

From: [Martin Thomas](#)
To: [Daniel Collins](#)
Cc: [Wayne Davies](#); [Eamon O'Loughlin](#)
Subject: RE: Minor maintenance activities at the South Hook LNG Terminal jetty
Date: 03 February 2022 09:03:22
Attachments: [image002.jpg](#)
[image003.png](#)

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Dear Daniel,

Please be advised that Trinity House has no objections to your proposals.

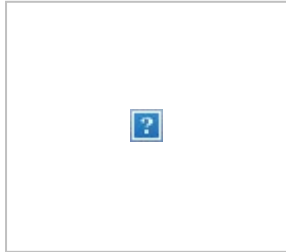
Martin

Martin Thomas

Navigation Support Officer | Navigation Directorate | Trinity House

e: Martin.Thomas@trinityhouse.co.uk t: 0207 481 6920 m: 078 765 78357

www.trinityhouse.co.uk



From: Daniel Collins <collinsda@rpsgroup.com>
Sent: 26 January 2022 15:52
To: Martin Thomas <Martin.Thomas@trinityhouse.co.uk>
Cc: Wayne Davies <DaviesW@rpsgroup.com>; Eamon O'Loughlin <EOLoughlin@SouthHookLNG.com>
Subject: Minor maintenance activities at the South Hook LNG Terminal jetty

Dear Martin,

RPS has been appointed on behalf of South Hook LNG Terminal Company LTD. to progress a Marine Licence Application for essential jetty maintenance activities at the South Hook LNG Terminal jetty within Milford Haven. The proposed minor maintenance activities will include the removal and reattachment of 3 unloading arms from the jetty berth 1, which is essential to support the continued safe and reliable operation of the jetty infrastructure. Activities are expected to commence in late May 2022 and be completed by 31 July 2022, with an expected duration of a total of 6 days on site (2 days per unloading arm)

In accordance with Health and safety legal obligations, a floating flat top pontoon barge will be used. It will have four stabilising spud legs (diameter 1.2 meters) that will be placed onto the

seabed to hold position and ensure safe stabilisation of the working platform. The barge will be positioned where the LNG carriers normally berth, in close proximity of (just to the south of) the working jetty Berth No. 1. (indicative barge position is OS national grid reference no. SM 86947 04465, see attached). The four spud legs would be placed onto the seabed under their own weight, entirely within the existing berthing pocket.

The unloading arms once removed from the jetty will be placed on the pontoon barge and transferred to the onshore maintenance facility at Pembroke Dock where the actual maintenance works will take place. The arms will be lifted directly from the jetty berth 1 onto the pontoon barge by crane. The spud legs will be withdrawn on the pontoon barge once the unloading arm has been removed from the jetty. Once repaired the unloading arm will be transported back to the jetty from the maintenance facility by barge for re-attachment. The pontoon barge will be repositioned using the four spud legs in the areas annotated in the attached figure (which includes margin for error) for transfer of the arm back onto the jetty for refitting. The activity will then be repeated for the 2nd and 3rd unloading arm.

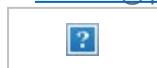
As a requirement of the marine licencing process to NRW we require approval from you. Please could therefore provide any comments you have and/or confirm if you have no objection to the proposed activities from being undertaken, which we will include with the application. Your response at earliest convenience would be appreciated.

Kind Regards

Daniel Collins

Daniel Collins

Principal Consultant
RPS | Energy
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Chepstow, Monmouthshire NP16 5UH, United Kingdom
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<https://www.trinityhouse.co.uk/legal-notices>

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From: [navigation.safety](#)
To: [Daniel Collins](#)
Subject: RE: Minor maintenance activities at the South Hook LNG Terminal jetty
Date: 02 February 2022 15:48:47
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)

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Dear Daniel,

Thank you for the opportunity to comment on the proposed maintenance at South Hook LNG terminal jetty. The UK Technical Services Navigation team of the Maritime and Coastguard Agency has reviewed the information provided and would like to comment as follows:

We note that the works fall within the jurisdiction of a Statutory Harbour Authority (SHA) - Milford Haven Port Authority and therefore they are responsible for the safety of navigation within their waters.

