Prepared by the Offshore Wind Industry Council Environment & Consents Team, in collaboration with the Pathways to Growth (P2G) Coordination Group

March 2025

As built register Task & Finish Group Workshop: Feedback Report

Emotionally Intelligent Communications

CONTENTS

INTRODUCTION

On 10 December 2024, the Offshore Wind Industry Council's Environment and Consents team (OWIC E&C) held a task & finish group workshop to discuss the development of an as-built register for the UK offshore wind sector to inform cumulative assessment of risks to seabirds. This workshop was attended by developers, government representatives, regulators, and other relevant industry stakeholders and focused on the steps required to develop a comprehensive as-built register for Scotland, England and Wales.

The as-built register will contain information on above-water, seabird relevant parameters at consent application, consent award and post-build for offshore wind projects in UK waters. Collating this data will enable a more accurate common understanding of cumulative effects from offshore wind, as assessments are currently carried out based on parameters put forward in project applications, rather than what is actually built. While this project has been conceptualised a number of times, work to develop an as-built register has faltered in the past due to a number of underlying issues and concerns, and the need for a database containing this information is becoming more apparent as developers are having to compensate for cumulative effects on seabird populations. Maintaining an up-to-date, accurate record of as-built wind farm metrics is critical to ensuring that assessments are proportionate and any 'headroom' available to new offshore wind farm developments is identified. This workshop is the first step in ensuring the project progresses to completion in a way that is satisfactory to key stakeholders and improves the seabird compensation outlook for projects in the offshore wind pipeline. The need for this work and importance of delivering its outcomes is made evident in the National Policy Statement for Renewable Energy Infrastructure (NPS3; page 49)1.

The workshop sought feedback on a draft EnergyPulse dashboard as a host for the as-built register tool interface and database. The session looked for agreement on a method for establishing bird-related compensation headroom for built projects in England and Wales, and in Scotland, and for clarity around delivery of a tool, including the scope, data collection methods and delivery. The workshop also aimed to get agreement on a method for ensuring released headroom is available to upcoming local projects in the offshore wind pipeline.

Discussions centred around key challenges, such as standardising data collection methods across wider regions, ensuring quality assurance processes, and aligning data formats for usability in policy and planning. The workshop comprised presentations followed by discussions on the following topics: Project scope and data collection; Route to final tool delivery: Phase 1, Scotland; and Route to final tool delivery: Phase 2, England and Wales.

[1] [1] https://assets.publishing.service.gov.uk/media/65a7889996a5ec000d731aba/nps-renewable-energy-infrastructure-en3.pdf

After a short break, there was a focus session, where stakeholders were split into groups. In this session, developers were asked to consider whether there are competitive advantages to keeping headroom, and whether they had any concerns relating to the proposed development of the as-built register. Meanwhile, in the second focus group, comprising representatives of government, regulators and Statutory Nature Conservation Bodies (SNCBs), there were discussions on whether a collaborative approach could be agreed so that SNCB resources are used as efficiently as possible in the future.

The groups then fed back on the outcomes of these focus sessions before the penultimate session of the workshop. This comprised a demonstration of the EnergyPulse dashboard, followed by an opportunity for stakeholders to give their feedback. Finally, there was a plenary session on the topic of headroom; more specifically, what happens to headroom after release and how it can be utilised by upcoming pipeline projects.

OWIC instructed EQ Communications, a specialist stakeholder engagement consultancy, to independently facilitate the session and take notes of the comments made by stakeholders. This report has been written by EQ Communications to summarise the findings. Every effort has been made to faithfully record the feedback given. In order to encourage candour and open debate, comments have not been ascribed to individuals. Instead, notes have been made of the stakeholder organisation category (SNCB, Government, Developer) rather than the specific organisation.

PARTICIPANTS

A total of 19 stakeholders attended the online workshop, representing 15 organisations.

The full list of organisations can be found in the table below.

