



## General Directions for Navigation at Hinkley Point C 2020

### Introduction

NNB Generation Company (HPC) Limited in the exercise of its powers through the Harbour Master pursuant to Section 71 of The Hinkley Point C (Nuclear Generating Station) Order 2013 gives the following General Directions to vessels in and approaching the harbour limits.

As provided by Part 2 of The Hinkley Point C (Nuclear Generating Station) Order 2013, the NNB Generation Company (HPC) Limited may from time to time give General Directions for the purposes of designating areas, routes or channels in the harbour and the approaches to the harbour which vessels are to use, or refrain from using for movement or mooring or requirements for the master of a vessel to give the Harbour Master information relating to the vessel, its cargo and its likely time of arrival at and departure from the Harbour.

These General Directions are published by NNB Generation Company (HPC) Limited for that purpose. They will be kept under review and amended as required subject to due consultation and notice in accordance with the requirements set out in Part 2 of The Hinkley Point C (Nuclear Generating Station) Order 2013.

These General Directions are made in conjunction with:

- a) any Special Directions given by the Harbour Master under Section 73 of The Hinkley Point C (Nuclear Generating Station) Order 2013; and
- b) Local Notices to Mariners issued by the Harbour Master.
- c) Marine Safety Management System, which may be developed, implemented, and amended as required by Hinkley Point C Harbour Authority to facilitate safe navigation and marine operations.

In order to maintain and enhance the ease, convenience and safety of navigation, it is important that Masters and Officers are aware of current Directions and Local Notices to Mariners. It is therefore vital that owners, agents and contractors ensure all such relevant information and publications are promptly distributed to vessels as appropriate.

It is the duty of the Master (or other person in charge) of a Vessel to which a General Direction applies to comply with that General Direction. However the giving of a General Direction does not diminish or in any other way affect the responsibility of the Master in relation to his/her vessel, persons on board, its cargo or any other person or property.

Hinkley Point C and the Port of Bridgwater share approaches. It is therefore acknowledged that the marine activities at the Hinkley Point C could interact with marine activities associated with the Port of Bridgwater. Any Direction given by NNB Generation Company (HPC) Limited shall not apply in relation to any part of the Port of Bridgwater, or operations conducted by or on behalf of the Port of Bridgwater. And won't prejudice or negatively impact, the Port of Bridgwater and their powers. These directions therefore do not apply to vessels passing through the shared approaches en route to the Port of Bridgwater.

These General Directions will be kept under review and revised as appropriate following due consultation with stakeholders.

### Commencement

These General Directions shall come into force on 1st July 2020, on which date the Hinkley Point C General Directions 2014 are revoked.

### Short Title

These General Directions may be cited as the HPC General Directions 2020.

### Priority

In the event of any conflict arising between the provisions of these General Directions, any Special Directions and any contractual agreements issued by the NNB Generation Company (HPC) Limited:

- i. Special Directions shall take precedence over all others;
- ii. General Directions shall take precedence over any contractual agreements or contracts.

### Definitions

In these Directions the following words and expressions have the following meanings:

- i. "Collision Regulations" – means the International Regulations for Preventing Collisions at Sea 1972, as amended;
- ii. "Harbour" – The limits of the harbour within which the Harbour Authority has jurisdiction and as defined in The Hinkley Point C (Nuclear Generating Station) Order 2013;
- iii. "Harbour Authority" – means [NNB Generation Company (HPC) Limited], in which are invested under an Act of Parliament, or an order or other instrument made under such an Act, powers or duties of improving, maintaining or managing a harbour;
- iv. "Harbour Master" – means any person appointed as such by the Harbour Authority, and his/her deputies and assistants, and any other person or employee of the Harbour Authority for the time being authorised to act, either generally or for a specific purpose, in the capacity of Harbour Master;
- v. "MARPOL" – means the International Convention for the Prevention of Pollution from Ships;
- vi. "Master" – in relation to a vessel means any person for the time being having or taking the command, charge or management of the vessel;
- vii. "Mooring" – includes any berth, buoy, pile, post, chain, pillar, pontoon or like apparatus or convenience provided for the mooring of Vessels;
- viii. "SOLAS" – means the International Convention for the Safety of Life at Sea;
- ix. "Vessel" – means every description of vessel, however propelled or moved, and includes a non-displacement craft, a personal watercraft, a seaplane on the surface of the water, a hydrofoil vessel, a hovercraft or any other amphibious vehicle and any other thing constructed or adapted for movement through, in, on or over water and which is at the time in, on or over water

**1. Movement of Vessel to be with Care and Caution**

- a. The Master of every vessel must ensure that its movement is conducted with utmost care and caution and at such speed and in such a manner as not to cause or be likely to cause any of the following:
  - i. loss of life,
  - ii. injury,
  - iii. damage to any vessel or property,
  - iv. nuisance,
  - v. a risk associated with marine operations that is not as low as reasonably practicable,
- b. In addition to the requirements of Direction 2(a) the Master of every Vessel must ensure that it is kept well clear of any other Vessel engaged in dredging works, towage, construction works, laying or retrieving buoys, surveying, diving operations, environmental monitoring or other navigational works.

**2. Unseaworthy Vessel**

- a. A Master must not navigate a Vessel in an unsafe or unseaworthy condition except as necessary for that Vessel's safety and that of its crew. If a Vessel has a defect that threatens the safety of its crew or other Harbour users or inhibits its ability to manoeuvre/ navigate safely the Master must notify the Harbour Master immediately.
- b. The Master of a vessel on fire; in danger of sinking (including loss of stability); or causing pollution, must not be moved or brought into the Harbour or approaches to the harbour without the permission of the Harbour Master.

