





Cambois Connection – Marine Scheme

Environmental Statement – Volume 2


Chapter 16: Summary of Mitigation Measures and Commitments

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Sarah Edwards		26/07/2023
Prepared by:	Xodus	
Prepared for:	SSE Renewables	
Checked by:	Kerrie Craig	
Accepted by:	Kerrie Craig	
Approved by:	Sarah Edwards	

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	Cambois Connection – Marine Scheme ES Chapter 16: Summary of Mitigation Measures and Commitments	Doc No: A100796-S01-A-REPT-030
Classification: Final		
Status: Final		Rev: A01

Contents

1. INTRODUCTION	5
1.1. REFERENCES.....	19


Tables

TABLE 1.1 DESIGNED IN MEASURES	6
TABLE 1.2 SECONDARY MITIGATION MEASURES.....	17
TABLE 1.3 MONITORING COMMITMENTS	18

	Cambois Connection – Marine Scheme	Doc No:
	ES Chapter 16: Summary of Mitigation Measures and Commitments	A100796-S01-A-REPT-030
Classification: Final		
Status: Final		Rev: A01

Acronyms


Acronym	Description
AEZs	Archaeological Exclusion Zones
AIS	Automatic Identification System
BBWF	Berwick Bank Wind Farm
CaP	Cable Plan
CBRA	Cable Burial Risk Assessment
CFLO	Company Fisheries Liaison Officer
CLV	Cable Lay Vessel
COLREGs	Convention on the International Regulations for Preventing Collisions at Sea, 1972
OFLO	Offshore Fisheries Liaison Officers
EIA	Environmental Impact Assessment
EMF	Electric and magnetic fields
EMP	Environmental Management Plan
ES	Environmental Statement
FLCP	Fisheries Liaison and Coexistence Plan
FLOWW	Fishing Liaison with Offshore Wind and Wet Renewables Group
FMMS	Fisheries Management and Mitigation Strategy
FTCFWG	Forth and Tay Commercial Fisheries Working Group
HDD	Horizontal Directional Drilling
IMO	International Maritime Organisation
INNSMP	Invasive and Non-Native Species Management Plan
JNCC	Joint Nature Conservation Committee
MARPOL	International Convention for the Prevention of Pollution from Ships
MCA	Maritime and Coastguard Agency
MD-LOT	Marine Directorate Licensing and Operations Team
MGN	Marine Guidance Note
MMMP	Marine Mammal Mitigation Plan
MMO	Marine Management Organisation
MPCCP	Marine Pollution Contingency and Control Plan
NAVTEX	Navigational Telex

	Cambois Connection – Marine Scheme	Doc No:
	ES Chapter 16: Summary of Mitigation Measures and Commitments	A100796-S01-A-REPT-030
Classification: Final		
Status: Final		Rev: A01

Acronym	Description
NtM	Notice to Mariners
PAD	Protocol for Archaeological Discoveries
PLONOR	Pose Little or No Risk to the Environment
RA	Retained Archaeologist
RADAR	Radio Detection And Ranging
SBP	Sub-bottom Profiling
SOLAS	Safety of Life at Sea
SOPEP	Shipboard Oil Pollution Emergency Plan
UK	United Kingdom
UKHO	UK Hydrographic Office
UXO	Unexploded Ordnance
WSI	Written Scheme of Investigation

Units

Unit	Description
m	Metres (distance)
nm	Nautical mile (distance)

	Cambois Connection – Marine Scheme ES Chapter 16: Summary of Mitigation Measures and Commitments	Doc No: A100796-S01-A-REPT-030
Classification: Final		
Status: Final		Rev: A01

1. Introduction

1. This chapter sets out a summary of the designed in measures, mitigation and monitoring commitments detailed within the Environmental Statement (ES) for the Cambois Connection (hereafter referred to as the 'Project') Marine Scheme.
2. Table 1.1 outlines the designed in measures. These include measures which have been incorporated as part of the Marine Scheme's design (referred to as 'designed in measures') and measures which will be implemented regardless of the impact assessment (referred to as 'tertiary mitigation'). As there is a commitment to implementing these measures, they are considered inherently part of the design of the Marine Scheme and have therefore been considered in the assessment presented in technical chapters (Volume 2, Chapter 7 to 15) (i.e. the determination of magnitude and therefore significance assumes implementation of these measures). These measures are considered standard industry practice for this type of development.
3. Table 1.2 details the secondary mitigation required to reduce environmental effects to 'not significant' levels, in line with the methodology outlined in Volume 2, Chapter 3: EIA Methodology.
4. Table 1.3 outlines the recommendations for monitoring as detailed in the technical assessments (Volume 2, Chapter 7 to 15).




