



Landing a sea cable in the Netherlands

Step 0 Joint internal and external project approval

The North Sea is very busy and there are major interests at stake. It is therefore important to combine internal and external approval, so that all parties can work together on the process that is as efficient as possible.

Step 1 Exploratory conversation with Rijkswaterstaat Sea and Delta Directorate

This conversation has to take place before you have signed in with a route or selected a landing point because they can support in finding optimal routes.

Step 3 Research and consultation with relevant stakeholders

At this stage, all those involved at sea and on land come into the picture. Through discussions with representatives of municipalities, provinces, private parties (ports, fisheries, the environment, land owners, etc.) it quickly becomes clear which landing locations are practical and where possible resistance can be expected.

Step 2 Contact with those responsible for the coast/seawall

Determining suitable routes in consultation with those responsible for the coast.

Step 4 Determining the most promising route and landing location

The constructing party chooses the provisional route.

Step 5 Obtain internal approval for business plan and engineering

After finding a promising route and landing location, the constructing party can get to work with internal approval for the development of the business plan and the engineering.

Step 6 Establishing the route of the cable and start the permit application process

After approval, the route with status 'provisional' can be placed in the map layers of Rijkswaterstaat and the process for the necessary permit applications can be started. The permits under the Nature Conservation Act and the Flora and Fauna Act require extra attention, because a consultation period of 6 months currently applies.

Step 7 Developing a workplan

The method of carrying out the installation and maintenance work for the cable must be recorded in a work plan.

Step 8 Conducting a survey of the route

Finally, a hydrographic survey has to be done at sea by a certified agency, it also has to be assessed whether interesting archaeological finds or explosives can be found on the route.

