

### 3.1

#### Introduction

Management of extraction operations within the ECR requires clearly defined management practices. The companies of the ECA have, through their membership of the British Marine Aggregate Producers Association (BMAPA) and adherence to established activity reporting procedures, a framework for recording and reporting their activity to regulatory bodies and the wider marine community. The ECA will ensure that all commonly established 'best practice' is employed during management of extraction operations in the ECR.

In addition to the established policies and procedures that the ECA companies already adhere to navigation and fishing liaison issues have dictated that specific measure be developed to ensure safe and well publicised operations.

The following section described the measures that will be employed to manage extraction operations.

### 3.2

#### Extraction Activity Reporting and Scheduling

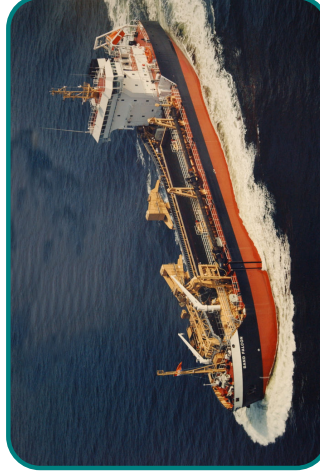
Extraction activity is monitored principally through the use of the dredging vessels electronic monitoring system (EMS). The EMS logs the activity and the location of the vessel during extraction operations to ensure that vessels operate only within designated 'active' zones.

EMS records are submitted to The Crown Estate on a monthly basis and annual activity is collated. This data is then reported on an annual basis through the 'Area Dredged' initiative performed by BMAPA and the Crown Estate. Activity reporting will be an important aspect of regional monitoring as impacts detected during monitoring surveys will need to be set within the context of extraction.

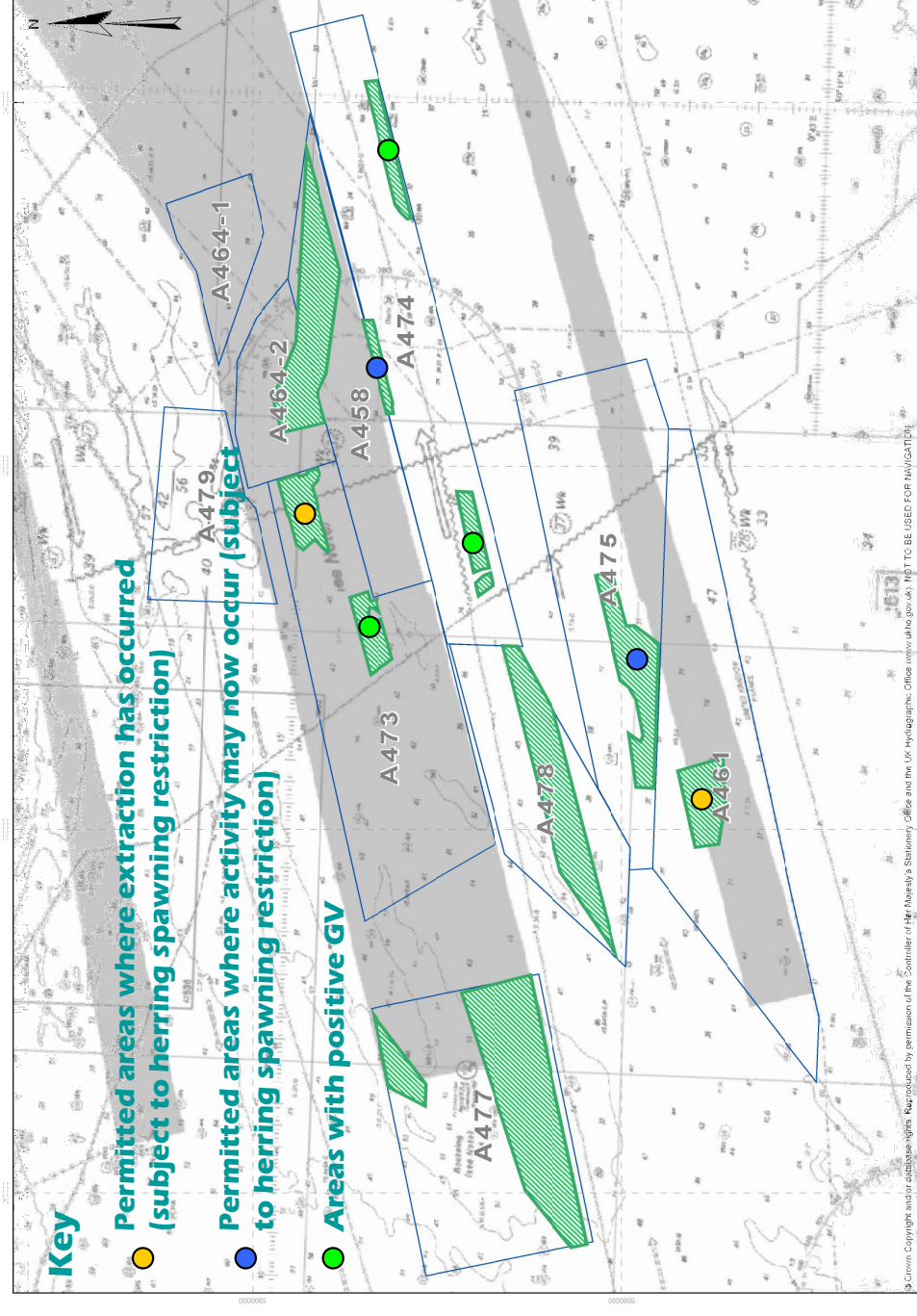
The ECA will ensure that extraction activity is collated and reported in conjunction with environmental monitoring data.

