

# Sizewell C Project

## Sizewell C Harbour Authority General Directions

Version	FINAL – for publication
Date of Issue	14 <sup>th</sup> April 2025
Document Number	101492395
Status	Final
Next Review Date	30 <sup>th</sup> March 2026
Owner & Approver	Sizewell C Harbour Board
Technical Reviewer	Neil Glendinning / SZC Legal Team
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## 1 Introduction

- 1.1.1 The Harbour Authority, in the exercise of powers granted to Sizewell C Limited pursuant to Article 65 of the Sizewell C (Nuclear Generating Station) Order 2022 (“the DCO”), gives the following General Directions to Vessels within and approaching the Harbour.
- 1.1.2 As provided by Article 65 of the DCO, the Harbour Authority may from time to time give General Directions for the purposes of: (i) designating areas, approaches or channels within the Harbour and the approaches to the Harbour which Vessels are to use, or refrain from using, for movement or Mooring; (ii) requiring 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; and (iii) protecting property, flora and fauna.
- 1.1.3 These General Directions are published by the Harbour Authority for those purposes. They will be kept under review and amended as required subject to the consultation and notice requirements set out in Articles 65(3) and 66 of the DCO.
- 1.1.4 These General Directions are made in conjunction with:
- a) any Special Directions given by the Harbour Master under Article 67 of the DCO; and
  - b) the Marine Safety Management System, which may be developed, implemented, and amended as required by the Harbour Authority to facilitate safe navigation and marine operations.
- 1.1.5 The Harbour Master may also issue Local Notices to Mariners from time to time.
- 1.1.6 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, Vessel operators and contractors ensure all such relevant information and publications are promptly distributed to Vessels as appropriate.
- 1.1.7 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. Such compliance shall not prevent or restrict the Master of the ship from taking or executing any decision which, in the Master’s professional judgement, is necessary for the safe navigation of the ship.

## 2 Commencement and priority

2.1.1 These General Directions shall come into force on 14 April 2025.

2.1.2 These General Directions may be cited as the Sizewell C General Directions.

2.1.3 In the event of any conflict arising between the provisions of these General Directions, any Special Directions and any contractual agreements issued by Sizewell C Limited:

- i. the Special Directions shall take precedence over the General Directions and any contractual agreements issued by Sizewell C Limited; and
- ii. the General Directions shall take precedence over any contractual arrangement entered into by Sizewell C Limited where that arrangement conflicts with the intent of the Direction(s) concerned.

### 3 Definitions

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

- i. "Aids to Navigation" – means a device, system or service, external to Vessels, designed and operated to enhance safe and efficient navigation of individual Vessels and/or Vessel traffic.
- ii. "Collision Regulations" – means the International Regulations for Preventing Collisions at Sea 1972, as amended.
- iii. "Directions" – means directions given by the Harbour Authority in respect of Vessels (a) within their harbour, or (b) entering or leaving their harbour. A direction may relate to (a) the movement of Vessels, (b) Mooring or unmooring, (c) equipment (including nature and use) and (d) the manning of Vessels.
- iv. "Diving" – means the sport or activity of swimming, working or exploring under water.
- v. "Fishing" – means the activity of catching fish, either for food or as a sport, carried out from the shore or from a vessel and employing hooks, lines, traps, pots or nets.
- vi. "Fishing Zone" – means an area designated within the Harbour for the purpose of Fishing, subject to the provisions of the DCO, these General Directions and any relevant Special Directions.
- vii. "General Directions" – means these General Directions.
- viii. "Grounding" – means a Vessel that unintentionally makes contact with the seabed.
- ix. "Harbour" – means the harbour as comprised within the Harbour Limits and to be constructed by Sizewell C Limited in pursuance of the powers conferred on it by the DCO, and all other works, land, buildings, ancillary works, plant, property and conveniences connected with it, as from time to time existing within the Harbour Limits.
- x. "Harbour Authority" – means Sizewell C Limited.
- xi. "Harbour Board" – means the body responsible for ensuring that the Harbour operates efficiently, safely, and in accordance with applicable laws and regulations.
- xii. "Harbour Limits" – means, as defined in Schedule 20 of the DCO (see **Figure 3-1**):