BP	NatureScot
DAERA	NRW
DEFRA	OWIC
DESNZ	RUK
Flotation Energy	Scottish Government
JNCC	SSE
MMO	TCE
Natural England	

SESSION ONE: PROJECT SCOPE AND DATA COLLECTION

The focus of this session was to establish a clear scope and methodology for collecting and validating data for the as-built register. The thirteen scoped parameters were outlined, including the number of turbines in the array; the number of blades on the turbines; the total capacity of the windfarm; the hub height; and the development area.

The discussion aimed to ascertain whether the parameters presented were comprehensive, and whether the proposed (manual) approach to data collection and suggested quality assurance methods are the most workable way of ensuring that data is reliably collected and accurate. Stakeholders were also asked to consider data collection possibilities for parameters that may not be included in all planning documents – such as blade pitch and average rotation speed – and were asked to think about how the tool should map consent variations. In addition, participants were invited to explore innovative approaches to streamline data acquisition and processing, and to discuss whether this data could be easily shared by developers to make the process less onerous.

In the second part of the of the session, discussion moved onto the specifics of seabird displacement data. Discussions focused on how mean bird density data can be collected, and quality assured (with a particular focus on historic projects), to calculate collision risk and whether there was agreement on exactly which data are required to be collected.

DATA COLLECTION: OFFSHORE WIND PARAMETERS

It was broadly felt that that the parameters presented (listed at the end of this summary) are appropriate. While this was borne out in the electronic voting, where 83% were in agreement that the list was comprehensive, in order to ensure parameters are future-proofed and all elements required in impact assessments are captured, follow-up calls will be held with SNCBs from across the UK.

In the discussions, it was commented that manually collecting this data was overly onerous, and there was a feeling that the approach to data collection could be streamlined. It was added that this would benefit developers as they wanted transparency and ease, although it was caveated that there may be certain commercial sensitivities, which must be taken into consideration. The suggestion was made, however, that a tool such as a database could have different levels of access to account for commercial sensitivities.

The point was made that developers already need to provide most of this data as part of the planning process, although it was pointed out that the data may not always be readily available. However, there was broad agreement that a standardised approach – such as a template – could be sent to developers, and that this seemed like the most appropriate way to progress data collection and make the best use of resources.

It was also noted that most developers would be happy to provide this data given their appetite for an as-built dashboard, although this might require some extra resource on their part. The broad feeling in the

discussion was that there was a will for developers to provide most of this information, which is, after all, in the public domain, and that a more automated and streamlined approach made more sense than OWIC collecting this data manually.

SCOPED PARAMETERS:

- Name of windfarm.
- Number of turbines in the array.
- Project development area.
- The model type of turbines in the array.
- The number of blades on the turbines.
- The capacity of each individual turbine in the array, in megawatts.
- The total capacity of the windfarm in megawatts.
- The hub height in metres.
- The average rotation speed.
- The radius of the rotor swept area.
- The ‘air gap’ – between the sea and the lowest point of the rotor sweep.
- The maximum width of the rotor blade.
- The average blade pitch.