	Cambois Connection – Marine Scheme ES Chapter 16: Summary of Mitigation Measures and Commitments	Doc No: A100796-S01-A-REPT-030
	Classification: Final	
Status: Final		Rev: A01

Table 1.1 Designed In Measures


Title	Commitment and Justification	Applicable Jurisdiction
Route Selection and Avoidance.	<p>The Marine Scheme has been specifically refined to avoid interactions with key designations, environmental sensitivities, and notable inshore fishing grounds as far as reasonably practicable. On the approach to the Landfall at Cambois, the route has been selected to minimise the footprint within European Sites. Nearshore routes with greater levels of interactivity with European Sites along the English and Scottish coast have been de-selected.</p> <p>Further detail on this is provided in Volume 2, Chapter 6: Route Appraisal and Consideration of Alternatives</p>	Scottish and English waters
Cable protection.	<p>The use of cable protection will be minimised as far as practicable, and only used where required. Additional external cable protection (e.g. rock placement) will only be used where the minimum target burial depth cannot be achieved, for example in areas of hard ground or at third-party crossings. This will be informed by outputs from the Cable Burial Risk Assessment completed by the installation contractor(s) prior to the commencement of installation. Rock utilised in berms will be clean with low fines. Use of graded rock and 1:3 profile berms at areas of rock protection will reduce potential fishing gear snagging risk.</p>	Scottish and English waters
Cable burial depth.	<p>Cables will be buried to a minimum target depth of 0.5 m and only protected using external protection (e.g., rock berms) where minimum target burial depth is not achieved or at third-party crossings. Application of target cable burial depth will reduce the potential for cable exposure from interactions between metocean regimes (e.g. wave, sand, and currents) and will reduce interaction with fishing gear. Cable burial also reduces risk of interference with magnetic position fixing equipment.</p>	Scottish and English waters
Monitoring of cable burial and protection.	<p>Infrastructure will be monitored through post lay and burial inspection surveys to identify exposures and any requirements for repair and reburial, with remedial action taken as appropriate and as soon as practicable. Findings will be shared with the fishing industry in order to facilitate co-existence, prevent potential damage to and from fishing gear, and minimise potential safety risks.</p>	Scottish and English waters

	Cambois Connection – Marine Scheme ES Chapter 16: Summary of Mitigation Measures and Commitments	Doc No: A100796-S01-A-REPT-030
Classification: Final		
Status: Final		Rev: A01


Title	Commitment and Justification	Applicable Jurisdiction
Pose Little or No Risk (PLONOR) substances.	During trenchless installation activities at Landfall, there will be an interface between the sea and the drilling fluids used to create the exit pits at the breakouts. Small quantities of drilling fluids may be discharged to the marine environment, however best practice mitigation will be implemented to reduce the amount of drill mud / cuttings released in the event of a release. To limit environmental damage, only biologically inert PLONOR listed drilling fluid will be used.	English waters only
Guard vessels and clearance distances.	Project vessels will implement a 500 m advisory safe passing distances with third party vessels during periods of construction or major repair or maintenance. During operation, where cable exposures exist that would result in significant risk, guard vessels will be used where appropriate until the risk has been mitigated by burial and/or other protection methods. Guard vessels will use Automatic RADAR Plotting Aid (ARPA) to monitor vessel activity and predict possible interactions whilst alongside the construction vessel(s). This facilitates engagement with fisheries stakeholders during specific project works, reduces potential for interactions between the Marine Scheme and fishing activities, as well as maximising awareness of temporary hazards.	Scottish and English waters
Temporary aids to navigation may be deployed (if required) to guide vessels around any areas of construction activity.	Temporary aids to navigation maximises awareness of temporary hazards.	Scottish and English waters
Appointment of a Company Fisheries Liaison Officer (CFLO).	A CFLO will be in place throughout the lifespan of the Marine Scheme.	Scottish and English waters
Use of Offshore Fisheries Liaison Officers (OFLOs) where required and appropriate.	The use of OFLOs facilitates engagement with fisheries stakeholders during specific Project works and minimises potential for conflict between the Marine Scheme and fishing activities.	Scottish and English waters