"The limits of the Harbour within which Sizewell C Limited must exercise jurisdiction as the Harbour Authority and within which the powers of the Harbour Master are exercisable must be the area bounded by an imaginary line commencing at the shore north of the authorised development at 52°14'0", 1° 37' 37", then extending in a straight line to a point at 52°14'0", 1° 41' 0", then extending in a straight line to a point at 52° 12' 0", 1° 41' 0", then extending in a straight line due west to the coast to a point at 52° 12' 0", 1° 37' 20.8, then following the level of Highest Astronomical Tide (HAT) to the point at 52°14'0", 1° 37' 37". Discrete lines of latitude and longitude have been chosen as these are easier for mariners to use in the absence of any suitable landmarks."

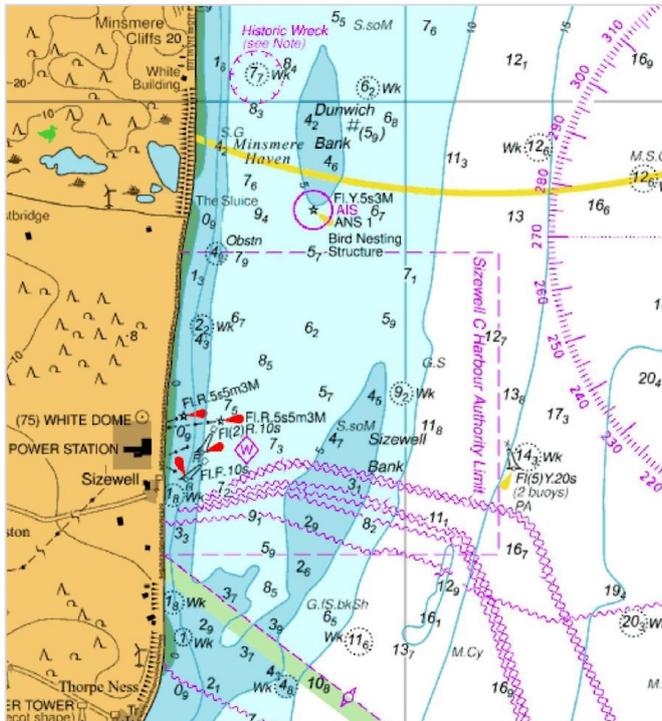


Figure 3-1: Extract of Admiralty Chart showing extent of the Sizewell C Harbour Limits as defined in the DCO.

- xiii. “Harbour Master” – means the person appointed as such by Sizewell C Limited and includes that person’s deputies and assistants and any other person for the time being authorised by Sizewell C Limited to act, either generally or for a specific purpose, in the capacity of Harbour Master.
- xiv. “Highest Astronomical Tide” – means the highest tide level that can be expected to occur under average meteorological conditions and under any combination of astronomical conditions.
- xv. “Marine Construction Zone” – means an area of the Harbour dedicated to construction or surveying activities being carried out by or on behalf of Sizewell C Limited in connection with the construction, operation and maintenance of the Sizewell C nuclear power station.
- xvi. “Marine Recreation Zone” – means an area designated within the Harbour for the use of recreational water users, subject to the provisions of the DCO, these General Directions, any relevant Special Directions and applicable byelaws.
- xvii. “Master” – in relation to a Vessel means any person having or taking the command or charge of the Vessel.
- xviii. “Mooring” – includes any berth, buoy, pile, post, chain, pillar, pontoon or like apparatus or convenience provided for the mooring of Vessels, and “moor” / “moored” shall be interpreted accordingly.

- xix. "Person" – References to a person shall include, where the context admits, companies or other entities.
- xx. "Personal watercraft" – means any Vessel referred to as a jet ski, jet bike, wet bike, water scooter, fun craft or other similar description which Vessel is designed to carry a person or persons standing, kneeling, sitting or prone upon the Vessel and which Vessel is propelled by a water jet engine, the master of which Vessel steers it with or without rudder at the stern by means of a handle bar operated linkage system.
- xxi. "SOLAS" – means the International Convention for the Safety of Life at Sea.
- xxii. "Special Direction" – means a direction given by the Harbour Master under Article 67 of the DCO.
- xxiii. "Swimming" – means an activity wherein a person or persons enter the water without breathing apparatus, and includes snorkelling.
- xxiv. "Towing of persons" – means any activity wherein a person or persons are being towed behind a Vessel with or without the aid of a flotation device or apparatus.
- xxv. "Underway" – when used in relation to a Vessel means when it is not at anchor or moored or made fast to the shore or aground, and includes a Vessel moving in the Harbour though its anchor is on the ground or seabed.
- xxvi. "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.

