

Application for a Band 1 Marine Licence

Project description

Project name

South Hook LNG Terminal Jetty Maintenance

Please provide a brief description of the proposed project, including location.

South Hook LNG Terminal Company Ltd. requires a Band 1 Marine Licence for Jetty maintenance activities at the South Hook Liquid Natural Gas (SHLNG) terminal within Milford Haven, Wales (Coordinates: 51.698067, -5.077282). These maintenance activities will include the removal and later reattachment of five unloading arms using a barge that will be moored to the Jetty – Berth 2. The work is essential to support the continued safe reliable permitted operation of the SHLNG terminal. Activities are expected to commence in March/ April 2023.

Applicant details

To whom the licence will be issued. This must be a legal entity such as an individual, registered company/ charity or public body.

Title	Mr
Full name	Eamon O'Loughlin
Company or trading name	South Hook LNG Terminal Company Ltd.
Company Registration Number (if applicable)	04982132
Name of contact or individual (if different)	n/a
Position in company	Health, Safety and Environment Officer
Address (provide registered company address if applicable)	South Hook LNG Terminal Company Ltd Dale Road, Herbrandston, Milford Haven, Pembrokeshire, Wales
Postcode	SA73 3SU
Telephone number	+44 777 4191089
Email address	EOLoughlin@SouthHookLNG.com

Details of agent, contractor, vehicles and/or vessels used to carry out works

Agent details

This is who we will correspond with unless otherwise informed. If no agent is identified we will contact the applicant.

Title	Mr
Full name	Adam Crowther
Company or trading name	RPS Energy Ltd.
Company Registration Number (if applicable)	01465554
Name of contact or individual (if different)	n/a
Position in company	Senior Marine Consultant
Address (provide registered company address if applicable)	20 Western Avenue Milton Park Abingdon, Oxfordshire
Postcode	OX14 4SH
Telephone number	+44 (0) 1291 645 022
Email address	Crowthera@rpsgroup.com

Does the applicant wish to be included in all correspondence?

Yes

Will the works require the use of vessels?

Yes

Will the works require the use of any vehicles?

No

Proposed project details

Licensable period

Determination of applications will be based on the works taking place during these dates. Please ensure you have included an adequate contingency period. If works are not completed by the requested licence expiry date you may be required to submit a new application. Including a contingency period within your original application does not impact on the licence fee.

Start date (DD/MM/YYYY)	06/03/2023
Requested licence expiry date (DD/MM/YYYY)	31/12/2023

Please detail the location of the proposed project.

This should be either Ordnance Survey National Grid Reference (i.e. SN 12345 67890) or Latitude and Longitude in decimal degrees to 4 decimal places (i.e. Lat 52.1234 Long -4.1234), defining the extent of the project. Please specify which coordinate system has been used and if using GIS co-ordinates, specify which projection has been used.

The proposed maintenance activities will occur at Jetty - Berth 2 at the South Hook LNG terminal jetty within Milford Haven (Attachment 1), using a barge.

The barge position is OS national grid reference: SM 87432 04411 (Attachment 1, as listed in Section 8) within a marine licensable area denoted by the coordinates (Attachment 2): 51.698250, -5.0782887; 51.697499, -5.0784404; 51.697349, -5.0763025; and 51.698098, -5.0761942.

(Latitude, Longitude (decimal) – British National Grid (EPSG: 27700))

Method statement

Are the works within a sensitive area or one of the following activities: boreholes, replacement piles or beach management?

Yes

Band 1 method statement template

Please provide a brief summary of the application including location of the works (coordinates - lat/long, decimal degrees). For activities that cover a large area please provide coordinates of the approximate extent of works.

South Hook LNG Terminal Company Ltd. is applying for a Band 1 Marine Licence for essential berth maintenance activities at the South Hook Liquid Natural Gas (LNG) terminal within Milford Haven. These minor maintenance activities will include the removal and later reattachment of five unloading arms from the Jetty - Berth 2, which is essential to support the continued safe reliable permitted operation of the South Hook LNG terminal. See Attachment 1 for the location of the Jetty – Berth 2.

Barge position is OS national grid reference: SM 87432 04411 within a licensable area denoted by the coordinates:

- 51.698250, -5.0782887;
- 51.697499, -5.0784404;
- 51.697349, -5.0763025; and
- 51.698098, -5.0761942

(Latitude, Longitude (decimal) – British National Grid (EPSG: 27700)) – See attachment 2.

Scope of works

Please provide a full description of all proposed works including: Sequence of works (mobilisation, marine works, site remediation (if required)) Estimated timing of works (duration, working hours, day/night, plus contingency) Plant, machinery or vessel required Estimated quantities (removals, deposits, construction materials)

South Hook LNG Terminal Company Ltd is applying for a Marine Licence for essential berth maintenance activities at the South Hook LNG terminal jetty within Milford Haven. These minor maintenance activities will include the removal and reattachment of five unloading arms from the Jetty - Berth 2, which is essential to support the continued safe reliable permitted operation of the South Hook LNG terminal. Activities are expected to commence from March 2023 and be completed by Q3 2023 with an expected duration of a total of 8 – 12 days on site (~2 days per unloading arm).

