

Fishguard Linkspan Replacement

Appendix D – Navigation Safety Plan (NSP)



Document Status				
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Document Overview

This Navigation Safety Plan (NSP) manages navigation safety for all harbour and waterway users affected by the works. It does not replace the Vessel Management Plan, which controls contractor vessel scheduling, plant allocation and vessel-specific operational arrangements.

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1. Introduction and purpose

This NSP establishes the navigation-safety framework for marine construction interfaces created by the Fishguard Linkspan Replacement works. It protects ferry operations, harbour users, small craft, fishing and recreational users, emergency vessels, construction craft and shore teams through defined planning, communication, exclusion, monitoring and emergency controls.

This NSP manages navigation safety for all harbour and waterway users affected by the works. It does not replace the Vessel Management Plan, which controls contractor vessel scheduling, plant allocation and vessel-specific operational arrangements.

1.1 Scope and navigation-safety objectives

This NSP applies to every marine activity that affects navigable water, harbour access, manoeuvring space, visual navigation, emergency access or interaction between construction and third-party waterway users. Safety objectives includes;

- Maintain safe navigation routes and clear decision authority throughout each work phase.
- Prevent collision, allision, grounding, obstruction and unsafe passing incidents.
- Control temporary restrictions, exclusion zones, transit corridors and holding areas through approved drawings and Notices to Mariners.
- Preserve emergency-vessel access and evacuation routes at all times.
- Confirm final routes, coordinates, VHF channels, speed and traffic rules, lighting, marking, harbour instructions and marine-licence conditions in writing before mobilisation.
- Stop marine work immediately when approved controls are absent, ineffective or exceeded.

1.2 Project and marine-work description

The scheme replaces the existing linkspan arrangement at Fishguard Harbour. Marine works include removal of the existing linkspan bridge, related equipment and jack-up barge; partial demolition at buffer dolphins; plough dredging within the pontoon footprint; scour-protection placement; guide-pile and temporary-works piling; bankseat works; pontoon tow-in and securing; and delivery and installation of the linkspan bridge by floating pontoon and tug.

The port remains operational during relevant phases. Marine works must therefore be sequenced around ferry operations, harbour users, small craft and emergency access. This plan does not establish ferry timetables, closure durations, movement windows or port operating rules.

1.3 Interface with Vessel Management Plan and other project documents

Document	NSP interface
Vessel Management Plan (VMP)	Controls contractor vessel scheduling, plant allocation, vessel activity records, crew arrangements and vessel-specific operations. The NSP controls the wider navigation-safety interface.
Construction Phase Plan / SHEQ Plan	Controls project health, safety and welfare requirements.
Marine work method statements and risk assessments	Define task-specific controls, lifting, piling, dredging, towage and emergency actions.
CEMP	Controls environmental commitments, pollution prevention and reporting.
Marine licence and conditions	Define legal constraints, notifications, marks, lighting and other consent requirements.
Harbour Authority instructions	Control harbour-specific navigation and operational requirements.
Controlled-area plan drawings	Define the approved physical navigation arrangement for each phase.

1.4 Roles, competence and responsibilities

Role	Navigation-safety responsibilities
Client / Principal Contractor	Appoint competent marine leadership; provide resources; approve the NSP; ensure approved arrangements are implemented; enforce stop-work decisions.
Construction Marine Coordinator (CMC)	Own daily navigation coordination; verify approvals; lead marine briefings; maintain the dynamic navigation risk register; issue or coordinate notifications; stop unsafe work.
Harbour Authority / Harbour Master	Provide harbour instructions, operational constraints and approvals within their authority; coordinate port traffic requirements. Contact and authority limits are TBC prior to commencement of the works.
Barge Master / Marine Contractor	Implement approved local controls around marine plant; maintain worksite readiness; coordinate construction interface communications as approved; report changes and hazards to the CMC.
Vessel Masters	Retain command and statutory responsibility for their vessels; comply with COLREGs, harbour directions, approved controls and safe-navigation decisions; refuse unsafe passage or tasking.
Shore team	Maintain quayside exclusion, lifting and debris controls; keep emergency access clear; report navigation hazards immediately; prevent unauthorised public access to work interfaces.

All appointed personnel must demonstrate relevant competence, authority and communication capability before undertaking their role. Names, contacts, deputising arrangements and out-of-hours coverage are TBC, prior to commencement of the works.

