

Addendum to the
Environmental Impact
Assessment Report

NISA
North Irish Sea Array

Volume 9 - Offshore Appendices

Appendix A17.2

Vessel Management Plan





North Irish Sea Array Offshore Wind Farm Appendix A17.2: Vessel Management Plan

Prepared by Anatec Limited
Presented to North Irish Sea Array Windfarm Ltd
Date 16 April 2026
Revision C
Document Reference R-A5477-003-B

Aberdeen Office
Address 10 Exchange Street, Aberdeen, AB11 6PH, UK
Tel 01224 253700
Email aberdeen@anatec.com

Cambridge Office
Address Braemoor, No. 4 The Warren, Witchford Ely, Cambs, CB6 2HN, UK
Tel 01353 661200
Email cambs@anatec.com

This study has been carried out by Anatec Ltd on behalf of North Irish Sea Array Windfarm Ltd. The assessment represents Anatec's best judgment based on the information available at the time of preparation. Any use which a third party makes of this report is the responsibility of such third party. Anatec accepts no responsibility for damages suffered as a result of decisions made or actions taken in reliance on information contained in this report. The content of this document should not be edited without approval from Anatec. All figures within this report are copyright Anatec unless otherwise stated. No reproduction of these images is allowed without written consent from Anatec.

Revision	Date	Summary of Change
A	09 April 2026	Initial Draft
B	16 April 2026	First Review
C	16 April 2026	For Submission

Table of Contents

1	Introduction	4
2	Navigational Safety Measures during Construction/ Decommissioning ...	5
2.1	Marine Coordination	5
2.2	Temporary Lighting and Marking	5
2.3	Guard Vessels	5
2.4	Advisory Safe Passing Distances	5
2.5	Cable Laying/Burial and Other Restricted in Ability to Manoeuvre Operations	5
2.6	Emergency Response Cooperation Planning	5
3	Navigational Safety Measures during Operation & Maintenance	6
3.1	Marine Coordination	6
3.2	Operational Lighting and Marking	6
3.3	Guard Vessels	6
3.4	Advisory Safe Passing Distances	6
3.5	Emergency Response Cooperation Planning	6
4	Promulgation of Information	7
4.1	Notice to Mariners	7
4.1.1	Notice to Mariners Issued Prior to the Commencement of Construction	7
4.1.2	Notice to Mariners upon Commissioning and During Operation & Maintenance	7
4.1.3	Post Commissioning	7
4.1.4	Decommissioning	7
4.2	Marine Notices	7
4.3	Fishing Vessels	7
4.4	Radio Navigational Warnings	7
4.5	Incident Reporting	8
5	Vessel Movements	9
5.1	Construction Phase	9
5.2	O&M Phase	9
5.3	Decommissioning Phase	9
6	Project Vessel Routeing	10
7	Anchoring	11
7.1	Anchorage Areas	11
7.1.1	Project Vessel Anchoring	11
7.1.2	Summary of Navigational Risk Assessment Findings	11
7.1.3	Areas to avoid when Anchoring	11
8	References	13

Table of Figures

Figure A7.1	Anchorage Areas	12
-------------	-----------------------	----

Table of Tables

Table A5.1	Maximum Vessel Numbers per Construction Activity.....	9
------------	---	---

Abbreviations Table

Abbreviation	Definition
EIAR	Environmental Impact Assessment Report
ERCoP	Emergency Response Cooperation Plan
IRCG	Irish Coastguard
MAIU	Marine Accident Investigation Unit
MCA	Maritime and Coastguard Agency
MCIB	Marine Casualty Investigation Board
MGN	Marine Guidance Note
MSO	Marine Survey Office
NISA	North Irish Sea Array
OERI	Offshore Renewable Energy Installations
RFI	Request for Further Information
SAR	Search and Rescue
UK	United Kingdom
UKHO	United Kingdom Hydrographic Office
WTG	Wind Turbine Generator

North Irish Sea Array Windfarm Ltd (NISA, hereafter referred to as ‘the Developer’) has been considering the Request for Further Information (RFI) issued by An Bord Pleanála (now An Coimisiún Pleanála) as well as the third-party submissions received following public consultation. At An Coimisiún Pleanála’s behest, the Developer has also continued to consult with stakeholders in respect of the 2024 planning application throughout 2024-2026. The Developer has refined elements of the design to respond to the third-party submissions, the continued public and stakeholder consultation and the RFI. Amendments are therefore required to Appendix 17.3: Vessel Management Plan of the 2024 Environmental Impact Assessment Report (EIAR). Full details of consultation undertaken can be found in Appendix A1.2: Consultation Report.

