

Meeting Minutes

Doc No	LN000046-COM-CA-MOM-0015- CLG Minutes	
Meeting Title:	Viking Community Liaison Group	
Date/Time/Venue:	24/01/2023 at 7.00pm – Microsoft Teams	
Issue Date:	10.02.2023	
Attendees:	Chair Andrew Archer, (Tingwall, Whiteness & Weisdale Community CC)	Neil Leask, (Tingwall, Whiteness and Weisdale CC)
Pauline McGinty (SSE Renewables)	Julie Graham, (SSE Renewables)	Aaron Priest, (SSE Renewables)
James Garrick, (Vice Chair)	Carolyn Wilson, (SSE Renewables)	Thea Groat (SSEN Transmission)
Chris Cope, (Shetland News)	Michael Topping, (Project Manager, SSEN-HVDC)	Ryan Nicolson (Shetland Times)
John Priest, (Sandsting & Aithsting CC)	Ryan McLean, (Project Manager RJM)	Lorraine Wallington (Project Manager, SSEN-HVDC/Cabling)
Neil Grant (SIC Director of Development)	Alastair Cooper (Delting CC)	Aimi Munro (SSE Renewables)
Johnathan Flowers (SSER, Wind Turbine Package Manager)		

Item	Agenda Item	Action	Due
1.0	Welcome and introductions - Group chair Andrew Archer presided.		
2.0	Apologies –Moraig Lyall, Fionan Doonan, Ross Fraser-Cowper, Davie Sandison, Teri Brown, Aimi Munro, Jamie Muir, Emma MacDonald, Liz Peterson, Willie Simpson, John Douglas, Alistair Laurenson, Craig Park,		
3.0	Approval of previous minutes - Formally approved.		
4.0	Matter Arising: Andrew Archer (AA) noted that some questions that had been asked at the last meeting could not be answered on the night, however, all of these questions had been answered within the minutes, so nothing was outstanding. AA also informed the meeting that the community council chairs had agreed that he and James Garrick (JG) would continue as Chair and Vice Chair of the CLG. AA then asked if there were any other matters arising from the minutes of which there were none and moved to the next item.		
	<p><u>Project update presentations by Viking/SSER and SSEN Transmission</u></p> <ul style="list-style-type: none"> SSEN Transmission update on construction of the HVDC Converter Station. <p>BAM Nuttall Civils – Michael Topping (MT) gave an update on the BAM Nuttall side of things. He explained that good progress had been made, with the remaining civils work, including a majority of kerbing, complete, initial road resurfacing works to binder level/CCTV and perimeter fence works ongoing. MT also confirmed that Health & Safety – risk assessments, toolbox talks, and safety observations had been undertaken to reduce risks and prevent</p>		

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5.0	<p>incidents from occurring. MT also confirmed that the mechanical & electrical fitout of building is now into the minor snags/defects to close out and commissioning activities are ongoing. MT reported that upcoming works included the remainder of external civils works, which are ongoing, and include final M&E commissioning works and HVDC Installations.</p> <p>Hitachi Energy HVDC</p> <ul style="list-style-type: none"> MT confirmed that 10,000 Valve Fibre Optics have been installed over January and work is now into the termination of those Valve Fibre Optics and that 100km of Control Cabling has also been installed between the high voltage equipment and the control equipment. <p>MT reported that Auxiliary Power Systems have been installed in preparation of connection to the DNO supply.</p>		
5.0	<p>MT then informed that upcoming works included Commencement of Sub-System testing ready for stage 1 Commissioning with the testing team now starting to arrive in Kergord.</p> <ul style="list-style-type: none"> Seimens + Bam: AC Substation <p>MT updated that GIS installation was ongoing and to schedule and that Protection & Control Panel cabling, glanding & terminations are ongoing.</p> <p>MT reported that upcoming works would include gassing works to GIS(Clean air), testing of Control Panels, signal exchange prior to stage 1 commissioning.</p> <p>AA asked if all was on track?</p> <p>MT replied that all was on track, really strong progress especially on the HVDC installation side, all high voltage equipment was now installed.</p> <p>HVDC Cable Installation Update</p> <ul style="list-style-type: none"> Lorraine Wallington (LW)(Project Manager) gave an update on HVDC cable installation progress. <p>Shetland LW noted that Fibre Optic cable installation is ongoing with a revised completion date of February 2023</p> <p>Caithness LW further informed that tie in works for the Caithness Moray cables have commenced in January 2023 with work ongoing until approx. April 2023</p> <p>Offshore & Marine LW confirmed that Campaign 1 is now complete, with cable installed for about 100km, laid, trenched and rock dumped for protection, and waters returned to use by fishermen.</p>		

