

# Method Statement Template

*This template is intended to be used in conjunction with a Band 1 Marine Licence application. Please complete each section below following the guidance provided (max 500 words per section). For any queries relating to this template please contact: [marinelicensing@cyfoethnaturiolcymru.gov.uk](mailto:marinelicensing@cyfoethnaturiolcymru.gov.uk)*

## 1. Summary

*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.*

This application concerns the deployment of a floating LIDAR station off the south coast of Wales for a one-year campaign of measurement plus 3 months of contingency equalling a total of 15 months (falling within a 2 year licence period).

The proposed deployment will be undertaken using a Multi-purpose Installation Vessel as described in Section 2.

The required deployment location is:

FEL Designation	Water depth [mMSL]	WGS 84		Distance from coast [nm]
		Latitude	Longitude	
Llŷr - FLS	71	51.304072	-5.4582333	24

The offshore deployment activities are scheduled to occur between 1st and 30<sup>th</sup> September 2023. The deployment activity will take up to 5 hours. Vessel presence is expected for up to 1 day.

The floating LIDAR station will be towed from Padstow to the deployment location using the Severn Sea which is approximately 50 NM. The mooring arrangements will be stored on the deck of the Severn Sea during the tow and deployed upon arrival.

Then the buoy will be connected to the mooring and will stay on the site for one year, before decommissioning and removal of the mooring.

## 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)

An Admiralty map showing the location of the FLiDAR has been included within this application.

Vessel presence is expected for up to 1 day. Deployment activities (installation operation) will take up to 5 hours.

### Sequence of works:

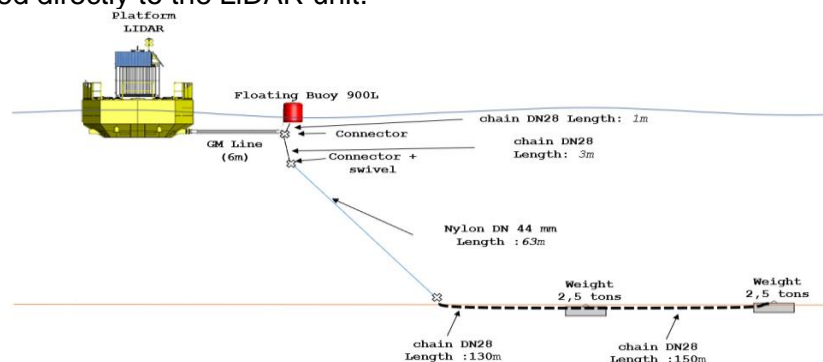
- The floating Lidar (FLD) is assembled in Padstow and some functioning test are performed.
- The FLD is coupled and moored to the installation vessel.
- Mooring system is loaded from the quay and rolled on the main winch.
- The FLD is towed from Padstow to project site; distance is 50 nautical miles which represents 10 hours transit at an average speed of 5 knots.
- Sink installation at project site: The sink is slowly lowered from the winch at location (into the drop zone).
- Installation vessel slowly moves away from sink drop zone.
- The FLD mooring system connexion is prepared and is connected to the mooring line. Mooring system is unfastened and FLD is in position.
- The installation operation should take about 4-5 hours.
- The vessel sails back to Padstow.
- The demobilisation of the FLiDAR is expected to use the same methods as deployment.

### The installation vessel would be the Severn Sea.

Subsea installation & recovery/construction  
Inspection maintenance & repair  
Towage  
Integrated Cougar XT ROV System  
Full survey capabilities  
Diver support  
Deck cranes & power sources



The floating LiDAR mooring systems consist of two 2.5 tons concrete block, connected with 280m chain which is connected via a length of Nylon DN44 to a floating buoy. The floating buoy is then connected directly to the LiDAR unit.



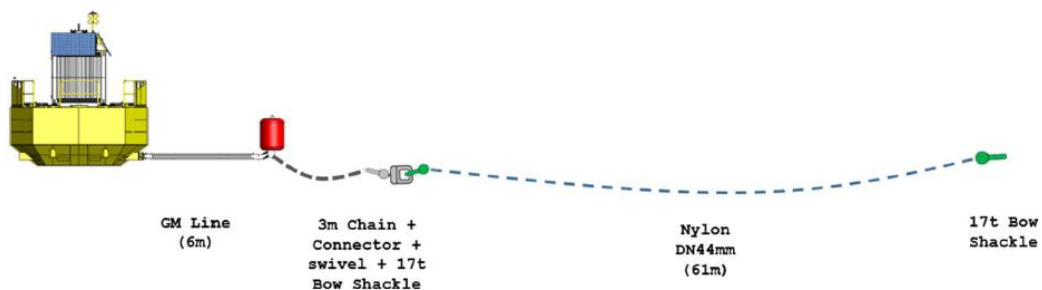
### 3. Access and working areas

*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 assembly of the FLD will be done at the quay in Padstow harbour on a dedicated and secured area. This operation requires about 3 days of work.

