrastructure and activities located seaward of Mean High Water Springs (MHWS) within the Array Area and Offshore Cable Area of Search (OCAS) (**Figure 1.2: Offshore Project Location, Volume 1b** of the EIAR). Further detailed information is provided in **Chapter 3: Project Description, Volume 1a** of the EIAR.

1.1.2.3 The Offshore Project is situated off the northwest coast of Isle of Lewis/*Eilean Leòdhais* and the Array Area is located approximately 5-13 kilometres (km) offshore and is approximately 161 square kilometres (km^2) in size. It will comprise WTGs, foundations, Offshore Cables, Offshore Substation Platform (OSP) (if required), and Landfall. The Array Area combined with the OCAS is defined as the Offshore Project Boundary. The water depths across the Array Area range from 37 metres (m)-67 m with the southwest corner of the Array Area reaching 72 m. The proposed WTGs and fixed foundations will be located within a Turbine Area of approximately 140 km^2, within the Array Area.

1.1.2.4 The EIAR accompanies applications for offshore consents, licences and permissions for the Offshore Project to Marine Directorate - Licensing Operations Team (MD-LOT) under s.36 of the Electricity Act 1989 and the Marine (Scotland) Act 2010.

1.1.2.5 There are 2 sets of Environmental Impact Assessment (EIA) regulations applicable to the Offshore Project: the Electricity Works (EIA) (Scotland) Regulations 2017 for offshore generating stations

requiring s.36 consent; the Marine Works (EIA) (Scotland) Regulations 2017 for marine licence applications within Scottish territorial waters (0-12 nautical miles (nm)) respectively.

1.2 PURPOSE OF THE OUTLINE NAVIGATIONAL SAFETY VESSEL MANAGEMENT PLAN

1.2.1.1 The Outline NSVMP forms the basis of the Final NSVMP, which will be developed and submitted post-consent as part of condition discharge prior to construction. The Final NSVMP will be approved by Scottish Ministers in accordance with the s.36 and associated Marine Licences.

1.2.1.2 This Outline NSVMP is submitted as part of the EIA application for the Spiorad na Mara Offshore Wind Farm. The structure and content of this outline plan are designed to address the requirements of both marine licenses associated with the Project:

- Generation Marine License: Covering the offshore wind generation assets, as required under Section 36 of the Electricity Act 1989;
- OFTO Marine License: Covering the Offshore Transmission Owner (OFTO) assets, specifically the offshore substation platform (OSP) and export cable infrastructure.

1.2.1.3 The outline plan provides a unified framework that encompasses both the generation and transmission elements of the Project. Following submission of the EIA and determination of consent, the outline plan will be split into separate, final management plans tailored to the specific requirements of each marine license application. Each final plan will be developed in accordance with the relevant license conditions and will be submitted for approval to MD-LOT.

1.2.1.4 This approach ensures that all outline management plans submitted as part of the EIA application are comprehensive, consistent, and capable of being adapted to meet the specific regulatory requirements of the generation and OFTO marine licenses once these are issued.

1.2.1.5 The broad objectives of the Outline NSVMP are as follows:

- To provide the required information to MD-LOT on vessel management and navigational safety during the construction, and operation and maintenance (O&M) phases, in order to mitigate the impact of project vessels and the navigational risk to other legitimate users of the sea;
- To discharge the anticipated offshore consent conditions relevant to the NSP and VMP in the s.36 consent and associated conditions in the Marine Licences which requires the submission of an NSP and VMP detailing vessel management and navigational safety associated with the Offshore Project.

1.2.1.6 This document will be further developed post-consent, once the final design and construction methods are confirmed. This Outline NSVMP should also be read in conjunction with:

- **Chapter 3, Volume 1a**;

- **Chapter 6: Socio-economics, Volume 2a** (due to the consideration of base ports to be utilised by project vessels);
- **Chapter 16: Shipping and Navigation, Volume 2a** (due to consideration of vessel movements and navigational safety measures);
- **Chapter 20: Other Sea Users and Recreation, Volume 2a** (due to the consideration of other marine activities when planning indicative project vessel routes);
- **Chapter 21: Commercial Fisheries, Volume 2a** (due to the consideration of promulgation of information to fisheries as well as consideration of fishing grounds);
- **Chapter 25: Summary of Offshore Mitigation / Statement of Offshore EIA Commitments, Volume 2a.**

1.2.1.7 The Outline NSVMP is supported by the following appendices and figures:

- **Appendix 16.1: Navigational Risk Assessment, Volume 2c;**
- **Outline Lighting and Marking Plan, Volume 3;**
- **Figures 16-1 to 16-5** in **Chapter 16, Volume 2b.**

1.2.1.8 The Final NSVMP shall state the legislative requirements; current standards of practice and best practice measures that define the standard of construction practice adhered to by the Contractors. However, adhering to the Final NSVMP does not absolve the Applicant, or its third-party Contractors or Subcontractors from complying with legislation and bylaws relevant to their construction activities.

1.3 LEGISLATION AND GUIDANCE

1.3.1.1 The NSVMP has been developed with reference to the following key legislation and guidance:

- Convention on the International Regulations for Preventing Collisions at Sea (COLREGs) (International Maritime Organization (IMO, 1972);
- International Convention for the Safety of Life at Sea (SOLAS) (IMO, 1974);
- Marine Guidance Note 654 (Merchant and Fishing) safety of Navigation: offshore Renewable Energy Installations (OREIs) – Guidance on UK Navigational Practice, Safety and Emergency Response (MCA, 2021a);
- Emergency Response Cooperation Plans (ERCoP): Template for Construction, Operations and Decommissioning phases (MCA, 2021b).

1.4 SCOPE OF NAVIGATIONAL SAFETY AND VESSEL MANAGEMENT PLAN

1.4.1.1 The NSVMP will cover the following:

- Background of the NSVMP including the objectives, consent compliance and potential future updates, and linkages with other management plans;
- Brief description of the Offshore Project (Section 2);

- Navigational safety measures to be implemented during construction and O&M phases including the use of temporary lighting and marking, and guard vessels (Section 2.5);
- Methods of promulgating information to third-party users, including local notifications to mariners (LNtMs) and Kingfisher Bulletins (Section 2.6);
- Locations of working ports (Section 2.7);
- The management and coordination of project vessels (Section 2.8);
- The types and specifications of vessels to be utilised (Section 2.9);
- Numbers and movements of vessels expected during the construction and O&M phases (Section 2.10);
- The indicative transit corridors project vessels will follow to and from the Offshore Project (Section 2.11);
- Consideration of anchoring facilities and protocol to be followed should a project vessel need to anchor (Section 2.12);
- Environmental sensitivities relating to vessel management including consideration of marine mammals and birds (Section 2.13);
- The compliance of the management plan with MGN 654 recommendations (Section 2.14);
- How the management plan considers commitments within the EIA (Section 2.15).

1.5 IMPLEMENTATION OF THE OUTLINE NAVIGATIONAL SAFETY AND VESSEL MANAGEMENT PLAN

1.5.1.1 This Management Plan will be submitted for approval to the Scottish Ministers / Licensing Authority and other stakeholders in relation to monitoring compliance with the specific requirements of the relevant consent conditions.

