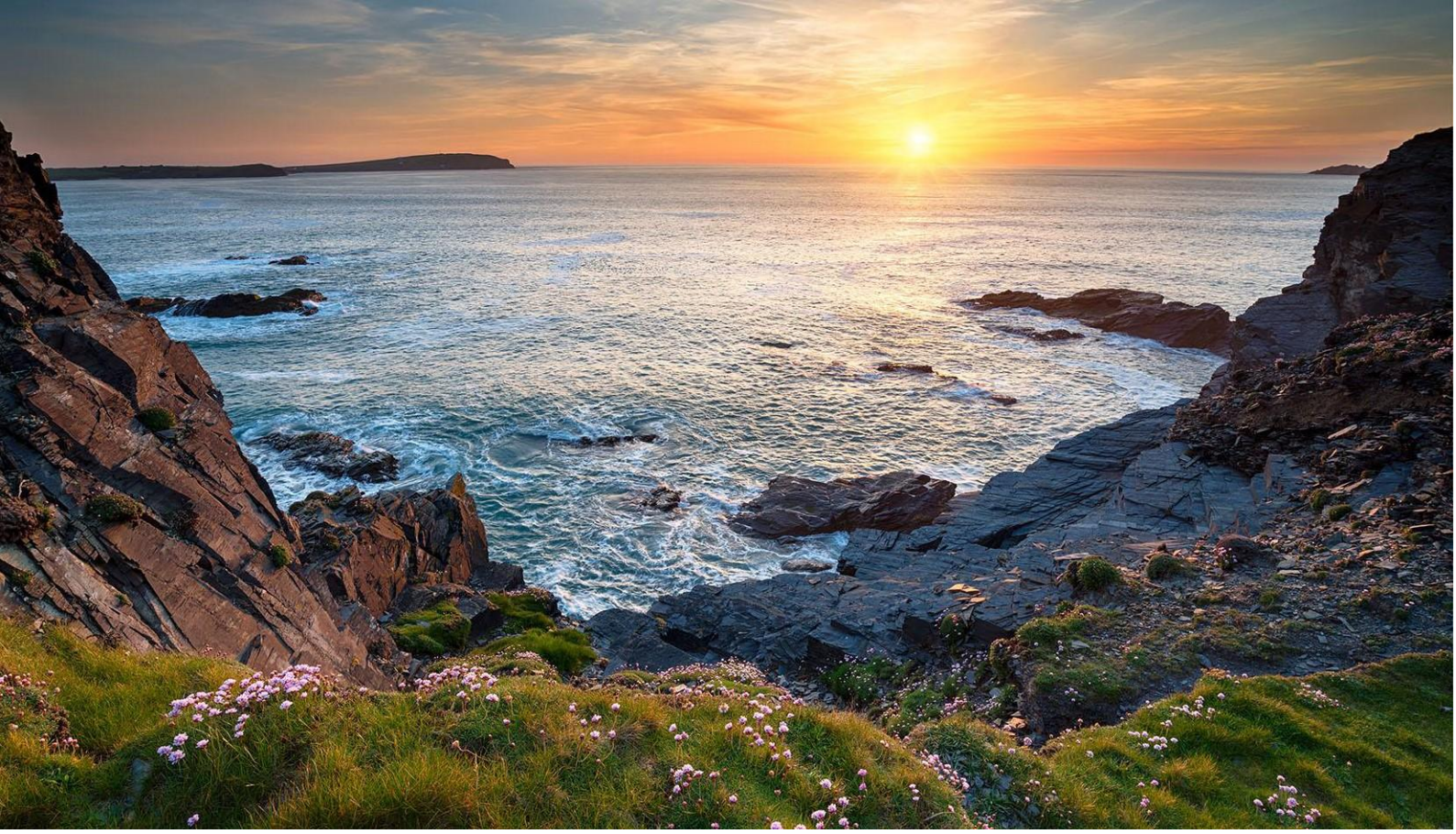

Eastern Green Link 3

Outline Fisheries Management and Mitigation Plan

Prepared for: Scottish Hydro Electric Transmission plc (SHE-T)

Scottish & Southern Electricity Networks
TRANSMISSION

collaborative environmental advisers

Date: August 2025
Document Reference: C01494a_NGET_REP_D0545
Version Number: 0

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Record of Changes

Rev #	Date	Description	Approved
0	29/08/2025	Issued for Submission	Anna Farley
1			
2			
3			
4			
5			
6			

Responsible for	Job Title	Name	Date	Signature
Content	Senior Consultant	Diane Summers	29/08/2025	[Redacted]
Checked	Principal	Patricia Elder	29/08/2025	[Redacted]
Approved	Technical Director	Anna Farley	29/08/2025	[Redacted]
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This document has been checked in line with internal quality control requirements.