In addition to established methods of activity reporting, the ECA have also developed a web based reporting tool that is intended for use by the Maritime and Coastguard Agency (MCA) and Channel Navigation Information Service (CNIS). The members of the ECA will post details of dredging vessels movements on the site which will then be available for viewing by the MCA/CNIS. The information can then be broadcast, where necessary, during standard CNIS radio messages to shipping using the Channel Traffic Separation Scheme.

The application can be viewed by authorised users at [www.ecasheduler.eu](http://www.ecasheduler.eu)



**The ECA are aware of the operational sensitivities inherent in working in the Eastern English Channel. Close liaison with the MCA and Dover CNIS will be required to ensure that aggregate extraction does not interfere with other shipping using the traffic separation scheme.**



**Extraction activity has begun in Areas 461 and 473 East (indicated above by orange mark). Activities in Area 461 and 475 are seasonally restricted due to potential herring spawning sensitivities and no extraction is permitted between November and February inclusive. Activities in Area 473 East are not subject to restriction.**

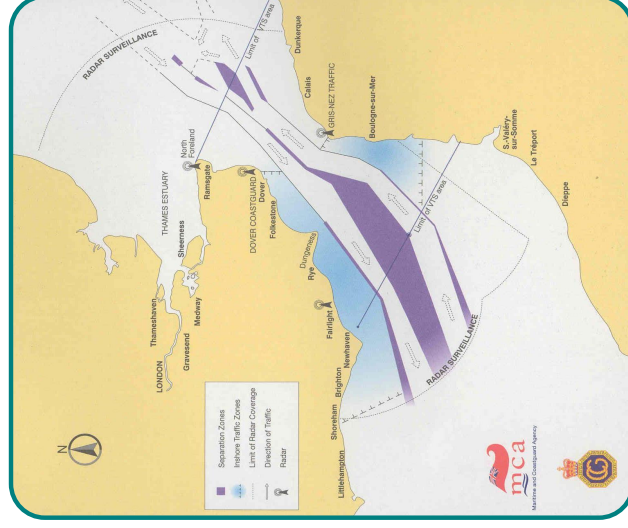
**Other Areas where activities are currently permitted but have not yet occurred include Areas 475 and 474 Central (indicated above by blue mark). It is anticipated that extraction from Area 474 Central may occur in the next 1-2 months.**

**Areas 473 West, 474 East and 474 West (indicated by the green mark) have received positive Government Views and, following submission of required pre-dredge reports extraction will be permitted.**

**Active areas within the areas currently permitted for extraction are provided in Appendix 23.**

The ECA and Maritime and Coastguard Agency (MCA) have developed a set of measures designed to ensure that extraction activities in the ECR are undertaken with due regard for the safety of shipping using the Channel Traffic Separation Scheme.

