Cyfoeth Naturiol Cymru
Natural Resources Wales

Method Statement

1. Summary

This template is intended to be used in conjunction with a Band 1 Marine Licence application. Please complete each section below following the guidance provided (max 500 words per section). For any queries relating to this template please contact: marinelicensing@cyfoethnaturiolcymru.gov.uk

Please provide a brief summary of the application including location of the works (coordinates - lat/long, decimal degrees). For activities that cover a large area please provide coordinates of the approximate extent of works.

South Hook LNG Terminal Company Ltd is applying for a Marine Licence for essential berth maintenance activities at the South Hook LNG terminal within Milford Haven. These minor maintenance activities will include the removal and later reattachment of 3 unloading arms from the jetty berth 1, which is essential to support the continued safe reliable permitted operation of the South Hook LNG terminal.

Barge position is OS national grid reference no. SM 86947 04465 within a licensable area denoted by the coordinates:

186882E, 204490N
187018E, 204472N
186872E, 204414N
187008E, 204395N

2. Scope of works

Please provide a full description of all proposed works including:

- *Sequence of works (mobilisation, marine works, site remediation (if required))*
- *Estimated timing of works (duration, working hours, day/night, plus contingency)*
- *Plant, machinery or vessel required*
- *Estimated quantities (removals, deposits, construction materials)*

South Hook LNG Terminal Company Ltd is applying for a Marine Licence for essential berth maintenance activities at the South Hook LNG terminal jetty within Milford Haven. These 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 reliable permitted operation of the South Hook LNG terminal. Activities are expected to commence in May 2022, and be completed by 31st July with an expected duration onsite (loading/ unloading) of 6 days.

In accordance with Health and Safety legal obligations, the intention is to use a floating flat top pontoon barge, with up to 4 stabilising spud legs (each with diameter 1.2 metres) that need to 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, shown in attachment 1). This is in the deep-water tidal channel that is situated away from any known areas of environmental sensitivity, however it is within the Pembrokeshire Marine SAC which covers the Milford Haven waterway.

The pontoon barge will likely have maximum dimension of 58 x 18.8 meters and will utilise up to 4 (four) spud legs with a 1.2 m diameter. The 4 spud legs would be placed onto the seabed under their own weight at the four indicative 6.5 m^2 locations (red square boxes) illustrated on the attached drawings, which are located entirely within the existing berthing pocket. Therefore, seabed disturbance associated with deposit of the spud legs will be pi*r^2 or 3.14 * (0.6*0.6) = 1.13 m^2 x 4 spud legs = 4.52 m^2. This is a very small area and is within an area that is subject to regular disturbance from vessels that use the berth. Other than the placement of 4 spud legs, there will be no planned deposits into the marine waters of the Milford Haven waterway.

Prior to their removal, each unloading arm will be isolated and drained to be completely free of all potentially contaminating materials. Furthermore, works to remove and re-attach the 3 No. unloading arms will take place over the jetty structure and not directly over the marine waters.

The unloading arms, once removed from the jetty, will be transferred via the pontoon barge and a tug vessel to move the barge to Pembroke Dock where the actual maintenance works will take place. Unloading arms will be refurbished individually. A single arm will be lifted directly from the jetty berth 1 onto the pontoon barge by crane. The spud legs will then be withdrawn on the pontoon barge once the unloading arm has been loaded onto the pontoon barge. 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 before repeating the activity for unloading arm 2 No and 3 No.

Please find attached documents and drawings (attachments 1-6) to support the application.

3. Access and working areas

Please provide details of access to the site and working areas. This should include:

- *Attached map of the access/egress route and working areas (annotated aerial image and/or OS map)*
- *Predicted plant/vehicle movements*
- *Storage areas for plant, equipment and materials (if required)*
- *Risks to navigation*

The working area will be accessed through the Milford Haven waterway and by jetty berth 1. The working areas will occur only under the four stabilising spud legs (diameter 1.2 metres) that that need to be placed onto the seabed to hold position and ensure safe stabilisation of the working platform. The 4 spud legs would be placed onto the seabed under their own weight each of the four indicative 6.5 m^2 locations (red square boxes) illustrated on the attached drawings, which are located entirely within the existing berthing pocket. Indicative barge position is OS national grid reference no. SM 86947 04465.

