

THE SORNFELLI INCIDENT

A Compiled Investigation File

A collection of documents, correspondence, and reports pertaining to the events of 17 March 2026 on Oyggjarvegur, Faroe Islands, and the surrounding controversy concerning the Sornfelli Vindorka project.

Compiled for editorial review — March / April 2026

CONTENTS: Background brief · News coverage · Police incident report · Internal corporate correspondence · Government memoranda · Recovered text messages · Phone call log · Social media records · Radio debate transcript · Witness statements · Press statement · Op-eds · Town hall meeting transcript · Insurance assessment · Investigative status update

The Sornfelli Vindorka Project: A Primer

The Sornfelli Vindorka project is a 150 MW wind farm planned for the mountainous area between Sornfelli (749m) and Skælingsfjall, on the ridge dividing Streymoy west of Tórshavn from the western coast. The project was developed by NordVind Energi A/S, a Danish-Norwegian renewable energy firm headquartered in Aarhus, in partnership with the Faroese government's energy transition initiative.

The project consists of 25 turbines, each rated at 6 MW, with hub heights of approximately 110 metres. Total investment is approximately DKK 1.8 billion. NordVind holds an 85% stake; the Faroese state-owned utility SEV holds the remaining 15%.

When commissioned (planned for spring 2027), Sornfelli Vindorka would provide approximately 35% of the Faroe Islands' annual electricity demand, replacing significant diesel generation capacity and bringing the country closer to its stated goal of 100% renewable electricity by 2030.

A Brief Timeline of the Project

April 2024	Project announced. Initial public response generally positive.
June 2024	First environmental impact assessment published. Criticised by ornithologists for inadequate bird migration surveys.
August 2024	Energy Transition Act 2024 passed by Løgting, creating a "fast-track" approval process for renewable energy projects deemed of national importance.
September 2024	Sornfelli Vindorka designated as a project of national importance, becoming the first to use the fast-track process.
November 2024	Project formally approved. Three landowner organisations file legal challenges.
February 2025	Public consultation period (controversially shortened to six weeks).
June 2025	Foundation work begins on the plateau.
October 2025	All legal challenges rejected by Eastern High Court. <i>Verndum Hagan</i> , a heritage and outfield protection association, vows continued opposition through "lawful means."
January 2026	Major component shipments begin arriving at Tórshavn harbor.
March 2026	Transport of tower sections and blades to the installation site begins via the Oyggjarvegur route.

The Controversy

Opposition to the project has crystallised around several issues. The most visible has been

the visual impact on Húsareyn and Sornfelli — mountains beloved by Tórshavn residents as hiking areas. The Sornfelli summit, with its disused NATO radar dome, has cultural significance both as a landmark and as a popular destination for the morning walks that many Tórshavn residents have made for decades.

A second issue concerns the *hagi* (outfield) — the traditional shared grazing land that covers most of the mountain interior. The project area overlaps with several centuries-old grazing arrangements. The fast-track process effectively overrode customary land rights, though the courts have ruled this lawful under the new act.

A third, less publicised, issue is local frustration with the perception that the project was rushed through with insufficient consultation, and that economic benefits accrue primarily to Danish investors while the visual and environmental costs are borne by Faroese residents.

The activist organisation *Verndum Hagan* ("Protect the Outfield") was founded in early 2024 in response to the project. It now has approximately 800 dues-paying members across the Faroe Islands. Its public position has consistently been one of "vigorous but lawful" opposition.

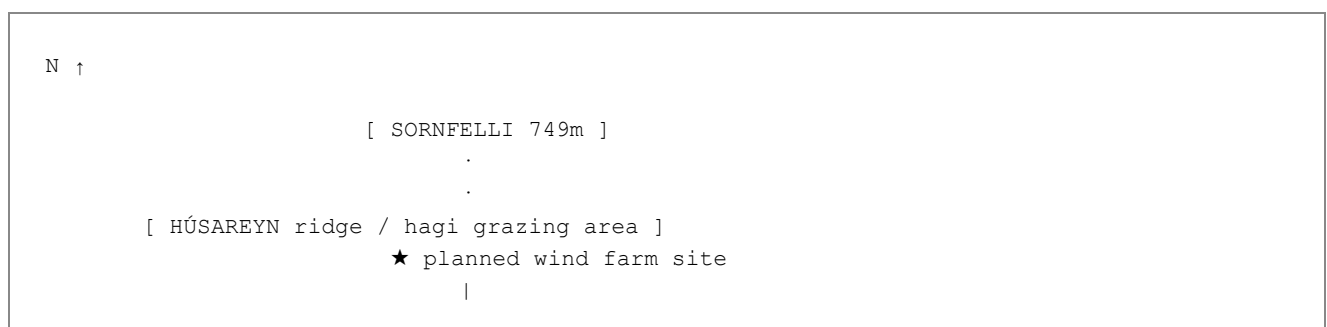
The Oyggjarvegur Transport Route

Components for the wind farm are shipped to Tórshavn harbor and then transported by road to the installation site. The route follows the old Oyggjarvegur — the original mountain road built in the 1970s — which climbs from Tórshavn over the ridge toward Velbastað and the western settlements.