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5.0	<p>LW updated on landfall work in Weisdale Voe commencing at end of January 2023, with work ongoing until April/May 2023 with different activities throughout this time along with some diving works</p> <p>LW confirmed that PLGR (Pre-lay Grapnel Run) campaign 2/3 to commence in February 2023, LW explained that this is where a vessel comes along the route pulling a grapnel along the route to create a channel for laying the cable.</p> <p>LW further updated that Campaign 2 cable lay is due to commence mid-March 2023 from Weisdale Voe and out from Shetland Mainland, with cable lay 3 to commence end of June 2023 and this lay will be out at sea and will pick up each end that has been laid and connect them to the 3rd part of the link.</p> <p>LW confirmed that after these 2 campaigns, a separate trenching campaign, using Grand Canyon 3 and Helix, will start. then the cable trench rock placement is due to start in Sept until November 2023, to add protection.</p> <p>LW also informed that discussions with local aquaculture site owners are ongoing and that a meeting had taken place with them last week, and a meeting with landowners is due to take place on 25.01.2023.</p> <p>AA asked for any questions for Michael or Lorraine, no questions asked.</p> <p>AA then asked LW: Following on from the notice we had last week in regard to traffic going down the Cott Rd, the more you could tell us about what the peaks and troughs might be, would be really helpful? LW replied, What we are going to be doing in approx. 2 weeks' time, is that trucks will be transporting rock from Lerwick to site and traffic management will be in place. We appreciate that certain times in the day are busier, and these times will be avoided, where possible.</p> <p>AA asked for as much notice as possible to allow updating to local Facebook pages to keep residents informed. LW replied that she would keep in contact with updates</p> <p>Alistair Cooper (AC) asked a question to LW: You mentioned that you are talking with the salmon farmers, what about the fishermen and shell fishermen? LW replied, yes, we go via Ruth Henderson, the Aquaculture site & local shellfish sites. We had been due to have a Marine Forum at the museum last week, but sadly no one asked Thea for the link to join the meeting and, due to weather, staff had been unable to travel from Mainland Scotland to Shetland. LW said they are happy to set something up for 1 on 1 or groups to have more information shared. AC expressed that he felt it important to engage with the users of the waters in the locality. LW replied that they go via Ruth and use the contacts Sharon Powell has passed over to Thea Groat (TG), but if any more contacts need to be added to list, then all are welcome. AA noted that this had also been published on local community council pages, LW also added that the notice also goes out to the Notice to Mariners and is open to the public.</p> <p>AA added a question: Is this cable better protected than our internet connection cables (due to what happened with them last year)? LW replied, I have been speaking with BT recently in regard to a line that they have laid, and they trench some and this is what we do. We have a</p>		

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5.0	<p>target depth and our engineers have undertaken a lot of analysis on different areas, different seabed conditions and activity in the area. Something we do differently is that we rock dump over the top of the cables also. In the shallower water at each end, we have a cable protection system (concrete shelves going around the cable) and in areas where we cannot bury it as deep as we would like, we then put rock cover over the top for protection. LW confirmed “yes “I would like to think that this is better than what was seen with the connection cables last year.</p> <p>VIKING/SSER Update</p> <ul style="list-style-type: none"> • Aaron Priest (AP) introduced himself to the group and gave a brief outline of the starting slides and informed the group of others presenting at the meeting. AP covered the initial slide/map & construction timeline to help orientate people with the layout of the site, this included the start of Vestas arrival to site with the turbine components already arriving to Greenhead Base. <p>AP gave a project update and outlined next steps. He reported that the full 70km geographical spread of wind farm tracks are now in place; 103/103 turbine bases had been poured, and all now backfilled with crane pad final capping in progress. He also confirmed that turbine cables continue to be laid and cable trenching, cable deployment and cable backfilling/landscaping/turf replacement and hydroseeding (in spring) are all ongoing.</p> <p>AP further updated that peat reinstatement in-situ and wider restoration continues, road capping, crane pad capping, cabling works and installation of permanent drainage all continue in parallel. Borrow pit reinstatement plans will be submitted by RJM to SIC for consideration/approval in due course, with KBP02 expected to be the first borrow to be closed/reinstated.</p> <p>AP advised that turbine components would begin to arrive to site in February 2023 and further explained that there had been some visual anomalies on some of the early cables delivered. This caused a revision into what the issues are but, in parallel to these discussions, cable lays are still ongoing as it is a very small portion of the overall cabling that had the visual anomalies. This has had no effect on Vestas mobilisation plans or on the overall programme and everything is on track for VEFW to be completed in 2024 as programmed.</p> <p>AP updated that the direct local spend to date had reached £52.5 million and the work force currently stood at approx. 350 people, with Vestas personnel now starting to arrive to the site and an expected reduction on the RJM team would level down mid-year.</p> <p>AP displayed some slides showing some images of trailers doing dry runs ahead of transporting turbine blades etc around the site. He showed images of crane pads and ongoing cabling works, with further slides showing turbine components already sitting at Greenhead Base.</p> <ul style="list-style-type: none"> • Julie Graham (JG) gave an update on community engagement matters via slides. <p>Summary of main points: Shetland Community Benefit Fund now at £636,264.06, with awards to 346 projects and an additional £200k advance on the main SCBF made to MRI Scanner Appeal; and a web link was shared to allow people to take a look at the full list of the projects that have benefited: www.ibp.eu.com/vcfconsultation/</p>		