	Cambois Connection – Marine Scheme ES Chapter 16: Summary of Mitigation Measures and Commitments	Doc No: A100796-S01-A-REPT-030
	Classification: Final	Status: Final


Title	Commitment and Justification	Applicable Jurisdiction
Development of a Fisheries Management and Mitigation Strategy (FMMS) / Fisheries Liaison and Co-existence Plan (FLCP) for Marine Directorate Licencing and Operations Team (MD-LOT) and Marine Management Organisation (MMO) approval, and in consultation with fisheries stakeholders.	<p>The FMMS/ FLCP details the Applicant’s proposed approach to fisheries liaison and to facilitating co-existence, including details on the measures which are proposed to be implemented to reduce impacts on commercial fishing as far as practicable.</p> <p>An outline FMMS / FLCP has been provided as part of this application (Volume 5, Appendix 12.2) and will be updated for submission to MMO and MD-LOT prior to construction.</p>	Scottish and English waters
Participation in the Forth and Tay Commercial Fisheries Working Group (FTCFWG).	<p>The FTCFWG provides a forum for information sharing and discussion of key issues with fisheries stakeholders and other developers in the region. Participation in similar groups in England will be explored.</p>	Scottish and English waters
Adherence to appropriate guidance, with regards to fisheries liaison and mitigation (i.e. Fishing Liaison with Offshore Wind and Wet Renewables Group (FLOWW) guidance, as far as is applicable for a subsea cable).	<p>Adherence to appropriate guidance, with regards to fisheries liaison and mitigation to facilitate the establishment of productive relationships with fisheries stakeholders and the implementation of an evidence-based approach to mitigation.</p>	Scottish and English waters
As-Built Information.	<p>The location, extent and nature of the cable protection measures used will be communicated to the relevant stakeholders including the UK Hydrographic Office (UKHO), relevant fishing industry representatives and Kingfisher Information Service. Provides information so all other legitimate users of the sea are aware of the location, extent and nature of cable protection.</p>	Scottish and English waters

	Cambois Connection – Marine Scheme ES Chapter 16: Summary of Mitigation Measures and Commitments	Doc No: A100796-S01-A-REPT-030
Classification: Final		
Status: Final	Rev: A01	


Title	Commitment and Justification	Applicable Jurisdiction
Undertaking of assessments to determine cable burial status.	Post lay and burial inspection surveys will be undertaken with remedial action taken as appropriate. In addition, an assessment to determine cable burial status (including cable protection) and identify potential changes to seabed conditions will be undertaken. Findings would be shared with the fishing industry where relevant.	Scottish and English waters
Development of a Code of Good Practice for contracted vessels.	Facilitates co-existence between vessels undertaking works for the Marine Scheme and fishing vessels and helps minimise potential adverse interactions.	Scottish and English waters
Development of suitable procedures to allow claims for loss or damage to gear.	Suitable claims procedures to facilitate co-existence and reduce potential adverse interactions between Marine Scheme vessels and fishing activities.	Scottish and English waters
Marine coordination and communication to manage project vessel movements.	Ensures project vessels are suitably managed to reduce the likelihood of involvement in incidents and maximise the ability to assist in the event of a third-party incident.	Scottish and English waters

	Cambois Connection – Marine Scheme ES Chapter 16: Summary of Mitigation Measures and Commitments	Doc No: A100796-S01-A-REPT-030
Classification: Final		
Status: Final		Rev: A01