The route is challenging. Oyggjarvegur is a single-lane road in many places, with tight curves, steep gradients (up to 12%), and exposure to strong winds. It crosses several sections of open *hagi* with no fencing, meaning sheep regularly graze on or alongside the road. The Faroese transport authority Landsverk had expressed concerns about using this route for oversized loads, but the alternative — building a new access road — was considered too expensive and environmentally damaging.

Convoys typically run at night to minimise traffic disruption and take advantage of cooler temperatures and lower wind speeds.

Schematic of the Route and Incident Location



[gates 11, 14]

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[Velbastað]

▲ Kvíggjarvegsbrekka — INCIDENT SITE

← Oyggjarvegur (4 km west of T.)

[TÓRSHAVN]

[harbor / laydown area B]

Not to scale. The full ridge from Tórshavn harbor (sea level) to the installation site climbs approximately 380 m over 6.5 km.

Article 2.1

SOSIALURIN · 17 March 2026, 11:42

Wind farm convoy blocked by hundreds of sheep — turbine blade damaged

By Sigrun Petersen

A major transport operation for the controversial Sornfelli wind farm project ended in disaster early this morning when a convoy of vehicles carrying turbine components encountered what witnesses describe as "an unprecedented number of sheep" on Oyggjarvegur, approximately 4 kilometres west of Tórshavn.

According to police, the incident occurred at approximately 03:51 at Kvíggjarvegsbrekka, a curved section of the mountain road. The second of three trucks in the convoy, carrying a large wind turbine blade section, was forced to brake sharply when sheep appeared on the road. The truck jackknifed and the trailer slid into the ditch on the south side of the road.

The driver, identified as Trygvi Mortensen of Faroe Heavy Haulage, was unharmed. The vehicle and its cargo were not recovered until after 19:30 this evening, requiring specialised lifting equipment from Vágar.

"In thirty years of driving these roads, I have never seen anything like it," Mortensen told *Sosialurin* by telephone from the scene. "There must have been two hundred sheep, maybe more. They were on the road, on the slopes, everywhere. It was as if they had been waiting for us."

Constable Eyðun Mikkelsen of Tórshavn police confirmed that the incident is under investigation. "We are looking into the circumstances," he said. "At this stage we cannot comment on whether this was a coincidence or something more deliberate."

NordVind Energi, the project developer, has not yet issued a formal statement. A spokesperson said the company is "assessing the situation."

The Sornfelli Vindorka project has been a source of public controversy since its approval in November 2024. The activist group *Verndum Hagan* has organised several demonstrations against it but has consistently maintained a position of lawful opposition.

Eirikur Poulsen, spokesman for *Verndum Hagan*, was reached for comment. "We are as surprised as anyone," he said. "We have nothing to do with this. Our position has always been clear: we oppose this project through legal means, through political pressure, through democratic protest. Sheep on a road is not our method."

The road was closed for most of the day, causing significant disruption for residents of Velbastað, Kirkjubøur, and other settlements.

Article 2.2

"Sheep Sabotage" — Police consider possibility of coordinated action

By Hjalmar Restorff

Police are now investigating whether yesterday's sheep blockade of Oyggjarvegur was a coordinated act of sabotage rather than a natural occurrence, sources close to the investigation tell *Dimmalætting*.

The incident, which damaged a wind turbine blade valued at approximately DKK 4.2 million and caused significant disruption to the Sornfelli Vindorka project, involved an estimated 200 to 250 sheep gathered on a section of road typically traversed by perhaps a dozen animals.

"The numbers are difficult to reconcile with chance," a source within Tórshavn police, who asked not to be named, told this newspaper. "The flocks belong to multiple farmers. Sheep do not typically congregate at this density on a road at four in the morning."

Initial investigations have identified the sheep as belonging primarily to three farmers: Jákup Olsen of Velbastað (approximately 120 head identified), Hervør Dahl of Kollafjørður (approximately 60 head), and two smaller flocks belonging to other farmers in the area. Several farmers have stated that they discovered open gates and missing animals on the morning of 17 March.

