

1.1 Q.INF 1.6: NGVL do not agree with the conclusions of the Environmental Statement that there will not be an increased risk to the Viking Link cable throughout the operational lifetime of both projects as a result of the gap introduced and the presence of Hornsea 4 (in combination with Hornsea 2). NGVL simply wants this additional risk to be mitigated (through IMO routing measure and additional rock protection for the Viking Link cable).

1.2 According to the Navigational Risk Assessment (NRA) prepared for Årsted as part of the ES, the frequency of collision is predicted to increase with 14% (page 204, paragraph 517). The NRA does not specify the possible threats to submarine assets, such as sinking after collision and anchoring, nor the possible consequences of such incidents, which in the view of NGVL is an omission. The NRA contains information that confirms that the increased frequency of collision is the (obvious) result of increased frequency of shipping due to the navigation gap between Hornsea 2 and Hornsea 4. In the opinion of NGVL this will inevitably lead to an increased frequency of events such as anchoring and sinking and as such will increase the risk to the Viking Link. NGVL therefore disagrees with the ES conclusions that there is no impact on the risk to the Viking Link Interconnector.