



Regular Operator Consultation

(Appendix 12E)

Prepared by Anatec Limited
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1 Regular Operator Consultation

Regular commercial operators were identified from the marine traffic survey data (see Appendix 12B (AIS Marine Traffic Validation) of the EIA Report), and each were subsequently sent information regarding the optimised Seagreen Project, and a request for a consultation response.

A summary of the operators contacted, and the responses received are provided in Table 1.1. All initial consultation letters were sent on the 7th February 2018.

Table 1.1 Regular Operators Consultation

Consultee	Response	Where Addressed
Amasus Shipping	No Response	n/a
Arklow Shipping	No Response	n/a
Bibby Offshore	No Response	n/a
BP Shipping	No Response	n/a
Briggs Marine	No Response	n/a
Cruise & Maritime Voyages	Requested coordinates for the Seagreen Project. No further response.	Noted
DOF Group	No Response	n/a
Eimskip	No Response	n/a
Faversham Ships Ltd	No Response	n/a
Fred Olsen Cruise Lines	The vessels will have to go further east, north or south of the east coast of Scotland therefore there shouldn't be a major impact other than a longer distance when leaving Edinburgh for example. Following plotting on ECDIS, the position of the Seagreen Project is not something that will impact significantly on our routes and itineraries. Even if their route passes directly through the area, the detour will be a maximum distance of 3nm.	Noted
Fugro	No comments regarding the proposed development.	Noted
Havila Shipping	No Response	n/a
James Fisher Everard	Main concern is maintaining accessibility of	Future case routing is

Consultee	Response	Where Addressed
	their vessel routes. Queried Seagreen's plans with respect to maintaining this accessibility.	presented in Section Error! Reference source not found. of Appendix 12A (NRA Addendum) of the EIA Report. Displacement impacts are assessed within the EIA Report (Chapter 12 (Shipping and Navigation)).
Kopervik Group	No Response	n/a
Maersk Supply Service	Informed relevant stakeholders; no comments at this point.	Noted
North Star Shipping	No Response	n/a
Samskip	No Response	n/a
Scotline	Will traffic will be prohibited from passing through the Seagreen Project and/or the study area. What is the purpose of the study area boundary and the Firth of Forth Round 3 Development Zone?	Future case routing is presented in Section Error! Reference source not found. of Appendix 12A (NRA Addendum) of the EIA Report. Displacement impacts are assessed within the EIA Report (Chapter 12 (Shipping and Navigation)). The buffer represents an approximate 10nm study area to capture and assess marine traffic. It is not an area of development. The Firth of Forth Round 3 Development

Consultee	Response	Where Addressed
		Zone presents the sea area Seagreen hold the rights to develop. Any projects within it will be developed and consented separately.
Solstad Farstad	No Response	n/a
Teekay Shipping	No Response	n/a
Thun Tankers	No Response	n/a
Vadero Shipping	No Response	n/a
Viking Supply Ships	No Response	n/a
Vroon Offshore Services	No Response	n/a
W&R Shipping	No Response	n/a
Wessels Reederei	No Response	n/a
Whitaker Tankers	<p>The Whitchampion will amend their routeing accordingly which will entail an eight mile detour.</p> <p>The Whitchallenger will adjust their courses to pass outside of the study area. Requested a larger scale view of the coastal routeing in order to consider bad weather routeing.</p>	Noted
Wilson Ship Management	No Response	n/a