It is acknowledged there was an administrative error in the publication of the Appendices of the 2024 EIAR and the Vessel Management Plan is included in Appendix 17.3 although labelled incorrectly in the contents of the planning application documents as well as the document cover page.

For the purposes of clarity, this document shall be read in conjunction with the Vessel Management Plan submitted as part of the 2024 EIAR (Appendix 17.3: Vessel Management Plan). Additional guidance on the reading of the document is provided in the Response to the RFI Report prepared alongside the 2024 EIAR Addendum.

For the purposes of clarity, any cross reference to a chapter, section, table, image, figure or appendix within this document is to another location within the Addendum to the 2024 EIAR unless explicitly stated otherwise. Any cross reference to anything included in the 2024 EIAR will be clearly labelled as such.

Text in bold is only used throughout this document to indicate where changes are required, and why they are required. Text in italics illustrates section(s) of the 2024 EIAR which are deleted, or quotations from other documents (as explicitly stated). Replacement text is in normal font. Where text has been replaced in normal font, bold text shall be used to indicate no further changes to this section (where relevant).

Only tables which have been updated from the 2024 EIAR, or entirely new tables, have been included in the Addendum to the 2024 EIAR. These tables can be identified by the “A” prefix in the table caption. Any changes within the updated table, in comparison to tables within the 2024 EIAR, are indicated by grey shading in the relevant cell, column or row, as necessary.

The sections relevant to Appendix A17.2: Vessel Management Plan in the RFI are included below.

RFI Section	RFI	Relevance to NRA
1 (b)	<i>The scientific information provided as part of the planning application documentation should be based on</i>	The timeframes associated with the RFI have necessitated a review of the datasets previously used in the 2024 EIAR to ensure

	<i>up-to-date survey reports and data. Accordingly, the applicant is requested to confirm/provide justification/verification that the information submitted in support of the planning application remains relevant and appropriate at the point of submitting further information or to update same as required.</i>	any necessary updates to the baseline environment are captured. However, the Marine Survey Office (MSO) confirmed during a meeting in May 2025, the vessel traffic survey data analysed in the 2024 EIAR was suitable for the updated NRA and so no further vessel traffic data has been collected. Therefore, a review of the baseline resources for navigational features and maritime incidents has been undertaken to comply with RFI 1(b).
2 (a)	<i>The Irish Coast Guard (IRCG), through the Department of Transport, has raised concerns in relation to the layout of the proposed development with respect to search-and-rescue (SAR) access. The applicant is requested to consult with the IRCG, in addressing these concerns, and provide further information and clarification on such matters.</i>	Continued consultation has occurred with the IRCG since the submission of the 2024 EIAR and the layouts have been revised in liaison with the IRCG in response to RFI Section 2(a). These layouts include a single line of orientation (SLOO) with a linear configuration which is accompanied by a safety justification (Appendix A17.4) in line with the requirements of Marine Guidance Note (MGN) 654. IRCG have confirmed they are content with these revisions and approach. See Section 2.6 in this document. Further details associated with the refined layouts are included in Appendix A5.1: Design Refinements.
2 (b)	<i>The EIAR under Chapter 17, Shipping and Navigation, states that as part of embedded mitigation, the fixed layouts for Project Option 1 and Project Option 2 comply with MGN 654 requirements (UK guidance, Maritime and Coastguard Agency, 2021). The applicant is advised that the Department of Transport Marine Survey Office (MSO) states that the proposed layout does not comply with guidance provided in MGN 654 and the MSO strongly disagrees with the summarisation of the risk to the safety of navigation posed to commercial shipping, fishing vessels, and recreational craft transiting in</i>	Irish guidance has been published by the Department of Transport (DoT) (DoT, 2025) which closely resembles the United Kingdom (UK) Maritime and Coastguard Agency (MCA's) Marine Guidance Note (MGN) 654 (MCA, 2021). The Emergency Response Cooperation Plan (ERCoP) will explicitly be developed in line with the new DoT guidance to comply with RFI 1(b). See Section 2.6 in this document. Further details associated with the refined layouts are included in Appendix A5.1: Design Refinements

	<p><i>proximity to the southeastern corner and the Rockabill GAP. The applicant is requested to consult with the Department of Transport MSO in addressing these concerns and provide further information and clarification on such matters.</i></p>	
--	--	--

1 Introduction

1. There are no changes to this section. Refer to Section 1 in Appendix 17.3: Vessel Management Plan: Vessel Management Plan of the 2024 EIAR.