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Abbreviations/Glossary

Abbreviation	Definition
AIS	Automatic Identification System
ALDFG	Abandoned, lost or discarded fishing gear
ARPA	Automatic RADAR Plotting Aid
CFE	Controlled Flow excavator
CLV	Cable lay vessel
COLREG	International Regulations for Preventing Collisions at Sea
DCO	Development Consent Order
EEZ	Exclusive Economic Zone
EGL	Eastern Green Link
FLO	Fisheries Liaison Officer
FLOWW	Fishing Liaison with Offshore Wind and Wet Renewables Group
FMMP	Fisheries Management and Mitigation Plan
GW	Gigawatt
HDD	Horizontal Directional Drilling
HDPE	High-Density Polyethylene
HVDC	High Voltage Direct Current
ICES	International Council for the Exploration of the Sea
Km	Kilometre
LAT	Latitude
MBES	Multibeam Echo Sounder
MEA	Marine Environmental Appraisal
MHWS	Mean High Water Springs
ML	Marine Licence
MMO	Marine Management Organisation
NGET	National Grid Electricity Transmission
NM	Nautical Mile
NtM	Notices to Mariners
OFLO	Offshore Fisheries Liaison Officer
OFMMP	Outline Fisheries Management and Mitigation Plan
PLGR	Pre-Lay Grapnel Run
RLB	Red line Boundary
ROV	Remotely Operated Vehicle
SBP	Sub Bottom Profiler
SHE-T	Scottish Hydro Electric Transmission Ltd
SSS	Side Scan Sonar
TSHD	Trailing suction hopper dredger
UK	United Kingdom
UKHO	UK Hydrographic Office
UXO	Unexploded Ordnance
VHF	Very High Frequencies

1. Introduction

1.1. Document Purpose

This document describes the Outline Fisheries Management and Mitigation Plan (FMMP) for use in Scottish waters during all Eastern Green Link 3 (EGL 3) construction phases.

EGL 3 comprises approximately 700 km of subsea and underground High Voltage Direct Current (HVDC) cables between new converter stations at each end of the electricity transmission link. These in turn are connected to the existing National Electricity Transmission System (NETS) via High Voltage Alternating Current (HVAC) cables between the new converter stations and new substations. For the purposes of seeking the necessary consents, EGL 3 has been split into different 'Schemes' i.e. English Onshore Scheme, English Offshore Scheme, Scottish Onshore Scheme and Scottish Offshore Scheme (with the latter being referred to hereafter as "the Proposed Development"). Collectively all components are referred to as "the Project". Contractors engaged in the construction of the Proposed Development will be required to comply with the requirements of this Outline FMMP in full. Their own environmental management plans must reflect the objective and requirements set out in this document.

There are potential environmental effects associated with an offshore development which need to be identified and considered before construction takes place. This Outline FMMP is provided as part of the Marine Licence Application (MLA) to demonstrate how commitments made with regards to engagement with fishers are secured and will be taken forward for construction.

This FMMP sits alongside a suite of management plans to be secured through the Marine Licence which include the Construction Environmental Management Plan (CEMP), Marine Pollution Contingency Plan (MPCP), Marine Mammal Mitigation Plan (MMMP) and Dropped Objects Protocol.

The purpose of this document is to outline the Applicant's approach to fisheries liaison and mitigation for the Proposed Development prior to the development of the final FMMP. This outline FMMP includes a summary of the proposed measures to facilitate co-existence with commercial fishing and minimise potential impacts during the construction phase of the Proposed Development. This outline FMMP builds on the existing relationship established through the consultation undertaken in developing the Proposed Development and provides the high-level objectives and principles to be taken in respect to the ongoing liaison and engagement with the local fishing industry post consent and through the construction phase. This outline FMMP also summarises the key areas of potential interaction between the Proposed Development and local fishing communities, outlines specific environmental measures proposed, and identifies how any issues that may arise would be managed and communicated. A more detailed FMMP would be produced post consent, once further details and construction schedules are further developed.

This outline FMMP relates to the construction phase only, however, should it be required, a further FMMP would be provided for the operational phase.

This outline FMMP has been developed with reference to the EGL 3 Marine Environmental Appraisal (MEA) which provides impact assessments relevant to commercial fisheries and associated environmental measures including the following chapters:

- **Chapter 6: Marine Physical Processes**
- **Chapter 8: Fish and Shellfish**
- **Chapter 11: Shipping and Navigation**
- **Chapter 12: Commercial Fisheries**

1.2. Guidance

This document is provided to establish overarching principles that would be adopted should the Proposed Development secure consent.

