BIO-SECURITY PLAN SOSPAN DAU

Client Name : Associated British Ports
Project Location : South Wales
Project Number :

Revision Status

Rev	Issue Date	Reason for Issue	Prepared	Checked
1.0	22/01/26	FOR INFO	LUCE	TIMI
3.0				

1 This document contains:

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

2 INTRODUCTION

2.1 Purpose of document

The purpose of this Project Bio-Security Plan is to set out the specific policies, practices, resources, and activities relevant to the upcoming South Wales dredging campaign. This plan ensures that the contractual requirements and applicable regulatory requirements are met and encourages high environmental standards amongst all employees.

This document forms part of the Boskalis Way of Working, the integrated quality management system applicable to all operations in Boskalis. The Boskalis Way of Working is structured around four Phases as pictured below. The Project Bio-security Plan is typically prepared in the PLAN Phase and may be updated in the EXECUTE Phase.

2.2 Project information

The scope of work includes the dredging of the ABP Ports in South Wales and disposal area depending on worksite.

Our small modern trailer dredger 'Sospan Dau' is best suited for the maintenance dredging campaign within the ABP ports in South Wales, being highly manoeuvrable and capable of sailing independently to the licensed disposal area. The dredging volume is depending on the dredging needs of the different ABP Ports in South Wales.

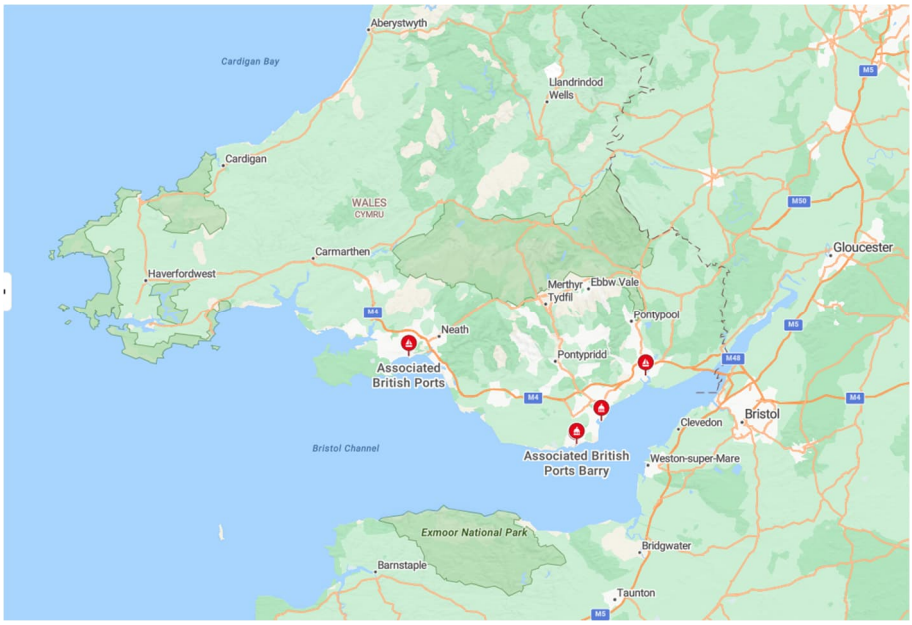
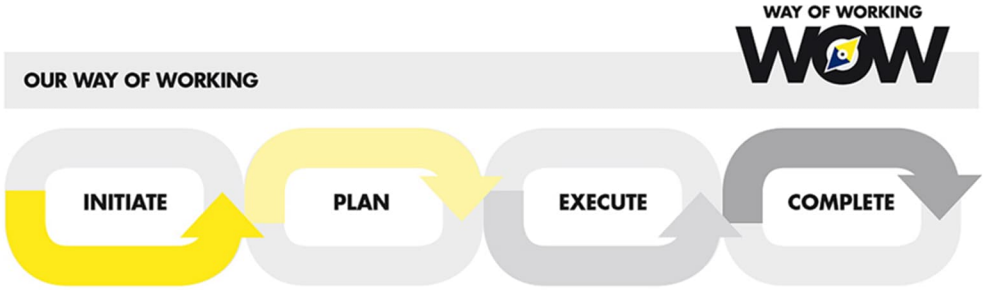


Figure 1 ABP ports

2.3 Document scope.

Our Project Bio-security Plan sets out the specific policies, practices, resources, and activities relevant to the Port Talbot 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.