Then the FLD will be lifted from the quay to sea water to perform some functional test. When the FLB will be ready, it will be towed from Padstow using the Nylon DN44 rope which is part of the mooring arrangement.



#### **Maintenance**

There will be a regular programme of inspection and maintenance works in place. This is expected to include on-site inspections once every four months.

#### **Decommissioning**

The demobilisation of the FLiDAR is expected to use the same methods as deployment.

## 4. Environmental mitigation

*Please list appropriate mitigation measures to minimise impacts on the marine environment these may include:*

- *Pollution prevention and control procedure (guidance available at: <http://www.netregs.org.uk/media/1304/gpp-5-works-and-maintenance-in-or-near-water.pdf>)*
- *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:**

All ships carrying out activities in relation to the FLiDAR must comply with the International Convention for the Prevention of Pollution from Ships (the MARPOL Convention 73/78) (IMO, 2021), with the aim of preventing and minimising pollution from ships. Most critically, all vessels shall have a contingency plan for marine oil pollution (Shipboard Oil Pollution Emergency Plan - SOPEP).

Spills from offshore activity can occur due to leaks, equipment failure, accidents, or human error. Spills mainly result from vessel activity but could also occur while handling substances used to maintain the buoy. The FLiDAR is predominantly powered by renewable energy sources (solar panels and waves) but also contains a methanol fuel cell. Therefore, a specific spill kit containment shall be available on the buoy for a worker to react quickly and avoid contamination to the sea. In case a spill is detected, notifications shall be issued to local authorities in due time.

In order to prevent the introduction of INNS, the below measures will be taken:

- The installation vessel shall adhere to the International Maritime Organisation (IMO) Guidelines for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species (Biofouling Guidelines) (IMO, 2011);
- 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 INNS into the marine environment; and
- The FLiDAR hull has been coated with antifouling paint, as has the installation vessel, which shall also be cleaned prior to deployment.

Following consultation with the MCA and Trinity House, the following risk mitigation measures will be in place to reduce the risk to shipping and navigation:

- 1) all maritime safety legislation is complied with;
- 2) Issue local notification to marine users, including fisherman's organisations, relevant authorities and other local stakeholders, to ensure that they are made fully aware of the activity at least five days before commencement of the works;
- 3) Ensure that 'the deployments' do not encroach on any recognised anchorage, either charted or noted in nautical publications, within the proposed area.
- 4) notify HM Coastguard via [zone28@hmcg.gov.uk](mailto:zone28@hmcg.gov.uk)
- 5) notify the Source Data Receipt team, UK Hydrographic Office (email: [sdr@ukho.gov.uk](mailto:sdr@ukho.gov.uk)) of commencement of the activities. The information supplied must include the start date and end date, a description of the works, positions of the work area (WGS84), and details of any marking arrangements.
- 6) The UKHO should also be notified once the buoy has been removed.
- 7) Suitable arrangements should be made to ensure the deployments remain secure to the seabed for the conditions expected in the area, with a programme of regular inspection and maintenance of the works in place;
- 8) Appropriate recovery arrangements of all the equipment should be in place for decommissioning of the buoy.
- 9) Adhere to any requirements of Trinity House for marking and lighting arrangements

## 5. 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

### Emergency Arrangements

#### EMERGENCY CONTACT LIST

Company / Contact	Position	Business Hours	Mobile	Email
AKROCEAN – Guérande, France – CET, UTC + 1 hour				
Lea PROTOY	General project manager	09:00-18:00 CEST	+33 (0) 6 42 97 17 95	<a href="mailto:lea.protoy@akrocean.com">lea.protoy@akrocean.com</a>
Maxime BELLORGE	Chief Operation Officer	09:00-18:00 CEST	+33 (0)6 74 18 46 77	<a href="mailto:maxime.bellorge@akrocean.com">maxime.bellorge@akrocean.com</a>
Soline MAGALDI	QHSE Manager, AKROCEAN	09:00-18:00 CEST	+33 (0)6 17 34 66 25	<a href="mailto:soline.magaldi@geps-innov.com">soline.magaldi@geps-innov.com</a>
VALEMO control center		24/24	+33 (0)5 47 30 20 60	<a href="mailto:conduite@valemo.fr">conduite@valemo.fr</a>
KEYNVOR MORLIFT – Unit 15, Falmouth Wharves, North Parade, Falmouth, Cornwall TR11 2TF, UK – CET, UTC				
Head Office	Unit 15 Falmouth Wharves North Parade Falmouth Cornwall TR11 2TF	24/24  09:00-17:00 UTC/BST	+44 (0)7502 281605  +44 (0)845 519 3123	

## 6. Customer details

**Signature:**

**Full name:** Jay Hilton-Miller

**Organisation name (where appropriate):** Cierco Energy

**Contact e mail:** [jay.hiltonmiller@ciercoenergy.com](mailto:jay.hiltonmiller@ciercoenergy.com)

**Contact phone number:** 07568 114449