1.5.1.2 During construction activities this Management Plan will be monitored by the Applicant's Construction Manager (or equivalent), Environmental Manager (or equivalent), and MD-LOT.

1.6 OTHER RELATED MANAGEMENT PLAN

1.6.1.1 The Outline NSVMP and Final NSVMP will be developed with consideration of the content and requirements of other relevant Management Plans. These are set out in **Table 1-1** with details of the linkages.

Table 1-1: Other related Management Plans to the Outline NSVMP

Management Plan	Licence / consent conditions	Linkage with NSVMP
Outline Offshore Operation and Maintenance Plan	'[To be added post-consent]'	The plan provides the overarching framework for environmental management during the operation and maintenance phase of the Offshore Project.
Marine Mammal Mitigation Plan (MMMP)	'[To be added post-consent]'	Provides mitigation measures for marine mammals that may be affected by pollution incidents. The Marine Pollution Contingency Plan (MPCP) will coordinate with MMMP where relevant.
Offshore Invasive Non-Native Species Mitigation Plan	'[To be added post-consent]'	Provides measures to prevent and manage INNS. Pollution incidents will be assessed for potential INNS risks.
Fisheries Mitigation Monitoring and Communication Plan	'[To be added post-consent]'	Outlines communication protocols and mitigation measures for interactions with commercial fisheries. The MPCP will manage and coordinate pollution incidents affecting fisheries with this strategy.
Outline Offshore Written Scheme of Investigation (WSI)	'[To be added post-consent]'	Sets out procedures for marine archaeology. The MPCP will ensure pollution incidents do not compromise archaeological sites.
Outline Lighting and Marking Plan	'[To be added post-consent]'	Supports navigational safety and pollution prevention through appropriate marking of offshore infrastructure.
Emergency Response and Cooperation Plan (ERCOP)	'[To be added post-consent]'	Will define coordination protocols for multi-hazard emergencies, including fire, collision, and pollution events. It supports compliance with MCA MGN 654 and will be appended to the Safety Zone Application. The MPCP will operate in conjunction with the ERCoP during complex or escalated incidents.
Decommissioning Plan	'[To be added post-consent]'	Will include pollution prevention and response measures during decommissioning. The MPCP will be updated accordingly.

2 NAVIGATIONAL SAFETY AND VESSEL MANAGEMENT PLAN

2.1 BACKGROUND

2.1.1.1 This document provides the Outline NSVMP, which gives an overview of the information which will be included in the final NSVMP with detail provided at the pre-application stage where available. Where specifications are provided, they are indicative only, and are subject to change following consent determination, due to finalisation of project design, and discussions with stakeholders relevant to the NSVMP. This Outline NSVMP is based on anticipated consent conditions, existing NSP and VMP requirements.

2.1.1.2 The information provided in this document is based on the current understanding of the baseline environment and how the Offshore Project will be constructed and operated using the best available technologies, in compliance with current legislation and best practice at the time of writing.

2.1.1.3 The NSVMP will be produced for the purposes of satisfying the relevant consent conditions as will be outlined in **Table 2-1**, including where in the document the specific requirements of the consent conditions will be met. The NSVMP will apply to vessel management and navigational safety of the Offshore Project, in accordance with the relevant guidance, during the construction and O&M phases.

2.1.1.4 The final NSVMP will be reviewed as required and updated if necessary (see Section 2.3). Information contained within this document will be accurate at the time of submission, but it is recognised that changes or updates may be required to reflect changes following consultation or changes in best practice.

2.1.1.5 The Applicant will also be required to submit a Decommissioning Programme in accordance with Section 105(2) of the Energy Act 2004 and the 'Decommissioning of Offshore Renewable Energy Installations in Scottish waters or in the Scottish part of the Renewable Energy Zone under The Energy Act 2004: Guidance notes for Industry (in Scotland)' (Scottish Government, 2022). The Applicant has committed to providing a Decommissioning Programme when appropriate for the Project, as detailed in commitment M020. The NSVMP will be updated prior to decommissioning in line with the Decommissioning Programme.

2.2 CONSENT COMPLIANCE

2.2.1.1 At this stage, Marine Licence consent conditions are unknown as these will be agreed with MD-LOT following the application determination stage. The NSVMP will fulfil the consent conditions for the preparation of an NSP and VMP, noting that the content of this outline NSVMP applies to the Offshore Project as whole (inclusive of generation and transmission assets). **Table 2-1** provides an indication for where the relevant Marine Licence and s.36 conditions will be stated within the

NSVMP post-consent. The relevant sections of the NSVMP will also be highlighted **Table 2-1** where the management plan addresses specific requirements of the consent conditions.

Table 2-1: Consent Conditions Relevant to the NSVMP

Consent Reference	Condition	Relevant Section in NSVMP
[To be added post-consent]		

2.3 UPDATES AND AMENDMENTS TO THE NAVIGATIONAL SAFETY AND VESSEL MANAGEMENT PLAN

2.3.1.1 It is acknowledged that the NSVMP, once approved, may require updating from time to time. This section outlines the general procedure that will be followed. Where updates are made, these will be discussed with the relevant stakeholders prior to re-submission to MD-LOT for approval. Factors that may influence the need for a review and/or update include:

- Significant change to the design of the Offshore Project;
- Significant change in methods or schedule outlines within this Outline NSVMP;
- Significant changes in knowledge of baseline information or environment of relevance to the contents of this Outline NSVMP;
- Significant changes in legislation or best practice guidance;
- Significant stage in project lifecycle (completion of construction etc);
- Scheduled reviews.

2.4 PROJECT DESCRIPTION

2.4.1.1 The Offshore Project is a proposed offshore wind farm located west of the Isle of Lewis/*Eilean Leòdhais* approximately 2.5 nm from the coast. Two options are being considered for the transmission assets of the Offshore Project, these are as follows:

- Scenario 1 – Array Cables will connect the WTGs to an OSP which is connected to the Landfall location by up to 2 Export Cables;
- Scenario 2 – Up to 12 Array Cables to Landfall will connect the WTGs directly to the Landfall location.

2.4.1.2 The Offshore Project will comprise:

- Up to 60 WTGs with fixed-bottom foundations;
- Up to 1 OSP (under Scenario 1);

- Up to 12 Array Cables of 160 km in total length (under Scenario 1 and 2);
- Up to 2 Export Cables of 30 km in total length (under Scenario 1);
- Up to 12 Array Cables to Landfall of 350 km in total length (under Scenario 2).

2.4.1.3 The layout to be utilised by the Offshore Project will be determined post-consent. The MCA and NLB will be consulted to ensure the final layout is satisfactory from a navigational safety perspective. The indicative layout utilised for the EIAR will be presented in **Plate 2.1**. This plate will be updated post-consent to present the final array layout in the NSVMP. It is noted that the final layout of surface piercing infrastructure will be contained entirely within the Offshore Project Boundary and in particular the Turbine Area (i.e. for WTGs and OSP).