## 4 Safe Navigation of Vessels

- 4.1.1 The Collision Regulations (as amended or replaced from time to time) apply within the Harbour, as augmented by these General Directions.
- 4.1.2 No Vessel shall proceed at a speed which endangers the safety of any person, other Vessel, buoy, Moorings, banks of the port or any other property.
- 4.1.3 Every Vessel navigating within the Harbour should reduce speed and minimise wash effect to a safe level when: (i) passing a dredger or vessel engaged in Diving or underwater operations; and/or (ii) working on a buoy or Mooring.
- 4.1.4 Every Vessel navigating the Harbour within 250 metres of the shore or a Marine Construction Zone shall not exceed a speed of 6 knots through the water.
- 4.1.5 Where the meteorological visibility is reduced to 2 cables or less, no Vessel of 24 metres or more in length overall should enter, leave or move within the Harbour without the express permission of the Harbour Master or his/her deputy.
- 4.1.6 In exceptional circumstances, or where life is at immediate risk, the Harbour Master may authorise a particular Vessel navigating within the Harbour Limits to exceed the speed limit or proceed where the meteorological visibility is reduced to 2 cables.
- 4.1.7 Reasonable notice must be given by the Master of a Vessel of 24 or more metres in length overall to the Harbour Master before any Vessel:
- a) enters the Harbour;
  - b) moves within the Harbour; or
  - c) leaves the Harbour.
- 4.1.8 When giving the notice required by this General Direction, the Master of the Vessel must also advise the Harbour Master of the Vessel's maximum draught, length overall, beam, and of any defects or deficiencies that may affect the seaworthiness or handling capabilities of the Vessel. In addition, the Master must, when required, provide all information required for the Maritime and Coastguard Agency's Consolidated European Reporting System, including information on Dangerous and Polluting Goods, International Ship and Port Facility Security and Port Waste Notification.

## 5 Marine Construction Zones

- 5.1.1 The Harbour Master may, from time to time, designate specific Marine Construction Zones. The Harbour Master may exclude Vessels from navigating: (i) within Marine Construction Zones; and/or (ii) within a defined distance from Marine Construction Zones.
- 5.1.2 Marine Construction Zones will be established based on a formal risk assessment process. Harbour users, including marine works contractors and mariners, will be advised of the presence of Marine Construction Zones by issue of a Local Notice to Mariners. Where deemed necessary by a formal risk assessment, Marine Construction Zones will be:
- a) marked by appropriate Aids to Navigation; and/or
  - b) patrolled by Harbour Authority-designated safety / guard Vessels.

## 6 Marine Recreation Zones and / or Fishing Zones

- 6.1.1 The Harbour Master may, from time to time, designate specific Marine Recreation Zones and/or Fishing Zones. The Harbour Master may exclude certain Vessels (e.g. Sizewell C construction vessels) from navigating: (i) within Marine Recreation Zones and/or Fishing Zones; and/or (ii) within a defined distance from Marine Recreation Zones and/or Fishing Zones.
- 6.1.2 Marine Recreation Zones and Fishing Zones may be established further to stakeholder consultation and ongoing review of Sizewell C construction programmes as well as, if required, a formal risk assessment process. Harbour users, including marine works contractors and mariners, will be advised of the creation of Marine Recreation Zones and Fishing Zones by issue of a Local Notice to Mariners. Where deemed necessary, Marine Recreation Zones and Fishing Zones will be:
- a) marked by appropriate Aids to Navigation; and/or
  - b) patrolled by Harbour Authority-designated safety / guard Vessels.