Title	Commitment and Justification	Applicable Jurisdiction
Compliance of all project vessels with international marine regulations as adopted by the Flag State, notably the Convention on the International Regulations for Preventing Collisions at Sea, 1972 (COLREGs) (IMO, 1972/77) and Safety of Life at Sea (SOLAS) (IMO, 1974).	Reduces the risk introduced due to the presence of project vessels.	Scottish and English waters
Promulgation of information (such as, position and nature of works, vessel routes, Safety Zones, advisory safe passing distances, navigational warnings) as required via Kingfisher Bulletins.	The construction of infrastructure and implementation of safety distances around construction vessels may displace recreation vessels. Likewise, maintenance and decommissioning activities may also displace recreation vessels. Circulation of information via Notices to Mariners (NtM), Kingfisher, Radio Navigational Warnings, Navigational Telex (NAVTEX), and/or broadcast warnings as soon as reasonably practicable in advance of and during the offshore works to inform the commercial fishing industry of vessels routes, timing and locations of construction works, and relevant details the construction activities. These will be augmented with NAVTEX and Radio Navigation Warning broadcasts as appropriate. Maximises awareness of the Marine Scheme allowing vessels to passage plan in advance, in the interests of safety to infrastructure and other users receptors.	Scottish and English waters

	Cambois Connection – Marine Scheme ES Chapter 16: Summary of Mitigation Measures and Commitments	Doc No: A100796-S01-A-REPT-030
	Classification: Final	
Status: Final		Rev: A01


Title	Commitment and Justification	Applicable Jurisdiction
Engagement of a Retained Archaeologist.	<p>A Retained Archaeologist will be engaged to implement the agreed mitigation secured through a Written Scheme of Investigation (WSI). The Retained Archaeologist will provide input into specifications for further surveys and archaeological analysis of the outputs from any pre-construction surveys (for example, geophysical and geotechnical), and will provide advice regarding any archaeological finds which occur during construction.</p> <p>Where suitable for archaeological assessment, further geophysical surveys undertaken in advance of the development commencing, for example for the purposes of detailed design, that require magnetometer data (e.g. unexploded ordnance (UXO) survey) will also be assessed by a suitably qualified archaeological contractor. This will allow for the identification of any additional ferrous features of archaeological potential within the Marine Scheme, as well as to confirm the presence of ferrous material at the location of features identified during this assessment.</p> <p>To avoid and/or reduce impacts on sites of archaeological importance.</p>	Scottish and English waters
Archaeological Exclusion Zones (AEZs).	<p>The primary mitigation for the protection of known archaeological receptors is avoidance. This is commonly achieved through the implementation and monitoring of AEZs, which are proposed for identified high value seabed receptors of anthropogenic origin, to avoid direct impacts on sites of known archaeological importance.</p>	Scottish and English waters
Adherence to Berwick Bank Wind Farm (BBWF) WSI, including implementation of Protocol for Archaeological Discoveries (PAD) and AEZs.	<p>The Applicant is committed to the mitigation measures set out in the Outline WSI/PAD for adverse impacts arising from the Marine Scheme within the BBWF array area. Mitigation measures including implementation of PAD and AEZs are secured through adherence to the BBWF WSI (SSER, 2022b).</p>	Scottish waters only
Crossing Agreements.	<p>Crossing and proximity agreements with the owners of third party assets will be developed and agreed to maintain safety to infrastructure.</p>	Scottish and English waters

	Cambois Connection – Marine Scheme ES Chapter 16: Summary of Mitigation Measures and Commitments	Doc No: A100796-S01-A-REPT-030
Classification: Final		
Status: Final		Rev: A01