[Figure showing final array layout including ID system to be added post-consent]

Plate 2.1: Overview of Final Layout

2.5 NAVIGATIONAL SAFETY MEASURES

2.5.1 CONSTRUCTION

2.5.1.1 The following subsections present the navigational safety measures that will be implemented by the Applicant during the construction phase of the Offshore Project.

Temporary Lighting and Marking

2.5.1.2 The LMP pertinent to the Offshore Project will set out the precise details of the lighting and marking to be implemented during the construction of the Offshore Project. This will be in line with requirements of the Northern Lighthouse Board (NLB), Maritime and Coastguard Agency (MCA), Civil Aviation Authority (CAA), and Ministry of Defence (MoD) and will adhere to International Organization for Marine Aids to Navigation (IALA) Guideline G1162 (IALA, 2022) and Recommendation R0139 (IALA, 2021).

Guard Vessels

2.5.1.3 Guard vessels will be considered for the Offshore Project at particular times, for example when project vessels are engaged in sensitive construction operations or if partially completed structures are present and could represent a risk to third-party vessels. During these periods, the construction area may be monitored by guard vessel(s) to further protect the area and to provide additional information to third-party vessels.

2.5.1.4 The decision(s) on if/when to use a guard vessel will be informed by a risk assessment of the activities undertaken by the Applicant.

2.5.1.5 A guard vessel may also be required to monitor safety zones noting this will be further assessed as part of the safety zone application.

Safety Zones

2.5.1.6 Section 95 and Schedule 16 of the Energy Act 2004 set out the basic requirements for applying for a safety zone to be placed around or adjacent to an Offshore Renewable Energy Installation (OREI). The Electricity (Offshore Generating Substations) (Safety Zones) (Applications Procedures and Control of Access) Regulation 2007 clarify the requirements for applications which applies to territorial waters in or adjacent to Scotland/*Alba* and within the Renewable Energy Zone.

2.5.1.7 It is noted that as of 01 April 2017, the application process for safety zones within Scottish waters has been devolved from the Department of Business, Energy, and Industrial Strategy (BEIS) (now the Department for Energy, Security and Net Zero (DESNZ)) to MD-LOT. An application will be made to MD-LOT, accompanied by a layout plan, a summary of the construction programme and construction method statement documents, as well as the proposed methodology for notifying relevant stakeholders.

2.5.1.8 It is intended that the following safety zones will be applied for during construction:

- Rolling 500 m safety zones around structures during construction;
- Pre commissioning 50 m safety zones around structures either partially completed or constructed but not yet commissioned.

Management of Buoyed Construction Area Including Safety Zones

2.5.1.9 Section 2.8 presents the methods by which project vessels will be managed within the buoyed construction area including safety zones.

Cable Laying and Other Restricted in their Ability to Manoeuvre Operations

2.5.1.10 Vessels that are restricted in their ability to manoeuvre (RAM) will be utilised during the offshore cable installation works and heavy lifting operations. Vessels may become RAM as a result of the nature of the work they are undertaking and therefore have limited ability in avoiding an approaching vessel(s). All RAM vessels involved in the construction of the Offshore Project will comply with the Convention on International Regulations for Preventing Collisions at Sea (COLREGs) (International Maritime Organization (IMO), 1972/77). All vessels, regardless of their nationality, are required to comply with this convention to ensure that they do not interact with vessels that are restricted in their navigational ability.

2.5.1.11 RAM vessels will display lights and 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. Communications between RAM vessels and the Marine Coordination Centre (MCC) will be ongoing throughout the operations.

2.5.1.12 RAM vessels will comply with vessel type regulation information transmitted through Automatic Identification System (AIS) and show current navigational status at all times to ensure other vessels equipped with AIS can identify that they are RAM.

2.5.1.13 Cable laying activities will also be promulgated through the notification procedure (M012) as set out in Section 2.6, and, if necessary, following internal risk assessment, guard vessels may be employed during the cable laying period.

Marine Coordination Centre

2.5.1.14 A Marine Coordination Centre (MCC) will be established to monitor all vessel activity (Project, fishing and other maritime vessels), issue Notices to Mariners, and serve as a contact point for all maritime stakeholders (M029).

Emergency Response Cooperation Plan and Emergency Response Plan

2.5.1.15 As required under Marine Guidance Note (MGN) 654 (MCA, 2021(a)), the Applicant will produce an ERCoP in liaison with the MCA post-consent. The construction phase ERCoP will be submitted to and approved by the MCA before offshore construction commences.

2.5.1.16 In line with best practice, the Applicant will also prepare an Emergency Response Plan (ERP) which will detail the emergency planning and response control measures to be implemented during the construction phase. This plan will not be a consent condition, however, the contained information will support the development of the ERCoP.

Injury, Destruction, or Decay of the Offshore Project

2.5.1.17 The Applicant will notify the Scottish Ministers, in writing, in the case of injury to, destruction, or decay of the Offshore Project during the construction phase. The Scottish Ministers will advise of any remedial action to be taken and any aid to navigation (AtoN) to be displayed following consultation from the MCA, NLB, or any such required advisors.

2.5.2 OPERATION AND MAINTENANCE

2.5.2.1 The following subsections set out the navigational safety measures to be implemented by the Applicant during the O&M phase of the Offshore Project, and will be updated as relevant upon finalisation of the NSVMP.

Marine Coordination

[Specific detail of any marine coordination function to be added post-consent]

Lighting and Marking

2.5.2.2 The LMP pertinent to the Offshore Project will set out the precise details of the lighting and marking of the Offshore Project during O&M. As per the construction phase, this will be in line with requirements of the NLB, MCA, CAA and MoD and will adhere to IALA Guideline G1162 (IALA, 2022) and Recommendation R0139 (IALA, 2021). An Outline LMP is provided in **Outline Lighting and Marking Plan, Volume 3**.

Safety Zones

2.5.2.3 The Applicant is not intending to utilise operational safety zones during normal operations. During times of major maintenance works, a temporary 500 m statutory safety zone may be applied for under the Electricity (Offshore Generating Stations) (Safety Zones) (Application Procedures and Control of Access) Regulations 2007. Minimum advisory safe passing distances, as defined by a risk assessment, may also be advised where safety zones do not apply (advisory safety zones).

Restricted in their Ability to Manoeuvre Operations

2.5.2.4 RAM vessels may be used during cable maintenance and heavy lift operations – these vessels will comply with COLREGs. These vessels will transmit safety warnings on VHF to inform other vessels of their actions, using the "Securité" message if their message contains important information relevant to navigation. Vessels will also be monitored by the marine coordination centre (see Section 2.8).

2.5.2.5 Cable maintenance will be promulgated through the notification procedures and, where required, guard vessels may be utilised during the cable maintenance period. As noted in earlier subsections, safety zones and minimum advisory safe passing distances will be applied as required.

Emergency Response Cooperation Plan and Emergency Response Plan

2.5.2.6 The approved ERCoP for the construction phase (see Section 2.5.1) will be updated and amended for the O&M phase, noting that the MCA required hub template (MCA, 2021(b)) will be used.