The intention is to use a barge that will be moored up to the Jetty – Berth 2. The barge will be positioned where the LNG vessels normally berth (indicative barge position is OS national grid reference: SM 87432 04411, shown in Attachment 2). This is in the deep-water tidal channel that is situated away from any known areas of environmental sensitivity; however, it is within the Pembrokeshire Marine SAC which covers the Milford Haven waterway.

The barge will be moored up to the Jetty – Berth 2 during the replacement of the five unloading arms and is unlikely to disturb the seabed and sensitive environments. Furthermore, Jetty – Berth 2 is subject to regular disturbance from vessels that use the berth. There are no planned deposits into the marine waters of the Milford Haven waterway.

Prior to their removal, each unloading arm will be isolated and drained to be completely free of all potentially contaminating materials. Spill prevention measures, such as using funnels and spill nappies to catch minor oil drips, and spill kits will be in place during the draining operations. Furthermore, works to remove and re-attach the five unloading arms will take place over the jetty structure and not directly over the marine waters. Where required, drains on the Jetty will be covered with spill control drain covers. Waste hydraulic oil will then be disposed of in accordance with the site waste management plan.

The unloading arms, once removed from the Jetty, will be transferred via the barge and tug vessel to Pembroke Dock where the actual maintenance works will take place (see Attachment 3). A single arm will be lifted directly from the Jetty - Berth 2 onto the barge by crane. The tug will attach to the barge, which will then cast off, heading towards Pembroke Dock. Once repaired, the unloading arm will be transported back to the Jetty from the maintenance facility by barge for re-attachment. The barge will be moored up to the Jetty – Berth 2 for transfer of the arm back onto the Jetty for refitting before repeating the activity for the four remaining unloading arms. It should be noted that up to five of the unloading arms may be placed on the barge.

Access and working areas

Please provide details of access to the site and working areas. This should include:
Attached map of the access/egress route and working areas (annotated aerial image and/or OS map)
Predicted plant/vehicle movements
Storage areas for plant, equipment and materials (if required)
Risks to navigation

The working area will be accessed through the Milford Haven waterway and by the Jetty - Berth 2. The barge will be moored up to the Jetty – Berth 2 as illustrated on Attachment 2, which is located entirely within the existing berthing pocket. Indicative barge position is OS national grid reference: SM 87432 04411.

The only marine vessel movements will be the barge and tug as they move to and from the Jetty as the unloading arms are transferred between the Jetty and the onshore maintenance facility at Pembroke Dock. Works to remove and re-attach the five unloading arms will take place over the Jetty head and not directly over the marine waters. The arms will be lifted directly from the Jetty - Berth 2 onto the barge. The barge will then be towed and moored up to Pembroke Dock for offloading with a shore crane. Once repaired, the unloading arm will be transported back to the Jetty – Berth 2 from the maintenance facility by barge for re-attachment. The barge will be moored (Attachment 2) for transfer of the arm back onto the Jetty for refitting. The activity will be repeated for the remaining four unloading arms, however, up to all five arms could be loaded onto the barge for maintenance. Decreasing the number of return journeys. The proposed vessel route is shown in Attachment 3.

No storage areas for equipment and materials are required and there are no predicted risks to navigation. The latter has been confirmed through consultation with Trinity House, the Maritime and Coastguard Agency and the Milford Haven Port Authority.

Environmental mitigation

Please list appropriate mitigation measures to minimise impacts on the marine environment these may include: Pollution prevention and control procedure (guidance available on the NetRegs website) Spill response kits Minimise plant traffic Designated access and egress routes Storage of materials (fuel, chemicals, construction waste) Biosecurity (guidance available at <http://www.snh.gov.uk/docs/A1294630.pdf>)

Note: To assist you, the following mitigation statements will be used as conditions within the licence. By signing this method statement you will be agreeing to adhere to these restrictions. If you are unable to do this, the application will not qualify as Band 1. All equipment, temporary structures, access tracks, waste and/or debris associated with the works will be removed on completion of the works. Bunding, storage facilities and spill kits will be employed to contain and prevent the release of fuel, oils and chemicals associated with the plant, refuelling and construction equipment into the marine environment. Plant, vehicles and machinery will not be refuelled on the foreshore. Coatings and treatments will be suitable for use in the marine environment and are used in accordance with best environmental practice. All equipment, materials, machinery and PPE used will be in a clean condition prior to their arrival on site, and upon removal from site, to minimise risk of introducing non-native species into the marine environment. In the event of removal of any sensitive species or habitat designated by NRW under Schedule 7 of the Environment (Wales) Act 2016, no further removals will occur at that location or within 20m of that location.