Title	Commitment and Justification	Applicable Jurisdiction
Environmental Management Plan (EMP).	<p>An EMP will be developed and employed to ensure potential release for pollutants will be reduced as far as practicable. This will include a Marine Pollution Contingency and Control Plan (MPCCP) and an Invasive and Non-Native Species Management Plan (INNSMP). An outline EMP has been provided as part of this application (Volume 5, Appendix 5.1) and will be updated for submission to MMO and MD-LOT prior to construction.</p>	Scottish and English waters
Marine Pollution Contingency and Control Plan (MPCCP).	<p>An MPCCP will be implemented to ensure that, in the unlikely event that a pollution event occurs, any spillage is reduced as far as reasonably practicable and effects on the environment are ideally avoided or reduced as far as reasonably practicable. Implementation of these measures will reduce the accidental release of contaminants from vessels as far as reasonably practicable, thus providing protection for marine life across all phases of the Marine Scheme. This will include but may not be limited to: designated areas for refuelling where spillages can be easily contained; storage of chemicals in secure designated areas in line with appropriate regulations and guidelines; only using substances approved on Cefas list under the Offshore Chemical Regulations (UK Government, 2002); double skinning of pipes and tanks containing hazardous substances; and storage of these substances in impenetrable bunds. This will control the potential release of contaminants from supply and service vessels.</p> <p>An outline MPCCP has been provided as part of this application (Volume 5, Appendix 5.1.A) and will be updated for submission to MMO and MD-LOT prior to construction.</p>	Scottish and English waters
Invasive Non-Native Species Management Plan (INNSMP).	<p>An INNSMP will be implemented to manage and reduce the risk of potential introduction and spread of INNS as far as reasonably practicable. The plan will include, but may not be limited to, measures to facilitate vessel compliance with the International Maritime Organisation (IMO) ballast water management guidelines (International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004) and adherence to the IMO guidelines for the control and management of ships' biofouling to minimise the transfer of invasive aquatic species (Biofouling Guidelines). It will consider the origin of vessels and contain standard housekeeping measures for such vessels as well as measures to be adopted in the event that a high alert species is recorded.</p> <p>An outline INNSMP has been provided as part of this application (Volume 5, Appendix 5.1.B) and will be updated for submission to MMO and MD-LOT prior to construction.</p>	Scottish and English waters

	Cambois Connection – Marine Scheme ES Chapter 16: Summary of Mitigation Measures and Commitments	Doc No: A100796-S01-A-REPT-030
	Classification: Final	
Status: Final		Rev: A01


Title	Commitment and Justification	Applicable Jurisdiction
Decommissioning Plan.	The aim of this plan is to adhere to the existing UK and international legislation and guidance, with decommissioning industry practice applied. Overall, this will reduce the amount of long-term disturbance to the environment as far as reasonably practicable. While this measure has been committed to as part of the Marine Scheme, the maximum design scenario for the decommissioning phase has been considered in each of the assessments of effects.	Scottish and English waters
Cable Plan (CaP).	Suitable implementation and monitoring of cable protection through the Marine Scheme and adherence to a CaP. This will be produced and consulted on (in line with consent conditions) prior to installation and will include a detailed cable laying plan including geotechnical data, cable laying techniques and informed by a Cable Burial Risk Assessment (CBRA) which will include details on minimum target burial depths.	Scottish and English waters
Shipboard Oil Pollution Emergency Plan (SOPEP).	All vessels to be used as part of any phase of the Project will adopt a waste management plan in line with the requirements set out as part of the International Convention for the Prevention of Pollution from Ships (MARPOL) and the SOPEP.	Scottish and English waters
Vessel best-practice / MARPOL.	Compliance with MARPOL regulations and best-practice protocols to prevent and manage incidents of accidental release of marine contaminants.	Scottish and English waters
Marine Mammal Mitigation Plan (MMMP).	A MMMP will be developed for the marine mammal species of particular relevance to the Marine Scheme, if and when required. Given the potential for injury arising from the installation of the Offshore Export Cable, including the use of pre-installation survey techniques which have the potential to generate underwater noise, the JNCC guidelines for minimising the risk of injury to marine mammals will be employed.	Scottish and English waters

	Cambois Connection – Marine Scheme ES Chapter 16: Summary of Mitigation Measures and Commitments	Doc No: A100796-S01-A-REPT-030
Classification: Final		
Status: Final		Rev: A01

