

## Ensuring a smooth transition to the next stage of development

Following a successful consent there will be a number of conditions secured in the Development Consent Order (DCO), Section 36 Consent or Marine license that must be undertaken prior to any offshore works taking place. Anatec have extensive knowledge and experience in ensuring these are discharged successfully and to the satisfaction of the regulators, having already undertaken these conditions successfully for numerous developers. Standard consent conditions likely to be required for sites are detailed below.

### **Emergency Response and Co-operation Plan (ERCoP)**

The Maritime and Coastguard Agency (MCA) require that the implementation and approval of an ERCoP takes place prior to commencing offshore construction. This condition will also specify that an ERCoP is produced for each phase of a development, from construction through to decommissioning.

Anatec have the experience to produce the ERCoP and consult with the regulator to ensure it meets the required guidelines, but is also practical and addresses all the area-specific risks.

Anatec are also able to conduct a gap analysis of emergency response capabilities and identify any additional measures that may be required for site specific conditions. Our understanding of the issues involved and the mitigation options available will ensure that the ERCoP is comprehensive, covering all outstanding emergency response issues and is approved by the regulator.



### **Final Layout Approval**

Consenting is normally based on a design envelope. Post consent, Anatec can help facilitate the approval process of the final layout design by reviewing the design against known issues encountered on previous developments. These include issues associated with alignment / search and rescue access prior to consulting with the regulator and gaining approval.

Both the MCA and General Lighthouse Authority (GLA) must agree the layout plan before the licensing authority (Marine Management Organisation / Marine Scotland) will approve construction to commence. Each layout design is judged individually on its own merits and our experience has shown that achieving final sign off can be a difficult process. Anatec will use our experience with these bodies to assist in preparing the safety case for gaining approval for both marine and aviation issues.

### **Navigational Safety Plan**

The provision of a Navigational Safety Plan (NSP) is a requirement for developments planned within (or partially within) Scottish waters, as required by Marine Scotland. This plan incorporates elements of the post consent discharge of conditions, as detailed herein and those proposed in the consent application. Anatec can produce a compliant NSP which details the safe and effective management of offshore vessel operations. This includes consultation with the Scottish Government and other key stakeholders such as the MCA and NLB. While this plan is not required within other areas it has notable benefits for developments outside of Scotland, as it helps assure navigational safety on the project site.

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## **Lighting and Marking Plan**

A Lighting and Marking Plan (LMP) must be produced to the satisfaction of the GLA. The LMP should include consideration of phased lighting and marking throughout the construction phase, maintenance and decommissioning works, as well as final lighting and marking for the operational phase. During the preparation of the LMP an 'Aids to Navigation Management Plan' will also be produced. This will document the management of the project's Aids to Navigation, ensuring that they remain operational and are maintained when required, meeting statutory requirements, ensuring that downtime or inaccuracies in lighting or position are reduced, as these can otherwise undermine the effectiveness of an AtoN as a safety measure.

The responsibility for all Aids to Navigation (buoyage etc.) remains with the developer throughout the lifetime of the site. The developer is also accountable to the GLA, which has authority over this important aspect of navigational practice. In the same manner as the Lighting and Marking Plan, the GLA must be satisfied that management of these AtoNs is effective at an acceptable level to meet the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) standards. The plan will therefore include emergency reporting and contingency planning for inspection, repairs, loss of station incidents and periodic review of the requirement for the AtoNs to remain in situ. Anatec can work with the relevant GLA to ensure a thorough AtoN Management Plan is produced in compliance with the GLA's standards.

Anatec will prepare these plans to the standards required by the GLA and consult with the key stakeholders, to ensure that the plans are practical, acceptable and are approved, but also ensure that the lighting and marking is effectively managed with the engineering team through the provision of technical notes.

## **Construction Traffic Routeing**

The planning and control of marine construction traffic is important to both efficient and safe construction operations. Anatec can assess the passing traffic and produce a plan to effectively manage and reduce the impact that the traffic taking part in construction

activities will have on vessels operating in proximity to the development or the port(s) / harbour(s) being used as a base.

Our experience has shown that management of vessels involved in the project helps ensure compliance with the standards required by the regulator. Anatec are able to conduct vessel audits to confirm that vessels comply with the necessary operational and safety requirements. We also have the expertise to plan and monitor vessel logistics / utilisation, ensuring efficient cost effective vessel operation.

## **Safety Zone Application**

If a safety zone is to be employed during any of the planned phases of the development then a safety case and application must be made to DECC. Anatec will produce this safety case and the required technical study, project managing the application process to ensure all requirements are met. This includes further consultation with relevant stakeholders.

## **Safety Management System and Due Diligence**

Assuring that the Safety Management System (SMS) for the project and also individual vessel procedures are developed and maintained to a satisfactory standard will reduce the risk associated with offshore activities during all phases of the development. Anatec can review and assist in addressing any weaknesses in an SMS and ensure that they are suited to the tasks to be undertaken.

## **Post Consent Traffic Monitoring**

The MCA require that the developer includes post consent traffic monitoring (secured within the DCO) for the construction and partial operational phases of the development. Currently, this is most often limited to the duration of the construction phase and the first year of operation. This data is used to validate the analysis made within the Environmental Impact Assessment. Anatec can implement a system acceptable to the MCA and produce the annual reports required to validate the assessment of marine traffic operating in proximity to the development.

**Contact us below for more information.**

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