DATA COLLECTION: SEABIRD DISPLACEMENT DATA

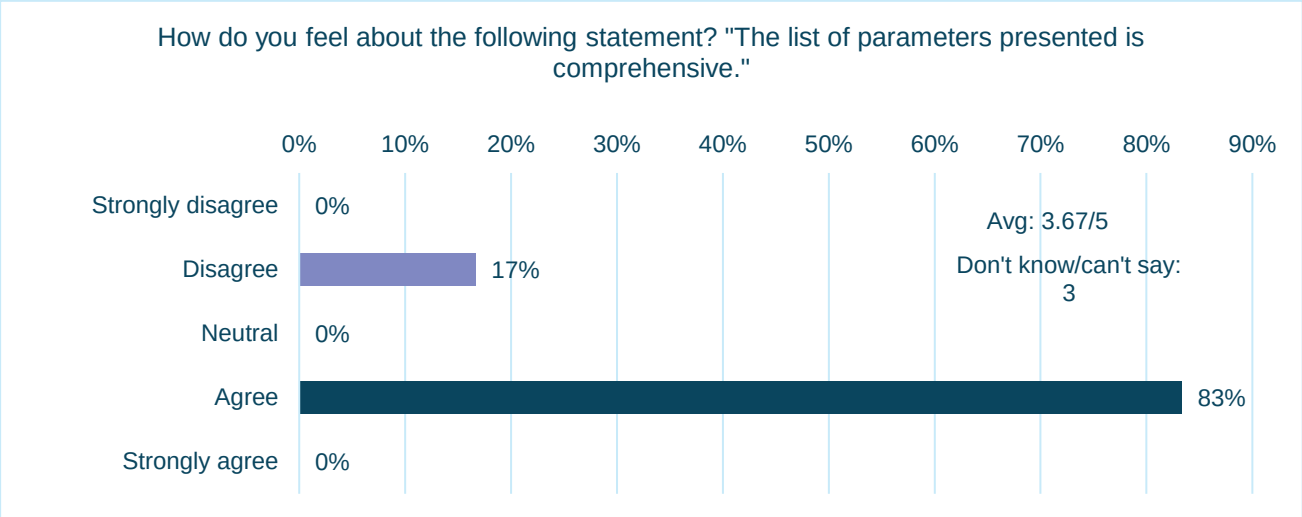
The point was made that much of this data may be hard to come by, particularly with reference to ensuring baseline data is translated into an accessible format. It was noted that work has already been done through Natural England’s POSEIDON project (Planning Offshore Wind Strategic Environmental Impact Decisions), so a good first step may be to engage with them.

There was some discussion about what is actually meant by the term ‘displacement data’, and that most projects won’t have accurate data on the number of birds actually displaced but that the focus should be on collecting baseline data. It was felt that, in the absence of accurate data on bird displacement, a model utilising a project’s parameters should be used to provide a displacement estimate, and that this could be based on abundance estimates in relevant locations. It was raised that several abundances may need to be considered, depending on the project footprint.

There was agreement that a model using baseline displacement data and the as-built register data could be used, and that this might be the most streamlined approach to addressing this challenge.

ELECTRONIC VOTING

At the end of the discussion session, the stakeholders were asked to vote on whether they consider the above list of parameters presented to be comprehensive. The outcome of this vote is shown below.



Stakeholders were then asked to submit any parameters that they also thought should be included in the list. Their suggestions are shown below.

- Consent period
- Year of operation
- Operating parameters (wind availability and downtime), tidal offset, latitude. Area of footprint and area plus various relevant buffers. It would also be worth checking if the chord profile used in the Band model is still roughly accurate for more recent turbine blades
- Consent reference number
- Blade pitch mean and SD
- Some around operational time etc that are required for CRM
- Decommissioning year
- My question – is the capacity in MW relevant to seabird impacts?
- Yes. Project area array + 2km buffer. 4km buffer etc
- Seabird density values (flight and on sea separately)

SESSION TWO: ROUTE TO FINAL TOOL DELIVERY PHASE 1: SCOTLAND

The second session was designed to give an update on the proposed approach for implementing Phase 1 of the as-built register in Scotland. As Scottish projects benefit from relatively accessible, publicly available planning data, this phase represents a streamlined opportunity to pilot the register's development and establish foundational processes for broader implementation. Participants were asked to discuss whether the outlined approach was appropriate for Phase 1, and provide feedback on its feasibility and potential benefits.

PHASE 1 SCOTLAND

There was general agreement that implementing a 'Phase 1' focusing on Scottish projects could be a logical first step. It was noted that the smaller number of projects in Scotland, coupled with the availability of existing information, could make this a manageable and practical pilot to test the tool's effectiveness. This approach was seen as an opportunity to understand how well the system works in practice and to refine its implementation before extending it across the country.

However, concerns were raised regarding the scope of seabird ranges and migration patterns, which often extend beyond Scottish boundaries. It was pointed out that projects in Scotland are frequently required to consider cumulative impacts in other regions, such as England or the Irish Sea, making a UK-wide approach more holistic, although it was accepted that this might not be practicable.

While there was recognition of the urgency to progress, it was highlighted that the tool's implementation would be more comprehensive if it accounted for wider spatial considerations. While it makes sense to collate information on offshore wind parameters in Scotland in Phase 1, ensuring seabird displacement data accounts for wider spatial variations was seen to be important. Some stakeholders emphasised that additional collaboration with regulators and developers across the UK would be essential to ensure the success of the initiative.

