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Agenda item [[2]](#footnote-2) Navigational requirements

Technical Domain / Task Number 2 Develop guidance for AtoN authorities on the use of MSP / 3.1.1

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Report from PIANC WG161

Interaction between offshore wind farms and maritime navigation

# Summary

This document presents the draft report of PIANC WG 161 on the interaction between offshore wind farms (OWF) and maritime navigation which provides specific guidance for AtoN authorities in the special case of OWF. In that respect this report is completing ARM task 3.1.1. to develop guidance for AtoN authorities on the use of MSP. It is hence proposed to IALA to co-sign this document.

## Purpose of the document

The PIANC WG161 report provides an approach, guidelines and recommendations to assess the required *manoeuvring space for ships in the vicinity of offshore wind farms (OWF) and the minimum* recommended distance between shipping lanes and sea areas for OWF in order to ensure a minimal risk level for navigation. This report includes,

* references to international conventions and regulations,
* provides guidelines to define an appropriate safe distance to navigation for different situations,
* describes the electromagnetic radiation effect on radio navigation and radio communication systems,
* indicates mitigating measures to be taken into account for the safe navigation of shipping and
* covers emergency situations that may occurred within or close to an OWF.

This report is intended as a guide for the Marine Spatial Planning (MSP) of any Coastal State covering the identification of wind farm areas and the design, planning, construction, operation and dismantling of a wind farm.

## Related document

draft report of PIANC WG 161 on the interaction between offshore wind farms and maritime navigation – Revision 11, of 3rd April 2017

# Background

# 2.1 interaction between OWF AND MARITIME NAVIGATION

PIANC WG161 members identified common points of interest with IALA ARM committee for safety navigation requirements close to an OWF. PIANC WG 161 report is only dedicated to the particular question of safety distance between an OWF and maritime traffic. Meanwhile there are many cross references to recommendations already developed or under consideration by IALA.

Two members of PIANC WG 161 are also members of IALA and they are both national representatives at IMO as well. It rised up to a common sense to collect all the good practices that has been already developed by different organizations and associations. These two members noted also that it would be valuable that this report, when completed, should be brought to the attention of IMO member States as an information paper to the sub-committee navigation, communication, search and rescue (NCSR).

***2.1.1 Marine Spatial Planning (MSP)***

In order to understand the question of interaction between OWF and maritime navigation, PIANC WG161 refers to Marine Spatial Planning (MSP). It has been considered to refer to ARM task 3.1.1 to develop guidance for AtoN authorities on the use of Marine Spatial Planning in chapter 2.1 of the report. Paragraph 2.1.2 should be completed accordingly with the appropriate IALA document reference.

***2.1.2 Aids to Navigation***

Reference to IALA recommendations O-139 on the Marking of Man-Made Offshore Structure is quoted in paragraph 4.1.4.

# 2.2 Maritime emergency planning (MEP)

In chapter 2 of the report, the concept of Maritime Emergency Planning (MEP) was developed by PIANC WG 161 in order to cover a complete risk analysis when performing a Maritime Spatial Planning (MSP). MEP is a similar process than MSP but covering all risks identify within the scope of the MSP. MEP can be defined as follows:

**Maritime Emergency Planning (MEP)** is the process of risks analysis and contingency planning within a Marine Spatial Planning (MSP).

# 2.3 COMPLETION OF THE REPORT

It was agreed by PIANC WG 161 to complete the report with appendices illustrating examples on existing practices in member countries.

# References

Report to related document in paragraph 1.2

# Action requested of the Committee

The ARM Committee is requested to take note of the above information and take action accordingly, in particular the co-signature by IALA of PIANC WG 161 report on the interaction between offshore wind farms and maritime navigation.

1. Input document number, to be assigned by the Committee Secretary [↑](#footnote-ref-1)
2. Leave open if uncertain [↑](#footnote-ref-2)