1.5 Controlled navigation area and plan drawings

The controlled navigation area covers water affected by construction plant, floating structures, towage, piling, dredging, rock placement, over-side lifting, temporary works and associated access routes. It does not create a navigation restriction until the Harbour Authority and relevant approvals confirm the phase arrangement in writing.

- Appendix A defines the minimum drawing content for each phase.
- Use only the current, revision-controlled controlled-area plan at the marine coordination point and on relevant vessels.
- Show exclusion zones, transit corridors, holding areas, emergency routes, marine plant footprints, aids to navigation and shore hazards.
- Do not use indicative design drawings as operational navigation drawings.
- Coordinates, dimensions and charted references are generally known at time of writing.

2. Navigation Risk Management Framework

2.1 Navigational risk assessment and dynamic daily review

The CMC shall maintain a navigation risk register using Appendix B. The register shall assess phase-specific hazards, affected users, controls, residual risk, responsible person and verification evidence. It shall address ferry interaction, constrained water, floating plant, towing, visibility, weather, tide, sea state, small-craft access, emergency access, obstruction, marking failure, communication failure and simultaneous operations.

Before each marine shift, the CMC shall complete a dynamic review of planned work, current plant position, weather forecast, tide, visibility, operational port traffic, ferry requirements, worksite status, restrictions, emergency access and unresolved actions. The review shall record a clear proceed, proceed-with-controls or stop decision.

2.2 Pre-Start Approvals and Marine Coordination Briefing

No marine phase shall start until the CMC confirms that the approved phase drawing, task risk assessment, method statement, Harbour Authority requirements, notifications, exclusion-zone controls, communications arrangements and emergency access arrangements are current and briefed.

1. Confirm written Harbour Authority and client requirements for the phase.
2. Confirm applicable marine-licence conditions and permits.
3. Verify the controlled-area drawing, routes, coordinates and restrictions.
4. Verify lighting, buoyage, marks, signals and signage before restricting navigation.
5. Brief construction teams, vessel masters and affected shore personnel.

6. Issue required Notices to Mariners or local notices before the restriction takes effect.
7. Record the briefing and approval using Appendix C and Appendix D.

2.3 Change management and stop-work authority

The CMC, Harbour Authority/Harbour Master within their authority, barge master, vessel master and Principal Contractor site management each hold stop-work authority. Any person identifying an unsafe navigation condition shall raise the alarm, stop the affected activity where safe, and report to the CMC immediately.

- Stop work following loss of marking, lighting, communications, approved route integrity or emergency access.
- Stop work when weather, tide, visibility or sea state exceeds approved task limits.
- Stop work when an unplanned vessel movement, emergency response or port operational requirement conflicts with the work area.
- Reassess and obtain written acceptance for changes to routes, coordinates, plant footprint, work windows, traffic controls or exclusion arrangements.
- Restart only after the CMC records corrective actions and confirms controls with affected parties.

3. Stakeholder communications and notifications

3.1 Harbour Authority, ferry operator, marine contractors, local users and emergency services

The CMC shall maintain a stakeholder communication schedule. Communications shall be proportionate to navigation impact and issued early enough for recipients to plan safely. The schedule shall include the Harbour Authority, ferry operator, marine contractors, local berth users, fishing and recreational user representatives where appropriate, emergency services and environmental response contacts.

Stakeholder	Required communication
Harbour Authority / Harbour Master	Phase plan, restrictions, work windows, marks and lighting proposal, incidents, changes and restart request.
Ferry operator	Confirmed operational interfaces, restrictions, protected manoeuvring requirements and shutdown-phase arrangements.
Marine contractors	Daily work areas, exclusions, transit arrangements, weather limits, emergency actions and communication protocol.
Local harbour users	Notice of restrictions, safe routes, access limitations, duration, contact route and emergency arrangements.
Emergency services / HM Coastguard	Emergency access implications, escalation arrangements and incident information when activated.
Natural Resources Wales	Pollution incident reporting through 0300 065 3000, in accordance with project controls.

3.2 Notices to Mariners / local notices

Issue a Notice to Mariners or local notice where works affect navigation, access, available water, harbour approaches, temporary marks, lighting, exclusions, towage or large floating-structure movements.