SESSION THREE: ROUTE TO FINAL TOOL DELIVERY PHASE 2: ENGLAND AND WALES

This session focused on exploring the proposed pathways for implementing the as-built register in England and Wales, building on the foundations established in Phase 1 for Scotland. Recognising the complexity of data collection and regulatory frameworks in these regions, participants were introduced to two potential approaches for England and Wales. Option A involved conducting a detailed case study in a sea area with projects in the pipeline, using a project with a lot to gain in terms of compensation headroom, and going through the full data collection, non-material change, collision risk recalculation process to establish headroom and learn the process for application to other projects. The alternative approach (Option B) involved establishing a substantial database (of consented and built parameters and seabird displacement data) in Phase 2.1, before building out the tool, making required legal changes, and recalculating collision risk for all projects in England in Phase 2.2.

Discussions involved determining the most effective approach to data collection, ensuring the feasibility of incorporating existing regulatory and environmental considerations, and evaluating the use of the Ornithology Cumulative Assessment Model (OCcAM) for streamlining collision risk assessments.

DATA COLLECTION

Discussions highlighted differing preferences for approaches to data collection for English projects, with many leaning towards the focus on building a comprehensive database of as-built parameters and seabird displacement data (Option B). This was borne out in the electronic voting, where this approach was favoured by 67% of attendees.

Formation of the database was seen as a priority, as it would provide a foundation for assessing project impacts and cumulative effects efficiently. Several stakeholders felt that this approach would result in the greatest benefits, particularly as it could support wider applications, such as advising future projects and updating impact guidance. However, it was acknowledged that achieving this would likely require a phased approach due to time and cost constraints, with some suggesting that initial efforts should focus on established datasets and case studies to demonstrate feasibility.

There was a call for clarity on the sequencing of data collection versus broader impact analysis. Some participants felt unclear about the steps involved or how specific outcomes, such as refined parameters or non-material changes to licences, would be achieved. This uncertainty highlighted the need for further discussion and for a shared understanding of what the project could deliver. There were also calls for clarity on how regional and species-specific nuances, particularly across British, Welsh, and Irish waters, should be incorporated into any database to ensure it reflects real-world conditions.

The point was made that a middle-ground approach to impact assessments could be explored to avoid the time and cost implications of fully redoing collision risk modelling. Several participants emphasised the need for an agreed methodology that could account for certain scenarios, such as fewer turbines than initially modelled, without requiring a complete recalculation. This approach could involve developing calculations or ranges that provide reasonable estimates, to demonstrate that risks are lower than initially predicted. Developers highlighted the fact that coordination on methodologies would be key – with the option for these approaches to be reviewed and approved by SNCBs – and there was a feeling that a more streamlined and science-based approach to collision risk modelling would better balance developer interests with regulatory requirements.

OCcAM (the Ornithology Cumulative Assessment Model) was mentioned as a potential solution, although participants noted that it must be implemented thoughtfully in order to ensure confidence in its outcomes.

