



SILVERTOWN TUNNEL

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1. Introduction

The Silvertown Tunnel scheme (STT) will link North and South London from the North Greenwich area to the Royal Victoria Dock area. This river tunnel will reduce congestion at the Blackwall Tunnel, supporting environmental improvement and economic growth for east London. STT involves construction of a twin-bore road tunnel c. 1.4km long, accommodating large vehicles including double-deck buses. It will include a dedicated bus, coach and goods vehicle lane, enabling TfL to provide additional cross-river bus routes. TfL will deliver STT through a private finance contract, which best meets the project objectives and constraints.

Riverlinx will be responsible for the detailed design, construction, financing and maintenance of the tunnel and supporting infrastructure for 25 years. Riverlinx will engage their construction joint venture (Riverlinx CJV) for design and construction.

Works will be achieved ensuring minimal disruption and impact to stakeholders and the public at large. This strategy describes Riverlinx CJV's approach to safe and efficient management of the construction river traffic that will be utilised in supporting the construction phase at worksites north, south and within the river. This includes engineering works and logistics operations.

This strategy is administered within the Riverlinx CJV logistics team and the Riverlinx CJV Logistics Manager is responsible for its execution. This document is 'dynamic' and therefore will be revised as required during the project period.

The Construction Site River Strategy summarises the key commitments by Riverlinx CJV to the transport of materials by the River, this has been developed taking into consideration:

- the locations of the worksites, including practicalities and constraints at each of those worksites;
- environmental and social effects;
- existing transport modes available at the worksites and the wider network;
- deliverability and reliability of the transport modes;
- the excavated material and waste commitments;
- the Sustainability Statement and
- Input from key stakeholders, including the Greater London Authority, Transport for London, the Port of London Authority and the relevant Local Authorities as well as the wider response to consultations on the Development.

Through the development of The Scheme Riverlinx aim to achieve TfL's Sustainability Statement, prepared to support the Development Consent Order (DCO) for the Silvertown Tunnel. TfL's Sustainability Framework forms the basis for the Sustainability Statement, including the key focus points below:

- Transport for All;
- Tackle Climate Change;
- Safety & Security;
- Quality of Life; and
- Economic Progress.

The CSRS has been drafted for comment and has been issued to all relevant stakeholders:

- Port of London Authority (PLA)
- Royal Borough of Greenwich
- London Borough of Newham

In addition to the above, Riverlinx CJV recognise GLA/SHL as a relevant stakeholder in Newham and will liaise as appropriate.

2. Contract Area

Site	Usage
North	London Borough of Newham – Launch Chamber, Approach Structures, Highway Realignments and Tie-in
South	Royal Borough of Greenwich – Rotation Chamber, Approach Structures, Highways Realignment and Tie-in



Figure 1.

3. Acronyms, Abbreviations, Definitions and Reference Documents

3.1. Acronyms and Abbreviation

- “**CJV**” - Construction Joint Venture
- “**CoCP**” – Code of Construction Practice
- “**DCO**” – Development Consent Order
- “**DML**” – Deemed Marine Licence
- “**HGV**” – Heavy Goods Vehicle
- “**PPE**” – Personal Protective Equipment
- “**PLA**” – Port of London Authority
- “**CMMP**” – Materials management plan
- “**SFTF**” – Sustainable Freight Transport Framework
- “**SFTP**” – Sustainable Freight Transport Plan
- “**TBM**” – Tunnel Boring Machine
- “**TfL**” – Transport for London

3.2. Definitions

“**Derogation**” means:

- Where circumstances outside the Contractor’s control arise which mean that the commitments in paragraph 3.2.3 of the Code of Construction Practice (CoCP) cannot be met, the Contractor shall submit an application for a Derogation for approval to TfL and the relevant planning authority(s), who shall consult with the PLA prior to approval. Examples of such circumstances include where the river use is unavailable due to poor weather or damage to the river transport system (conveyors/barges).
- The Contractor may agree with the relevant planning authority(s), who must consult the PLA, additional circumstances in which the Contractor may apply for a Derogation from the commitments in paragraph 3.2.3. Any such agreement must be given in writing by the relevant planning authority(s) and may only be given if the Contractor has demonstrated to the satisfaction of the relevant planning authority(s) that the Derogation will not give rise to any materially new or materially different environmental effects to those assessed in the ES.
- An application for a Derogation must:
 - Be submitted at the same time as the monthly monitoring report for the month following the month in which the circumstances which require the derogation occur;
 - Demonstrate that the Contractor has undertaken such measures as are reasonably practicable to attempt to meet the commitments in 3.2.3 despite the circumstances outside of the Contractor’s control;
 - Identify measures to mitigate the effects of the derogation which could include additional traffic management and/or mitigation, or limiting permitted hours for HGV movements;
 - Provide a revised breakdown of the quantities of materials that will be transported by river;
 - Provide a revised programme for when materials proposed to be transport by river will be transported to/from site.