Jákup Olsen, who is also chairman of the activist group *Verndum Hagan*, told *Dimmalætting* by telephone: "My gates were open. I do not know how. I lost forty hours of sleep last week chasing sheep that should not have been where they were. This is a disaster for me as a farmer."

Asked whether he had any involvement in the incident, Olsen responded: "Absolutely not. I am a farmer. My sheep are my livelihood. The idea that I would use them — risk them — for any kind of political statement is offensive."

Hervør Dahl, reached at her home in Kollafjørður, declined to comment in detail but stated that she had been "as surprised as anyone" by the morning's events.

NordVind Energi's operations director Lars Brink issued the company's first formal statement late yesterday evening:

NordVind Energi takes this incident extremely seriously. The damage to our equipment is substantial, but more importantly, the disruption to our schedule has cascading effects throughout the project. We expect a thorough investigation, and we expect the Faroese authorities to ensure that our continued operations are not subject to further interference. We are reviewing our position.

The phrase "reviewing our position" has caused considerable concern in government circles. Minister of Trade and Industry Marjun Hansen has called an emergency meeting with NordVind representatives for tomorrow morning.

Minister: "Faroese reputation at stake"

Minister of Trade and Industry Marjun Hansen issued a strongly worded statement this afternoon following her meeting with NordVind Energi representatives.

"What happened on Oyggjarvegur yesterday is not just an attack on a company or a project," the Minister said. "It is an attack on the trust that international investors must have in the Faroe Islands as a place to do business. Our reputation is at stake. If we cannot guarantee the safe transport of equipment, who will invest here?"

The Minister confirmed that NordVind has raised the possibility of seeking damages from the Faroese state under provisions in the original investment agreement that require the government to guarantee "reasonable security conditions" for the project.

"I want to make this absolutely clear," Hansen continued. "If there was deliberate coordination behind yesterday's events, those responsible will be prosecuted to the fullest extent of the law. This is not protest. This is sabotage. There is a difference, and the difference is important."

Opposition spokesman Páll Eriksen (Fólkaflokkurin) responded sharply: "The Minister speaks of trust and reputation, but she should remember that this project was forced through with minimal consultation. People feel they were not heard. I do not condone what happened — if it was deliberate, it was wrong. But the Minister should also ask herself why people are so angry."

The investigation continues.

Verndum Hagan denies involvement, calls for inquiry

By Sigrun Petersen

The activist organisation *Verndum Hagan* held a press conference yesterday afternoon at its offices in Tórshavn to "categorically deny" any involvement in the events of 17 March.

Speaking for the organisation, spokesman Eirikur Poulsen and chairman Jákup Olsen presented a unified front. Olsen, looking visibly tired, opened the conference with a prepared statement:

In the last forty-eight hours, our organisation has been the subject of speculation and innuendo. I want to state, on behalf of every member of Verndum Hagan, that we had nothing to do with what happened on Oyggjarvegur. Our methods are lawful. Our protest is democratic. We have lost in court, and we have accepted that loss, even as we continue to argue our case in public.

I have been a farmer for thirty years. My sheep are precious to me. The suggestion that I — or anyone in this organisation — would put my own animals at risk on a dark road in the middle of the night, for any reason whatsoever, is grotesque.

Poulsen added: "We call on the police to conduct a thorough investigation. We will cooperate fully. We have nothing to hide."

Asked by *Sosialurin* whether the organisation could account for the whereabouts of its leadership on the night of 16–17 March, Olsen said: "I was at home. My wife can confirm. I went to bed early. I had a long day on Tuesday ahead of me."

Pressed on his phone records, Olsen said: "I do not carry my phone everywhere. I left it on the kitchen table that night. I sometimes do that."

The press conference lasted approximately forty minutes. Several reporters noted that Olsen appeared agitated when questions touched on specific timings.

Section 3 — Police Incident Report

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TÓRSHAVN POLICE DISTRICT

Incident Report 2026/03/0247

Reporting Officer: Constable Eyðun Mikkelsen, Badge 4471
Supervising Officer: Inspector Súsanna Joensen
Date of Incident: 17 March 2026
Time of Report: 17 March 2026, 04:32
Location: Oyggjarvegur, approx. 4.2 km west of Tórshavn, at Kvíggjarvegsbrekka (GPS 62.0089° N, 6.8156° W)
Type of Incident: Traffic incident involving heavy goods vehicle; suspected animal nuisance; possible criminal damage

SUMMARY OF EVENTS

At 04:05 on 17 March 2026, Tórshavn police received a call from Trygvi Mortensen (date of birth omitted, ID confirmed), driver employed by Faroe Heavy Haulage A/S. Mortensen reported that his vehicle, a Scania R650 heavy haulage tractor unit with low-loader trailer registered FX-2147, had jackknifed on Oyggjarvegur and that the trailer was lodged in a ditch. He reported no personal injuries but stated that the road was blocked and that there was a large quantity of livestock on the road.