It follows key guidance and information from:

- Fishing Liaison with Offshore Wind and Wet Renewables Group (FLOWW) Best Practice Guidance for Offshore Renewables Developments. Recommendations for Fisheries Liaison. (FLOWW, 2014).
- FLOWW Best Practice Guidance for Offshore Renewables Developments: Recommendations for Fisheries Disruption Settlements and Community Funds (FLOWW, 2015); and
- Marine Scotland Guidance on preparing a Fisheries Management and Mitigation Strategy (draft) (Marine Scotland, 2020).
- Scottish Government Draft Updated Sectoral Plan for Offshore Wind Energy May 2025 (Scottish Government, 2025)
- Assessing fisheries displacement by other licensed marine activities: good practice guidance (Scottish Government, 2022)

1.3. Project Overview

1.3.1. Project Description

Eastern Green Link (EGL) 3 comprises a 2-gigawatt (GW) HVDC link between Aberdeenshire in Scotland, and King's Lynn and West Norfolk in England. EGL 3 comprises approximately 700 km of subsea and underground high voltage direct current (HVDC) cables between new converter stations at each end of the electricity transmission link. A Development Consent Order (DCO) under the Planning Act 2008 is being sought for the English Offshore Scheme. A Marine Licence is being sought for the Proposed Development within Scottish Waters. The Scottish Ministers have devolved powers to grant the Marine Licence under the Marine (Scotland) Act 2010 (within territorial waters up to 12 nautical miles (NM)) and the Marine and Coastal Access Act 2009 in the Scottish offshore region (beyond 12 NM). The Proposed Development is sited within the Scottish marine environment, through inshore and offshore waters, and up to Mean High Water Springs (MHWS) at Sandford Bay in Scotland.

The Proposed Development comprises of the Red Line Boundary (RLB) which delineates a corridor which is nominally 700m wide. This width is considered adequate to micro-site around sensitive seabed features or habitat, or to allow for the footprint of installation vessels and is the maximum extent of seabed in which construction and operation of the Proposed Development may take place. The width of the corridor is consistent with the extent of survey data collected during the marine surveys. It may be narrower or wider in places to allow for challenging ground conditions or sensitive features (see **Figure 1-1 (Drawing reference C01494-EGL3-MEA-LOC-001-A)).** The final cable route will lie within the extent of the RLB, the width of the corridor providing flexibility for micro-routing.

The construction programme for the Proposed Development is expected to take approximately 55 months start to finish of the end to end Project., commencing in 2028 with pre-lay activities. The Proposed Development is envisaged to commence on-site construction at the earliest in 2028 with the latest possible completion by 2033.

The exact timing of the subsea cable installation works would be dependent upon the date of the contract award for the works, consenting timeframes, time required for detailed design and cable manufacture, availability of cable installation and other vessels and any restrictions to mitigate potential effects on features of conservation interest, fisheries or other sensitive receptors. **Table 1-1** presents the main activities to be undertaken and provides an indicative schedule for each activity, as well as **Table 1-2** which provides the Indicative Programme.

It is anticipated that the offshore construction works would be split into a number of activities:

- Landfall HDD preparation and installation.
- Route Preparation.
- Up to 3 cable lay and burial campaigns.

Preparation activities that would be required for the cable installation are listed in **Table 1-1**, along with indicative start dates. Cable route preparation may be undertaken in one single campaign along the entire length of the cable within the Proposed Development or may be split and undertaken separately.

- pre-installation surveys;
- pre-construction unexploded ordnance (UXO) survey and identification (clearance excluded from the Marine Licence); and
- cable route preparation, Pre-Lay Grapnel Run (PLGR), boulder clearance, pre-sweeping, infrastructure crossing preparation.

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EGL 3 Red Line Boundary

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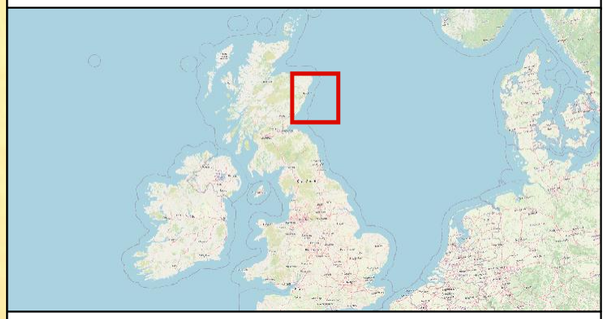

Legend

- Cable Route
- D Red Line Boundary

Bathymetry (m)

0

-150

6NM Limit

12NM Limit

Scottish Adjacent Waters

0 12 24 36 KM

0 6 12 18 **NM**

A

Date	13/06/2025
Coordinate System	ETRS89 / UTM zone 30N
Projection	Universal Transverse Mercator (UTM)
Unit	meters
Scale atA3	1:600,000
Created	AN
Reviewed	JC
Authorised	JDM

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Table 1-1: Scope and indicative schedule for marine works