"Suitable Excavated Material" means:

- All bored or excavated material from the tunnel works which would not require treatment were it to be disposed of to a permitted facility. For the purposes of this, the definition of treatment shall be in accordance with the Landfill Directive (1999/31/EC) and the Environmental Permitting Guidance: The Landfill Directive (Defra, 2008).

"Inert Material"

- The definition of inert waste in the Landfill Directive is: "inert waste" means waste that does not undergo any significant physical, chemical or biological transformations. Inert waste will not dissolve, burn or otherwise physically or chemically react, biodegrade or adversely affect other matter with which it comes into contact in a way likely to give rise to environmental pollution or harm human health. The total leachability and pollutant content of the waste and the ecotoxicity of the leachate must be insignificant, and in particular not endanger the quality of surface water and/or groundwater.

3.3. Reference Documents

- FUGRO, Report on Ground Investigation without Geotechnical Evaluation, Silvertown Tunnel Additional Surveys (incl. Appendix A – S), Document No. G180001U(03), 26 October 2018
- FUGRO, Report on Ground Investigation without Geotechnical Evaluation, Silvertown Tunnel Additional Surveys – Nearshore Works, Document No. G180001U(01), 11 July 2018
- Soil Engineering, Report on a Ground Investigation for Silvertown Tunnel, Volume One, Document No. F01, 17/06/2015
- Atkins, Silvertown Tunnel Ground Investigation Report, October 2015, P03, Final, 01/10/15
- ESG, Cable Car for London – Ground Investigation Factual Report, Volume 1, Report No. D1002-11/1, June 2011.
- Environment Agency guidance: WM3: Waste Classification – Guidance on Classification and Assessment of Waste

4. Objectives

The Objective is:

- generally,
 - To mitigate impact upon road-based construction traffic
 - to minimise the effects of construction of the Development associated with the transport of construction materials and excavated materials on communities and the environment where practicable and cost effective in accordance with the Development Consent Order (DCO);
 - to minimise the number and length of construction related transport movements on the surrounding road network which would be associated with the construction of the Development through demand or operational management and seeking to ensure that these would not have a significant impact on congestion or economic growth;
 - to minimise the potential social and environmental impacts arising from construction related transport associated with the Development through commitments, technical specification, training and best construction and logistics practice, wherever practicable and cost effective; and
- specifically,
 - to achieve the transportation of 100% of all 'suitable Excavated Material' by river.

To ensure the use of the river is maximised in order to alleviate pressure on the surrounding road network, the CoCP sets out commitments for Riverlinx CJV to achieve the transportation of 100% of all 'suitable' material by River. This commitment is subject to Derogations where it is not possible or to use the River. In accordance to clause 3.2.3 of the CoCP, the expectation is that after implementation of approved Derogations 'the Contractor shall transport: at least 55% by weight of all materials associated with the Scheme by River.'

For the purpose of these commitments, the definition of materials transported by river can be found in Section 6.2.

The above objectives also reflect the guidance as set out within the London Plan Policy relating to maximising the use of the River for construction logistics purposes.

Where practicable, Riverlinx CJV will look to incorporate the Mayoral Plans relevant to the Scheme and its objectives.

5. Overview of the Strategy

The Strategy will be secured through sch.2 part 1. of the DCO which provides:

- "5. (1) The authorised development must be carried out in accordance with the Code of Construction Practice.
- (2) No part of the authorised development may be commenced until the following plans and strategies, required by the code of construction practice, have been prepared for that part of the authorised development—
- (a) Construction Site River Strategy: to be prepared in consultation with the relevant planning authority and the PLA;"