2.4 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	**Sospan Dau**	
2. Vessel Type	**Trailing Suction Hopper Dredger**	
3. IMO no.	**7711062**	
4. Flag State of vessel	**Dutch**	
5. Last Port of call **Swansea**	6. Date of Arrival **11/01/26**	7. Date of Departure **Expected 19/01/26**
8. Date of last anti-fouling coating: **17-04-2024**		
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? **No**		
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. After Buryport		

Vessel's Port Call or Project Locations of the last 12 months:	
Period:	**Location:**
07-01-25 to 13-01-25	Newhaven(UK)
13-01-25 to 16-01-25	Shoreham(UK)
16-01-25 to 17-01-25	Newhaven (UK)
18-01-25 to 21-01-25	Harwich(UK)
21-01-25 to 23-01-25	Newhaven(UK)
23-01-25 to 24-01-25	Shoreham (UK)
25-01-25 to 25-01-25	Newhaven (UK)
26-01-25 to 29-01-25	Shoreham (UK)
30-01-25 to 06-02-25	Fawley (UK)
08-02-25 to 17-02-25	Burry Port (UK)
18-02-25 to 28-02-25	Cardiff (UK)
01-03-25 to 08-03-25	Burry Port (UK)
10-03-25 to 16-03-25	Drogheda (Ireland)
19-03-25 to 28-03-25	Portsmouth (UK)
29-03-25 to 02-04-25	Harwich (UK)
04-04-25 to 13-04-25	Sovereign Harbour, Eastbourne (UK)
13-04-25 to 14-04-25	Newhaven (UK)
14-04-25 to 21-04-25	Shoreham (UK)
24-04-25 to 25-05-25	Burry Port (UK)
27-05-25 to 14-06-25	Barrow-in-Furness (UK)
15-06-25 to 23-06-25	Rosslare Europort (Ireland)

24-06-25 to 11-07-25	Burry Port (UK)
12-07-25 to 30-07-25	Workington (UK)
01-08-25 to 10-08-25	Cardiff (UK)
10-08-25 to 4-9-25	Swansea/Port Talbot
10-9-25 to 28-9-25	Newhaven /Shoreham
29-10-25 to 3-10-25	Portsmouth
3-10-25 to 5-10-25	Shoreham
10-10-25 to 15-10-25	Hayling Island
16-10-25 to 12-12-25	Shoreham
12-12-25 To 19-12-25	Newhaven
20-12-25 To 23-12-25	Harwich
26-12-25 to	Swansea / Burry Port

		Risk of Marine Non-Native		
		High	Medium	Low
1.	Has the vessel/ equipment just arrived from the local area?			Local Bury Port
2.	Has the vessel/ equipment had an anti-fouling coating applied to submerged structures within the last 12 months (or time recommended by manufacturer)?			Yes
3.	Are all the visible submerged surfaces free of bio fouling (a green ‘slime’ is OK)?			Yes
4.	Do the visible submerged surfaces have more than a green ‘slime’ coating?			No
5.	Does the vessel/ equipment have noticeable clumps of algae and/ or animals clinging to the visible parts of the hull/ rudder/ propeller?			No
6.	Has the vessel/ equipment just arrived from another country, region, or water body with similar environmental conditions (e.g., seawater temperature)?			Yes Bury Port
7.	Has the vessel/ equipment just arrived from a water body known to have marine NNS present?			No
8.	Does the vessel/ equipment spend long periods of time stationary at sites in between anti-fouling treatments?			No
9.	Is the vessel ‘slow moving’, such as a construction barge or drilling rig?			No

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 'Sospan Dau' has operated in the UK, the Netherlands (for a period of planned maintenance and certification), and east coast of Ireland, 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 'Sospan Dau' does not take ballast water in internal ballast tanks, the vessel may, dependent on the prevailing weather conditions and at the discretion of the vessel's Master, 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 MHPA Environment Officer, who will then liaise with NRW and Defra as necessary.