Notices shall state only confirmed information. They shall identify the work period, affected area, approved restrictions, chart datum where applicable, contact route, expected visual aids and required user action. Appendix E provides an editable template.

3.3 VHF, communication and listening-watch arrangements

VHF channels, call signs, Harbour Authority communication procedures, listening-watch requirements and escalation routes are TBC prior to mobilisation. No project document shall assign a working channel until the Harbour Authority confirms the arrangement.

Listening watch arrangements includes;

- Maintain the Harbour Authority-required listening watch during relevant operations.
- Use Channel 16 only in accordance with statutory emergency and distress requirements.
- Confirm plain-language communications, call signs, language, radio checks and fallback telephone arrangements at each daily briefing.
- Record communication failures and suspend affected movements until safe alternatives are established.

3.4 Daily navigation-safety briefing and records

The CMC shall lead a daily briefing before marine work begins and whenever conditions change materially. Attendance shall include relevant vessel masters or nominated representatives, Barge Master, shore supervisors and affected specialist contractors. Use Appendix C and retain records in the project SHEQ file.

4. Navigation Arrangements by Work Phase

4.1 General principles and maintained navigable routes

Navigation arrangements shall maintain safe separation between marine works and third-party users. The CMC shall define maintained navigable routes only after written confirmation of route geometry, depth constraints, traffic rules, passing criteria, speed controls, emergency access and Harbour Authority requirements. This includes;

- Keep construction plant inside the approved controlled area.
- Keep designated transit corridors physically and visually distinguishable from exclusions.
- Do not obstruct access, turning areas, berth approaches or emergency routes without written approval.

- Do not permit passing alongside active lifting, piling, dredging, rock placement or towage unless the approved phase arrangement expressly permits it.
- Apply COLREGs, Harbour Authority directions and vessel master judgement at all times.

4.2 Existing ferry-operation phase

During ferry-operation phases, ferry safety and port operational requirements take priority. Marine works shall proceed only within written, agreed restrictions and work windows, which are currently TBC (prior to commencement). The CMC shall verify each day that planned work does not conflict with ferry movement, approach, departure, manoeuvring, berth access or contingency requirements.

Piling, temporary works, construction plant relocation, towage and other activities with potential to affect ferry operations require a documented interface review before commencement. The VMP shall manage contractor vessel timing; this NSP shall manage the navigation-safety constraints affecting all users.

4.3 Restricted-access and shutdown-phase works

Restricted-access and shutdown-phase works include activities requiring greater occupation of the waterway, including linkspan removal, dredging, scour protection, pontoon securing and bridge installation. The shutdown duration, closure scope and access arrangements are approximately 2 months.

Before this phase starts, the CMC shall verify the approved restrictions, emergency-vessel route, small-craft arrangements, temporary marks, lighting, notices, shore signage and restart criteria. Restrictions shall be removed promptly when the supporting hazard no longer exists.

4.4 Arrival/departure, towage and large floating-structure movements

Towage and movement of pontoons, the linkspan bridge or other large floating structures require a dedicated movement plan and risk assessment. The plan shall identify tow route, weather and tide limits, tug and tow configuration, escort requirements, abort locations, communication protocol, exclusion arrangements, emergency response and Harbour Authority approval route.

Vessel names, tug capability, tow route, tow timing, escort requirement, positions and approval route are presently TBC, prior to mobilisation. No large floating-structure movement shall proceed on the basis of an indicative layout drawing.

4.5 Interaction with small craft, fishing/recreational users and emergency vessels

Small craft, fishing and recreational users remain foreseeable waterway users. The project shall provide clear, timely information and safe arrangements where access is maintained. Emergency vessels receive priority access at all times.

- Do not direct third-party vessels through an active work area.
- Use a controlled transit corridor only when approved, clear, marked and actively managed.
- Hold or escort vessels only under an approved arrangement and without creating an additional hazard.
- Suspend conflicting operations immediately for emergency-vessel access.
- Record user concerns, near misses and access issues in the daily review.

5. Navigation safety control measures

5.1 Temporary exclusion zones, controlled transit corridors and holding areas

Temporary zones shall be established only through the approved phase drawing and checklist in Appendix D. Each zone shall have a defined purpose, boundary, period, controller, communication method, marking arrangement, contingency and removal trigger.