## 7 Navigating whilst under influence of drink or drugs

- 7.1.1 No person shall navigate or attempt to navigate a Vessel when unfit by reason of drink or drugs.
- 7.1.2 No Master or owner of a Vessel shall knowingly cause or permit any person to navigate or attempt to navigate the Vessel in contravention of General Direction 7.1.1.

## 8 VHF communications within Harbour

- 8.1.1 Except where such a requirement is temporarily suspended by the Harbour Authority in relation to a particular event or circumstance, all Vessels of 24 or more metres in length overall and all Vessels engaged in towing or conducting marine works (see General Direction 20 below), are required to give notice of entry, exit and movement within the Harbour to the Sizewell C Security Control Room via VHF Channel 12.
- 8.1.2 The notice described at General Direction 8.1.1 above shall include the following information:
- a) Vessel name;
  - b) Vessel position; and
  - c) Vessel intention.
- 8.1.3 In addition, Vessels to which General Direction 8.1.1 above applies shall maintain a listening watch on VHF Channel 12 at all times when underway, at berth, moored or at anchor within the Harbour.

## 9 Leisure activities

### 9.1 Notice of recreational events

9.1.1 The organiser of any yacht, boat or leisure event that is proposed to start or finish within the Harbour or transit the Harbour shall: (i) give not less than 4 weeks' notice in writing to the Harbour Master; and (ii) at the same time, in accordance with the Port Marine Safety Code, submit an appropriately detailed risk assessment of the event to the Harbour Master.

9.1.2 Organisations and yacht clubs with routine planned events starting or finishing within the Harbour, such as weekly club racing, may fulfil the requirement of General Direction 9.1.1 by submitting to the Harbour Master an annual notification and generic risk assessment for the planned events. This notification and generic risk assessment must be reviewed and re-submitted no less frequently than annually by the event organiser.

### 9.2 Prohibited activities

9.2.1 The following activities are prohibited without the written permission of the Harbour Master:

- a) Swimming within navigation channels and in any areas around or from Mooring or berthing facilities or in or within a defined distance from a Marine Construction Zone;
- b) recreational scuba Diving within the fairways and in any areas around or from Mooring or berthing facilities or in or within a defined distance from a Marine Construction Zone; and
- c) jumping or Diving into the water from any structure, pile, pontoon, jetty, pier or buoy within the Harbour.

## 10 Unseaworthy or Unsafe Vessel

- 10.1.1 The Master of any Vessel that suffers damage or a machinery failure that renders the Vessel actually, or potentially, unsafe or unable to manoeuvre must notify the Harbour Master of the occurrence without delay and by any suitable means.
- 10.1.2 If a Vessel has a defect or damage, or in the opinion of the Harbour Master is being navigated, in such a way that it poses a potential or actual danger to its crew, the harbour infrastructure, other Harbour users or the environment, the Harbour Master may issue a Special Direction by any appropriate means. In such circumstances such a Special Direction may prohibit the movement of the Vessel or direct it to, or from a particular place.

## 11 Mooring and anchoring

- 11.1.1 On a Vessel entering the Harbour, the Master of the Vessel must, if directed by the Harbour Master, proceed to moor as directed by the Harbour Master.
- 11.1.2 The Master of a Vessel must not use any berth or Mooring without authorisation from the Harbour Master. The use of any such berth or Mooring must be in compliance with the conditions attached to the permission issued by the Harbour Master.
- 11.1.3 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.
- 11.1.4 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 the Vessel and each anchor/ cable in accordance with General Direction 20.
- 11.1.5 Except in an emergency, Masters of Vessels of 24 or more metres in length overall are not permitted to anchor within or in the approaches to the Harbour unless authorised by the Harbour Master.
- 11.1.6 The casting off of any mooring line from any Vessel, lighter or other floating marine equipment is prohibited where the moored Vessel, lighter or other floating marine equipment is unattended.

## 12 Dropped Objects and Lost Anchors

12.1.1 The Master of every Vessel which has slipped or parted from, or lost, any anchor, chain, cable, or propeller, or any piece of construction machinery, or any substantial project cargo, shall as soon as reasonably practicable, and in any event, immediately report it to the Harbour Master and shall at the Vessel's expense arrange for removal of such item as soon as reasonably possible to the requirements of the Harbour Master.