Title	Commitment and Justification	Applicable Jurisdiction
Code of Conduct.	<p>To reduce potential for collision risk or injury to marine mammals, the Code of Conduct will be issued to all Marine Scheme vessels to be adhered to at all times. This will include requirements to:</p> <ul style="list-style-type: none"> • Not deliberately approach marine mammals; • Maintain a minimum vessel speed; and • Avoid abrupt changes to vessel speed or direction should a marine mammal approach the vessel. 	Scottish and English waters
Adherence to Scottish Marine Wildlife watching code.	<p>Project vessels (in both Scottish and English waters) will adhere to the protocols supplied in the Scottish Marine Wildlife Watching Code and will protect and reduce the risk of direct interactions and disturbance to marine wildlife, including marine mammals, seabirds and waterfowl.</p>	Scottish and English waters
Written Scheme of Investigation (WSI).	<p>The purpose of this document is to identify possible features of marine archaeological importance and to agree mitigation to avoid and/or mitigate potential impacts. The WSI will detail the agreed mitigation that will be implemented during construction of the Marine Scheme. The implementation of a WSI is the mitigation, rather than the document itself. The mitigation measures are designed to either avoid, reduce, or offset any damage/ disturbance occurring as a result of the Marine Scheme upon known receptors, and to establish the presence of unknown sites.</p> <p>An outline WSI has been provided as part of this application (Volume 5, Appendix 14.2) and will be updated for submission to MMO and MD-LOT prior to construction.</p>	Scottish and English waters
Protocol for Archaeological Discoveries (PAD).	<p>In order to provide for unexpected discoveries encountered during the construction, operation and maintenance and decommissioning phases of the Marine Scheme a PAD will be adopted. This is a system for reporting and investigating unexpected archaeological discoveries encountered during construction activities, with a Retained Archaeologist providing guidance and advising on the implementation of the PAD.</p> <p>The PAD also makes provision for the implementation of temporary exclusion zones around areas of possible archaeological interest, for prompt archaeological advice, and, if necessary, for archaeological inspection of important features prior to further activities in the vicinity. The PAD provides a mechanism to comply with the Merchant Shipping Act 1995, including notification of the Receiver of Wreck, and accords with the Code of Practice for Seabed Developers (JNAPC, 2006) and relevant Guidance.</p> <p>A PAD has been provided as part of this application (Volume 5, Appendix 14.2) and will be updated for submission to MMO and MD-LOT prior to construction.</p>	Scottish and English waters

	Cambois Connection – Marine Scheme ES Chapter 16: Summary of Mitigation Measures and Commitments	Doc No: A100796-S01-A-REPT-030
	Classification: Final	
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Title	Commitment and Justification	Applicable Jurisdiction
Vessel lighting.	Vessel deck lighting will be directed towards working areas only and kept to the minimum level required to facilitate safe operations. This is to reduce disturbance to seabirds.	Scottish and English waters
Vessel marks and lighting, and AIS.	In order to maximises awareness of temporary hazards, Cable Lay Vessels (CLVs) and other vessels involved in cable construction will display appropriate marks and lights, and broadcast their status on AIS at all times, to indicate the nature of the work in progress, and highlight their restricted manoeuvrability.	Scottish and English waters
Geophysical survey mitigation.	The potential for injury to marine mammals as a result of sub-bottom profiling (SBP) operations, will be mitigated by the Marine Scheme will be mitigation by adoption of measures recommended by in the JNCC 2017 guidelines (JNCC, 2017) for minimising the potential impacts to marine mammals from geophysical survey activities. These measures will be detailed within the MMMP and will include the use of Marine Mammal Observers and/or Passive Acoustic Monitoring (depending on daylight and meteorological conditions) to monitor a marine mammal mitigation zone around the survey vessel.	Scottish and English waters
Micro-routeing within the Marine Scheme.	Micro-siting within the Marine Scheme will be carried out to help avoid or minimise interactions with localised engineering and environmental constraints identified during pre-construction surveys.	Scottish and English waters
Cable grouping.	Grouping cables of opposite polarity will result in deleterious interference between the EMFs from adjacent cables, which will further reduce the field EMF strengths resulting from the Marine Scheme. Furthermore, the design of the Marine Scheme will be further refined, informed by onward detailed engagement with the supply chain and various technical, practical, and commercial considerations. As part of this refinement, the cable configuration will be optimised and options to reduce EMF assessed. Beyond the configuration commitment detailed above, practical solutions for reducing EMF arising from the Offshore Export Cables may include reducing cable separation or adopting a bundled solution.	Scottish and English waters