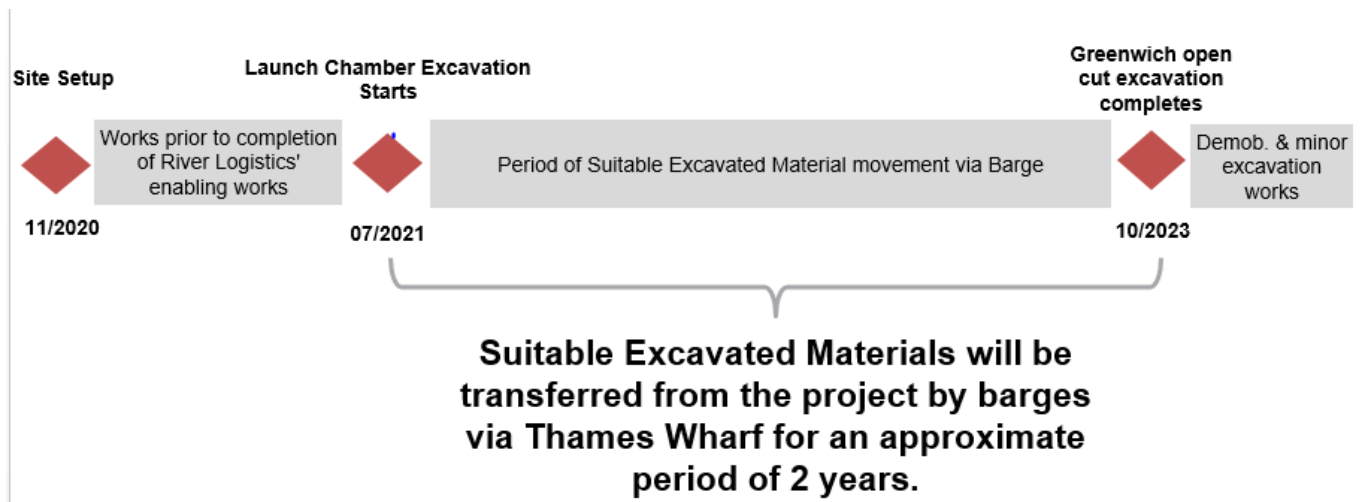
The Strategy has been developed to demonstrate how Riverlinx CJV will meet its obligations for river transport as detailed in the CoCP.

5.1. Achieving the Objective

Achieving the Objective will require the relevant Local Planning Authorities, the Greater London Authority, Transport for London, the Port of London Authority and the Contractors to act proactively, reasonably and in co-operation with each other with a view to delivery of the Strategy.

5.2. Baseline Programme

The below represents baseline programme of excavated material transported by river. It is expected that the open-cut excavation in the London Borough of Newham completes in 08/22, and the open-cut excavation in the Royal Borough of Greenwich completes in 10/2023.



It is to be noted that, as detailed within Section 6.5 of this document, the Riverlinx CJV will look to utilise the river to transport significant additional plant and materials beyond the excavated material that is detailed above. The CJV shall regularly discuss with TfL opportunities for the maximisation of the river to transport plant and material throughout the construction programme.

5.3. Monitoring

In accordance with clause 3.2.9 of the CoCP, monitoring of the quantities of materials in/out of the project will be carried out, comparing against the estimate quantities and the baseline durations set by Riverlinx CJV. These monitoring reports will be submitted to TfL, the relevant planning authorities(s) and the PLA demonstrating Riverlinx CJV's performance in achieving the commitments set out in the CoCP on a monthly basis.

The information to support the monthly reporting will be collated by the Logistics Manager and reviewed and signed off as representative by Riverlinx CJV senior management.

If the monthly report demonstrates that the quantities of material transported by river are not consistent with the established obligations the report will contain an explanation of the reasons for this and detail the measures which Riverlinx CJV will take to ensure that CoCP commitments are met.

6. DCO Commitments and Riverlinx CJV's proposals

6.1. Facilitating transportation by river

In order to ensure Riverlinx CJV can meet its obligations for river transport there may be a small amount of bed levelling/dredging to be carried out on the Thames Wharf berth. These works will be carried out once the appropriate consents have been obtained.

6.2. Excavated Material Transport

As outlined within the CoCP, Riverlinx CJV shall transport:

- at least 55% by weight of all materials associated with the Scheme by River; and
- 100% of suitable excavated material out by River.