Discussions between the ECA and MCA resulted in production of the Common Measures for Ensuring Navigation Safety During Dredging Operations in the East Channel Region (Technical Note) Version 2.1 (January 2006). For reference, the contents of the document are provided in full below.



**Dover CNIS is a Coastal Vessel Traffic Information Service (VTIS) mainly concerned with traffic passing through the area to ensure that essential information becomes available in time for on-board navigational decision making by the mariner. The information service provides broadcasts at fixed times and intervals, when deemed necessary by the VTIS or at the request of a vessel.**

**CNIS broadcasts on VHF radio channel 11 every 60 minutes (every 30 minutes if visibility drops below two miles) to give warnings of navigational difficulties, weather conditions and traffic information in the TSS.**

### Common Measures for Ensuring Navigation Safety During Dredging Operations in the East Channel Region Version 2.1 (January 2006)

#### Introduction

It is recognised by the East Channel Association (ECA) that a collective approach to dredging for marine aggregates in the East Channel Region (ECR) is necessary to manage risks and minimise the potential impact on the navigation of other sea users. Such an approach has been promoted by the Maritime and Coastguard Agency (MCA).

This document presents the common measures agreed between the MCA and the ECA both during dredging operations and in coordinating the dredging activities, and consultation with external parties, such as the CNIS.

The ECA have agreed with the MCA that all recommendations and requirements of the MCA, in terms of regional navigational safety, will be complied with and, in addition, that the Association will comply with any such navigational measures that are deemed necessary by the Agency if other dredging operations are permitted in the East Channel Region.

The measures cover dredging operations in any licensed dredging area wholly or partially within the Dover Strait Traffic Separation Scheme, including the English Inshore Traffic Zone (excluding Hastings Shingle Bank).

The dredging operators comprising the ECA will also ensure that all discussions with the MCA are carried out through the Association or any body recognised by the MCA as fulfilling this function.



**The safety of shipping in the ECR and traffic separation scheme depends on clear communication of intended extraction activities to the MCA/CNIS and adherence by ECA companies to the specific requirements of the Common Measures Document.**

#### Abbreviations

|       |   |
|-------|---|
| AIS   | Automatic Identification System                 |
| ARPA  | Automatic Radar Plotting Aid                    |
| BMAPA | British Marine Aggregates Producers Association |
| CNIS  | Channel Navigation Information Service          |
| CPA   | Closest Point of Approach                       |
| DfT   | Department for Transport                        |
| ECA   | East Channel Association                        |
| ECR   | East Channel Region                             |
| ECDIS | Electronic Chart Display and Information System |
| ENC   | Electronic Navigational Charts                  |
| IMO   | International Maritime Organisation             |
| ISM   | International Safety Management Code            |
| MAIB  | Marine Accident Investigation Branch            |
| MCA   | Maritime and Coastguard Agency                  |
| nm    | Nautical Miles (1nm = 1,852metres)              |
| OOW   | Officer of the Watch                            |
| RNC   | Raster Navigational Charts                      |
| SOLAS | Safety of Life at Sea                           |
| TSS   | Traffic Separation Scheme                       |
| UKHO  | United Kingdom Hydrographic Office              |

#### Common Measures to Ensure Navigation Safety

The Operators shall ensure that:

##### Trinity House Lighthouse Services

- i No dredging shall take place until the Operators have obtained information from Trinity House Lighthouse Services on navigational marks in the area. Damage shall not be caused to such marks nor shall they be removed. The Operators shall be liable for any expenses arising from damage to or movement of such marks:

**Equipment**

ii All dredging vessels are equipped with and use Automatic Identification System (AIS) transponders and electronic charting systems approved by an organisation recognised by the Maritime and Coastguard Agency (MCA) and fitted with the “wheelmark” symbol, as required by the EU Marine Equipment Directive;

iii All dredging vessels are equipped with and use radar capable of automatic acquisition of targets;

iv All dredging vessels should have, as near as practicable, 360° visual lookout and radar coverage;

**Personnel**

v A minimum of three people are on the bridge during dredging operations with the following roles - Dredge Master, Officer of the Watch and dedicated lookout;

vi An engineer is awake and available during dredging operations (though not necessarily in the engine room);

**ISM Code**

vii The requirements of the International Safety Management (ISM) Code, including any requirements for training, crew familiarisation and induction, are adhered to;