2.5.2.7 The Applicant will also prepare a separate ERP which shall detail the required emergency planning and response control measures to be implemented across the construction and O&M phases of the Offshore Project by all the Applicant personnel and contractors. Again, this plan will not be a consent condition, however, the contained information will support the development of the ERCoP.

Injury, Decay, and Destruction of the Offshore Project

2.5.2.8 The Applicant will notify the Scottish Ministers, in writing, in the case of injury to, destruction, or decay of the Offshore Project during O&M. The Scottish Ministers will advise of any remedial action to be taken and any AtoN to be displayed following consultation from the MCA, NLB, or any such required advisors.

2.6 PROMULGATION OF INFORMATION

2.6.1.1 This section provides information of the proposed approach to distribution and issuing Notifications to Mariners (NtMs) and other appropriate notifications to the relevant stakeholders and other marine users.

2.6.2 LOCAL NOTIFICATIONS TO MARINERS

2.6.2.1 LNtMs will be issued in advance of any activity associated with the Offshore Project which may impact upon navigational safety. The Applicant will issue LNtM to a list of relevant local and national stakeholders. The list will be regularly updated to ensure contact details remain up to date and all relevant parties are included.

2.6.2.2 The LNtM will be concise, detailing navigational safety information and may include, but not limited to, the information set out in **Table 2-2**. A standard template will be defined by the Applicant.

Table 2-2: Content of LNtM

Title	Clearly state that the document is a LNtM and a short relevant title about the scope of the topic. This will include the date of issue and the notification number.
Supplementary Information	Details of the organisation and development issuing the LNtM and any relevant LNtM/s issued prior to the current one.
Details	• Date/time of start/finish and location of the works (coordinates); • Vessels on site including call signs; • Activity being undertaken; • Specific risk to navigation.
Contact Details	Sufficient details to allow mariners to contact the organisation issuing the LNtM including the marine coordination centre or 24-hour emergency contact.
Guard Vessel and Safety Zone Details	Details of any guard vessels or safety zones present and enforced.
Hyperlinks to Additional Information	Provided only if absolutely necessary.

2.6.2.3 Among the organisations that the LNtM will be issued to is the United Kingdom (UK) Hydrographic Office (UKHO). Upon receipt of a LNtM, the UKHO will decide whether to include information in their Weekly Admiralty NtM, as described in Section 2.6.3.

Local Notifications to mariners Issued Prior to the Commencement of Construction

2.6.2.4 The Applicant will, as soon as practicable prior to the commencement of any construction activities, ensure that local mariners, fishermen's organisations, and His Majesty's Coastguard (HMCG), in this

case Stornoway Maritime Rescue Coordination Centre (MRCC), are made fully aware of the Licensable Marine Activity through LNtM (or any other appropriate means).

Local Notifications to mariners Upon Commissioning and During Operation and Maintenance

2.6.2.5 The Applicant will ensure that local mariners, fisherman's organisations, and the MRCCs are made fully aware of the completion of the construction works and commissioning of the Offshore Project.

2.6.2.6 The Applicant will ensure that relevant stakeholders are informed via LNtM of any planned and unplanned maintenance activities that are outside the day-to-day maintenance activities associated with the Offshore Project.

Post Commissioning

2.6.2.7 The Applicant will, upon the commissioning of the Offshore Project, provide the 'as built' positions and maximum heights of all WTGs, the OSP (if taken forward), and any subsea infrastructure to the UKHO, CAA and DIO for aviation and nautical charting purposes (M011).

2.6.3 ADMIRALTY NOTICES TO MARINERS (UNITED KINGDOM HYDROGRAPHIC OFFICE)

2.6.3.1 Admiralty NtMs are issued to the UKHO and are based on the information provided within LNtM. The UKHO issues these on a weekly basis to provide physical corrections to charts and associated publications. It is the responsibility of mariners to look up the Weekly Editions of Admiralty NtM which can be found on the UKHO website and to make necessary corrections to the charts on board their vessel.

2.6.4 HYDROGRAPHIC CHARTS

2.6.4.1 The precise locations and maximum heights of all WTGs and construction equipment over 150 m above Lowest Astronomical Tide (LAT), and the details of any fixed lighting fitted to all WTGs, will be provided to the UKHO for aviation and nautical charting (M011).

2.6.4.2 WTGs will be charted by the UKHO using the WTG tower or Offshore Project area chart symbol (as presented in Symbols and Abbreviations used on ADMIRALTY Paper Charts NP5011 (UKHO, 2020)) on charts deemed appropriate in terms of scale.

2.6.5 KINGFISHER BULLETINS AND KINGFISHER INFORMATION SERVICE – OFFSHORE RENEWABLES & CABLE AWARENESS

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

Information Service of Seafish. Information is available in fortnightly bulletins (Kingfisher – Offshore and Marine Renewables) or downloadable from the KIS-ORCA website.

2.6.5.2 Notification to the Kingfisher fortnightly bulletin may include, for example, an overview of the Offshore Project, roles and responsibilities, method statements relevant to the scope of the work for which the notification is issued, offshore activity schedule, navigational safety procedures, advisory safety zones, and any relevant drawings or other project information.

2.6.5.3 The following subsections detail the KIS-ORCA notifications that will be promulgated for each phase of the Offshore Project.

Notifications Prior to the Commencement of Construction

2.6.5.4 The Applicant will ensure that details of the Offshore Project are promulgated in the Kingfisher fortnightly bulletins, as soon as reasonably practicable prior to the commencement of construction of the Offshore Project, to inform the fishing industry of vessels routes, timing and locations of construction works, and relevant details of the construction activities.

Notifications During Construction

2.6.5.5 The Applicant, through the marine coordination centre, will ensure that the progress of construction of the Offshore Project is promulgated in the Kingfisher fortnightly bulletins to inform the fishing industry of the vessel routes, and timings and locations, and relevant details of the construction activities.

Notifications upon Commissioning and During Operation and Maintenance

2.6.5.6 The Applicant will ensure that the commissioning of the Offshore Project is promulgated to the Kingfisher fortnightly bulletin to inform the commercial fishing industry.

2.6.5.7 The Applicant will ensure notices are issued to the Kingfisher fortnightly bulletin detailing any planned or unplanned maintenance activities that are outside the day-to-day maintenance carried out at the Offshore Project.

2.6.6 RADIO NAVIGATIONAL WARNINGS

2.6.6.1 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 are:

- Failures to light signals, fog signals, buoys, or other AtoN;
- Establishing new AtoNs;
- Cable laying activities, where a risk is posed to passing traffic;
- Other underwater operations that may constitute potential dangers in or near shipping lanes;
- Vessels not under command or undertaking significant RAM operations.

2.6.6.2 Once details of an activity have been issued through the standard NtM process, the UKHO will then decide if the warning should be transmitted as a radio navigational warning. The UKHO will then issue the navigational warning.

2.6.6.3 In the context of radio navigational warnings, the UKHO act as the Navigation Area (NAVAREA) 1 (NE Atlantic) Coordinator of the IMO and International Hydrographic Organization (IHO) Worldwide Navigational Warning Service and also as the UK coordinator for issuing coastal navigational warnings. The MCA however is the overarching body responsible for broadcasting the warnings and is the organisation responsible for charging levies to broadcast them.