For the purposes of these commitments, the following materials associated with the Scheme define what shall be deemed to have been transported by river:

- Materials which are transported to or from the Worksite directly by river;
- Materials which are re-used on site;
- Materials which are transported by river to a wharf local to the Scheme, transferred to road vehicles and subsequently delivered to the worksite by road, provided that:
 - the Worksite lies within a 4km radius of the wharf; and
 - the distance over which the materials are carried by road from the wharf to the Worksite does not exceed the distance that the materials are transported by river from the point of loading up to the local wharf.
- Concrete for use in the Scheme which is produced at a batching plant sited at a wharf local to the Scheme and using aggregates delivered to the wharf by river and which is delivered to a worksite by road, provided that:
 - the Worksite lies within 4km of the batching plant; and
 - the distance over which the concrete is carried by road from the batching plant to the Worksite does not exceed the distance that the aggregates are transported by river to the local wharf.
- Suitable excavated material which is transported by road from the worksite to a wharf local to the Scheme and subsequently transferred to a receptor site using the river, provided that:
 - The Worksite lies within 4km of the wharf; and
 - the distance over which the suitable excavated material is
 - carried by road from the worksite to the wharf does not exceed the distance over which the material is transported by river.

Subject to any approved derogations, Riverlinx CJV will transport 100% of all 'suitable' material by river. Riverlinx CJV intend to utilise river logistics from North and South of the river in the following ways:

- North of the River Thames
 - all naturally occurring and inert excavated material from the tunnels, cross passages, cut-and-cover and highway sections will be removed from the north side of the River Thames via Thames Wharf using 1,500t barges.

- South of the River Thames
 - If there are no suitable berthing facilities available at the southern worksite in Greenwich, material will be loaded onto lorries on the Greenwich Peninsula and transported to Thames Wharf to be loaded onto barges and removed from The Scheme
 - However, there is a possibility that some of this material could be transported through the newly constructed north-to-south tunnel(s) to Thames Wharf and be loaded onto barges for onward movement by river.
 - Riverlinx CJV are at an advanced stage of discussions with organisations that could allow river access on the Greenwich Peninsula at Victoria Deep Water Wharf or Morden Wharf. Should this opportunity come to fruition then some of this material could be removed by river.

Figure 2 shows approximate material volumes in question.

Area of excavation	Volume (m ³)	Weight (tonnes)	Inert (Tonnes)	Non-Hazardous (Tonnes)	Hazardous treatable (Tonnes)	Hazardous non-treatable (Tonnes)	Transport method for waste disposal	Indicative baseline programme
North Area								
Cut and cover; open cut; chamber & RVDL	146,095	292,190	42,940	221,124	23,010	5,116	Barge from Thames Wharf	<ul style="list-style-type: none"> Jul/21 – Aug/22
North highways	25,319	50,638	-	45,574	4,052	1,012	Lorry to Thames Wharf then barge	<ul style="list-style-type: none"> Mar/21-Jul/22 -
Twin Tunnels								
Tunnel A (north to south) including cross passages	134,575	269,150	269,150	-	-	-	Conveyor to Thames Wharf then barge	<ul style="list-style-type: none"> May/22 – Sep/22 (Cross passages commence Apr/23 complete Jul/23)
Tunnel B (south to north) including cross passages	138,931	277,862	277,862	-	-	-	Conveyor to Thames Wharf inside North to South tunnel	<ul style="list-style-type: none"> Oct/22 – Apr/23 (Cross passages commence Apr/23 complete Jul/23)

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							then barge	
South Area								
Cut and cover; open cut; chamber	106,691	213,382	60,174	136,918	16,290	-	Lorry to suitable jetty or recycling facility	<ul style="list-style-type: none"> Dec/21 – Oct/23
South highways	14,913	29,826	-	25,434	4,392		Lorry to suitable jetty or recycling facility	<ul style="list-style-type: none"> Sep/23 – Feb/24
Other								
Demolition waste	32,950	65,900					Lorry to recycling facility or onsite recycling	<ul style="list-style-type: none"> Nov/20 – Mar/22
Total tonnage	599,474	1,198,948	650,126	429,050	47,744	6,128		

6.3. Disposal facilities (Receptor Sites)

The outcome/processes outlined within the Riverlinx CJV Site Waste Management Plan and Construction Materials Management Plans have been utilised to assist the ongoing process of selecting suitable waste disposal facilities, which facilitate transport by river.

6.3.1 Inert Waste Facilities

Riverlinx CJV have identified two potential river –side facilities for inert waste disposal (not restricted to these alone):

1. Ingrebourne Valley's Ash Fields
2. Land and Water's Rainham Marshes.

These facilities provide a high level of resilience in being able to remove waste materials from the Scheme, thereby reducing the potential for delays regarding waste logistics. The capacity (void space) available to Riverlinx CJV from these facilities is approximately 3,000,000 tonnes from Ash Fields and approximately 3,500,000 tonnes from Rainham Marshes. Both facilities will be receiving waste by barge, removing the need for haulage by road.