**Communications**

viii All dredging vessels will communicate directly with the Channel Navigation Information Service (CNIS) when operating in the Traffic Separation Scheme (TSS) using approved means (e.g. VHF radio, Digital Selective Calling (DSC) AIS etc). In communicating with the CNIS, the initial call should be made by the vessel on the CNIS working channel (Channel 11). If no response is received, a further call should be made on Channel 16 and once communication has been established, subsequent exchanges undertaken on Channel 11, if required. A list of vessel contact numbers will be maintained by ECA and provided to CNIS so they have a single, definitive, up-to-date list, making it easier to contact a specific dredger if required;

ix One hour before arrival in the Government View area, dredging vessels shall contact CNIS and inform them of their planned operation, using either VHF, email or satellite phone. A zone reference will be provided so that CNIS know where the dredging vessel will be operating. The vessel will contact CNIS again at the end of the operation;

x Dredging vessels shall broadcast their intentions one hour before arrival in the Government View area, in English. Dredging vessels should broadcast a general warning on Channel 16, then change to another inter-ship channel to provide full details, if required;

xi Dredging activity is co-ordinated to allow CNIS to monitor the dredging and provide information to other vessels in the area via their scheduled radio broadcasts;

**COLREGS**

xii Vessels adhere to the International Regulations for Preventing Collisions at Sea 1972, as amended (COLREGS) at all times;

xiii In a potential collision situation, the Master remains responsible for deciding what action to take - for example, when to lift dredge pipe and prepare to take avoiding action;

xiv Vessels not to wait or anchor in the traffic lanes. If necessary, e.g. for repairs, dredgers should enter the separation zone or the inshore traffic zone. Vessels are to inform CNIS if waiting for any reason;

xv In the traffic lanes, all vessels are to dredge parallel to and in the general direction of traffic in the lane;

xvi A 500m ‘buffer zone’ is to be maintained in the separation zone adjacent to the edge of the traffic lane of the TSS in which the dredger will only run in the general direction of traffic in the adjacent lane;

xvii The minimum working limit of horizontal visibility within the traffic lanes is to be not less than one (1) nautical mile;

xviii Working lights are not to interfere with lookout;

xix If white flares are used, the dredging vessel is to inform CNIS immediately after use;

**Mandatory Reporting**

xx Dredging vessels shall comply with the mandatory reporting scheme in the Dover Strait when en route to and from the Government View area;

**Liaison with the UK Hydrographic Office**

xxi Through liaison with the UK Hydrographic Office (UKHO), the details of the dredging activity are included, as appropriate, in Navtex broadcasts and Notices to Mariners, and Admiralty charts of the area are annotated with an appropriate warning relating to dredging activity;

xxii Detailed data to enable the identification of underwater obstructions is sought from UKHO;

**Passage Planning**

xxiii Passage plans are developed for all voyages in line with Safety of Life at Sea (SOLAS) Convention requirements;

xxiv Exclusion zones are set at appropriate ranges around identified underwater hazards and monitored;

**Emergencies**

xxv In the event of power failure (as regards either propulsion or navigation) vessels to consult with CNIS for advice, although it is ultimately for the Master to decide on a course of action;

xxvi In the event of dredge gear failure, vessel to inform CNIS. If in an actual traffic lane, the vessel is to move into the adjacent separation zone if possible. The Officer of the Watch and dedicated lookout are to remain on the bridge to maintain a safe navigational watch.

### 3.5 Fishing Liaison

The ECR has been identified as an area that is seasonally important for fishing fleets exploiting certain commercial fish and shellfish species. In some cases, activities within individual dredging permission areas are seasonally restricted to prevent impacts on fish populations and the fleets that prosecute them. In addition to this, angling activities occur within the ECR, principally concentrated around wrecks where fish congregate.

The ECA recognise that extraction activities must be carefully managed in order to avoid interactions between fishing and dredging vessels. To this end the ECA have developed a fishing liaison protocol to ensure that the location and timing of extraction operations are well publicised so that fishing fleets can adjust their activities where necessary.

The ECR Fishing Liaison Protocol has been circulated to a number of regulatory and fishing industry organisations. The terms of the protocol are presented for reference below.

### 3.6 East Channel Association Fishing Liaison Protocol – Version 1.0

This Fishing Liaison Protocol has been developed to provide a framework for dialogue between companies carrying out marine aggregate extraction and fishing organisations operating in the East Channel Region.