On the understanding that the following takes place, the MCA would have no significant concerns to raise with regards to the safety of navigation and would be satisfied that the risk is relatively low on this occasion:

1. All maritime safety legislation is adhered to;
2. The relevant SHA is notified for agreement and approval of the works. They may wish to issue local warnings to alert those navigating in the vicinity to the presence of the works, as deemed necessary. Details required: start date/ end date, work to be done, positions of the work area (WGS84), marking of the work area. The UK Hydrographic Office will then review the subsequent Port NM to see if action is required;
3. Any jack up barges / vessels utilised during the works/laying of the cable, when jacked up, should exhibit signals in accordance with the UK Standard Marking Schedule for Offshore Installations.

Can you confirm that you accept the risk mitigation above.

Kind Regards

Sam Chudley

Maritime Licence Advisor +44 (0) 7553 637057
Marine Licensing and Consenting
UK Technical Services Navigation Sam.Chudley@mca.gov.uk



Maritime & Coastguard Agency
Bay 2/25, Spring Place
105 Commercial Road,
Southampton SO15 1EG



From: Daniel Collins <collinsda@rpsgroup.com>
Sent: 02 February 2022 11:05
To: navigation safety <navigationsafety@mcga.gov.uk>
Cc: Wayne Davies <DaviesW@rpsgroup.com>; Eamon O'Loughlin <EOLoughlin@SouthHookLNG.com>
Subject: RE: Minor maintenance activities at the South Hook LNG Terminal jetty

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Hello Sam

Please see below response to your questions

1. Whether you are applying for a band 1 marine licence from NRW and;

Correct we are currently applying for a band 1 marine licence to NRW and will look to submit your response as part of the application.

2. Whether the works fall within the jurisdiction of a statutory harbour authority on this occasion?

Yes the works fall within Milford Haven Port Authority jurisdiction who we are also consulting with and awaiting a response.

Kind Regards,

Dan

Daniel Collins
Principal Consultant
RPS | Energy
D +44 (0) 1291 645005
E collinsda@rpsgroup.com

From: navigation safety <navigationsafety@mcga.gov.uk>
Sent: 02 February 2022 11:02
To: Daniel Collins <collinsda@rpsgroup.com>
Cc: Wayne Davies <DaviesW@rpsgroup.com>; Eamon O'Loughlin <EOLoughlin@SouthHookLNG.com>
Subject: RE: Minor maintenance activities at the South Hook LNG Terminal jetty

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Dear Daniel,

Thank you for the opportunity to comment on the works at South Hook LNG terminal Jetty.

The MCA is consulted on all Marine Licence applications under Marine and Coastal Access Act 2009, and we consider the impact of any works or deployments in the marine environment on the safety of navigation and emergency response. The MCA provides a series of conditions and advisories to ensure the safety of navigation can be maintained during the construction and decommissioning of the works, and during the site operational phase.

Before the MCA can respond to this request please can you confirm the following;

1. Whether you are applying for a band 1 marine licence from NRW and;
2. Whether the works fall within the jurisdiction of a statutory harbour authority on this occasion?

Kind Regards

Sam Chudley

Maritime Licence Advisor +44 (0) 7553 637057
Marine Licensing and Consenting
UK Technical Services Navigation Sam.Chudley@mcga.gov.uk



Maritime & Coastguard Agency
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105 Commercial Road,
Southampton SO15 1EG



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www.gov.uk/mca

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To: navigation safety <navigationsafety@mcga.gov.uk>
Cc: Wayne Davies <DaviesW@rpsgroup.com>; Eamon O'Loughlin <EOLoughlin@SouthHookLNG.com>
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Daniel Collins

Daniel Collins

Principal Consultant
RPS | Energy
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