The above are proposals for our main facilities only. Riverlinx CJV have other options available with different companies for other facilities.

Estimated tonnage for disposal at these facilities: c. 650,126 tonnes.

6.3.2 Non-Hazardous Waste Facilities

Similar to the inert facilities, Riverlinx CJV have identified two river-side facilities for non-hazardous waste:

1. Veolia's Rainham waste treatment facility
2. Keltbray Environmental, Mohawk Wharf/Plaiستow Wharf

Again, the above are proposals. Riverlinx CJV have more options with different companies for other facilities.

Estimate tonnage for remediation and disposal at these facilities: c. 429,050 tonnes.

6.3.3 Hazardous Waste Facilities

Two potential river-side facilities have been reviewed for the receipt of hazardous waste. These are:

1. Keltbray's Mohawk Wharf/Plaiستow Wharf Facility (incl. asbestos license)
2. Veolia's Rainham (hazardous waste treatment facility – incl. asbestos license)

Estimate tonnage for disposal: 47,744 tonnes (hazardous without asbestos).

Estimate tonnage for disposal for asbestos: 6,128 tonnes.

6.4. Construction Materials

In addition to the removal of waste arisings from construction activities and in accordance with the CoCP requirements, Riverlinx CJV will also utilise river logistics for the transportation of construction materials in and out of the Scheme. The table below summarises the volume of tunnelling arising that will be removed from the Scheme via river and how the use of the river will mitigate of impact upon the surrounding road network in the London Borough of Newham as a result of taking lorries off of the roads.

	Southbound TBM Drive (Silvertown - Greenwich)	Northbound TBM Drive (Greenwich - Silvertown)
Spoil total to move (t)	259,716.92	251,569.42
Spoil total to move (m³)	127,625.02	123,621.34
Approximate No. of Barges	193	187
Mitigated No. Muck away Lorries*	12,986	12,579

*Assuming 20T capacity Muck Away lorry

6.5. Maximisation of opportunities for river transport

The Riverlinx CJV are committed to maximising the use of the river to support the logistics of the construction works as much as is practicable - in line with Mayor's Transport Strategy proposal 18 and London Plan policy 6.14. In addition to the detail provided within this document in regard to the transport of excavated materials and demolition waste, there remains significant opportunity for other materials required in support of the construction operation. These include, but are not limited to:

- Pre-cast concrete Tunnel Lining Segments
- Steel sheet piles
- Aggregates/granular fill materials
- Minor prefabricated structures
- The major components of the Tunnel Boring Machine, and associated components
- Conveyor systems

The CJV have implemented a number of processes and actions to ensure that opportunities can be realised for the transport of materials, including those listed above. These include:

Identifying and procuring the use of a large riverside wharf facility. Thameside Wharf has significant capacity for handling the import and export of materials and equipment via the river. It is not anticipated that the wharf would be operating at full capacity other than when handling the excavated materials committed to earlier within this document, and therefore there remains additional capacity outside of this operation that can be utilised for additional materials. Furthermore, the CJV is looking to enhance the wharfs capacity from its existing status including:

- Strengthening of the ground slab to allow for increased loading capacity
- Strengthening of the current wharf/river wall to allow for increased loading capacity
- Dredging/bed levelling in order to facilitate the berthing and safe loading of barges at a much greater range of tidal states than is currently permissible, significantly enhancing the wharfs operating capacity.

Incentivising the procurement strategy. In many instances, river transport represents a cheaper method of supporting the construction logistical requirements in comparison to road based transport. There therefore exists a degree of inherent financial incentivisation for the CJV to procure materials and suppliers that can readily utilise the river for site deliveries.

Irrespective, the ability for our supply chain and subcontractors to utilise the river is specified as a key factor within our decision making/procurement processes when evaluating options. For example, we are looking at the

opportunity to source our pre-cast tunnel lining segments from suppliers that have ready access to water, thereby allowing for water-borne deliveries to the site without the need for 'double handling' from road transport to barges at a riverside transshipment site.

Due to the large size of the Tunnel Boring Machine components (including the 'cutter head') delivery by river will likely present a materially simpler operation than attempting to bring in an oversized load by road – which presents a number of practical problems.

Consolidation Centre. As part of logistics strategy we are evaluating the need for a consolidation centre to help facilitate elements such as FORS Gold delivery. As we are looking for this facility to be located on the river, it would thereby also enable a greater degree of transportation by river.