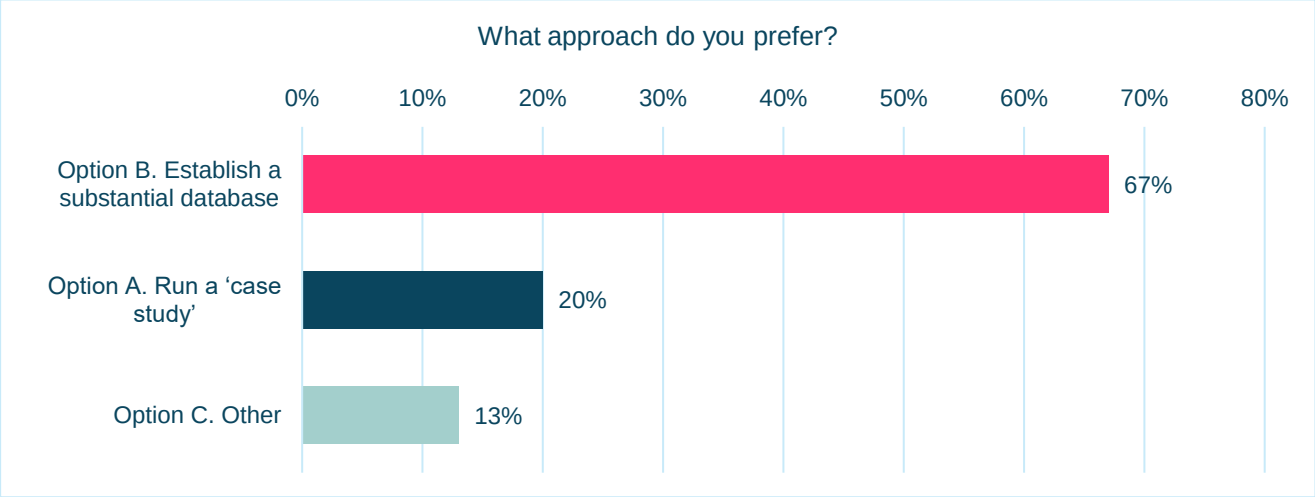
While there was acknowledgment that there is headroom available, some concerns were raised about non-material changes to consents, with developers pointing out that these processes are often not straightforward. East Anglia One was raised as an example of a successful non-material change application being made in this context, resulting in amended Rochdale Envelope parameters and the release of headroom as a result. It was acknowledged that incentives for developers to undertake the non-material change process may not be sufficient, unless that developer is planning further projects in nearby locations.

Overall, the importance of collaboration and coordination between projects, regulators, and developers was reiterated. The experience of ScotWind developers was referenced as an example of successful coordination that could be applied more widely. Several participants felt that lessons from Scotland could inform future efforts in England and Wales, particularly in terms of managing cumulative impacts and establishing robust methodologies for data analysis. However, it was noted that England currently lacks the substantial volume of data available in Scotland, which could limit the immediate applicability of some approaches.

While Option B (building a substantial database) was broadly preferred, some participants highlighted the need to address practical concerns and timelines. Developing an agreed and phased approach, alongside clearer guidance and an understanding of regional nuances, was viewed as the most appropriate way forward. There was acknowledgement that the case study approach of Option A could be progressed with willing developers at the same time as and alongside Option B’s database creation, with DESNZ and MMO to be involved in this parallel workstream.

ELECTRONIC VOTING

At the end of the discussion session, the stakeholders were asked to vote on which approach they thought most appropriate. The outcome of this vote is shown below.



If you answered 'other', please outline what approach you would like us to take

• Perhaps there could be a parallel DESNZ MMO workstream to support the case study side
• A case study would be an opportunity to work through the legal aspects
• Establish a methodology/calculation that can be used so that we don't need to rerun all the collision risk modelling
• Focus on turbine parameters rather than modelling
• A combination of the two, case study necessary to identify any omissions
• Could they both be done concurrently? (Ambitious for resource allowances)

SESSION FOUR: FOCUS SESSIONS

The focus sessions were designed to facilitate detailed discussions among specific stakeholder groups, enabling targeted feedback on critical aspects of the as-built register project. Participants were divided into two groups. Group one was made up of developers, and group two comprised SNCBs, government and regulators.

Discussions in group one centred on identifying strategies to gain the full support of developers for the project. The discussion included understanding potential competitive advantages tied to retaining headroom and exploring ways to ensure alignment across all developers involved in offshore wind projects in the UK.

Group two, comprising SNCBs, government and regulators, focused on discussing a streamlined, consensus-driven approach to tool delivery that minimises resource demands on these stakeholders. Participants were asked to evaluate the proposed methodologies and share any concerns regarding the project's development and implementation, aiming to address these issues collaboratively.

DEVELOPER GROUP

It was widely acknowledged that developers will face challenges when it comes to managing headroom, with commercial value being a key consideration. One developer commented that they may be reluctant to release headroom without clear benefits, given the lengthy process to secure consent. The Crown Estate's workstream looking at the possibility for developers to build sites out further within their Rochdale Envelopes was mentioned in this context.

