

REM Engineering Limited
Supportive Document 1 – Overview & Sensitivities

1. Historical Activities 1979 - 2017

Since the 1970s Gelliswick Bay has been used to facilitate the safe loading and unloading of large abnormal loads destined for the Power Stations and Petrochemical sites in Milford Haven.

A variety of contractors and vessels have been used to support these activities, with the most recent activity in September 2017 Robert Wynn and Sons owned Terra Marique collected a large abnormal load from Gelliswick for the onward transportation and discharge at the Port of Pembroke.

The operation in September 2017 was managed and coordinated by Sheraton International Shipping Limited. The operation in September went without issue or any significant impact to the beach.

It should be noted the above 2017 operations were undertaken in conjunction with Marine Licence CRML1704 which expired 30th May 2018. The current marine licence CML1821 authorises Sheraton International Shipping Limited to undertake landings at Gelliswick. Unfortunately, Sheraton International Shipping Limited are no longer in a position to support the proposed activities and the current licence CML1821 will either be cancelled or revoked.

It is therefore necessary for the project principle contractor REM Engineering Limited to re-apply for the Marine licence to support the proposed activities 2019.

Due to the large equipment and sensitivities it is necessary to utilise various types of vessel to support our proposed future operations. We are therefore proposing to engage with both Robert Wynne & Sons and Muller Dordrecht who both have specialist vessels /pontoons and previous experience in landing at Gelliswick.

2. Archive Photos



Wynn's Offloading Vessels 1972



Muller - Offloading Machinery 2002



Wynn's Offloading machinery 2006



Wynn's loading machinery 2017

3. Proposed Activities 2019

The proposed project is to collect abnormal loads from the former Murco refinery located at Milford Haven, transport assets to Gelliswick Bay then load on to specialist Barge, Pontoons and deliver them to the Port of Pembroke. The loads will then be stored at Pembroke prior to loading onto a heavy lift ship for export.

Due to their size direct road transport to the local ports of Milford Haven and Pembroke will be impractical. Highways England who issue permits for such movements will insist on the preferred Water Policy and that road mileage is kept to an absolute minimum. For this reason, it is proposed to engage with Robert Wynn & Sons utilising the Terra Marique and Muller Dordrecht utilising 6619 Pontoon in conjunction with Tug EN Avant 7.

The proposed operations will involve several beach landings at Gelliswick Bay. It should be noted that there will be only one vessel landing on the beach at any one time and that landings will be undertaken on alternate days in conjunction with available tides.

A temporary aluminium trackway will be laid on the beach creating a temporary causeway arrangement from the road to rear of the vessel. Heavy duty steel bridging ramps will be positioned between the trackway and proposed vessels. A mobile hydraulic crane will be utilised to safely erect and position all items. The heavy-duty ramps will be removed after loading but the aluminium trackway will be suitably secured and weighted to prevent movement during tides.

It should be noted the construction of the temporary causeway will be undertaken in such a way to minimise damage to the beach and the duration of construction is not expected to exceed 25 Days in any one period. 24 Hour Security will be deployed to monitor the causeway during periods of no movement.

It will be necessary to prepare and excavate a small area of beach to accommodate the vessels. The area to be excavated will be higher up the beach away from any silt beds and will not affect marine life. All excavated materials will be placed safely to one side for reinstatement after all works are completed. Full details are outlined on the accompanying documentation.

A controlled exclusion zone will be formed around the causeway and vessel during loading activities, to maintain safety this exclusion area will be controlled by banksmen and closed to members of the public during loading operations. Gelliswick beach will remain open for public use at all periods outside our proposed movements.

The specialists Barge /Pontoon will land on the beach at high tide. A mobile hydraulic crane will be used to place a bridging ramp between the temporary causeway aluminium trackway and Barge/Pontoon.

The 6619 Pontoon has no propulsion; it will be steered and directed into position using Tug EN Avant 7. The Terra Marique is self-propelled and will position on the beach using its own propulsion.

Specialist trailers, carrying the loads, will then be driven down the beach over the temporary causeway and onto the awaiting vessels. We will be engaging the services of an experienced accredited Heavy Haulage contractor to accommodate all specialist equipment moves.

At the next high tide, the vessels will re-float and depart for the Port of Pembroke. The Tug EN Avant 7 will be used to tow the 6619 Pontoon between Gelliswick Bay and Pembroke.

The Terra Marique has limited propulsion and will be self-propelled into the Haven where she will be connected and towed to Pembroke using a Tug.

A suitable draft will be maintained to ensure the propulsion effects do not damage the adjacent silt beds. All vessels have ballast tanks that will be used to maintain buoyancy and stability when manoeuvring and landing.

All vessel movements and activities will be managed in accordance with Milford Haven Port Authority pilot. All activities will be controlled around existing shipping activities with priorities given to Passenger ferries and larger tanker activities.

The process will be repeated several times according to tide availability. The selection of contractor and pontoon will depend on the equipment to be transferred.

The number of trips and dates for these activities is currently under review but it is anticipated that the beach will need to be used on between 7 and 9 occasions commencing mid March 2019 and concluding by late summer 2019. A detailed programme of work is currently under development and will be discussed with all relevant parties prior to works commencing.

4. Sensitivities

It is important the operations are undertaken to minimise any impact on the beach and its sensitive marine life /ecology. A Water Framework Directive assessment has been completed to support the Marine Licence application.

Our selection of specialist experienced contractors with familiarity of the Gelliswick Beach area will allow us to undertake the proposed operations with minimum disruption and impact on the area.

All our partner contractors also have a wealth of experience in undertaking, managing and delivering these types of activities globally and especially at Milford Haven.

Our proposal has minimum impact on the beach to ensure the following

- The beaches natural profile will not be changed
- The silt and sediment beds will not be disturbed
- The minor interface on the high-level shale area and works between the road and beach will be fully reinstated using existing materials.
- All temporary structures will be completely removed following works.



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- The beach will be photographed immediately prior to and post works. Inspections of the beach will be undertaken by REM Engineering Limited weekly for a period of 1 Month post works.

It is clear from our experience the activities will attract significant local interest from residents including the local and TV media.

Activities will be coordinated to the highest of standards ensuring strict controls to maintain Safety and protection of the environment at all times.

The project has engaged significantly with residents and local stakeholders ensuring effective consultation & communications throughout.

Both pre-work and post work surveys of the beach will be undertaken to monitor beach conditions.

Ian King 27th November 2018