The overall logistics strategy. The site set up (within the Silvertown site) and logistics arrangements, whilst making basic necessary provision for road based deliveries, do not preferentially facilitate such deliveries. Rather decisions that have been taken - including not specifying any road side vehicle holding bays, or off site vehicle handling areas - further provide for an environment which encourages the use of the river. The internal layout of the Silvertown working area, and the specification of materials moving plant and equipment will allow for efficient movement of plant and materials to and from the sites wharf facility. Any infrastructure (e.g. conveyor and loading systems) for the transfer of excavated materials to barges will be designed in a manner to maximise the remaining space and capacity of the wharf facility for use to handle additional materials and equipment in and out of the site.

6.6. Compliance with the Environmental Statement (ES)

As per CoCP clause 1.4.9, "The Contractor must identify, before commencement of the relevant phase of construction, whether its detailed design, construction methodology, programme, site-specific mitigation or other assumptions are different from those assumed during the preparation of the ES. If they are different, the Contractor must assess the likely significant effects of the proposals and identify any design changes or mitigation measures that are necessary to ensure that the construction does not give rise to materially new or materially different environmental effects to those reported". Riverlinx CJV will assess the detailed design for the relevant section of the Scheme prior to commencement of the relevant works in order to ensure the detailed design does not give rise to materially new or materially different environmental effects to those reported in the ES for the Scheme. No changes to the assumptions for river transport used as a basis for the ES assessment have been identified.

7. Derogation Process

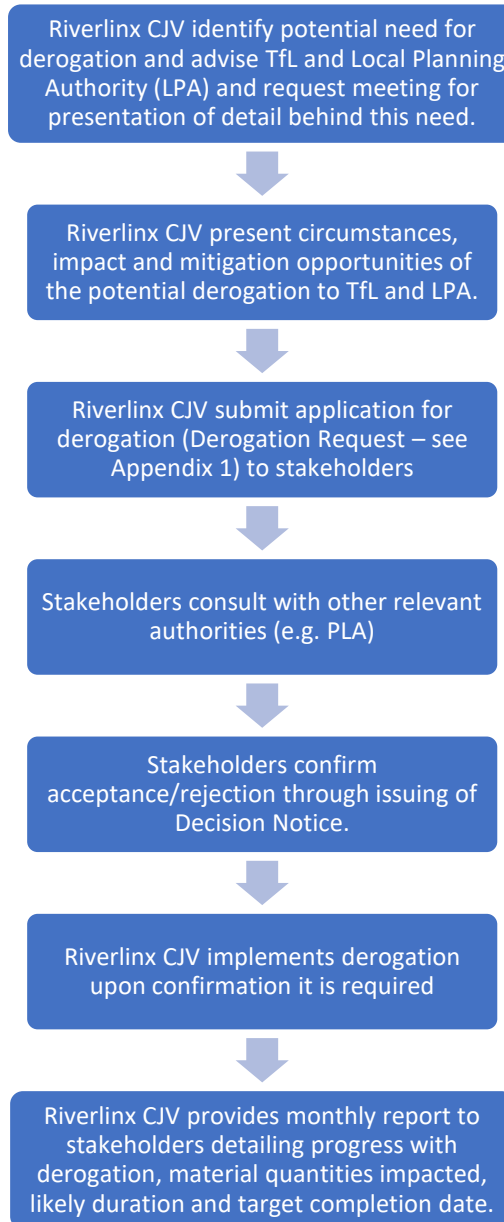
At the time of writing this management plan (P01) derogations are not foreseen, Riverlinx CJV will take every action in order to transport "suitable" materials by river whenever possible. In any case, if reasons out of the control of Riverlinx CJV arise, the derogation process will be put into action if no other suitable action is available at the time.

The requirements listed under Section 3.2, Derogations, are extracted directly from the CoCP. If necessary, Riverlinx CJV can look to provide an "origins and destinations map" that can be submitted for information to TfL at the time of a derogation application.

There may be circumstances where transport of "suitable" materials by river is not possible. In such cases Riverlinx CJV will implement a derogation process to seek approval from TfL and the Local Planning Authority (LPA) to move such materials by road.

The CoCP paragraph 3.2.12 and 3.2.13 detail the requirement to submit an application for a derogation for approval to TfL and the local planning authority who will in turn consult with the PLA prior to approval. CJV propose to discuss with TfL and the local planning authority what form the process could take to ensure it remains simple, maintaining the objectives of the CoCP whilst ensuring the process itself does not pose a risk to programme delivery.