2 Navigational Safety Measures during Construction/Decommissioning

2.1 Marine Coordination

2. There are no changes to this section. Refer to Section 2.1 in Appendix 17.3: Vessel Management Plan: Vessel Management Plan of the 2024 EIAR.

2.2 Temporary Lighting and Marking

3. There are no changes to this section. Refer to Section 2.2 in Appendix 17.3: Vessel Management Plan: Vessel Management Plan of the 2024 EIAR.

2.3 Guard Vessels

4. There are no changes to this section. Refer to Section 2.3 in Appendix 17.3: Vessel Management Plan: Vessel Management Plan of the 2024 EIAR.

2.4 Advisory Safe Passing Distances

5. There are no changes to this section. Refer to Section 2.4 in Appendix 17.3: Vessel Management Plan: Vessel Management Plan of the 2024 EIAR.

2.5 Cable Laying/Burial and Other Restricted in Ability to Manoeuvre Operations

6. There are no changes to this section. Refer to Section 2.5 in Appendix 17.3: Vessel Management Plan: Vessel Management Plan of the 2024 EIAR.

2.6 Emergency Response Cooperation Planning

7. **Since the submission of the 2024 EIAR, Irish guidance has been published by the Department of Transport (DoT) (DoT, 2025) which closely resembles the United Kingdom (UK) Maritime and Coastguard Agency (MCA's) Marine Guidance Note (MGN) 654 (MCA, 2021). To satisfy RFI 2 (a), where the IRCG raised concerns with respect to SAR access; and RFI 2 (b), which states that the fixed layouts for Project Option 1 and Project Option 2 should comply with MGN 654 requirements, The Emergency Response Cooperation Plan (ERCOP) will explicitly be developed in line with the new DoT guidance.**
8. There are no further changes to this section. Refer to Section 2.6 in Appendix 17.3: Vessel Management Plan: Vessel Management Plan of the 2024 EIAR.

3 Navigational Safety Measures during Operation & Maintenance

3.1 Marine Coordination

9. There are no changes to this section. Refer to Section 3.1 in Appendix 17.3: Vessel Management Plan: Vessel Management Plan of the 2024 EIAR.

3.2 Operational Lighting and Marking

10. There are no changes to this section. Refer to Section 3.2 in Appendix 17.3: Vessel Management Plan: Vessel Management Plan of the 2024 EIAR.

3.3 Guard Vessels

11. There are no changes to this section. Refer to Section 3.3 in Appendix 17.3: Vessel Management Plan: Vessel Management Plan of the 2024 EIAR.

3.4 Advisory Safe Passing Distances

12. There are no changes to this section. Refer to Section 3.4 in Appendix 17.3: Vessel Management Plan: Vessel Management Plan of the 2024 EIAR.

3.5 Emergency Response Cooperation Planning

13. There are no changes to this section. Refer to Section 3.5 in Appendix 17.3: Vessel Management Plan: Vessel Management Plan of the 2024 EIAR.

4 Promulgation of Information

14. There are no changes to this section. Refer to Section 4 in Appendix 17.3: Vessel Management Plan: Vessel Management Plan of the 2024 EIAR.

4.1 Notice to Mariners

15. There are no changes to this section. Refer to Section 4.1 in Appendix 17.3: Vessel Management Plan: Vessel Management Plan of the 2024 EIAR.

4.1.1 Notice to Mariners Issued Prior to the Commencement of Construction

16. There are no changes to this section. Refer to Section 4.1.1 in Appendix 17.3: Vessel Management Plan: Vessel Management Plan of the 2024 EIAR.

4.1.2 Notice to Mariners upon Commissioning and During Operation & Maintenance

17. There are no changes to this section. Refer to Section 4.1.2 in Appendix 17.3: Vessel Management Plan: Vessel Management Plan of the 2024 EIAR.

4.1.3 Post Commissioning

18. There are no changes to this section. Refer to Section 4.1.3 in Appendix 17.3: Vessel Management Plan: Vessel Management Plan of the 2024 EIAR.

4.1.4 Decommissioning

19. There are no changes to this section. Refer to Section 4.1.4 in Appendix 17.3: Vessel Management Plan of the 2024 EIAR.

4.2 Marine Notices

20. There are no changes to this section. Refer to Section 4.2 in Appendix 17.3: Vessel Management Plan of the 2024 EIAR.