2.6.6.4 The broadcasts are under the control of the UKHO but tend be made as follows of:

- For vessels in NAVAREA 1, broadcasts are made through Enhanced Group Call Safety NET within 30 minutes of receiving the navigational warning, or at the next scheduled broadcast (every 12 hours);
- Broadcast by Navigational Telex (Navtex) twice a day as UK Coastal Navigational Warnings by appropriate Navtex stations at each transmission time (every 4 hours), or upon receipt of the information if it is of a vital nature;
- Broadcast by VHF or Medium Frequency (MF) radio at selected MCA stations at the next scheduled broadcast and every 12 hours thereafter.

2.6.7 UNITED KINGDOM MARINE REPORTING REQUIREMENTS

2.6.7.1 In addition, within UK waters, all vessels are required to report all incidents relating to navigational safety by the quickest means possible to the Marine Accident Investigation Branch (MAIB). The MAIB has a dedicated reporting line for all purposes (+44 (0)23 8023 2527), which is staffed 24 hours per day.

2.6.7.2 Information required shall include:

- Details of the incident;
- Details of the vessel(s) involved;
- Details of personnel involved.

2.6.8 OTHER NOTIFICATIONS

2.6.8.1 The Applicant will consult local Harbour Masters, where appropriate, who may wish to issue local warnings to those navigating in the vicinity of the Offshore Project. Of particular relevance will be Western Isles Council as the harbour authority for Loch Roag/*Loch Ròg*, should any working port be located within Loch Roag/*Loch Ròg*.

2.6.8.2 Additionally, the Company Fisheries Liaison Officer (CFLO), Offshore Fisheries Liaison Officer (OFLO), and Fishing Industry Representative (FIR) will aid in distributing notifications to the fishing

community as detailed within **Fisheries Mitigation Monitoring and Communication Plan, Volume 3**.

2.7 LOCATION OF WORKING PORTS

2.7.1.1 Precise ports to be used during the construction phase are not yet determined and will be added within the NSVMP post-consent.

[List of relevant ports to be added post-consent]

2.7.2 CONSTRUCTION PORTS

[Details of each port and their involvement in the delivery/transport/storage of construction parts and their role throughout the construction phase will be added post-consent]

2.7.3 OPERATION AND MAINTENANCE PORTS

[Details of the port expected to be used during O&M as an O&M base will be added post-consent]

2.7.4 OTHER OPERATION AND MAINTENANCE PORTS

2.7.4.1 In addition to the ports which will be listed above, other ports may be used during the construction and O&M phases, with these likely to be local to the Offshore Project. Information regarding any other ports used will, if necessary, be promulgated via methods outlined in Section 2.6.

[Details of any mentioned ports used in the facilitation of CTVs/GVs/small vessels etc. throughout the project lifetime will be added post-consent]

2.8 MANAGEMENT AND COORDINATION OF VESSELS

2.8.1.1 During the construction phase, the following measures of relevance to management and coordination of vessels will be in place:

- A Marine Coordination Centre (MCC) will be responsible for managing construction activities;
- Permission for construction vessels to enter the construction area and safety zones will be managed by the MCC, for example using a Permit to Work system;
- The MCC will liaise with vessels with regards to agreed routeing destinations/berth/anchorage (where applicable);
- The MCC will continually monitor vessels and personnel via communication with vessels and AIS for any potential vessel access conflicts. The MCC will also detect and monitor unauthorised vessels;
- The MCC will define safety zones, no-go locations etc.;

- The MCC will obtain and provide localised weather information for vessels working on the Offshore Project to plan the work being undertaken;
- The MCC will be the central contact point for contractors in the case of an emergency and will maintain a copy of the ERCoP;
- The MCC will issue NtMs from contractors after being reviewed and approved by the Applicant.

2.8.1.2 All marine operations and vessel movements will be planned with due regard to the requirements of the NSVMP.

2.8.1.3 During operation, similar provisions for vessel coordination will be established with marine coordination via the MCC throughout the O&M phase. Further information on marine coordination during the O&M phase will be provided, for approval, in the Operation and Maintenance Plan. **Outline Operation and Maintenance Plan, Volume 3** has been included in the application submission.

2.9 TYPES AND SPECIFICATION OF VESSEL

2.9.1.1 This section will outline the types and specifications of vessels to be utilised during the construction phase (Section 2.9.3) and O&M phase (Section 2.9.4). Depending on information available, the final NSVMP may include indicative vessels and specifications where specific vessels are not yet known, and these may vary depending on market availability.

2.9.2 STANDARDS AND REQUIREMENTS

2.9.2.1 Vessel crews must 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. The Applicant will conduct independent vessel audits on construction vessels as necessary to check that they meet these standards and are appropriate for the purpose of their desired role(s).

2.9.2.2 Vessel crews will be required to meet the requirements for the size, type, and area of operation in line with Standards for Training, Certification and Watchkeeping as set out by the IMO, and any site-specific requirements implemented by the Applicant above the minimum standards outlined above.

2.9.2.3 All vessels involved in the construction of the Offshore Project will be lit in accordance with the requirements of COLREGs (IMO, 1972/77). All construction vessels will be equipped with AIS receivers and transmitters.

2.9.2.4 The Applicant will require all construction vessels to comply with the procedures set out in this document and any other relevant plan.

2.9.3 CONSTRUCTION PHASE

2.9.3.1 The following subsections will present examples of the vessel types that will be used during the construction works, specifically relating to:

- Foundations, jacket substructures, and OSP topside installation (if required);
- Array Cable installation;
- WTG installation;
- Export Cable installation (if required);
- Construction support.

Pre-Construction Activities including Survey, Pre-Lay Grapnel Run, Unexploded Ordnance, and Boulder Clearance

[Insert Vessel Type / Name]

2.9.3.2 The pre-construction activities will be undertaken by a [Insert Vessel Type/ Name]. The [Insert Vessel Type/ Name] will operate from [Insert Port].

2.9.3.3 Key details of an indicative [Insert Vessel Type/ Name] will be presented in **Table 2-6**.

Table 2-3: (Insert Vessel Type / Name) Key Details

Vessel Name		
Vessel Type		
Contact		
Vessel Role		
Key Characteristics	**Length**	
	Breadth	
	Dead Weight Tonnage (DWT)	
Propulsion		
Mooring / station keeping		

Foundations, Jacket Substructures, and Offshore substation Platform Topside Installation

[Insert Vessel Type / Name]

2.9.3.4 The foundations, jacket substructures, and OSP topsides (if required) will be installed by a [Insert Vessel Type/ Name]. The [Insert Vessel Type/ Name] will collect the foundations and the substructures from [Insert Port].

2.9.3.5 Key details of an indicative [Insert Vessel Type/ Name] will be presented in **Table 2-4**.

Table 2-4: (Insert Vessel Type / Name) Key Details

Vessel Name		
Vessel Type		
Contact		
Vessel Role		
Key Characteristics	**Length**	
	Breadth	
	DWT	
Propulsion		
Mooring / station keeping		

Array Cable Installation

[Insert Vessel Type / Name]

2.9.3.6 The Array Cables will be installed by a [Insert Vessel Type/ Name]. The [Insert Vessel Type/ Name] will collect the Array Cables from [Insert Port].