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5.0	<p>JG also updated on STEM projects, noting that in May 2023 Baltasound JHS and Mid Yell JHS will join in with Skills for Work students to take part in a STEM course. AHS will also participate in sessions of this course, hoping to catch the remaining S3 pupils in 2024 - with extra funding from VEFW having been allocated to allow this to happen.</p> <p>JG gave an update on community engagement and confirmed that through 2022 over 1,000 students had been engaged with and some great feedback had been received from both students and teachers. JG also noted school engagement would continue this year and there will be further engagement with UHI, having spoken with lecturers.</p> <p>JG updated that “Vaila’s Windy Day” Competition is now closed with 90 entries from Unst to Fair Isle having participated and prizes of anemometers have been sent out to the winners. It was also noted that 25 out of 27 schools are currently using the related Vaila’s Windy Day portal.</p> <p>JG updated that approximately 60 families across Shetland had benefited from the hampers from our Christmas support. Also, SSER had given some support to Lerwick UHA, and that additional work with the community payback team on further projects will be updated on at the next CLG.</p> <p>WIND TURBINE DELIVERIES & INSTALLATION</p> <p>Jonathan Flowers (JF) gave an update on the delivery/arrival and installation of the turbine components to Shetland and VEFW site through a series of slides.</p> <p>Summary of main points: JF noted on the first slide, images of a turbine and explained each component and how it worked together with each section that is added, which is made up of 10 components on each turbine, with over 1,000 components for all turbines</p> <p>JF then explained how the turbines are delivered to site. He explained how a specialist transport team (McFadyens) had been engaged and this was shown through three different images showing how components are loaded and travel to site. He also explained a little on each component e.g., the blade length being 57meters long and the longest load and how the bottom tower base section is the heaviest component at around 75 tons.</p> <p>JF further explained how the convoys will work delivering the components to site, not only using the specialist hauliers but that the deliveries are also supported by Police Scotland specialist drivers, table below (in blue) is timings of the transport for each convoy:</p> <ul style="list-style-type: none"> • There will be up to three convoys per day, 6 days a week (Mon – Sat) with up to four wind turbine components per convoy • Convoy travels from Lerwick Port and then enters the site by one of the four site entrances • Convoy travel time is estimated to be around 1 hour from leaving the port to entering the site • The times the convoys are expected to leave the port on weekdays between: <table data-bbox="325 1944 895 2072" style="margin-left: 20px;"> <thead> <tr> <th style="text-align: left;">Mon-Fri</th> <th style="text-align: left;">Sat</th> </tr> </thead> <tbody> <tr> <td>6am – 7am</td> <td>6am – 7am</td> </tr> <tr> <td>11am - 12noon</td> <td>10am – 11am</td> </tr> <tr> <td>1pm – 2pm</td> <td>12 noon – 2pm</td> </tr> </tbody> </table>	Mon-Fri	Sat	6am – 7am	6am – 7am	11am - 12noon	10am – 11am	1pm – 2pm	12 noon – 2pm		
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5.0	<p>JF then explained via slides, and below text, how the turbines are erected:</p> <ol style="list-style-type: none"> 1. Smaller crane puts the bottom two tower sections up. 2. Bigger crane arrives and puts up the top two tower sections on top. 3. Nacelle, drivetrain and hub lifted on top of the tower . 4. One blade installed in horizontal position. 5. Hub rotated so next blade can also be installed horizontally. 6. Hub rotated again so third and final blade can also be installed horizontally. <p>JF then opened up for questions</p> <p>Neil Leask (NL) asked, regarding the base section of the tower, what width is this section? Will the road require to be completely closed or will traffic be able to pass on the other side?</p> <p>JF replied that the base width is 4.5 meters wide and that the load can mostly travel on 1 side of the road, however where it comes to a tight turn the load will cross over to the other side of the road and this is where the experience of the traffic police and the hauliers come into force to manage the whole process safely.</p> <p>NL then asked, with regards to the timings of the convoys each day, does this mean the whole process will take approximately 3 and a half months?</p> <p>JF replied, the deliveries start in early February and in best case scenario deliveries would finish by end of June however they do expect that to slip into July, due to weather issues that may come up within the delivery time scale.</p> <p>NL asked a question to Aaron Preist(AP), You mentioned a difference of opinion on the cable duct and burial, can you clarify what the problems are with that?</p> <p>AP replied/repeated that there had been some visual anomalies on the cables, and that there had been a process of quality checking on these cables and some contractual discussions have been ongoing with the cable supplier. He then confirmed that this was on only a small amount of cable and the overall programme was still on track to be completed in 2024 as planned.</p> <p>NL then asked, will some of the cable have to be lifted and resituated?</p> <p>AP replied, there is a discussion on a small proportion of cable and that the vast majority was not in the ground. He confirmed that some lengths are in the ground and that this was an ongoing discussion.</p> <p>Andrew Archer (AA) asked a question to Jonathan Flowers (JF): You say the convoy journey will take approx. 1hr, does this mean the convoy will be travelling at 15miles an hour?</p> <p>JF replied that yes this would be the approximate time scale but that this would depend on such things like “which components are being delivered” i.e., weight of the vehicle on the lorry, the road conditions and weather. He added that initially they would expect journeys to take a little longer, until drivers (both police and haulier) get to know the route and each other. He confirmed that the average speed would be between 15 to 25 miles per hour.</p> <p>AA then asked: If I find myself stuck behind a convoy, will I be stuck</p>		

