

BIO-SECURITY PLAN SHOALWAY



Client Name : Milford Haven Port Authority
Project Location : Milford Haven
Project Number : 60,240

Revision Status

Rev	Issue Date	Reason for Issue	Prepared	Checked
1.0	03/07/24	FOR TENDER	NANC	KDEE
2.0	07/08/24	REVISED	PKER	RKID
3.0				

1 This document contains:

- A. Bio-security template of the TSHD Shoalway.
- B. Risk Factor Table Shoalway
- C. International anti fouling certificate TSHD Shoalway
- D. Hempel TBT free Quality Certificate

2 INTRODUCTION

2.1 Project information

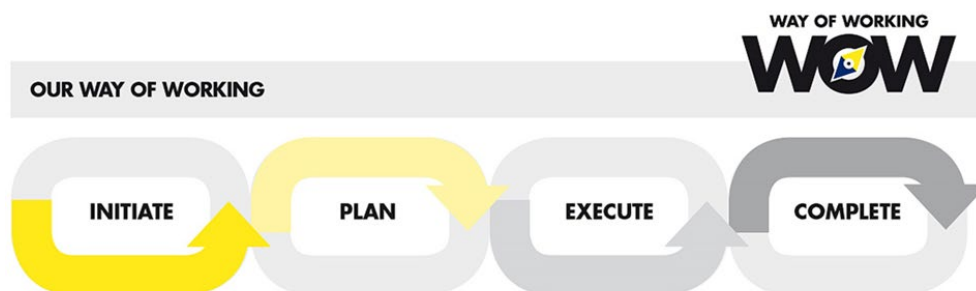
The scope of work includes the maintenance dredging of the Primary Areas Valero Berths 2, 3, 5, and 6, as well as the Port of Pembroke Berth 1 and Approaches. Additionally, we acknowledge there is potential to undertake additional dredging operations within several Secondary Areas in the wider Milford Haven area.

Our modern trailer dredger 'Shoalway' is best suited for the maintenance dredging campaign within Milford Haven, being highly manoeuvrable and capable of sailing independently to the licensed disposal area, located approximately 19 nautical miles southwest of the Haven Entrance. The loaded draft of the 'Shoalway' is 7.8m allowing the vessel to dredge in all the port's target areas.

2.2 Document scope.

Our Project Bio-security Plan sets out the specific policies, practices, resources, and activities relevant to the Milford Haven maintenance dredging campaign. The plan ensures that the contractual requirements, applicable regulatory requirements as well as Boskalis requirements are met, and to encourage high standards of safety, health, and environmental standards amongst all employees.

This document forms part of the Boskalis Way of Working, the integrated quality management system applicable to all project operations in Boskalis. The Boskalis Way of Working is structured around four Phases as outlined in the pictured below. This Project Plan is typically prepared in the PLAN Phase of a project, where the main implementation is taking place in the EXECUTION Phase.



More detailed information about the Boskalis Way of Working can be found in the Group Manual and the User Guide. A dedicated website with all supporting materials is available at wow.boskalis.com.

2.3 Plan ownership, change management, approval and distribution.

The Project Manager is the document owner and is responsible for the contents of the Bio-security Plan, ensuring the content is up to date and that only authorised and updated versions are in circulation. The Project SHE Plan, which this Bio-security Plan is a part of, is a dynamic document and reviews may take place and updates prepared as and when required.

Revision to the Project SHE Plan can be initiated by the following processes:

- Changes in legislation
- Changes in design and/or work methods
- Major scope and schedule changes
- Results from risk assessments
- Results from audits (external & internal)
- Results from management reviews
- Results from Client inspections/reviews
- Changes in the Boskalis Way of Working

3 Bio-security Template – Shoalway

1. Name of vessel	Shoalway	
2. Vessel Type	Trailing Suction Hopper Dredger	
3. IMO no.	9556337	
4. Flag State of vessel	Cyprus	
5. Last Port of call Barrow-in-Furness	6. Date of Arrival 13/06/24	7. Date of Departure TBC
8. Date of last anti-fouling coating: 20-06-2023		
9. Has the vessel arrived from country / region with similar environmental conditions? Yes		
10. Does the vessel have noticeable clumps of algae clinging to visible parts of the hull? Yes		
11. Does the vessel spend long periods of time stationary at sites in between anti-fouling treatments? No		
12. Is the vessel 'slow moving', such as a construction barge or drilling rig? No		
13. State the date / time / location when the ballast water flushing procedures have been carried out. N/A no ballast system on board		
14. State the date / time / location when the vessel was thoroughly flushed at the end of the previous dredging project. No know yet, will be end of barrow project.		
Vessel's Port Call or Project Locations of the last 12 months:		
Period:	Location:	
04-06-23 to 08-07-23	Vlissingen (Netherlands)	
08-07-23 to 23-07-23	Rotterdam (Netherlands)	
24-07-23 to 04-08-23	Dover (UK)	
05-08-23 to 06-09-23	Rotterdam (Netherlands)	
08-09-23 to 08-09-23	Bremerhaven (Germany)	
20-09-23 to 20-09-23	Bremerhaven (Germany)	
02-10-23 to 02-10-23	Bremerhaven (Germany)	
17-10-23 to 17-10-23	Bremerhaven (Germany)	
01-11-23 to 01-11-23	Bremerhaven (Germany)	
14-11-23 to 14-11-23	Bremerhaven (Germany)	