Activity	Description	Indicative Schedule:
Onshore Construction		
Site set-up	A temporary construction compound and laydown area would be set up at the Sandford Bay landfall location. This compound will store all materials necessary for the works, including plant, waste, cable ducts, cable drums and accessories. In addition to storage, compounds also provide a location for site offices and welfare facilities for construction operatives. These works would be above MHWS but are required to enable the landfall HDD. This will be covered in more detail in the Outline Code of Construction Practice (Outline CoCP)	Following consent award (subject to discharge of Marine Licence conditions)
Horizontal Directional Drilling and Duct Installation	Three cable ducts are to be created using a trenchless solution such as HDD. The purpose of the HDD is to create a bore from above MHWS to below Mean Low Water Springs (MLWS), through which a High-Density Polyethylene (HDPE) or steel conduit/duct containing the fibre optic cable and the HVDC cable can be passed. The cable ducts would exit in the nearshore (between 8 m and 20 m Lowest Astronomical Tide (LAT)). The HDD would start on land and be directed out to sea. Offshore support will likely be required as the duct is installed in the bore. The primary HDD activity that interacts with the marine environment is when the HDD breaks through the sediment (or punches out) onto the seabed. As part of the HDD activities there will be a drilling fluid recirculation and management system. This management system will closely monitor the drilling fluid to minimise any impacts associated with frac outs.	Following consent award (subject to discharge of Marine Licence conditions)
Seabed Preparation		
Pre-lay survey	A pre-lay geophysical survey would be undertaken which may use the following techniques: Swathe and Multibeam Echo Sounder (MBES), Side Scan Sonar (SSS), Sub Bottom Profiler (SBP) and Magnetometer.	2028 - 2031
Unexploded ordinance (UXO) target investigation	A Remotely Operated Vehicle (ROV) or diver survey would be undertaken to investigate any potential UXO targets identified. This may involve small excavations around the potential UXO to confirm its identity. Note these works may be consented via separate marine licence.	2028
Pre-lay grapnel run (PLGR)	The PLGR would be undertaken to clear any debris from the seabed. The PLGR may therefore be undertaken in one single phase prior to the first installation campaign or in separate phases prior to each installation campaign to ensure the route is clear of debris. A multi-cat or towing vessel will pull a grapnel train consisting of a series of different sized grapnels. The typical grapnel will penetrate the seabed to a depth of 0.1 m to 0.3 m depending on the soil conditions and the grapnel configuration.	2029 - 2031

Activity	Description	Indicative Schedule:
Crossing of third-party infrastructure, preparation	Out of Service (OOS) cables that are crossed by the Proposed Development may hamper cable installation. At the location of known OOS cables, a de-trenching grapnel would be deployed to retrieve the OOS cable from the seabed. The section of the OOS cable blocking the subsea cable route would be cut away and removed, after having obtained approval from the owner. The length of cable to be removed would be agreed with the asset owner in advance, but typically a section 100 m long, 50 m either side of the centre line, would be removed. For the purposes of assessment, it has been assumed that a maximum of 200 m of OOS cable would be removed. The ends of the OOS cables would be secured to the seabed in accordance with International Cable Protection Committee (ICPC) Recommendation No. 1 i.e., with flat (or low profile) clump weights which reduces the risk of hooking behind the cable ends by, for instance, fishing gear. Clump weights may be buried in line with agreed mitigation. The clearance of OOS cables would be undertaken by a construction support vessel during the seabed clearance campaign. Where cables and pipelines are still in operation or cannot be removed, crossings will need to be made. These typically involve placing a protective material over the third-party asset, which would be placed at the same time as other route preparation activities. Once the cable has been laid over the protective material, a secondary layer of rock or mattressing would be laid over the cables to protect them.	2029 - 2031
Sandwave removal	There are areas of mega ripples (wave heights <1.5 m) and sandwaves (wave heights > 1.5 m) present within the RLB. Prior to the installation of the subsea cables pre-sweeping (up to 20 m width swathe) may be required to reduce the height of seabed undulations or sandwaves along the cable route. Pre-sweeping would be used to create a level seabed for the installation equipment to move along. This would improve the chances for the cables to achieve the target burial depth within the Non-Mobile Reference Level (which is depth below which the seabed is considered stable and not subject to significant movement due to factors like sand wave migration or erosion) and to be maintained during the operational lifecycle. Pre-sweeping would be undertaken by either a controlled flow excavator (CFE) or plough.	2029 - 2031
Offshore Construction		
Cable pull-in and cable lay and Burial	Following the completion of preparation activities, the cable would be ready to be laid. The cable lay vessel (CLV) would stand off a short distance from the HDD exit point. A winch rope would be floated out to the CLV from the HDD exit point. The rope would be attached to the cable and winched back in pulling the cable behind. Floats would be attached to the cable. When the cable reaches the HDD exit point, divers would start to remove the floats allowing the cable to enter the HDD.	2029 - 2033