Final coordinates, boundary descriptions, corridor widths, holding areas, traffic direction and speed rules are TBC prior to mobilisation.

5.2 Safe passing and escort/safety-boat arrangements

Safe passing shall be assessed for each phase against vessel type, available water, plant footprint, line handling, wash, visibility, current, tide, simultaneous operations and emergency escape. An escort or safety boat shall be used only where an approved risk assessment defines its role, competence, communications, limits and authority.

5.3 Marine lighting, buoyage, marks, signals and signage

Marine plant, temporary obstructions, transit corridors and restricted areas shall display approved lighting, marks, signals and shore signage required by the Harbour Authority, relevant legislation and marine-licence conditions. Install, inspect and maintain them before the navigation restriction becomes active.

The final marking specification, buoyage, light characteristics, signals, locations and approval route are currently TBC, prior to mobilisation. Any failed or displaced aid shall trigger immediate notification, risk review and, where required, suspension of affected operations.

5.4 Visibility, night working, weather, tide and sea-state limitations

Each marine task shall operate within documented vessel, plant and task limits. The CMC shall use forecast and observed conditions to determine whether controls remain effective. Vessel masters retain responsibility for safe navigation and shall not proceed beyond their vessel limits. This includes;

- Set task-specific minimum visibility, maximum wind, sea-state, tide/current and daylight/night-working limits in approved method statements.
- Do not conduct night work until lighting, marking, communications and emergency response controls receive written confirmation.
- Suspend work when visibility prevents reliable identification of routes, marks, traffic or hazards.
- Record forecast source, observed conditions, decision and responsible person in the daily briefing.
- Reassess after rapid weather change, equipment failure or changed port traffic.

5.5 Piling, dredging, rock placement, lifting and over-side work safeguards

Piling, dredging, rock placement, lifting and over-side work create dynamic hazards from suspended loads, plant movement, reduced manoeuvring space, wake, dropped objects and underwater obstruction. Each task shall have an approved exclusion arrangement and shall stop when third-party navigation enters the protected area or emergency access is required. This includes;

- Position plant within the approved footprint and verify anchors, spuds, legs, moorings and lines are controlled.
- Use dedicated lifting exclusion zones and prevent passage beneath suspended loads.
- Confirm dredging and scour protection placement boundaries, temporary depth hazards and obstruction controls before work.
- Inspect for debris, displaced material and navigation hazards after each shift and following heavy weather.
- Issue updated notifications where work creates a material change to available navigable water.

5.6 Prevention of obstruction, mooring/anchor controls and debris/FOD control

The marine contractor shall prevent obstruction by maintaining approved plant positions, secure moorings, controlled anchors and tidy decks. Mooring lines, anchors, spuds, piles, temporary works and over-side equipment shall not extend outside the approved arrangement unless an authorised change is in place.

Conduct pre-shift and post-shift checks for floating debris, dropped objects, loose materials, unlit hazards and displaced plant. Recover or mark hazards immediately, notify the CMC and Harbour Authority as required, and issue a navigation warning where the hazard affects users.

5.7 Pollution, dropped-object and emergency incident interface

Navigation safety and environmental response are linked. Pollution booms, recovery craft, containment equipment and emergency response actions can restrict navigation. The CMC shall coordinate these controls with the project emergency plan and Harbour Authority requirements.

Report pollution incidents to the NRW Incident Hotline on 0300 065 3000 in accordance with the project environmental controls. Preserve emergency navigation access while containing the incident.

6. Emergency navigation response

6.1 Collision, grounding, loss of propulsion, man overboard and obstruction response

On an emergency, protect life first, raise the alarm, notify the relevant emergency services and Harbour Authority through confirmed arrangements, stop conflicting work and establish a safe exclusion area. Masters retain command of their vessels. The CMC coordinates the construction interface and prevents secondary incidents.

Event	Immediate navigation response
Collision / allision	Stop nearby operations; assess persons, vessel stability, pollution and obstruction; notify Harbour Authority and emergency services as required; preserve safe access.
Grounding / loss of propulsion	Warn traffic; establish a controlled area; deploy approved assistance only; protect against secondary collision and pollution.
Man overboard	Raise alarm; stop hazardous plant and vessel movement; execute approved rescue response; preserve clear approach for rescue craft.
Obstruction / dropped object	Mark or guard the hazard; stop affected navigation; notify CMC and Harbour Authority; survey, recover or formally control before reopening.
Communication or marking failure	Suspend affected movements and restrictions until a safe, confirmed alternative is established.