2.9.3.7 Key details of an indicative [Insert Vessel Type/ Name] will be presented in **Table 2-6**.

Table 2-5: (Insert Vessel Type / Name) Key Details

Vessel Name		
Vessel Type		
Contact		
Vessel Role		
Key Characteristics	**Length**	
	Breadth	
	DWT	
Propulsion		
Mooring / station keeping		

Wind Turbine Generator Installation

[Insert Vessel Type / Name]

2.9.3.8 The WTGs will be installed by an [Insert Vessel Type/ Name]. The [Insert Vessel Type/ Name] will collect the WTGs from [Insert Port].

2.9.3.9 Key details of an indicative [Insert Vessel Type/ Name] will be presented in **Table 2-6**.

Table 2-6: (Insert Vessel Type / Name) Key Details

Vessel Name		
Vessel Type		
Contact		
Vessel Role		
Key Characteristics	**Length**	
	Breadth	
	DWT	
Propulsion		
Mooring / station keeping		

Export Cable Installation

[Insert Vessel Type / Name]

2.9.3.10 The Export Cables (if required) will be installed by an [Insert Vessel Type/ Name]. The [Insert Vessel Type/ Name] will collect the Export Cables from [Insert Port].

2.9.3.11 Key details of an indicative [Insert Vessel Type/ Name] will be presented in **Table 2-7**.

Table 2-7: (Insert Vessel Type / Name) Key Details

Vessel Name		
Vessel Type		
Contact		
Vessel Role		
Key Characteristics	**Length**	
	Breadth	
	DWT	
Propulsion		
Mooring / station keeping		

Construction Support

[Insert Vessel Type / Name]

2.9.3.12 The construction support vessel will be [Insert Vessel Type/ Name]. The [Insert Vessel Type/ Name] will operate from [Insert Port].

2.9.3.13 Key details of an indicative [Insert Vessel Type/ Name] will be presented in **Table 2-8**.

Table 2-8: (Insert Vessel Type / Name) Key Details

Vessel Name		
Vessel Type		
Contact		
Vessel Role		
Key Characteristics	**Length**	
	Breadth	
	DWT	
Propulsion		
Mooring / station keeping		

Crew Transfer Vessels

2.9.3.14 Crew Transfer Vessels (CTVs) will be used during the construction phase to aid the transfer of equipment and personnel between shore and the offshore works. Support will be provided to a number of activities including foundation and jacket substructure installation, WTG installation and commissioning, Array Cable, Array Cable to Landfall and Export Cable (if required) installation, and OSP jacket and topside installation. Key details of an example CTV, the [Insert Vessel Name], will be provided in **Table 2-9**.

Table 2-9: (Insert Vessel Name} (CTV) Key Details

Vessel Name		
Vessel Type		
Contact		
Vessel Role		
Key Characteristics	**Length**	
	Breadth	
	DWT	
	Max. Speed	
Mooring / station keeping		

Service Operation Vessels

2.9.3.15 Service Operation Vessels (SOV) are expected to be used during the construction phase to aid the transfer of equipment and personnel between shore and the offshore works. Support will be provided to a number of activities including foundation and jacket substructure installation, WTG installation and commissioning, Array Cable, Array Cable to Landfall and Export Cable (if required)

installation, and OSP jacket and topside installation. Key details of an example SOV, the [Insert Vessel Name], will be provided in **Table 2-10.**

Table 2-10: (Insert Vessel Name) (SOV) Key Details

Vessel Name		
Vessel Type		
Contact		
Vessel Role		
Key Characteristics	**Length**	
	Breadth	
	DWT	
	Max. Speed	
Mooring / station keeping		

2.9.4 OPERATION AND MAINTENANCE PHASE

2.9.4.1 Similar vessel types are likely to be required, at various times, to those described for construction in Section 2.9.3.

2.10 NUMBERS AND MOVEMENTS OF VESSELS

2.10.1 CONSTRUCTION VESSELS

2.10.1.1 The number of vessels within the Offshore Project at any one time will vary during the construction period, with peaks in vessel activity reflecting the timing of major installation works.

2.10.1.2 For each vessel type anticipated to be entering the Offshore Project, **Table 2-11** will present the indicative number of vessels involved in construction, the main construction activities they will be involved in, and the anticipated number of return journeys (a transit to the Offshore Project, and then back to port) they will make (if available). It should be noted that the number of transits will be a best estimate based on the available information at the time of writing, and the actual numbers may differ during the construction phase.

Table 2-11: Construction Vessel Activities Summary

Vessel Type	Anticipated Total Number	Key Construction Activities	Approximate Number of Return Journeys
[Details to be added post-consent]			

2.10.2 OPERATION AND MAINTENANCE VESSELS

2.10.2.1 The number of vessels within the Offshore Project during the O&M phase at any one time will vary, with peaks in vessel activity reflecting the timing of major maintenance works. Consequently, it is not possible, at this time, to provide precise numbers of vessel movements during the O&M phase. Estimates based on current information at the time of finalisation of the NSVMP will be provided in **Table 2-12**.

Table 2-12: Operational Activities Summary

Vessel Type	Anticipated Total Number	Trips to Port	Approximate Number of Return Journeys
[Details to be added post-consent]			

2.11 INDICATIVE TRANSIT CORRIDORS

2.11.1.1 The indicative transit corridors for the major construction vessels between the Offshore Project and the relevant construction ports will be presented in **Plate 2-2**.

[Figure showing indicative transit corridors relative to Offshore Project to be added post-consent]

Plate 2-2: Indicative Transit Corridors

2.11.1.2 Note the indicative transit corridors presented in **Plate 2-2** will not be intended to be prescriptive and are unlikely to be followed precisely by every vessel, however they are designed to give an indication to other users the areas within they may expect to encounter additional Offshore Project construction vessels. This will be particularly relevant should any working ports be located within Loch Roag and in such an instance the indicative transit corridors would be informed by a dedicated risk assessment post-consent as detailed in **Chapter 16, Volume 2a**.

2.11.1.3 All vessels shall passage plan as per the International Convention for the Safety of Life at Sea (SOLAS) (IMO, 1974). In addition, vessels may take alternatives from these indicative transit corridors for a variety of reasons, at the discretion of the vessels' Master, including:

- Compliance with COLREGs as required;
- Prevailing weather, tidal, or sea state conditions;
- Navigational hazards as indicated on charts, or notified through NtM or such sources;
- Vessels originating from or being bound to, a destination not indicated but the indicative transit routes;
- Instructions from the marine coordination centre or other responsible persons in charge of coordinating and managing construction vessel traffic;

- Any other reason the Master of a vessel may deem relevant for the purpose of ensuring the safety of their vessel or another.

2.12 ANCHORING

2.12.1.1 This section presents consideration of anchoring by project vessels and the general practice followed if a project vessel were to deploy anchor.