Riverlinx CJV's overarching view of the most efficient way to control such a process is as follows:



7.1. Contingency Derogation Notification & Approval process

The process described below is the process for notifying and approving Contingency Derogations.

Riverlinx CJV shall submit the Derogation Request Form as described above. TfL and the Relevant Authority notified shall be entitled to provide comments and information in respect of the proposed Contingency Derogation in particular in respect of local circumstances not foreseen in the Contingency Plan (in the associated Sustainable Freight Transport Plan (SFTP)) for the Contingency Derogation that has been notified.

On or before the date specified for approval of the Operational Derogation in box 12 of the Derogation Request Form (Appendix 1) TfL and the Relevant Authority should determine whether the Operational Derogation should be approved having regard to:

- the circumstances of the request for the Operational Derogation;

- the terms of the approved SFTP for the Site in question; and
- any comments and information received from the Relevant Authority and stakeholders as above

The decision of TfL and the Relevant Authority (including the reasons for it) shall be recorded on the Derogation Decision Notice (Appendix 2) which shall be provided:

- internally;
- to the individual members of TfL and the Relevant Authority; and
- any other stakeholder who should be notified of the Derogation further to the SFTP for the Site to which the Derogation applies; and
- the Derogation Request Form and the Derogation Decision Notice shall be included in the Monthly Report.

Works shall be undertaken as per approved Derogations.

7.2. Unforeseen Derogation process

The process described below is the process for approving Unforeseen Derogations.

Riverlinx CJV shall issue a Derogation Request Form (Appendix 1) as soon as possible in respect of the notified Unforeseen Derogation specifying a reasonable timetable for approval in Box 12 of the Derogation Request Form. The Derogation Request Form shall go to TfL and the Relevant Authority who will in turn consult with the PLA.

TfL and the Relevant Authority shall be entitled to provide comments and information in respect of local circumstances and other matters relevant to the proposed Derogation.

TfL and the Relevant Authority will determine whether in its reasonable opinion the Derogation should be approved having regard to:

- the circumstances of the request for the Operational Derogation as set out in the Derogation Request Form;
- the terms of the approved SFTP for the Worksite or Sites in question; and
- any comments and information received from TfL and the Relevant Authority notified.

Note:

- An application for determination of a Derogation Request Form referred to TfL and the Relevant Authority will be determined by TfL and the Relevant Local Authority in consultation with the PLA.
- Where an application relates to Worksites in two different local authority areas the application will be deemed to be an individual application to each Relevant Local Authority and will be determined separately by TfL and each Relevant Local Authority, in consultation with the PLA.

TfL and the Relevant Local Authority may either:

- approve the application;
- approve the application with conditions which may include a requirement to review the operation of the approved Derogation; or
- refuse the application in which case it will:
 - give the reasons for the refusal; and
 - use its reasonable endeavours to indicate what amendment to the application would address its reasons for refusing the application Event to that proposed in the application.

In making its decision as above TfL and the Relevant Local Authority will have regard to:

- the circumstances of the request for the Operational Derogation received from the Contractor as set out in the Derogation Request Form;
- the terms of the approved SFTP for the Worksite or Sites in question;
- any advice it has received in writing concerning the Derogation that has been applied for from the other members of the Relevant Authority; and
- any comments and information received from the PLA as described above.

Upon receipt of the TfL and Relevant Local Authority decision Riverlinx CJV may either:

- accept the decision; or
- engage further with TfL and the Relevant Authority

Riverlinx CJV shall include the Derogation Request Form and the Derogation Decision Notice in respect of any Operational Derogation approved in the Monthly Report. Works shall be undertaken as per approved Derogations.

7.3. Sustainability Derogation

Sustainability Derogations will usually be notified and determined using the Unforeseen Derogations process described in above.

A Contingency Plan included in a SFTP approved may provide for a Sustainability Derogation in circumstances defined within the Contingency Plan and the determination of an application for a Sustainability Derogation included in a Contingency Plan shall be determined using the Contingency Derogation process for “Operational Derogations”.

In the event that the Relevant Local Authority refuses the application for a Sustainability Derogation, Riverlinx CJV may refer that decision to refuse the Sustainability Derogation to the Independent Panel.

8. Relevant Contract Documentation

Whilst we note that the scope of the CSRS (as outlined within 3.2.7 of the Code of Construction Practice) does not include for the documentation outlined below, we nonetheless provide an overview of these documents as we note that they will be a requirement to support our works.