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	<p>behind the convoy until it turns off the road, or will there be opportunities to pass?</p> <p>JF replied, this process is controlled by the police, and it will be determined by safety. If the police see a build-up of traffic, they can seek for the convoy to pull over at a safe point and allow traffic build up to pass by. JF further explained that this issue had happened while a trial run was taking place and the police had pulled the convoy over as explained above. JF then added that this would also be determined by weather issues and that it might sometimes be safer to allow the traffic to follow behind the convoy until it turned off the road at site.</p> <p>AA, expressed concerns over people becoming frustrated if heading north for a ferry and being stuck behind a convoy</p> <p>JF explained that the reason why the delivery times slots for the convoy had been chosen was that they had looked into the peak time slots for such things as “ school drop off and pick up time, ferry times etc” and that the times chosen had been deliberately chosen to maximise daylight for works and to minimise disruption to local residents, and also taken into account was bus service to the north which connect to ferry times.</p> <p>AA further asked, with regards to traffic coming south “particularly at the bend in the road at the golf course” how long would you expect people to be held up for?</p> <p>JF confirmed that depending on speed of the convoy any delays should only be a few minutes.</p> <p>NL asked, have the police been given any training in regard to what is required for different sections of the road? Will there be dedicated officers for this as in they get experience as they go on or will there be different officers at different times of the day</p> <p>JF confirmed that the officers are specially trained for managing traffic and transporting vehicles like this, the officers will be from the mainland so there will be a learning period while they learn the roads, but as professionals this learning will be quite quick. JF also confirmed that, in terms of the police resource itself, it will be the same officers on all 3 convoys with an officer on standby to cover illness etc, and that they will be on rotation.</p> <p>AA then asked: For the return journey south, will this be at normal traffic speed?</p> <p>JF confirmed that yes, this will be more equivalent to normal traffic speed for the size of the vehicles and road type.</p> <p>No more questions asked, and AA moved to section 6</p>		
	<p>Questions from community council representatives</p> <p>Questions were submitted in advance via community councils and others were added on the night.</p> <p>1. Please can you give an update on the various water quality issues that were highlighted regarding borrow pits 2 and 3, the Burn of Lunklet and the Burn of Weisdale. Has the source of the issues with</p>		