2.12.1.2 **Plate 2-3** will present the locations of known anchorages in the vicinity of the Offshore Project at the time of the final NSVMP being produced based upon local Admiralty Charts, likely including UKHO charts 2721, 2720, and 2515. Details pertaining to the anchorage areas noted in the North-West Coast of Scotland Pilot (NP66B) (UKHO, 2023) will also be provided in **Table 2-13**. It is noted that project vessels will consider the factors listed below before using an area for anchoring, including the areas that will be shown in **Plate 2-3**.

2.12.1.3 Anchoring is at the discretion of the vessel Master but can be in conjunction with the information provided by the marine coordination centre or port authorities, where relevant; however, standard marine practice 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 of other anchored vessels;
- Avoidance of known areas of other marine activity such as fishing or recreational boating;
- Avoidance of main commercial routes, pilot boarding area or other navigational features such as spoil grounds or subsea cables.

2.12.1.4 All vessels associated with the Offshore Project will take the above into consideration prior to anchoring as per standard marine practice. Construction and O&M vessels requiring anchorage within the Offshore Project will request permission to do so from the marine coordination centre.

[Figure showing designated anchorages in proximity to Offshore Project to be added post-consent]

Plate 2-3: Designated Anchorages in Proximity to the Offshore Project

Table 2-13: Summary of Anchorage Areas noted in the North-West Coast of Scotland Pilot [NP66B] in Proximity to the Offshore Project

Anchorage Number	Anchorage Name	Description
[Anchorage details to be added post-consent]		

2.13 ENVIRONMENTAL SENSITIVITIES RELEVANT TO VESSEL MANAGEMENT

2.13.1.1 This section will be updated post-consent to summarise the marine mammal and bird sensitivities relevant to vessel traffic associated with construction and operation of the Offshore Project (where applicable). This section shall also describe the indicative transit corridors as detailed in Section 2.11 above in the context of the environmental sensitivities.

2.14 COMPLIANCE WITH MARINE GUIDANCE NOTE 654

2.14.1.1 The relevant consent condition requires the Offshore Project to demonstrate that the NSVMP has adequately addressed all of the recommendations of MGN 654 and its annexes (MCA, 2021(a)) that may be appropriate to the Offshore Project, or any other relevant document which may supersede said guidance prior to approval of the NSVMP.

2.14.1.2 MGN 654 (MCA, 2021(a)) has therefore been reviewed and all appropriate recommendations (at this pre-construction stage of the development) have been identified. In each case it will be indicated where each of these recommendations has been addressed within the NSVMP document (or other relevant consent plan) for the Offshore Project. The review summary will be provided in **Table 2-14** post-consent.

Table 2-14: MGN 654 Compliance

MGN 654 Section	Checklist	Where Addressed
4.5 Site and Installation Co-ordinates.	Developers are responsible for ensuring that formally agreed co-ordinates and subsequent variations of site perimeters and individual OREI structures are made available, on request, to interested parties at relevant project stages, including application for consent, development, array variation, operation, and decommissioning. This should be supplied as authoritative Geographical Information System (GIS) data, preferably in Environmental Systems Research Institute (ESRI) format. Metadata should facilitate the identification of the data creator, its date and purpose, and the geodetic datum used. For mariners' use, appropriate data should also be provided with latitude and longitude coordinates in WGS84 (ETRS89) datum.	[Details to be added post-consent]
4.10 Assessment of Access to and Navigation Within, or Close to, an OREI	It should be determined to what extent navigation would be feasible within or near to the OREI site itself by assessing whether: • Navigation within and/or near the site would be safe: – for all vessels, or; – for specified vessel types, operations and/or sizes; – in all directions or areas, or; – in specified directions or areas;	

MGN 654 Section	Checklist	Where Addressed
	– in specified tidal, weather or other conditions. • Navigation in and/or near the site should be prohibited or restricted: – for specified vessels types, operations and/or sizes; – in respect of specific activities; – in all areas or directions, or; – in specified areas or directions, or; – in specified tidal or weather conditions, or simply; – recommended to be avoided. • Where it is not feasible for vessels to access or navigate through the site it could cause navigational, safety or routeing problems for vessels operating in the area e.g. by preventing vessels from responding to calls for assistance from persons in distress; • Guidance on the calculation of safe distance of OREI boundaries from shipping routes has been considered.	
4.11 Search and rescue, maritime assistance service, counter pollution and salvage incident response.	• An ERCoP will be developed for the construction, operation and decommissioning phases of the OREI.	
	• The MCA's guidance document Offshore Renewable Energy Installation: Requirements, Advice and Guidance for Search and Rescue (SAR) and Emergency Response for the design, equipment and operation requirements will be followed.	
	• A SAR checklist will be completed to record discussions regarding the requirements, recommendations and considerations outlined in the above document (to be agreed with MCA).	
4.12 Hydrography	In order to establish a baseline, confirm the safe navigable depth, monitor seabed mobility and to identify underwater hazards, detailed and accurate hydrographic surveys are included or acknowledged for the following stages and to MCA specifications: • Pre-construction: The proposed generating assets area and proposed cable route; • On a pre-established periodicity during the life of the development; • Post-construction: Cable route(s) Post-decommissioning of all or part of the development: the installed generating assets area and cable route	
4.14 Risk mitigation measures recommended for OREI during	Promulgation of information and warnings through notices to mariners and other appropriate maritime safety information (MSI) dissemination methods.	
	Continuous watch by multi-channel VHF, including Digital Selective Calling (DSC).	

MGN 654 Section	Checklist	Where Addressed
construction, operation and decommissioning.	Safety zones of appropriate configuration, extent and application to specified vessels.	
	Provision of AtoN as determined by the General Lighthouse Authority.	
	Monitoring by radar, AIS, CCTV or other agreed means.	
	Appropriate means for OREI operators to notify, and provide evidence of, the infringement of safety zones.	
	Creation of an ERCoP with the MCA's SAR Branch for the construction phase onwards.	
	Use of guard vessels, where appropriate	

2.15 COMPLIANCE WITH THE APPLICATION

2.15.1.1 In addition to the offshore consent conditions presented in Section 2.2, other consent conditions which have also been considered will be outlined in **Table 2-15**, including where they have been addressed in this NSVMP.