The only marine vessel movements will be the floating flat top pontoon barge as it moves to the jetty and away from the jetty as the unloading arms are transferred between the jetty and the onshore maintenance facility and returned. Works to remove and re-attach the 3 No. unloading arms will take place over the jetty structure and not directly over the marine waters. The arms will be lifted directly from the jetty berth 1 onto the pontoon barge. The pontoon barge will be will then be towed up to Pembroke Dock for offloading with a shore crane. The spud legs will be withdrawn on the pontoon barge once the unloading arm has been transferred. 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 and the activity repeated for the remaining two unloading arms. The proposed vessel route is shown in attachment 7.

No storage areas for equipment and materials are required and there are no predicted risks to navigation. The latter has been confirmed through consultation with Trinity House and the MCA.

4. Environmental mitigation

Please list appropriate mitigation measures to minimise impacts on the marine environment these may include:

- *Pollution prevention and control procedure (guidance available at: http://www.netregs.org.uk/media/1304/gpp-5-works-and-maintenance-in-or-near-water.pdf)*
- *Spill response kits*
- *Minimise plant traffic*
- *Designated access and egress routes*
- *Storage of materials (fuel, chemicals, construction waste)*
- *Biosecurity (guidance available at http://www.snh.gov.uk/docs/A1294630.pdf)*

Note: To assist you, the following mitigation statements will be used as conditions within the licence. By signing this method statement you will be agreeing to adhere to these restrictions. If you are unable to do this, the application will not qualify as Band 1.

- ✓ All equipment, temporary structures, access tracks, waste and/or debris associated with the works will be removed on completion of the works.
- ✓ Bunding, storage facilities and spill kits will be employed to contain and prevent the release of fuel, oils and chemicals associated with the plant, refuelling and construction equipment into the marine environment.
- ✓ Plant, vehicles and machinery will not be refuelled on the foreshore.
- ✓ Coatings and treatments will be suitable for use in the marine environment and are used in accordance with best environmental practice.
- ✓ All equipment, materials, machinery and PPE used will be in a clean condition prior to their arrival on site, and upon removal from site, to minimise risk of introducing non-native species into the marine environment.
- ✓ In the event of removal of any sensitive species or habitat designated by NRW under Schedule 7 of the Environment (Wales) Act 2016, no further removals will occur at that location or within 20m of that location.

Please list your bespoke mitigations here:

Spud legs on the seabed will be placed entirely within the existing berthing pocket.

Prior to their removal, the 3 unloading arms from the jetty berth 1 will be isolated and drained to be completely free of all potentially contaminating materials.

Apart from the temporary placement of up to 4 spud legs on the seabed, there will be no planned deposits into the marine waters of the Milford Haven waterway.

Works to remove and re-attach the 3 unloading arms from the jetty berth 1 will take place over the jetty structure and not directly over the marine waters

A Tow Plan and Risk Assessment for the proposed activities will be provided to and agreed with Milford Haven Port Authority before the commencement of the proposed activities.

The applicant will also ensure that:

1. All maritime safety legislation is adhered to.
2. HM Coastguard are notified directly ahead of the works commencing by emailing zone28@hmcg.gov.uk
3. suitable bunding, storage facilities are employed to prevent the release of fuel oils, lubricating fluids associated with the plant and equipment into the marine environment.
4. The barge utilised during the works/laying will exhibit signals in accordance with the UK Standard Marking Schedule for Offshore Installations.
5. The Harbour Master at MHPA will be contacted to obtain their consent. Following issue of a tow Plan and Risk Assessment for the proposed activities.

5. Additional Information

Please list any additional information that may help with the application:

- *Consents/permissions required*
- *List of plans or drawings attached to method statement*
- *Emergency procedures*
- *Contact details*

Attachments:

1. Map showing location of works
2. Barge Position overlaid on chart marked with spud leg location coordinates and work licensable area
3. Method statement
4. Environmental Supporting Information
5. Details of consultation with MCA, Trinity House and Milford Haven Port Authority

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6. Customer details

Signature:

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