Activity	Description	Indicative Schedule:
	The cable pull would continue until the cable enters the transition joint bay at the HDD entrance. Once the cable is in position, the remaining floats would be removed and the cable would be allowed to sink to the seabed, monitored by divers. Once the cables have been pulled through to shore, the CLV would proceed to move away from the landfall along the cable route laying and, if it is a simultaneous lay and burial operation burying the cable to the required depth of lowering. Should post lay burial be the chosen method, once the CLV has laid the cable on the seabed, a subsequent vessel would then join the operation to bury the cable. Small support vessels may also be present to support and guide the cable lay operations.	
Jointing	The cables would be laid in a bundled configuration in sections of 80 – 100 km. Sections of offshore cables are connected by a cable joint and the cable system would therefore require a number of joints within the Proposed Development due to its length. At each cable joint position, the end of the installed cable would be temporarily left on the seabed whilst the CLV returns to port to pick up a new cable length. A ground wire would be attached to the cable end to enable retrieval when the cable lay vessel returns. The cable end may be temporarily buried into the seabed, marked with a buoy and/or guarded by a guard vessel whilst the cable lay vessel is offsite. The cable joint would be made on board the CLV and would take up to two weeks per joint location. During this time the CLV would maintain position. Once the cable joint has been made, the CLV would continue to lay the new cable section. The joint and cables would be buried (as the preference) or protected by external cable protection, including rock bags or mattresses.	2029 - 2033
Remedial - external cable protection	If any part of the cables cannot be buried to the target depth, remedial cable protection such as rock dumping or mattresses may be installed. In the case of rock dumping, a fall pipe vessel will be used to position the rock over the cables to the desired berm profile. Any remedial works would be subject to conditions.	2029 - 2033
Post-lay survey	Geophysical surveys would be undertaken periodically to monitor cable burial and the status of external cable protection e.g., remedial or at infrastructure crossings. In areas of high seabed mobility, or if post-installation changes in the natural or manmade environment are perceived to have occurred (for example through an increase in adjacent dredging activity), additional survey of specific areas of the cable system may be initiated.	2029 - 2033

Table 1-2: Indicative Programme

Parameter	Indicative Programme
Earliest construction starts (HDD)	At consent award (subject to discharge of Marine Licence conditions)
Earliest construction starts offshore	2028 for pre-lay activities 2030 for cable lay activities
Latest construction starts offshore	2028 for pre-lay activities 2031 for cable lay activities
Offshore construction duration window	2028 - 2033
Latest construction finish offshore	2033

2. Fishing Community

The Proposed Development RLB runs through an area that supports a wide range of commercial fishing activities, with vessels from a number of ports all fishing throughout the year. Approximately 60% of the vessels from these Scottish ports are under 10m in length. The port of Fraserburgh has the largest fleet of vessels with 55 over 10 m vessels as well as 52 under 10 m vessels, Peterhead has the second highest fleet with 31 over 10m vessels and 27 under 10m vessels. The main fishing methods in this region include static gear such as creels, dredging, pelagic trawling and bottom otter trawling.

Figure 2-1 illustrates the main fishing ports whose vessels may work along the Proposed Development and are likely to receive landings from the 5 International Council for the Exploration of the Sea (ICES) rectangles (42E8, 42E9, 43E8, 44E8 and 43E9) that the RBL. It is noted that there are vessels fishing from additional small harbours and rivers along the inshore part of the route, as well as nomadic and non-UK vessels:

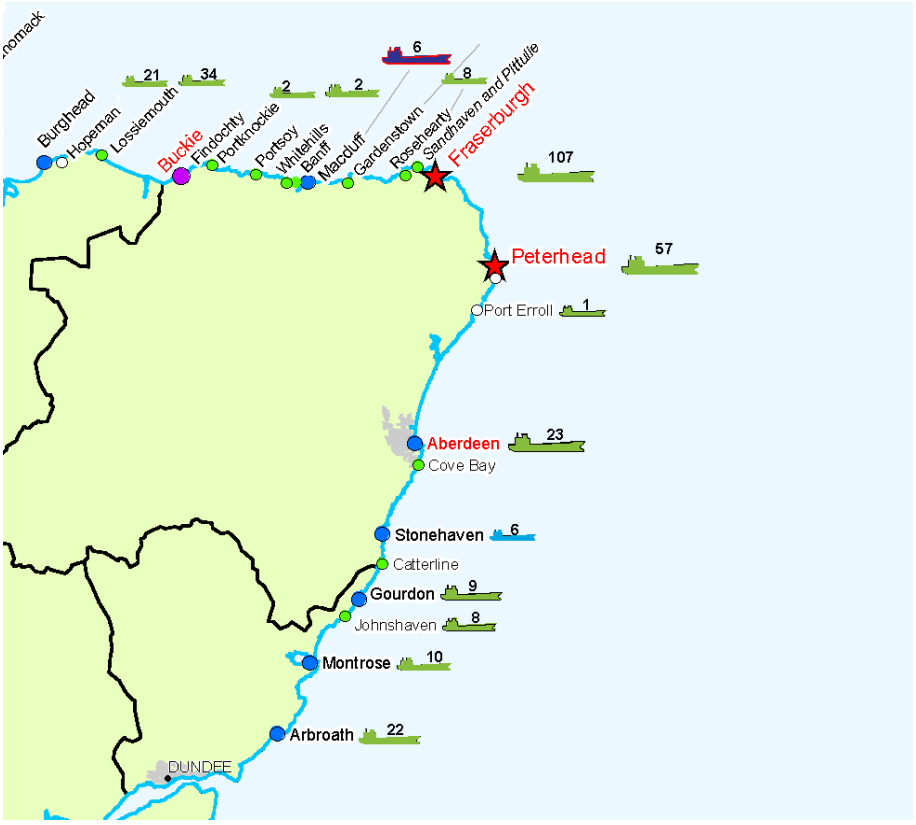

Figure 2-1: Main fishing ports (Source:SeaFish 2017)

Table 2-1 identifies the number of vessels in the main fishing ports and whether they are under or over 10m in length within proximity of the Proposed Development. It also identifies how many of these vessels have shellfish licences.