The aggregate extraction areas to which the protocol relates is shown in **Figure 1**.

With respect to liaison with the fishing industry, the Regional Environmental Assessment (Posford Haskoning, 2003) specifies the following mitigation and monitoring measures:

- Fishing industry to be well informed of activities – The measure outlined in this protocol will be employed to achieve this.**
- Appointment of a Fisheries Liaison Officer – To begin it is proposed that the ECA Regional Development Manager will act as the ECR Fisheries Liaison Officer. This arrangement will be reviewed following the first annual East Channel Environmental Network Meeting August (2006).**
- Detailed dredging plans to be submitted to the industry – This will be fulfilled through the issue of active area charts available to the fishing industry through established sources and on the ECA website.**
- Trans-boundary liaison – Shall be initiated by the ECA based on advice from Defra MFA.**
- Notice to Mariners, NAVTEX warnings and details to be placed on the admiralty charts – This will be achieved by implementation of the requirements of the ECA-MCA Common Measures Document for managing navigation of dredgers in the Traffic Separation Scheme.**
- Self monitoring of the fishing industry – Implementation of log-book schemes will be discussed with members of the fishing industry and the information used to determine fishing/aggregate extraction interactions.**
- CNIS to monitor dredging activity – This will be achieved by the ECA-MCA Common Measures Document that has been incorporated into GV conditions.**

The following specific measures will be employed to ensure the points above are addressed and that effective liaison between aggregate extraction licence holders and members of the fishing industry takes place.

1 – The licencees and members of the ECA shall ensure that active dredge zone information is made available to the fishing industry through the following methods:

- The East Channel Association website**
- Annual East Channel Environmental Network meetings**
- BMAPA and Crown Estate website**
- The South Coast Dredging Liaison meetings**

Active dredge zones charts will be issued on a 6 monthly basis. Official notification of changes to active dredge zones will be forwarded to Defra MFA.

2 – Prior to start of operations in an area, Licencees will advertise in Fishing News their intent to begin extraction and also circulate the same notification through Defra MFA fishing industry mailing lists.

3 – In the first instance, the East Channel Association, through their Regional Development Manager (RDM), will provide the fishing industry with a point of contact (Fisheries Liaison Officer – FLO) with whom they can raise issues of concern. The role of ECA RDM is currently being undertaken under contract by MarineSpace Ltd. The necessity for appointment of an alternative FLO should be discussed with the fishing industry generally and at the annual East Channel Environmental Network meetings (first meeting August 2006). The RDM (whilst acting as FLO) shall ensure that issues raised by the fishing industry are logged and circulated to the members of the ECA for discussion. Resolution of issues raised shall be discussed between the RDM (as acting FLO) and ECA members and agreement of suggested solutions sought with the parties who raised the issue. Records of discussions and agreed solutions and shall be forwarded to the ODPM, CEC and Defra MFA.

4 – The East Channel Association, through their Biological Topic Group, shall ensure that issues raised by the fishing industry regarding individual licences are discussed and considered on a regional basis.

5 – Prior to commencement of dredging in an active dredge area, vessels will broadcast a radio message notifying fishing and other vessels of their intended dredging location.

6 – Members of non-UK fishing interests will be informed of activities in the ECR through provision of information sheets. The best methods of engagement with non-UK fishing interests will be discussed and developed in the first year of extraction activity in the ECR in consultation with Defra MFA.

7 – Reports of extraction activity will be provided to the South Coast Fisheries Liaison Meeting through Defra MFA in order to inform fishing interests of likely future activities.

8 – The Licencees and the ECA will provide relevant information to commercial, recreational and charter fishing fleets. The Licencees will collate and maintain a database of fishing contacts who have expressed an interest in activities in the ECR.

9 – Prior to start of operations, the Licencees will issue Notices to Mariners stating areas of operations in the ECR.

10 – Fishing activity data will be collated and reported by the Licencees through the ECA and the information used, in conjunction with dredging activity/EMS data, to manage industry interactions. The fishing activity reports will be circulated annually to relevant fishing industry contacts. Data used in the activity reports shall include overflight data, landings data and any log book data supplied to the ECA by members of the fishing industry who use the ECR and who wish to contribute.

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