4.3 Fishing Vessels

21. There are no changes to this section. Refer to Section 4.3 in Appendix 17.3: Vessel Management Plan of the 2024 EIAR.

4.4 Radio Navigational Warnings

22. There are no changes to this section. Refer to Section 4.4 in Appendix 17.3: Vessel Management Plan of the 2024 EIAR.

4.5 Incident Reporting

23. **The Marine Casualty Investigation Board (MCIB) has dissolved and been replaced since the 2024 EIAR and so the following text in Section 4.5 of Appendix 17.3: Vessel Management Plan of the 2024 EIAR shall be deleted:**
24. *“As required under the Merchant Shipping (Investigation of Marine Casualties) Act, 2000, any marine incidents/ casualties shall be reported to the MSO [Marine Survey Office] as soon as is practicable following the occurrence. Following the initial report any relevant details of the incident requested by the Marine Casualty Investigation Board (MCIB) will be provided.”*
25. **And be replaced with the following:**
26. As required under the Merchant Shipping (Investigation of Marine Casualties) Act, 2000, any marine incidents/ casualties shall be reported to the MSO as soon as is practicable following the occurrence. Following the initial report any relevant details of the incident requested by the Marine Accident Investigation Unit (MAIU) will be provided.
27. **There are no further changes to this section. Refer to Section 4.5 in Appendix 17.3: Vessel Management Plan of the 2024 EIAR.**

5 Vessel Movements

28. There are no changes to this section. Refer to Section 5 in Appendix 17.3: Vessel Management Plan of the 2024 EIAR.

5.1 Construction Phase

29. Changes are required to this section to reflect the revision of the foundation types for Project Option 1 and Project Option 2. Further information on the design refinements made in response to the RFI, third-party submissions and the continued public and stakeholder consultation is found within Appendix A5.1 Design Refinements. This design revision has resulted in a change in the anticipated maximum on site vessel numbers and associated round trips since the submission of the 2024 EIAR. Therefore, Table 5.1 in Section 5.1 of Appendix 17.3: Vessel Management Plan of the 2024 EIAR shall be deleted and replaced with the information provided in Table A5.1.

Table A5.1 Maximum Vessel Numbers per Construction Activity (replaces Table 5.1 in Appendix 17.3: Vessel Management Plan of the 2024 EIAR)

Construction Activity	Maximum Number of Vessels	Maximum Number of Return Trips
Guard vessels	11	666
Foundation installation	13	361
WTG installation	10	660
WTG commissioning works	8	570
Offshore substation installation	6	556
Export cable installation	18	83
Inter-array cable installation	4	136
Total	70	3,077

30. There are no further changes to this section. Refer to Section 5.1 in Appendix 17.3: Vessel Management Plan of the 2024 EIAR.

5.2 O&M Phase

31. There are no changes to this section. Refer to Section 5.2 in Appendix 17.3: Vessel Management Plan of the 2024 EIAR.

5.3 Decommissioning Phase

32. There are no changes to this section. Refer to Section 5.3 in Appendix 17.3: Vessel Management Plan of the 2024 EIAR.

6 Project Vessel Routeing

33. There are no changes to this section. Refer to Section 6 in Appendix 17.3: Vessel Management Plan of the 2024 EIAR.

7 Anchoring

7.1 Anchorage Areas

7.1.1 Project Vessel Anchoring

34. There are no changes to this section. Refer to Section 7.1.1 in Appendix 17.3: Vessel Management Plan of the 2024 EIAR.

7.1.2 Summary of Navigational Risk Assessment Findings

35. **United Kingdom Hydrographic Office (UKHO) Admiralty Charts have been updated since the submission of the 2024 EIAR and so navigational features have been reviewed to account for any potential updates. This is to satisfy RFI1 (b), which states the scientific information provided should be based on up-to-date survey reports and data. Although no new anchorage areas have been identified, other charted navigational features have been updated and therefore Figure 7.1 referenced in Section 7.1.2 of Appendix 17.3: Vessel Management Plan of the 2024 EIAR has been replaced with Figure A7.1.**

36. **There are no further changes to this section. Refer to Section 7.1.2 in Appendix 17.3: Vessel Management Plan of the 2024 EIAR.**

7.1.3 Areas to avoid when Anchoring

37. There are no changes to this section. Refer to Section 7.1.3 in Appendix 17.3: Vessel Management Plan of the 2024 EIAR.