Table 2-1: Vessels by size in the main ports within proximity of the Proposed Development

	Vessels Under 10m	With shellfish licence	Vessels over 10m	With shellfish licence	Total vessels
Aberdeen	17	17	6	2	23
Arbroath	21	19	1		22
Buckie	27	20	7		34
Fraserburgh	52	40	55	1	107
Gardenstown	2	2	6	1	8
Gourdon	8	8	1	1	9
Johnshaven	8	8			8
Lossiemouth	1				1
MacDuff	2	2	4		6
Montrose	10	10			10
Peterhead	26	22	31	2	57
Port Erroll	1	1			1
Portknockie	2	2			2
Portsoy	1		1		2

	Vessels Under 10m	With shellfish licence	Vessels over 10m	With shellfish licence	Total vessels
Stonehaven	5	5	1		6
Whitehills	1		1		2

Source: MMO (2025) & MMO (2025a)

Based on the Marine Management Organisation's (MMO) UK Fishing Vessel Registry list from May 2025 there are 298 active vessels associated with the main fishing ports, although not necessarily fishing within the study area. Among the target species of these vessels' shellfish are primarily targeted, in particular nephrops, and crabs through fishing method of pots and traps.

Fishermen also target demersal and pelagic species including Haddock, cod, herring and mackerel. Fishing methods include beam, demersal and pelagic trawling, dredging, seine nets, drift and fixed netting and gears using hooks.

The cable route is fished throughout the year by both the under and over 10 m. The under 10 m vessels have a peak catch by weight between July and August, for the over 10 m vessels their peak is between August and September. Most under 10m vessels use multiple methods dependent on the season and availability of species. **Table 2-2** shows the main species landed by the different gear types for the different UK vessels sizes.

Table 2-2: Main species landed by gear type for 10 m and under UK vessels and for over 10 m UK vessels (based on analysis of 2023 landings data for ICES rectangle)

Gear	10m and under	Over 10m
Beam trawl	Crabs and lobsters	
Demersal seine		Haddock, cod and plaice
Demersal trawl	Haddock, nephrops and squid	Haddock, Mackerel, Monks & Anglers, whiting and nephrops
Dredge		Scallops and Monks & Anglers
Drift and fixed nets	Haddock and cod	
Handlines	Mackerel and crabs	
Pelagic Seine		Mackerel and haddock
Pelagic trawl		Herring and mackerel
Pots and traps	Crabs and lobster	Crabs, lobsters and nephrops

Source: MMO (2025b)

3. Fisheries Management and Mitigation Plan principles

3.1. Overarching Principles

The Applicant is committed to providing effective liaison with local, regional, national and transboundary fisheries stakeholders relevant to the Proposed Development. The overarching principles of the Fisheries Management and Mitigation plan include (but are not limited to):

- conducting construction activities relevant to the Proposed Development whilst ensuring the health and safety of the project workforce and third parties (e.g. fishing vessels);
- undertaking construction activities whilst minimising any disturbance to other activities as far as reasonably practicable;
- and providing accurate information in relation to construction activities to local fishers in a timely manner in order to support coexistence.

Once the detailed sequence of activities for the construction period has been determined, advance communications, Notices to Mariners (NtM) and Kingfisher Bulletin notifications would be issued via the Fisheries Liaison Officer (FLO) to inform other sea users, including fishers. This would be updated throughout the construction period as required.

3.2. Fisheries Liaison Officer (FLO)

The benefits of early and ongoing consultation between the Applicant and the fishing community are recognised. The Applicant has engaged a FLO to communicate with the fishermen that work along the route. Fisheries liaison would continue pre and post construction and the Proposed Development would endeavour to maintain good communication and the free flow of relevant information to all parties.

Additional fishing liaison roles may include an Offshore Fisheries Liaison Officer (OFLO) if the works necessitate it and a Fisheries Industry Representative (FIR). The FIR is usually a local fisherman known within the fishing community, they work alongside and support the FLO and are often the first contact with the local fishermen.

In the appointment of an OFLO it is recognised that local fishermen's knowledge of fishing practices and vessels in the area can reduce interactions between fishing activity and construction works. An outline of the fishing liaison roles and responsibilities is given in the following sections.