	Cambois Connection – Marine Scheme ES Chapter 16: Summary of Mitigation Measures and Commitments	Doc No: A100796-S01-A-REPT-030
	Classification: Final	
Status: Final		Rev: A01

Title	Commitment and Justification	Applicable Jurisdiction
Material for cable protection.	Where possible, cable protection will match up as much as possible with the existing hard substrate, in terms of size, shape and type of rock/ materials used in order to reduce habitat alteration	Scottish and English waters
Landfall construction.	Trenchless techniques, such as Horizontal Directional Drilling (HDD) will be used at the Landfall for the construction of the Marine Scheme. Works associated with Landfall construction activities will avoid any works in the intertidal environment and will reduce the potential for sediment disturbance.	English waters only
Liaison with local ports and harbours, particularly the Port of Blyth, during the construction phase.	Liaison with local ports and harbours during the construction phase maximises awareness of the Marine Scheme allowing vessels to passage plan in advance.	Scottish and English waters
Location specific review of impacts to shipping and consultation with the MCA for instances of >5% reduction in water depth.	Following further survey and detailed engineering, if areas are identified where external protection is required and the Maritime and Coastguard Agency (MCA) condition of no more than 5% reduction in water depth is not achievable, a location specific review of impacts to shipping and consultation with the MCA will be carried out and additional mitigations agreed as required in order to minimise the risk of vessel collision due to reduced under keel clearance.	Scottish and English waters


	Cambois Connection – Marine Scheme ES Chapter 16: Summary of Mitigation Measures and Commitments	Doc No: A100796-S01-A-REPT-030
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Table 1.2 Secondary Mitigation Measures

Title	Commitment and Justification	Applicable Jurisdiction
Co-operation agreement	<p>To mitigate the effect of temporary loss, displacement or restricted access to fishing grounds due to presence of vessels and safety zones during route preparation activities and during construction on creeling/ potting in English waters.</p> <p>The mitigation of cooperation agreements will be implemented for affected vessels in the form of an evidence-based approach, in accordance with FLOWW guidance, through the establishment of co-operation agreements.</p>	Scottish and English waters
Reducing of period between surface laying and burial/ protection so far as practicable.	<p>To reduce the risk of vessel anchors and fishing gear snagging on surface-laid cable, the period during which the Offshore Export Cables are surface laid and not yet buried or protected – and thus exposed to the impact – should be reduced so far as practicable.</p>	Scottish and English waters
Compass deviation effects.	<p>Compass deviation effects will be minimised through cable design and separation distance, informed by compass deviation studies (post consent) to comply with MCA requirements. If the requirements cannot be confirmed pre-construction, a post construction deviation survey of the cable route will be undertaken, data provided to the MCA and UKHO, and a precautionary notation may be required on the appropriate Admiralty Charts regarding possible magnetic anomalies along the cable route.</p>	Scottish and English waters



	Cambois Connection – Marine Scheme ES Chapter 16: Summary of Mitigation Measures and Commitments	Doc No: A100796-S01-A-REPT-030
Classification: Final		
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Table 1.3 Monitoring Commitments

Title	Commitment and Justification	Applicable Jurisdiction
Interference with magnetic compasses	A compass deviation modelling study will be undertaken post consent, once the detailed design and cable configuration is available. This will determine whether the compass deviation limits set by the MCA can be met. If it cannot be demonstrated that MCA deviation requirements can be met pre-construction, a post construction compass deviation survey of the 'as laid' Offshore Export Cable Route will be undertaken.	Scottish and English waters
Hydrographic surveys	As required by annex 4 of MGN 654, detailed and accurate hydrographic surveys will be undertaken periodically at intervals agreed with the MCA.	Scottish and English waters

	Cambois Connection – Marine Scheme ES Chapter 16: Summary of Mitigation Measures and Commitments	Doc No: A100796-S01-A-REPT-030
	Classification: Final	Status: Final

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