Table 2-15: Compliance with the Offshore Project EIAR

Commitments	Where Addressed
M002 – A Cable Installation Plan will be produced to confirm routeing, method of installation and aspects such as target depth of burial and need for/location of/type of external cable protection. This plan will also contain the outputs of a formal CBRA. Data from the project-specific geophysical surveys will be used to identify the preferred route, with the use of natural crevasses or channels within the bedrock proposed, where feasible, and areas of thicker Quaternary sediments identified (to maximise opportunities for cable burial).	[Details to be added post-consent]
M026 – A final Fisheries Mitigation, Monitoring and Communication Plan (FMMCP) (building on **FMMCP, Volume 3**) will be developed in compliance with legislative requirements and/or best practice standards and guidance prior to the operation of the Project and adhered to.	
M010 – Compliance with MGN 654 and its annexes including development and implementation of a SAR Checklist, ERCoP and guard vessels as required by risk assessment.	
M011 – The Offshore Project inclusive of surface piercing structures and subsea cables will be	

Commitments	Where Addressed
appropriately charted on Admiralty and aeronautical charts, and information on structure positions and heights will be provided to the UKHO.	
M012 – Timely and efficient distribution of Notices to Mariners (NtMs), Kingfisher notifications, and other navigational warnings of the position and nature of works associated with the Project, including information for vessel routes, timings and locations, safety zones (around surface piercing infrastructure) and advisory passing distances. Physical notices will be places at marinas and harbours in the vicinity of the Offshore Project and final locations of installed infrastructure will be charted and distributed to recreational clubs.	
M013 – Surface piercing structures - application for safety zones of up to 500 m during construction and periods of major maintenance, and up to 50 m pre-commissioning.	
M029 – A Marine Coordination Centre will be established to monitor all vessel activity (Project, fishing and other maritime vessels), issue Notices to Mariners, and serve as a contact point for all maritime stakeholders.	
M014 - Marking and lighting of the Array Area in agreement with NLB and as per the requirements of IALA Recommendation O-139 (IALA, 2021a) and Guidance G1162 (IALA, 2021b). This will include a buoyed construction area.	
M015 – Compliance of all Offshore Project vessels with international marine regulations as adopted by the Flag State, notably the International Regulations for Preventing Collisions at Sea (COLREGs) (IMO, 1972/1977) and the International Convention for the Safety of Life at Sea (SOLAS) (IMO, 1974).	
M031 – A Marine Pollution Contingency Plan (MPCP) will be developed prior to commencement of construction (building on **MPCP, Volume 3**) in compliance with legislative requirements and/or best practice standards and guidance and adhered to.	

Commitments	Where Addressed
M016 – Wind turbines blade clearance of at least 28.33 m above Mean High Water Springs (MHWS) (30 m above Mean Sea Level (MSL)).	
M022 – A final NSVMP will be developed prior to commencement of construction (building on this outline plan) in compliance with legislative requirements and/or best practice standards and guidance and adhered to.	
M024 – Dedicated risk assessment post-consent if a location within Loch Roag is planned to be used as a base port taking account of vessel traffic in Loch Roag, full details of planned project vessels, their movements, and bases within Loch Roag, plus any impact on use of existing AtoNs within Loch Roag.	

3 GLOSSARY OF TERMS AND ABBREVIATIONS

3.1.1.1 A list of key terms and acronyms used in this appendix are provided in **Table 3-1** and **Table 3-2**.

Table 3-1: Acronyms and abbreviations

Term	Definition
AIS	Automatic Identification System
AtoN	Aid to Navigation
BEIS	Department of Business, Energy, and Industrial Strategy
CAA	Civil Aviation Authority
CFLO	Company Fisheries Liaison Officer
COLREGs	Convention on International Regulations for Preventing Collisions at Sea
CTV	Crew Transfer Vessel
DESNZ	Department for Energy, Security and Net Zero
DWT	Dead Weight Tonnage
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
ERCoP	Emergency Response Cooperation Plan
ERP	Emergency Response Plan
FIR	Fishing Industry Representative
FMMCP	Fisheries Mitigation, Monitoring and Communication Plan
HMCG	His Majesty's Coastguard
IALA	International Organization for Marine Aids to Navigation
IDP	Intermediate Delivery Port
IHO	International Hydrographic Organization
IMO	International Maritime Organization
KIS-ORCA	Kingfisher Information Service – Offshore Renewables & Cable Awareness
km	Kilometre
km^2	Square Kilometre
LAT	Lowest Astronomical Tide
LMP	Lighting and Marking Plan
LNtMs	Local Notifications to Mariners
m	Metre
MAIB	Marine Accident Investigation Branch
MCA	Maritime and Coastguard Agency
MD-LOT	Marine Directorate – Licensing Operations Team
MF	Medium Frequency
MGN	Marine Guidance Note
MoD	Ministry of Defence
MPCP	Marine Pollution Contingency Plan
MRCC	Maritime Rescue Co-Ordination Centres

Term	Definition
NAVAREA	Navigation Area
Navtex	Navigational Telex
NLB	Northern Lighthouse Board
nm	Nautical Mile
NSP	Navigational Safety Plan
NSVMP	Navigational Safety and Vessel Management Plan
NtMs	Notifications to Mariners
O&M	Operation and Maintenance
OCAS	Offshore Cable Area of Search
OFLO	Offshore Fisheries Liaison Officer
OFTO	Offshore Transmission Owner (OFTO)
OREI	Offshore Renewable Energy Installation
OSP	Offshore Substation Platform
OWF	Offshore Wind Farm
RAM	Restricted in their Ability to Manoeuvre
s.36	Section 36
SAR	Search and Rescue
SOLAS	International Convention for the Safety of Life at Sea
SOV	Service Operation Vessel
UK	United Kingdom
UKHO	United Kingdom Hydrographic Office
VHF	Very High Frequency
VMP	Vessel Management Plan
WTG	Wind Turbine Generator

Table 3-2: Glossary

Term	Meaning
the Applicant	Spiorad na Mara Limited (the Project owner)
Array Area	Total area within which offshore wind turbine generators (WTGs), associated foundations, array cables and offshore substations platform (if required) will be located.
Array Cables	The offshore cables that connect the Wind Turbine Generators (WTGs) to each other and terminate at the Offshore Substation Platform (OSP), (if required)
Array Cables to Landfall	The offshore cables that connect the Wind Turbine Generators (WTGs) to Landfall
Automatic Identification System	A system by which vessels automatically broadcast their identity, key statistics including location, destination, length, speed, and current status, e.g., under power. Most commercial vessels and United Kingdom (UK)/European Union (EU) fishing vessels over 15 metre (m) length are required to carry AIS.

Term	Meaning
Export Cables	The offshore cables connecting the Offshore Substation Platform (OSP) to Landfall
Landfall	This consists of works from offshore Horizontal Directional Drill (HDD) exit pits to onshore at the Transition Joint Bays (TJB). The infrastructure and installation methods associated with the Landfall involves both onshore and offshore components.
Marine Guidance Note	A system of guidance notes issued by the Maritime and Coastguard Agency (MCA) which provide significant advice relating to the improvement of the safety of shipping at sea, and to prevent or minimise pollution from shipping.
Offshore Cable Area of Search	The area within which the offshore cable infrastructure between the Array Area and Landfall will be located.
Offshore Project (Offshore Components of the Project)	Components of the Project seaward of Mean High Water Springs (MHWS). Includes Array Area and Offshore Cable Corridor.
Offshore Project Boundary	The 'red line boundary' encompassing the Offshore Project.
Offshore Substation Platform (OSP)	The optional offshore substation located within the Array Area. Includes the platform and associated components which allows the voltage to be increased to meet onward transmission requirements.
Project	To describe the Project as a whole, this includes all offshore and onshore components of the Project.
Turbine Area	A reduced area within the Array Area where above water surface infrastructure would be located i.e. Wind Turbine Generators (WTG) or Offshore Substation Platform (OSP). Developed and refined through environmental assessment.
Wind Turbine Generator (WTG)	The wind turbines that generate electricity consisting of tubular towers and blades attached to a nacelle housing mechanical and electrical generating equipment.

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