The FLO would be the first point of contact for any queries/concerns regarding the Proposed Development. The duties of the FLO representing the Applicant include:

- Establishing and maintaining a strong positive working relationship with the local fishing industry acting as the day-to-day contact organising meetings as required and maintaining the flow of information between parties.
- To monitor fishing activities along the Proposed Development.
- Maintaining an updated log /register of active fishermen, fishing associations along the cable route, including name of vessel, method of fishing, owner etc.
- To distribute relevant information and Notices to Mariners of any EGL 3 related activities that could potentially interact with fisheries stakeholders.
- Having a detailed understanding and awareness of the local fishing industry advising EGL 3 of potential impacts of proposed works, fishing activities along the cable route, relevant fishermen's concerns and any timing sensitivities.
- To be familiar with relevant conditions attached to all licences, permits, consents and agreements obtained by EGL 3 (and its contractors) e.g., Marine Licences.

During the construction phase the FLO would be included on daily reports and would transmit any information to the fishermen if deemed relevant. The FLO would be required to liaise with the local fishing industry regarding any up and coming works which may impact on fisheries operations. The FLO would ensure that fishermen are made aware of all operations in progress; and are given early and adequate warning to enable such vessels to take action, wherever possible, in order that interference between fishing and EGL 3 works are minimised. If works are delayed or over-run, then this would be communicated with the fishing industry at the earliest opportunity.

3.3. Offshore Fisheries Liaison Officer (OFLO) (if required)

Prior to the commencement of any major works EGL 3 may also appoint an offshore FLO, who would be present on the works vessel or guard vessel during offshore activities. The role would be undertaken by someone who has a commercial fishing background and ideally is familiar with the Proposed Development.

An OFLO would be maintained on board survey and construction vessels as required. The primary responsibilities of the OFLO would be:

- To regularly broadcast survey and construction vessel locations, operations, schedules, safety zones and health and safety requirements on relevant very high frequencies (VHF) and medium frequencies during operations.
- To maintain daily contact with fishing vessels observed to be within the vicinity of the work areas of survey and construction vessels and communicate upcoming plans and ideally work towards the relocation of any fishing gear present within the defined construction corridors, if required.
- To keep the masters and watch officers of survey and construction vessels informed of fishing vessels in the vicinity of their vessels working area and the gears and modes of operation of such vessels.
- To maintain daily contact with the onshore EGL 3 FLO

4. Information Exchange

Disseminating information to all parties as early as possible and ensuring that effective lines of communication are maintained is key to an ongoing productive working relationship with fisheries stakeholders. The FLO would be responsible for establishing contact lists

for the fishermen's organisations and individuals, along the EGL 3 cable route. The FLO will also develop a GIS database with the purpose of collating charts and spatial data associated with fisheries activities in the works area.

Notices shall be given to sea users in the area of operations via Notice to Mariners, Kingfisher Bulletins, NAVTEX, NAVAREA warnings, email, telephone and text as appropriate.

4.1. Notices to Mariners

Notices to Mariners (NtM) shall be issued and distributed in good time, prior to the start of works, in line with the requirements of the Marine Licence and no less than 10 days prior to works taking place. Notices would be distributed by the FLO via email, letter and SMS where appropriate. Notices shall include as much information as possible, relevant to fishing activities. This should include, but not be limited to:

- A description of works due to be undertaken.
- Vessel name and contact number.
- A start date and proposed end date for the works.
- Whether operations are 24-hour.
- Whether buoys would be placed (e.g., at anchor positions) and if so, what are the lighting sequences etc.
- Whether any equipment would be left on the seabed.
- All work positions must be given in WGS84 Degrees and decimal minutes.
- A Notice to Mariners would include an accompanying chart showing the work area.

All Notices to Mariners would also be published on the EGL 3 Project website.

4.2. Final Installation Coordinates

NGET would provide the coordinates for the following at the end of installation:

- Final installed position of cables
- Final positions (including dimensions) of crossings
- Final position of any remedial external cable protection (including dimensions and type of protection).

Final installation coordinates would be provided to KIS-ORCA and the UK Hydrographic Office for inclusion on Fishermen's Awareness Charts and Admiralty Charts.

5. Safety

5.1. COLREGs

Vessels used for the Proposed Development would comply with the International Regulations for Preventing Collisions at Sea 1972 (COLREGs) (as amended) Marking and UK Standard Marking Schedule for Offshore Installations Marking, particularly with respect to the display of lights, shapes and signals.

5.2. Safety Zones

During all works the Applicant would aim to minimise the disruption to fishing activities along the route but for the safety of all mariners, would request a safety zone (500 m) around any works vessels. This is a standard approach for all offshore works. Should a fishing vessel need to enter an area within proximity of a work vessel, this must be communicated, requested and discussed by VHF before approaching.

A guard vessel may be on site to inform fishing vessels of anchor positions or other hazards to navigation and fishing. Should a fishing vessel need to enter the area enclosed by the anchors, this must be communicated, requested and discussed by VHF before approaching.

5.3. Guard Vessels

The Applicant would secure the services of guard vessels to ensure that the cable installation proceeds smoothly and safely, and fishing disruption is minimised. The Applicant has committed to providing guard vessels to follow the installation spread where appropriate (e.g., where there is significant navigational traffic and risk assessment identifies a guard vessel is necessary) and be

deployed where the cable is exposed on the seabed i.e., between lay and burial / protection, or the installation is making a crossing of a third-party asset (e.g., existing pipeline or cable).