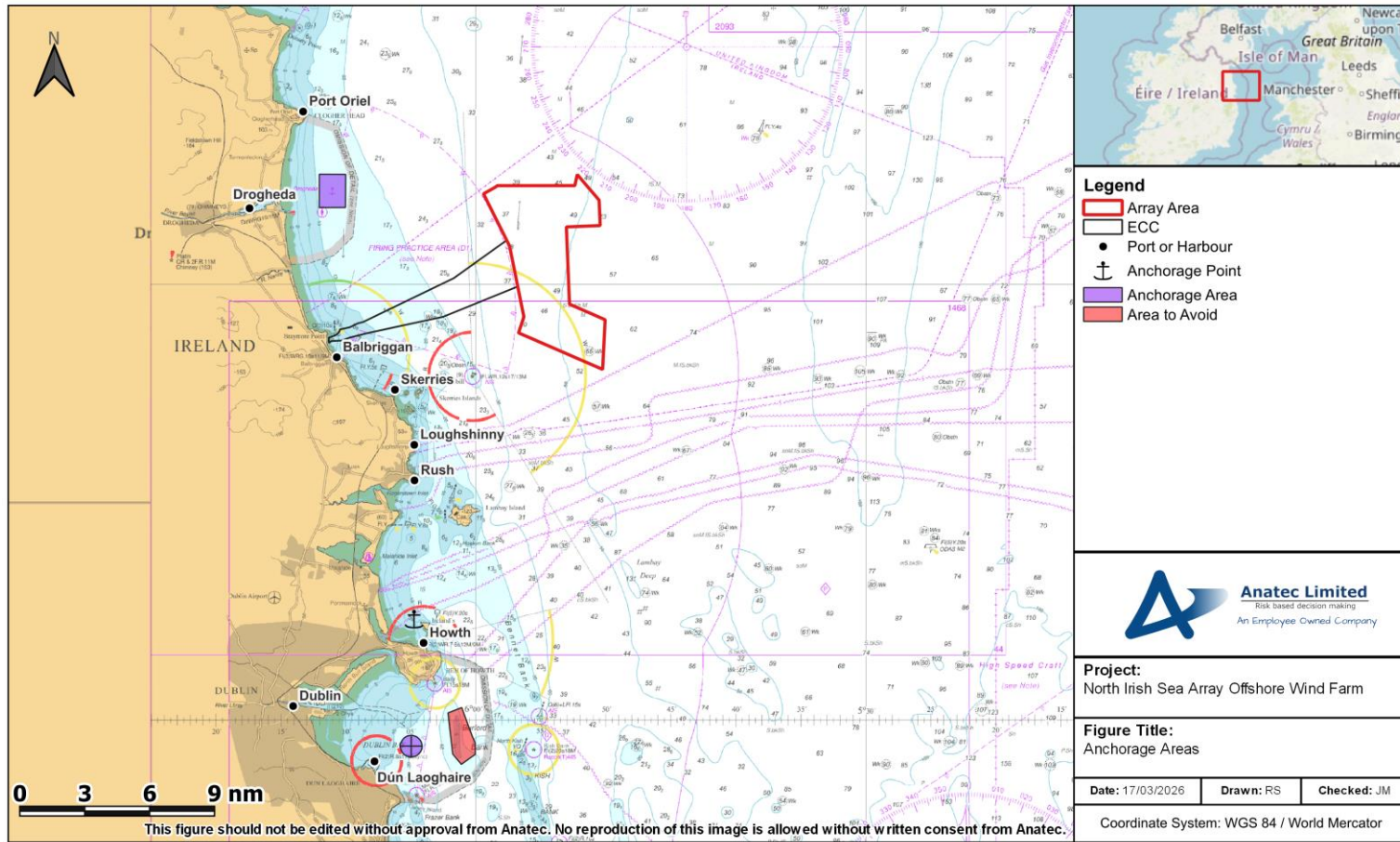


Figure A7.1 Anchorage Areas (replaces Figure 7.1 of Appendix 17.3 Vessel Management Plan of the 2024 EIAR)

8 References

Following a review of updated guidance documents, the following references shall be included in addition to those already outlines in Section 8 in Appendix 17.3: Vessel Management Plan of the 2024 EIAR:

DoT (2025). *DoT Guidance on Safety of Navigation & Emergency Response: Offshore Renewable Energy Installations (OREI)*. Dublin, Ireland: DoT.

MCA (2021). *Marine Guidance Note 654 (Merchant and Fishing) Safety of Navigation: Offshore Renewable Energy Installations (OREIs) – Guidance on UK Navigational Practice, Safety and Emergency Response*. Southampton, UK: MCA.