Persuading developers to relinquish headroom is a significant barrier, especially where a developer is not planning further projects in the area. It was suggested that – through establishing headroom availability – the requirements for compensation may become lower, which could serve as an incentive. Compensation proposals can be extremely costly, with recent packages reaching £50 million. Finding ways to reduce these costs or offering mechanisms for recouping expenses – such as the possibility of selling compensation infrastructure/assets that are surplus to requirements to other projects – could provide developers with a greater incentive to engage. The OWIC-led Strategic Compensation OWEC project is looking at possibilities for offshore infrastructure asset transfer, and could provide valuable insight in this area.

However, participants made the point that such solutions may have limited persuasive power, as the feasibility and attractiveness of these options will vary depending on the developer and specific site conditions. It was emphasised that certainty plays a crucial role in developer decision-making, particularly when managing the risks around project outputs and compensation. In this regard, providing clarity around positive impacts and limiting uncertainty is critical. It was commented that aligning stakeholders, including SNCBs, to demonstrate the benefits of these approaches could help provide developers with the clarity and confidence they need to proceed.

SNCB, GOVERNMENT, REGULATOR GROUP

There was broad agreement that future-proofing data and tools is essential and that any approach needs to be adaptable in the future. An SNCB representative emphasised the importance of consistency, highlighting that structured approaches could help reduce differences in interpretation between Scotland and the rest of the UK. For example, collision risk modelling was cited as an area requiring updates to account for factors like floating versus fixed turbines, with further clarity needed on how these differences should be addressed. It was also suggested that the complexity of such projects might warrant separate, focused discussions with SNCBs to address specific issues outside of broader sessions.

From a government and regulatory perspective, the benefits of creating a streamlined tool or database were acknowledged, particularly in simplifying decision-making processes. However, it was noted that achieving agreement between SNCBs, particularly on complex topics, remains a challenge. One government representative made the point that, while the idea of producing impact estimates to inform decisions is appealing, it is a resource-intensive task.

The need for collaboration was echoed throughout the discussions. It was recognised that the scale and intricacy of such a project – building a database and producing regional or UK-wide plans – requires careful consideration and ongoing dialogue between stakeholders to ensure alignment and clarity.

PLENARY DISCUSSION

The plenary session highlighted broad support for the work being undertaken, with participants acknowledging both its value and the scale of effort required to deliver meaningful outcomes. An SNCB representative praised the initiative, particularly the potential to use as built data for impact assessments, but the point was made that the sheer scale of work may have been underestimated.

It was emphasised that futureproofing the outputs would be key to ensuring its long-term utility. Government representatives echoed these sentiments, describing the work as both useful and ambitious, while stressing the importance of careful planning, collaboration, and involving the right expertise early in the process. Despite the challenges, there was a collective willingness to support and contribute to this significant but necessary task.

SESSION FIVE: ENERGYPULSE DASHBOARD

In this session Rhys Thomas, Head of RenewableUK's EnergyPulse, gave attendees a demonstration of the mock-up EnergyPulse as-built register dashboard tool. A plenary discussion then took place, where attendees gave their views on the dashboard, as well as discussing how the tool should map consent variations.