**3. Mooring and anchoring**

- a. The Master of a Vessel on entering the Harbour must, if directed by the Harbour Master, proceed to moor as directed by the Harbour Master.
- b. The Master of a Vessel must not use any Mooring without authorisation from the Harbour Master. The use of any such Mooring must be in compliance with the conditions attached to the permission issued by the Harbour Master.
- c. The Master of a vessel moored or anchored must be properly and effectively moored or anchored, so that it is not only secure but also not liable to cause any damage to any other vessel or property.
- d. Masters wishing to moor their Vessel using a multipoint anchor system within the Harbour or approaches to the harbour must provide the Harbour Master with an anchor plan detailing the location of Vessel and each anchor/ cable.
- e. Except in emergency, Masters of vessels other than vessels authorised by the Harbour Master are not permitted anchor within 3 cables (555 metres) of the HPC Jetty or in a location where it is likely to obstruct navigation.

**4. Lost Anchor**

The Master of every vessel which has slipped or parted from, or lost, any anchor, chain, cable, or propeller shall as soon as reasonably practicable report it to the Harbour Master.

**5. Boarding Vessels at Sea**

- a. The Master of a vessel over 150 Gross Tonnes must be suitably equipped and manned to receive a pilot or other person including the Harbour Master using standard pilot boarding arrangements as governed by Regulation 23 of SOLAS Chapter V, and Resolution A.1045(27), the required arrangements are additionally as described on the International Maritime Pilots' Association poster Required Boarding Arrangements for Pilots.
- b. Prior to conducting other type's crew transfer from a vessel over 150 Gross Tonnes not covered by Direction 6(a), a risk assessment and method statement must be submitted by the Master to the Harbour Master for review.

**6. Obstruction of Aids to Navigation**

The Master of a vessel must not cause the vessel to obstruct, be made fast to or otherwise interfere with any aid to navigation, including a light, beacon, sea mark, navigation buoy or mark within the Harbour or approaches to the harbour.

**7. Lights, Impeding Safe Navigation**

The Master of a vessel must ensure that except in the interests of safe and proper navigation no lights, including lasers, beams or other bright lights shall not be used in a manner which causes nuisance to others or constitutes a danger to navigation.

**8. Cargo Handling**

- a. The Master of a Vessel the discharging of cargo shall use or cause to be used such methods as the Harbour Master may direct for the prevention of any cargo, dunnage, ballast, or other materials from falling into the water.
- b. The Master of a vessel from which any cargo, dunnage, ballast or other materials have fallen or escaped into the water shall as soon as reasonably practicable give notice of the occurrence to the Harbour Master and, if possible, of the position of the cargo, dunnage, ballast or other materials or thing which has fallen or escaped.

**9. Notification of Arrival and Departure**

- a. Reasonable notice must be given by the master of a vessel to the Harbour Master before any Vessel:
  - i. Enters the Harbour;
  - ii. Moves within the Harbour; or
  - iii. Leaves the Harbour,
- b. When giving the notice required by this Direction the Master must also advise the Harbour Master of the vessel's maximum draft, length overall, beam and of any defects or deficiencies that may affect the seaworthiness or handling capabilities of the vessel. In addition, the vessel must, when required, provide all information required for the Maritime and Coastguard Agency's Consolidated European Reporting System (CERS) including information on Dangerous and Polluting Goods (HAZMAT), International Ship and Port Facility Security (ISPS) and Port Waste Notification

**10. Notification of cargo to be Loaded and Discharged**

Before any Vessel loads or discharges any cargo within the Harbour or approaches to the Harbour the Master of the Vessel must declare the type(s) and quantity of cargo to the Harbour Master.

**11. Passage Plans**

Before a Vessel approaches enters, leaves or moves within the Harbour or approaches to the Harbour a voyage plan for the intended passage must be prepared in accordance with Regulation 34 of SOLAS of Chapter V.

**12. Towage Plans**

The Master of a vessel must ensure that before a Vessel is towed within the Harbour or approaches to the harbour a towage plan including a risk assessment for the intended tow operation has been prepared and submitted to the Harbour Master for review. This Direction does not apply for vessels bound for the or departing from the Port of Bridgwater.

**13. Reports to the Harbour Master**

The Master of a vessel shall inform the Harbour Master as soon as practicable if his/ her Vessel is involved in any of the following incidents where damage or injury is caused as a result:-

- i. Collision or contact with another vessel, quay, mooring, buoy or object
- ii. Grounding
- iii. Pollution of any type
- iv. Fire or explosion
- v. Incident involving death or injury
- vi. Parting of mooring lines
- vii. Near miss or other potentially hazardous event

**14. Diving**

The Master of a vessel must not permit any person to undertake any form of diving or underwater activity, including the operation of a Remotely Operated Underwater Vehicle (ROV), from it without the prior notification to the Harbour Master. Any such activity must comply fully with any relevant current legislation and the Health and Safety Executive guidance.

**15. Failure to Comply with Directions**

- a. By virtue of Section 75 of the Hinkley Point C (Nuclear Generating Station) Order 2013 the master of a vessel who fails without reasonable excuse to comply with a general direction shall be guilty of an offence and liable on summary conviction to a fine not exceeding level 4 on the standard scale.
- b. In proceedings for an offence under Direction 12(a) it shall be a defence for the person charged to prove that he/ she took all reasonable precautions and exercised all due diligence to avoid the commission of such an offence.

For further information, please contact the Harbour Master via the contact details below.

EDF - Nuclear New Build, Hinkley Point C, Somerset, TA5 1UF

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