6.2 Emergency access and evacuation routes

The approved phase drawing shall show emergency marine access, shore evacuation points, rescue-boat launch/access points where relevant, and routes that must remain clear. Emergency access arrangements, emergency-service contacts and evacuation routes are TBC, prior to mobilisation.

Construction plant, stored material, mooring lines and temporary barriers shall not obstruct emergency access. The CMC shall verify this requirement during daily checks.

6.3 Incident reporting, preservation of evidence and recommencement criteria

Report all navigation incidents, near misses, unsafe approaches, unauthorised entries, marking failures and significant user complaints immediately to the CMC. The CMC shall record the event, preserve relevant VHF logs, photographs, CCTV or vessel data where available, and lead a proportionate investigation. This includes;

- Do not restart work until the immediate hazard is controlled.
- Confirm Harbour Authority requirements and statutory reporting obligations.
- Inspect routes, plant, marks, moorings and emergency access after the event.
- Update the risk register, briefing content, drawings or notices where required.
- Record formal recommencement approval by the CMC and relevant authority.

7. Assurance, inspection and review

7.1 Daily checks and marine safety observations

The CMC or nominated competent person shall inspect the controlled area before work and at defined intervals during operations. Checks shall verify plant position, markings, lights, navigation routes, debris control, communications, weather status, emergency access and compliance with the phase plan.

Check	Minimum frequency	Record
Controlled-area readiness	Before each marine shift	Daily briefing record
Lights, marks and signage	Before activation and during relevant hours	Marine safety observation
Plant position, moorings and obstructions	Before shift, after movement and after adverse weather	Marine safety observation
Emergency access route	Before each shift	Daily briefing record
Navigation risk register	Daily and following change/incident	Risk register revision

7.2 Audits, non-conformance and corrective action

The Principal Contractor shall audit NSP implementation at planned intervals and after significant events. Non-conformances shall identify the failed control, immediate containment, owner, due date and verification of close-out. Repeated failures shall trigger management review and revision of the affected arrangement.

7.3 Review triggers and document updates

This NSP is a live document. The CMC shall review it at least monthly during marine works and immediately after a material change or incident. This includes;

- Change in work phase, construction sequence, plant footprint or navigation arrangement.
- New Harbour Authority instruction, marine-licence condition, permit or Notice to Mariners requirement.
- Ferry operational change, restricted-access change or emergency-access change.
- Navigation incident, near miss, user complaint, audit finding or non-conformance.
- Change to weather limits, lighting, marks, communications or approved routes.

8. Summary of approvals, permits and conditions

The CMC shall complete and maintain this register before mobilisation. No activity shall proceed without the approvals and conditions applicable to that activity.

Approval / condition	Responsible owner	Status	Evidence / reference
Harbour Authority navigation arrangements	CMC	TBC	Written confirmation required
Harbour Master contact and authority protocol	CMC	TBC	Written confirmation required
Ferry operator interface arrangements	Client / CMC	TBC	Written confirmation required
Marine licence number and conditions	Principal Contractor	TBC	Copy held in project file
Notices to Mariners / local notice procedure	CMC	TBC	Approved issue route required
VHF channels and listening watch	CMC / Harbour Authority	TBC	Written confirmation required
Temporary marks, lighting and buoyage	CMC	TBC	Approved specification required
Controlled-area routes and coordinates	CMC	TBC	Approved phase drawing required
Speed and traffic rules	Harbour Authority /	TBC	Written confirmation required

	CMC		
Emergency access and response protocol	CMC	TBC	Approved emergency card required
Towage / floating-structure movement approval	CMC	TBC	Approved movement plan required

Appendix A – Navigation safety plan drawing requirements and controlled-area plan

Drawing requirement	Required content
Control information	Project title, phase, drawing number, revision, date, scale, north point, chart datum and approval status.
Physical work area	Construction plant footprint, temporary works, piles, dredge areas, rock-placement areas, lifting zones, moorings, anchors and shore interfaces.
Navigation arrangement	Approved transit corridors, exclusion zones, holding areas, maintained routes, traffic direction and emergency route.
Navigation aids	Temporary lights, buoys, marks, signals, shore signage and inspection responsibility.
Coordinates and dimensions	Approved coordinates, widths, offsets, clearances and reference datum. Mark all unconfirmed information.
Operational notes	Phase start/end conditions, communication protocol, restrictions, emergency actions and drawing-specific hazards.
Approval block	CMC, Harbour Authority/Harbour Master where required, Client/Principal Contractor and date of written confirmation.