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6.0	<p>the Burn of Weisdale been identified yet? Are all the necessary remedial measures now in place?</p> <p>Aaron Preist(AP)replied with a slide containing the reply (full reply below in blue) as the reply was quite in-depth and offered for people to read or have the reply sent over via email, all read the reply and AA requested that this be emailed to everyone, this request was fulfilled after the meeting</p> <p>KBP02 – Burn of Lunklet</p> <p>It is expected that further rock gaining activity in KBP02 will cease in coming weeks. RJ McLeod (RJM) has committed to expedite the reinstatement of the section of the borrow pit where it is suspected the source of water containing oxidised minerals comes from. Rock gain is almost complete and one additional blast is to be carried out (as per the mitigation plan) to reprofile this section to make it suitable for reinstatement. Once profiled, the worked area will be infilled and benched where required, then covered in a thick layer of peat, buffering any exposed rock seams from further oxidisation. This work is expected to be completed by end of March 2023. The borrow pit as a whole is already circa 80% capped through its use a peat storage area but will require formal reinstatement. Formal reinstatement will be managed through the course of 2023, following receipt of RJM’s finalised, and SIC approved, Borrow Pit Reinstatement Plan for KBP02. Water quality conditions do not appear to have deteriorated from earlier measurements, but neither have they shown an appreciable improvement, as yet, although natural seasonal variations may be a contributing factor.</p> <p>The issue is not one that will be immediately solved and so “all remedial measures” are not in place. The short-term mitigation measures have been implemented and, as per the SEPA accepted mitigation plan, we are moving into the long-term mitigation strategy, beginning with the interim reinstatement works described above. Nature needs to be allowed to play its part once the remedial works have been completed. VEWf will continue to closely monitor all aspects of this in order to assess whether any further mitigation is required. At present, the nature of any further remedial mitigation, should it be required, is being considered and will finally be determined by the outcomes arising from the other remedies outlined above.</p> <p>We remain actively committed to resolving this issue and to providing a permanent solution.</p> <p>KBP02 – Burn of Weisdale</p> <p>The topography at the top of Scallafield around KBP02 tends mainly to the west and so the water pathways to the east are less obvious. Our Independent WQM Lead is visiting site this week (w/c 23/01/2023) with the aim of carrying out a pH survey of the myriad of small watercourses and field drains that flow down from Scallafield (in the area of KBP02 and north and south of it) through a tributary into the Burn of Weisdale. The aim is to identify the source and pathway of the lowered pH water in order to confirm that the remedial measures at KBP02 will help to address the conditions being noted. As previously stated, the issues related to the Burn of Weisdale do not extend downstream and are limited immediately</p>		

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6.0	<p>around the confluence of the tributary that feeds the burn. The overall quality of the water in the Burn of Weisdale remains good and continues to be closely monitored.</p> <p>KBP03 As previously stated, the water quality measurements at KBP03 are of no immediate concern as the position there, with modest (non-reportable) spikes in certain minerals, is understood and being effectively mitigated/managed. Current mitigation measures are scheduled to be re-sited and bolstered, where required, to allow the laying of the required cable trenching in the area of the current silt ponds. KBP03 will be the only working borrow pit in the west of the VEFW site, once KBP02 is closed down (as explained above) and with KBP05 being used as a temporary laydown and welfare area by Vestas.</p> <p>AA asked for any other questions</p> <p>Neil Leask (NL) asked a questions in regards to the road application for the use of a borrow pit, he asked what borrow pit was this for? He also noted that it might be reapplied for at a later point, will that borrow pit be kept open specifically for that operation or will the borrow pit be closed as your normal timescale? And what order are the borrow pits being reinstated?</p> <p>AP noted that the previous answer covered the order of the decommissioning of borrow pits and confirmed the order verbally.</p> <p>AA then asked, do the answers on the screen imply that you are reasonably convinced that the pH thing going into the Burn of Weisdale has nothing to do with Borrow Pit 03</p> <p>AP replied that yes, this can be seen through the answers and that this was related to borrow pit 02. He further explained that 02 would get capped with a layer of peat over the top of the rock seam and this is expected to bring an end to oxidisation of the minerals in that seam and bring an end to the problems, reiterating that this would be monitored.</p> <p>AA then asked: Given that you do not think it is related to Borrow Pit 03, whatever comes out of the pH investigation is unlikely to affect the schedule of which borrow pit gets closed when?</p> <p>AP replied that detail relating to 03 in the answers is pretty clear that KBP03 presents no issues of particular concern related to water quality monitoring in the lochs nearby. KBP03 will be retained to provide processed rock for ongoing road/hardstand capping, permanent drainage and cabling work in the west. The expectation is that it will be the last borrow pit to be decommissioned in the west of the site. The order is therefore KBP02 to be decommissioned first, KBP05 to be used as a temporary laydown and welfare location for Vestas (then decommissioned) and KBP03 will be retained until civil works in the west are complete. Any S.42 application to use KBP03 in the construction of the new Setter farm track therefore has no effect on its overall critical path for continued use.</p> <p>AA asked for any other questions, no further questions asked and moved on to item 7</p>		
7.0	Any other business		

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	Nothing brought up for AOB		
8.0	Date and time of next meeting – .18.04.2023 7pm Via Teams call		