8.1. Navigation Risk Assessments

Any wharf used in conjunction with the Project will have a Navigation Risk Assessment report presenting the results of the marine navigational risk assessment of the proposed Work Site as part of the STT scheme. Consultation with the PLA Harbour Master and an assessment of navigational risk for each phase of works will determine whether it is necessary to produce an assessment per phase of works or for multiple phases e.g. construction (establishment), operation or decommissioning.

Riverlinx CJV note that within the preliminary navigational risk assessments there is reference to a River Response Team. Our navigational risk consultants will evaluate these preliminary assessments in the context of the expected river activity to determine the most appropriate risk controls that need to be deployed.

8.2. Passage Plans

Shipping material from one port (or Site) to another involves coordinated working of several operations of both land and marine staff. One of the most integral parts of a barge operation is the cargo or voyage planning, which is mainly undertaken by the navigational officer of a vessel. A passage plan is a comprehensive, berth to berth guide,

developed and used by a vessel's team to determine the most favourable route, to identify potential problems or hazards along the route, and to adopt Bridge Management Practices to ensure the vessel's safe passage. Such a plan will be produced by our marine contractor, GPS Marine, and used to inform the navigational risk assessment. The Passage Plan will be submitted to the PLA for approval. Approval from the PLA must be granted before the commencement of relevant works.

8.3. Construction Method Statements and Associated Plans

In order to inform the navigational risk assessments CJV will set out the procedures to be followed for construction operations in method statements which will address health, safety, site security and the environmental issues associated with construction operations. The operations requiring a method statement will be identified using a risk-based approach. These method statements will be used in the consultation process with key stakeholders such as the PLA as part of identifying the navigational risk of the operations.

Appendix 1

Draft Derogation Request Form

#	Question	Response	
1.	Describe the derogation event, and identify whether it is a: a. Contingency Derogation b. Unforeseen Derogation c. Sustainability Derogation	[please include a description of the event or refer to contingency plan reference where appropriate. If event is related to a sustainability derogation, please include justification]	
2.	Proposed duration of derogation?	[insert date from to date to]	
3.	Describe the likely effects of the derogation event	[describe the effects, covering construction, operation, health and safety, and the environment]	
4.	Describe the proposed mitigation measures	[please describe the mitigation required and how it will reduce the impact of, or remove the need for, the derogation event]	
5.	If event relates to operational derogation, is derogation still required?	Yes No [select appropriate answer]	
6.	Proposed derogation requirements	[please provide a detailed breakdown of the derogation, including total tonnage for sustainability derogations]	
7.	Are any approvals required?	[please state any approvals required in addition to those included in the derogations process]	
8.	Management requirements of derogation proposed	[please provide a breakdown of how the derogation will be managed]	
9.	Longer term considerations of derogations and derogations proposed.	[please summarise any longer term implications of the event or derogations proposed]	
10.	Relevant Authority phasing and review process for proposed derogation (if required)	[please propose timescales and details of the review process to be undertaken by the Relevant Authority]	
11.	List of stakeholders to be notified of derogation	[only complete if this differs from the list provided in the derogation event notification form]	
12.	Please set out required timescales for approval	[please provide required timescales for Employer, Relevant Authority, and Independent Panel approval processes]	
13.	Status of derogation request (only complete sections where applicable)	Issued to Undertaker	[Date]
		Issued to Relevant Authority	[Date]
		Issued to Independent Panel	[Date]

UNCONTROLLED WHEN PRINTED

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Appendix 2

Draft Derogation Decision Notice

#	Question	Response	
1.	Decision notice submitted by:	[note name of person who completed the form and role, e.g., Undertaker, Relevant Authority, Independent Panel]	
2.	Is the requested derogation necessary?	Yes	[please provide details]
		No	[please provide details]
		If no, alternative mitigation suggested?	[option to provide details of alternative mitigation proposed]
3.	Is the requested derogation reasonable?	Yes	[please provide details]
		No	[please provide details]
		If no, measures to avoid future similar recurrences?	[option to provide details of proposed measures]
4.	If a review process is proposed, is this approved?	Yes	[please provide details]
		No	[please provide details]
		If no, what review process should the Undertaker/contractor adhere to?	[please provide details of suggested review process]
5.	Derogation determination	Approve	[select appropriate answer]
		Approve with conditions	
		Refuse	
	Details of decision	[in the case of approve with conditions or refusal, please provide details of the rationale]	