Controlled-area plan register:

Phase	Drawing number	Revision	Approval status	Issue date
Existing ferry-operation phase	[TBC]	[TBC]	[TBC]	[TBC]
Restricted-access / shutdown phase	[TBC]	[TBC]	[TBC]	[TBC]
Pontoon tow-in and securing	[TBC]	[TBC]	[TBC]	[TBC]
Linkspan bridge floating delivery and installation	[TBC]	[TBC]	[TBC]	[TBC]

Appendix B – Navigation risk register template

ID	Phase / activity	Hazard and affected users	Initial risk	Controls required	Owner	Residual risk	Verification / status
NSP-001	TBC	TBC	TBC	TBC	TBC	TBC	TBC
NSP-002	TBC	TBC	TBC	TBC	TBC	TBC	TBC
NSP-003	TBC	TBC	TBC	TBC	TBC	TBC	TBC
NSP-004	TBC	TBC	TBC	TBC	TBC	TBC	TBC

Appendix C – Daily marine navigation-safety briefing record

Briefing item	Record
Date / shift	
Work phase / controlled-area drawing revision	
CMC / briefing leader	
Weather, tide, sea-state and visibility reviewed	
Ferry / port operational interface reviewed	
Marine plant footprint and planned activities	
Transit corridors, exclusions and emergency route confirmed	
Lights, marks, signage and communications checked	
VHF and fallback communications [TBC]	
Notices / stakeholder communications current	
Stop-work triggers and emergency actions reviewed	
Proceed decision / restrictions	
Attendees and signatures	

Appendix D – Temporary exclusion-zone / transit-corridor approval checklist

Check	Yes / No / N/A	Evidence / comment
Phase drawing is approved and current		
Zone purpose, boundary and duration are defined		
Coordinates, widths and chart datum are confirmed		
Harbour Authority requirements are confirmed in writing		
Ferry and local-user interfaces are addressed		
Notice to Mariners / local notice issued where required		
Lighting, marks, buoyage and signage are approved and installed		
VHF and communication protocol is confirmed		
Emergency access route remains clear		
Weather, visibility and task limits are defined		
Safety boat / escort arrangement is approved where required		
Daily briefing completed		
CMC authorisation to activate arrangement		
Harbour Authority confirmation where required		

Appendix E – Notice to Mariners template

Field	Editable content
Notice title	Fishguard Linkspan Replacement – Navigation Notice
Notice number / revision	TBC
Issue date and time	TBC
Effective period	TBC
Location	Fishguard Harbour, Goodwick/Fishguard, Pembrokeshire
Works description	TBC
Navigation impact	TBC
Controlled area / coordinates	TBC
Maintained route / restrictions	TBC
Temporary marks and lighting	TBC
Communication arrangements	TBC confirmed Harbour Authority arrangements required
Emergency arrangements	Emergency vessels retain priority access; details TBC
Contact	TBC—confirmed contact required
Issued by / approval	TBC

Appendix F – Emergency communications and escalation card

Display this card at the marine coordination point, in the site office and on relevant project vessels after completing all TBC fields.

Escalation point	Contact / action
Immediate danger to life	Call 999 or 112; make distress or urgency communications as required by statutory procedure.
Harbour Authority / Harbour Master	TBC - confirm number, VHF channel and out-of-hours route
Construction Marine Coordinator	TBC - confirm name and 24-hour contact
Principal Contractor incident lead	TBC - confirm name and 24-hour contact
Barge Master / Marine Contractor	TBC - confirm name and contact
HM Coastguard	TBC - confirm approved contact route
Ferry operator operational contact	TBC - confirm contact route
NRW pollution incident hotline	0300 065 3000
Emergency response sequence	Protect life; raise alarm; stop conflicting work; warn traffic; notify authorities; establish exclusion; preserve evidence; restart only after authorisation.