No guard vessels have been contracted yet, however, local vessels would be contracted for guard duty. Guard vessels employed by the Proposed Development would be suitable for the role and have the ability to withstand the expected weather conditions and other operating requirements, and the captain(s) and crew(s) shall have suitable and sufficient knowledge and experience of the construction operations and cable protection roles. Guard vessels would be sourced locally wherever possible to do so.

6. Environmental Measures

Table 6-1 identifies environmental measures for the Proposed Development, specifically relating to commerical fishing.

Table 6-1: Summary of Environmental Measures

Receptor	Potential changes and effects	Embedded measures	Compliance mechanism
All gear types	General safety	For safety purposes, all vessels would be requested to maintain a minimum distance from construction vessels to prevent interactions.	CEMP and FMMP secured through ML
All gear types	General safety	As built locations of cable and external cable protection would be supplied to UKHO (Admiralty), Crown Estate Scotland and Kingfisher (KIS-ORCA)	Secured through ML
Demersal gear	Risk of snagging (as assessed in **Chapter 11 Shipping and Navigation**)	Cut cable end locations and associated weights shall be accurately noted and charted and positions given to the FLO at the earliest opportunity for onward communication to the fishing industry	CEMP and FMMP secured through ML
		In the event that cable exposures are identified during routine surveys, the location of these would be shared with fisheries stakeholders and where necessary, additional temporary measures put in place (e.g., marker buoys, use of guard vessels, etc), until a repair or remediation can be implemented.	CEMP and FMMP secured through ML
		Guard vessel(s), using RADAR with Automatic RADAR Plotting Aid (ARPA) to monitor vessel activity and predict possible interactions, would be employed to work alongside the installation vessel(s) during cable installation works and to protect any temporary cable exposures during installation.	CEMP and FMMP secured through ML
		The intention is to bury the cables in the seabed, except in areas where trenching is not possible e.g. where ground conditions do not allow burial or at infrastructure crossings.	CEMP secured through ML
All gear types	Risk of snagging / Loss of grounds due to deposit of external cable protection	Cable protection features would only be installed where considered necessary for the safe operation of the Proposed Development. This includes the repair of cables due to accidental damage, where depth of lowering is not achieved and at infrastructure crossings.	CEMP secured through ML
		Cable protection would be designed to prevent the risk of fishing gear snagging.	CEMP and FMMP secured through ML
		A procedure for the claim of loss of/or damage to fishing gear would be developed and details included in the Construction FMMP	FMMP secured through ML
All gear types	Temporary restricted access to fishing ground (including required static gear	Designated (and as minimal as possible) anchoring areas and protocols shall be employed during offshore operations to minimise physical disturbance of the seabed.	CEMP secured through ML

Receptor	Potential changes and effects	Embedded measures	Compliance mechanism
	clearance) due to the presence of vessels and equipment	During the course of cable route clearance, specific activities would be completed to remove items from the seabed. Out of Service cables would be removed as per industry guidelines, larger debris including lost fishing gear would be removed prior to cable installation and a PLGR would be completed to ensure smaller debris is removed. In the event that abandoned, lost or discarded fishing gear ('ALDFG') is encountered, it may be necessary in certain circumstances to bring ALDFG onto the vessel deck. In these instances, marked ALDFG would be returned to the port and local fishery office contacted for onward retrieval by the owner of the marked gear, in line with existing best practice. Not all gear (particularly 'active' gear) is marked; if necessary to bring onto the vessel deck, unmarked gear would be disposed of via conventional onshore waste channels.	FMMP secured through ML
		Timely and efficient communication would be given to sea users in the area via Notices to Mariners (NtM), Kingfisher Bulletins, Radio Navigation Warnings Navigational Telex (NAVTEX and Navigational Areas (NAVAREA) warnings and /or broadcast warnings.	Secured through ML
		All vessels required for the Proposed Development would display appropriate marks and lights and would always broadcast their status on AIS if appropriate.	
		A Fisheries Liaison Officer (FLO) and fisheries working group(s) would be maintained throughout installation to ensure project information is effectively disseminated, dialogue is maintained with the commercial fishing industry and access to home ports is maintained during the main fishing season. Details of the FLO would be included in the FMMP	Secured through ML and FMMP
		Timings of any temporary areas of exclusion from fishing grounds would be clearly communicated via a NtM.	FMMP secured through ML

Environmental Measures would continue to be developed in consultation with the local fishing industry. A preliminary list of design measures and mitigations is provided in **Chapter 15: Schedule of Mitigation**.

7. Contact Details

A full list of contact details for the FLO, OFLO, Guard Vessel, Contractor's Marine Coordinator, SSEN-T Environment Manager would be provided post consent.

Table 7-1: Contacts

Role	Contact Name	Email	Telephone

Other contacts to be confirmed once contracts are awarded

8. References

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