28-11-23 to 28-11-23	Bremerhaven (Germany)
03-12-23 to 13-12-23	Harlingen (Netherlands)
14-12-23 to 22-12-23	Bremerhaven (Germany)
24-12-23 to 05-01-24	Rodbyhavn (Denmark)
06-01-24 to 15-01-24	Bremerhaven (Germany)
30-01-24 to 30-01-24	Bremerhaven (Germany)
13-02-24 to 13-02-24	Bremerhaven (Germany)
21-02-24 to 24-02-24	Bremerhaven (Germany)
25-02-24 to 24-03-24	Rodbyhavn (Denmark)
25-03-24 to 27-03-24	Bremerhaven (Germany)
03-04-24 to 03-04-24	Bremerhaven (Germany)
06-04-24 to 10-04-24	Harwich (UK)
12-04-24 to 30-04-24	Bristol (UK)
01-05-24 to 13-05-24	Waterford (Ireland)
15-05-24 to 29-05-24	Glasgow (UK)
30-05-24 to 10-06-24	Bristol (UK)
12-06-24 to	Barrow In Furness (UK)

		Risk of Marine Non-Native		
		High	Medium	Low
1.	Has the vessel/ equipment just arrived from the local area?			
2.	Has the vessel/ equipment had an anti-fouling coating applied to submerged structures within the last 12 months (or time recommended by manufacturer)?			
3.	Are all the visible submerged surfaces free of bio fouling (a green 'slime' is OK)?			
4.	Do the visible submerged surfaces have more than a green 'slime' coating?			
5.	Does the vessel/ equipment have noticeable clumps of algae and/ or animals clinging to the visible parts of the hull/ rudder/ propeller?			
6.	Has the vessel/ equipment just arrived from another country, region, or water body with similar environmental conditions (e.g., seawater temperature)?			
7.	Has the vessel/ equipment just arrived from a water body known to have marine NNS present?			
8.	Does the vessel/ equipment spend long			

	periods of time stationary at sites in between anti-fouling treatments?			
9.	Is the vessel 'slow moving', such as a construction barge or drilling rig?			

4 Risk Assessment and Mitigation Measures

To get a better understanding of the potential risks associated to the proposed operation it is important to outline a brief history of vessel/equipment movements.

Over the past 12 months, the 'Shoalway' has primarily operated in the UK and northwest Europe, as detailed in the Vessel's Port Calls in Section 3. Given its operational areas, the general risk of environmental conditions affecting bio-security is considered low. However, it is important to note that there are differences in the composition of Invasive Non-Native Species (INNS) between the vessel's current location, the dredge area, and the disposal area. Below is a list of activities that have the potential to increase the risk of spreading (MINNS).

Activities with potential to increase risk of spreading MINNS

- Movement of vessel from one port to another
- Movement of vessel between dredge area and disposal area
- Main vectors by which spread can potentially occur.
- Attachment to hull or other parts of the vessel when visiting a location where MINNS are present.
- Within ballast water, used when vessel is moving between operational areas.
- When dredged material containing MINNS is deposited in a location where the species is not present.

Controls to Mitigate Risk

The Dredge Licence that is required prior to works commencing will be adhered to. Moreover, the international Ballast Water Management Convention (September 2017) will be adhered to.

Regular antifouling of vessel demonstrated through up to date logbook. Vessels are maintained within IMO guidelines. Measures include annual maintenance, check of anodes on the vessel that assist in preventing marine growth and thorough cleaning of vessel hull to remove any marine growth.

All vessels named on the licence will ensure that the hopper area and any associated equipment are flushed clean and free from residual sediments and debris before departure of the vessel(s) from the previous project.

Whilst the Shoalway does not take ballast water in internal ballast tanks, the vessel may, dependent on the prevailing weather conditions and at the discretion of the vessels Captain, take on an amount of ballast water in the vessels hopper. Should this be the case then the vessel will discharge/exchange the water at the earliest opportunity and/or at the furthest point from land before reaching the new campaign destination. Any exchange of water must complete and least one full exchange cycle.

The length of time the vessels remain idle in the water will be minimised to prevent biofouling. All ship crew will be provided with identification guide to MINNS to allow for monitoring of invasive species. All findings will be reported immediately to CHA Environment Officer, who will then liaise with NRW and Defra as necessary.