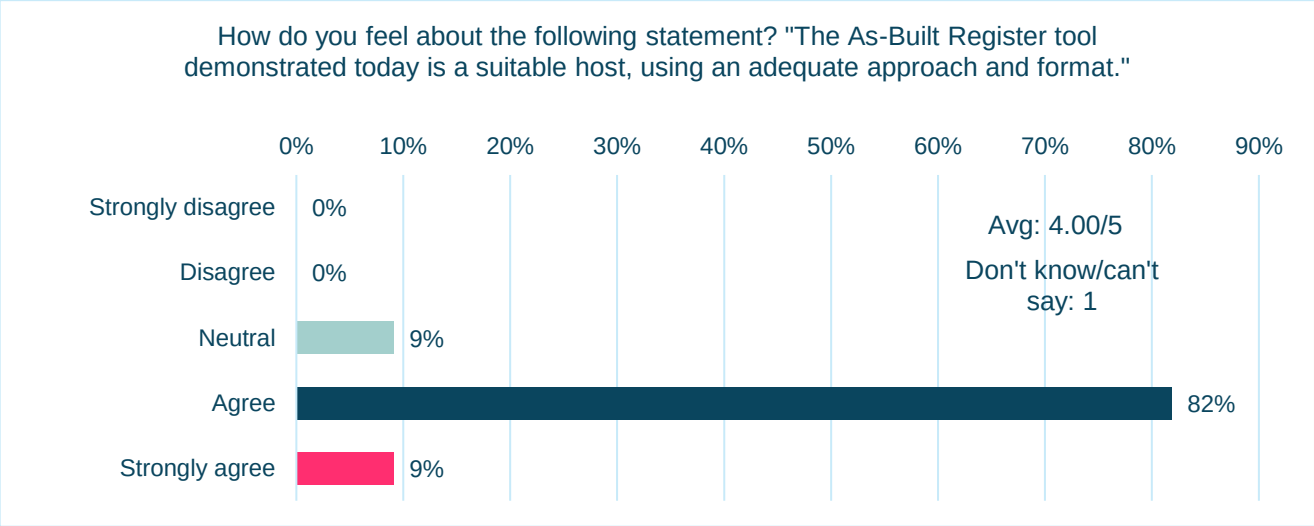
MAPPING CONSENT VARIATIONS

There was general agreement on the importance of accurately capturing consent variations, particularly given their prevalence in Scottish projects. It was noted that variations can significantly impact what is ultimately consented, and this must be accounted for when informing cumulative assessments. One suggestion was to focus on the worst-case scenario, particularly for ornithological assessments, as this aligns with the likely design specification and layout once a project progresses. However, it was noted that the challenge lies in presenting this information and other variation data clearly and efficiently. Participants proposed practical solutions, including adding another column to indicate each variation, or creating multiple rows per project to describe different scenarios, with a clear designation of which scenario represents the most likely or preferred outcome.

SNCBs highlighted the fact that tools such as dashboards and templates must strike a balance between detail and usability. While shape files and turbine layouts are critical for understanding consent scenarios, it is important to ensure they are not misleading, and overlaps between the final build and the full consented extent of a project are easily interpreted. Therefore, capturing both partial overlaps and likely scenarios was deemed useful for different purposes. Participants also stressed the need for a straightforward and frictionless system for integrating data, particularly as the longevity and usefulness of a tool is reliant on simplicity. Natural England's ongoing work on impact assessment templates was cited as an opportunity to align processes and ensure that variations are clearly mapped and accessible for future cumulative assessments.

ELECTRONIC VOTING

At the end of the discussion session, the stakeholders were asked to vote on whether they consider the as-built tool to be a suitable host, with the appropriate approach and format.



Do you have any other comments on the Pulse Dashboard?

It looks really useful. It would be good to flag which design is WCS or should be the one used in assessments
Potentially as-built shapefiles could be useful too where there is variation
Royal Haskoning did the interim solution to the CEF so may have done some of the update work
We've heard some salient points about how info on a dashboard might be used but would like to come back to the point that the as-built data WILL be useful/essential and are a (the?) key missing bit of info, so please continue!
Inclusion of project boundary shapefiles would be helpful for exploring potential displacement impacts
The prototype looks very promising
Interested to know how the dashboard might interact with the CEF
What do SNCBs need to receive from developers of older projects to actually use for CEF for future consenting?
It might be useful to have a summary of post-consent monitoring being undertaken… or links to where additional information is held, once it's moved to 'as built'

SESSION SIX: (PLENARY) HEADROOM

This session focused on the concept of 'headroom' within the as-built register framework and its significance for improving future offshore wind projects. The discussion centred on defining processes for reallocating headroom, particularly the ornithological headroom identified between the consented and as built parameters of wind farms. Participants explored how such headroom could contribute to pipeline projects, ensuring that existing resources are used efficiently, while adhering to environmental and regulatory compliance issues. Key questions addressed during the session included how pipeline projects can access available headroom and what mechanisms are necessary if compensation infrastructure, such as Artificial Nesting Structures, become redundant to the project that built them, as a result of the recalculated compensation requirements.