## 13 Boarding Vessels Underway or at Anchor

- 13.1.1 All crew and passenger transfer methods must be safe and in compliance either with Marine Guidance Note 533 or SOLAS V or extant International Marine Contractors Association guidance as applicable.
- 13.1.2 The Harbour Master may prohibit the transfer of passengers or crew between specified Vessels in cases where, in the opinion of the Harbour Master, the means of access provided, or the environmental conditions are unsafe.

## 14 Obstruction of Aids to Navigation

- 14.1.1 The Master of a Vessel must not cause the Vessel to obstruct, be made fast to, move 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.
- 14.1.2 Any damage, destruction or relocation resulting from a breach of General Direction 14.1.1 is to be remedied at the Vessel's expense, within a period specified by and to the requirements of the Harbour Master.

## 15 Lights impeding safe navigation

15.1.1 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 be used in a manner which causes nuisance to others or constitutes a danger to navigation.

## 16 Cargo handling

- 16.1.1 Before any Vessel loads or discharges any cargo within the Harbour or approaches to the Harbour, the Master of the Vessel must provide reasonable notice of the type(s) and quantity of cargo to the Harbour Master.
- 16.1.2 The Master of a Vessel discharging cargo shall use or cause to be used such methods as the Harbour Master may direct for the prevention of any cargo, dunnage, or other materials from falling into the water.
- 16.1.3 The Master of a Vessel from which any cargo, dunnage or other materials have fallen or escaped into the water shall as soon as reasonably practicable, and in any event with 24 hours, report it to the Harbour Master and shall at the Vessel's expense arrange for removal of such item as soon as is reasonably possible to the requirements of the Harbour Master.

## 17 Passage plans

17.1.1 Before any Vessel of 24 or more metres in length overall 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.

## 18 Towage plans

18.1.1 The Master of a Vessel must provide the Harbour Master with reasonable notice of any intended towage operations within the Harbour. Such notice must include a towage plan and a risk assessment for the intended tow operation, both for the Harbour Master's review and approval.

## 19 Reports to the Harbour Master

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

- a) collision or contact with another Vessel, quay, Mooring, buoy or object;
- b) grounding;
- c) pollution of any type;
- d) fire or explosion;
- e) incident involving death or personal injury;
- f) parting of Mooring lines;
- g) near miss or other potentially hazardous event; or
- h) mechanical failure that impedes the safe manoeuvring or navigation of the vessel.

## 20 Marine works approvals

20.1.1 To ensure that navigational safety is maintained, the Harbour Authority requires that any marine works conducted within or in the approaches to the Harbour are approved by: (i) in respect of works considered to be obstructive from a navigational safety perspective, the Harbour Board; and (ii) in respect of works not considered to be obstructive from a navigational safety perspective, the Harbour Master.

- a) 'Obstructive' works may include marine works involving the construction of any infrastructure (temporary or permanent), ground investigation surveys and dredging .
- b) 'Non-obstructive' works may include, but are not limited to:
  - a) Marine works involving Vessel or drone-based surveying of any kind, including for example:
    - i hydrography / geophysical / geotechnical surveys; and
    - ii sampling such as water sampling or grab sampling.
  - b) marine works involving the deployment of any commercial craft or Vessel, or floating or fixed objects (such as Mooring buoys, metocean buoys, tidal gauges, etc.); or
  - c) anchoring or ship-to-ship transfer involving commercial Vessels.

## 21 Diving

21.1.1 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 the Vessel without the prior written approval of the Harbour Master. Any such activity, if approved by the Harbour Master, must comply fully with relevant legislation and Health and Safety Executive guidance.

## 22 Failure to comply with General Directions

22.1.1 By virtue of Article 69 the Master of a Vessel who fails without reasonable excuse to comply with a General Direction as set out in this document shall be guilty of an offence and liable on summary conviction to a fine not exceeding level 3 on the standard scale.

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

**Email:** [harbour.master@sizewellc.com](mailto:harbour.master@sizewellc.com)

**Address:** Sizewell C Harbour Master, Sizewell C, 25 Copthall Avenue, London, EC2R 7BP