Please list your bespoke mitigations here:

Prior to their removal, the five unloading arms, from the Jetty - Berth 2, will be isolated and drained to be completely free of all potentially contaminating materials. Spill kits will be present during the draining of the unloading arms. Additionally, spill nappies will be placed under the areas where hydraulic oils are to be drained from, to catch any drips or minor spills.

Works to remove and re-attach the five unloading arms from the Jetty - Berth 2 will take place over the jetty structure and not directly over the marine waters.

Vessels will conform to the MARPOL regulations, have Ship Oil Pollution Emergency Plan (SOPEP), if required, and SOPEP spill kits present.

A Tow Plan and Method Statement (RAMS) for the proposed activities will be provided to and agreed with Milford Haven Port Authority before the commencement of the proposed activities.

The applicant will also ensure that:

1. All maritime safety legislation is adhered to.
2. HM Coastguard are notified directly ahead of the works commencing by emailing zone28@hmcg.gov.uk
3. Suitable bunding (110% capacity), storage facilities are employed to prevent the release of fuel oils, lubricating fluids associated with the plant and equipment into the marine environment.
4. A Tow Plan and RAMS will be created to manage navigational risks. Once the Tow Plan and RAMS have been created, these documents will be sent over to the Harbour Master at Milford Haven Port Authority for approvals.
5. A Notice to Mariners will be confirmed with the Harbour Master 14 days in advance of the works commencing.
6. A pre-deployment meeting is to be held with the Milford Haven Port Authority.

Additional information

Please list any additional information that may help with the application:
Consents/permissions required
List of plans or drawings attached to method statement
Emergency procedures
Contact details

Attachments:

1. Location Map;
2. Barge Position overlaid on chart; and
3. Chart Overview of Marine Operations

Materials of the project

Description of materials to be deposited seaward of Mean High Water Springs (MHWS)
(Please tick all that apply)

Other (please provide a description of materials):
None

Delivery method of materials to site

If sea delivery, details of vessels to be used with a chart of proposed route and transshipment area is required. If delivery is by vehicle, the details about the proposed access route are required. Please indicate if you are providing details in a separate file.

The barge will be mobilised from Pembroke Dock by a tug and used at the Jetty – Berth 2.

The only marine vessel movements will be the barge and tug as they move to and from the Jetty as the unloading arms are transferred between the Jetty and the onshore maintenance facility at Pembroke Dock.

Specific details on the type of barge are currently unknown. This information will be supplied to NRW prior to the start of works.

Further details of the proposed method that will be adopted to has been provided in the Method Statement.

Will the works involve removals seaward of MHWS?

No

Description of materials to be removed seaward of MHWS (Please tick all that apply)

Other

Description of objects/materials to be removed seaward of MHWS, including quantities to be removed.

None

Additional information

Please provide the following:

You must include a suitably scaled extract of an Ordnance Survey Map or Admiralty Chart with location of project complete with north arrow and scale

If applicable, any construction plans and sectional drawings showing those proposed works below/seaward of MHWS, which should give details of the materials to be used (for beach replenishment the quantity, particle size and source of material to be deposited and deposit location is also required)

You must include details of correspondence with MCA, Trinity House and The Crown Estate

You must include any pre application advice/correspondence with NRW

Please upload these below

- File: 1. Location Map.pdf - [Download](#)
- File: 2. Barge Position overlaid on chart.pdf - [Download](#)
- File: 3. Chart Overview of Marine Operations.pdf - [Download](#)
- File: 4. Stakeholder Consultation.pdf - [Download](#)

Please list below all supporting documents that have been submitted with this application.

1. Location Map;
2. Barge Position overlaid on chart;
3. Chart Overview of Marine Operations; and
4. Stakeholder Consultation Responses.

Statutory powers

Does the applicant have statutory powers to consent any aspect of the project? e.g. coast protection authority, dredging powers, statutory undertakers

No

Public register

Is there any information contained within or provided in support of this application that you consider should NOT be included on the Public Register on the grounds that its disclosure:

	Yes	No
Would be contrary to the interest of National Security?		X
Would prejudice to an unreasonable degree you, or some other person's commercial interest or those of a third party?		X

Application fee

Please provide the method of payment

BACS

Declaration

I declare that to the best of my knowledge and belief that the information given in this application form and supporting documentation is true.

WARNING: It is an offence under the Marine and Coastal Access Act 2009, under which this application is made, to fail to disclose information or to provide false or misleading information. This could invalidate any licence granted.

Name	Eamon O'Loughlin
Date	27/01/2023
Position in company	Health, Safety and Environment Officer

If you would like a copy of your completed form, please add your preferred email address below:

EOLoughlin@SouthHookLNG.com