ACCESSING HEADROOM

It was remarked that accessing headroom was largely the responsibility of the Department for Energy Security and Net Zero (DESNZ), particularly in relation to the National Policy Statement (NPS). DESNZ remarked that they have considered the issue at length previously and there is no formal policy position. However, DESNZ consider that any headroom created through the process of optimising and refining the footprint of a project should not, in effect, become an asset of that project/company to be transferred to other projects. Rather, DESNZ would see this as simply increasing the overall headroom for that species across that population. On that basis it would become (for want of a better term) a public good and could benefit any forthcoming project – individual projects would not have "dibs" over it, as far as DESNZ is concerned.

In summary, DESNZ view the release of headroom as a benefit in terms of reduced environmental impact, therefore providing environmental headroom for future developments. Available headroom would not be an asset that belongs to the development from which it is being released.

It was commented by workshop participants that the as built tool could play a critical role in understanding headroom, provided it reflects consented worst-case scenarios. It was noted that challenges arise when historic headroom and nuances within the tool come into play, as current assessments rely on what is explicitly consented in Development Consent Orders (DCOs) or associated licences. Moving forward, it was noted that non-material changes may provide a mechanism to address these complexities and ensure the tool remains accurate and reflective of the available headroom.

ORNITHOLOGICAL COMPENSATION

The discussion highlighted the need for a strategic and monitored approach to compensation policies, particularly when these necessitate changes over time. An SNCB representative emphasised the importance of assessing the effectiveness of compensation measures through monitoring, as well as

differentiating between theoretical impact predictions and as-built outcomes. A proposed solution involved creating a comprehensive tracker to record compensation measures, their locations, and performance, ensuring a broader, strategic overview of their success. This would allow stakeholders to evaluate whether surplus compensation exists and how it could be repurposed.

Additionally, the role of the Marine Recovery Fund was raised as a key consideration, with participants noting its potential to strategically reallocate successful compensation measures into a collective 'pot' for future projects. The Cumulative Effects Framework (CEF) team's efforts to integrate data from as built parameters into a shared database were seen as critical, although challenges such as duplication of effort and resource limitations were acknowledged. Ensuring that tools like the as-built register align with the CEF data library could help streamline processes and provide clarity on headroom release. Overall, a process must be established that accounts for surplus compensation while mitigating risks to stakeholders, particularly SNCBs, and balancing the need for cumulative assessments with the strategic release of headroom.

ACTIONS: SUMMARY TABLE

The section below highlights the agreements over the course of the workshop.

1. OWIC to distribute a standardised template for completion by developers, in order to collect the required consented and built wind farm parameters.
2. OWIC to engage with POSEIDON regarding the as-built register's seabird displacement data requirements.
3. To implement a Phase 1 involving Scottish projects – albeit recognising that we need to look at the UK as a whole.
4. On balance, to progress with Option B (establish a substantial database) for England and Wales – and run a case study (Option A) concurrently with an interested developer.
5. Endorsement for the EnergyPulse Dashboard, with suggestions for integrating consent variations for consideration.
6. Given the scale of the undertaking, more work to be done to engage with stakeholders on key areas as the project progresses.

The Offshore Wind Industry Council (OWIC), a senior Government and industry forum, was established in May 2013 to drive the development of the world-leading offshore wind sector in the UK. It is comprised of members drawn from the leading UK and global firms in the offshore wind industry, including developers and original equipment manufacturers. The Council — which is coChaired by Industry and the UK Minister of State for Energy Security and Net Zero — brings together industry and government to realise the UK's offshore wind ambitions for 2030 and beyond.

EQ Communications is a stakeholder engagement and community consultation consultancy specialising in working in the energy, utilities and infrastructure sectors. Their team – made up of experts in their fields – have decades of experience of helping high profile clients to engage with communities and the people who represent them. EQ Communications believe that companies make better decisions and deliver more positive outcomes when they involve people who have a stake in what they do.