Patrol unit 03 (officers Mikkelsen and Trygvason) was dispatched and arrived on scene at 04:30. Upon arrival, the following observations were made:

1. The vehicle FX-2147 was positioned across the road at an angle of approximately 60 degrees to the direction of travel, with the trailer's rear axles in the southern ditch. The cargo (described by driver as one section of wind turbine blade, length approximately 38 metres) remained secured to the trailer but had shifted and was suspected to be damaged.
2. Two other vehicles in the convoy were stopped further up the road. These were a Scania lead vehicle (FX-2145) driven by Janus í Geilini and a support vehicle (FH-8821) driven by Petur Hansen of NordVind contractor Atlantic Logistics.
3. A substantial number of sheep were present on and adjacent to the road. Initial estimates placed the number at over 200. Sheep were observed on the road surface, on the slopes both above and below the road, and continuing to arrive in small groups from the higher ground to the north.
4. Weather conditions at the time of incident: clear, wind WNW 8 m/s, temperature 3°C, dry road surface.

STATEMENT FROM DRIVER (TRYGVI MORTENSEN)

Statement taken on scene at 04:45.

We left the harbor at half past two. Janus was in front in FX-2145, I was second, Petur was behind in the support vehicle. We were running slow, maybe 30 kilometres per hour, because of the gradient and the load. Around Kvíggjarvegsbrekka I saw Janus's brake lights and then I saw sheep on the road. There were many. I had to brake hard. I tried to ease the trailer but the load is heavy and the gradient is steep and the trailer started to jackknife. I steered into it but the trailer went into the ditch on the south side.

I have driven this road forty, fifty times. There are always a few sheep. There are never this many. Never. And not at this hour. At four in the morning, sheep are sleeping. They are not on the road.

Mortensen was visibly shaken but declined medical attention.

STATEMENT FROM LEAD DRIVER (JANUS Í GEILINI)

Statement taken on scene at 05:15.

I came around the curve and there were sheep. I have driven this road many times for this project. There are always some sheep, two or three. This was different. There were sheep across the whole road and they were coming from above. From the high ground. They were moving fast — they were not grazing, they were moving. I have hunted sheep in the fjallganga [autumn sheep gathering] for twenty years. These sheep had been disturbed. Recently.

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OBSERVATIONS AT SCENE — DAYLIGHT

At approximately 05:30, with improving light, the following additional observations were recorded:

— Multiple gates along the lower section of Oyggarvegur (between Tórshavn and Kvíggarvegsbrekka) were found in the open position. These gates separate sections of *hagi* belonging to different ownership groups. Several local farmers, contacted by phone, stated that their gates had been closed when last checked.

— Ear tags on visible sheep indicated mixed ownership. A preliminary count identified animals belonging to at least four registered flock owners: J. Olsen (Velbastað), H. Dahl (Kollafjørður), the Vestmanna outfield consortium, and one flock not yet identified.

— Tyre tracks consistent with a 4x4 vehicle were observed on the soft ground adjacent to gate 14 on the upper section of road. These tracks were photographed and measured. The tyre pattern (asymmetric off-road) was unusual.

— A discarded coffee cup (from the Sjómannahæimið kiosk, Tórshavn) was found near gate 14, approximately 80 metres from the road. The cup was photographed in situ and seized as potential evidence.

INTERVIEW WITH HIKER

At 09:15, the duty officer received a call from Karen Joensen (no relation to Inspector Joensen) of Hoyvík, who stated that she had been hiking on Húsareyn the previous night and had observed what she described as "people herding sheep, with torches, in the dark." Statement taken at police station, 11:00.

I had been camping near the radar dome on Sornfelli. I do this sometimes — I like to be up there for sunrise. I was packing up around two in the morning to walk back down when I saw lights down on the lower hagi. Torches, moving. At first I thought it was a search and rescue or something. Then I realised they were moving sheep. Down the slope, toward the road. I thought it was strange but I did not think much of it. I assumed there was some emergency with the flock. I continued my walk down. By the time I reached the road I had taken the higher path back toward town and missed whatever happened.

Mrs Joensen estimates she observed activity between 02:00 and 02:30. She estimates "at least three" sets of torchlight, possibly more. She did not approach close enough to identify any individuals.

STATUS

Investigation continues. Damage to wind turbine blade section assessed by manufacturer's representative as a total write-off. Recovery operation completed at 19:45 on 17 March. Road reopened at 22:00.

The following will be investigated as priority items:

- Identification of vehicle producing tyre tracks at gate 14
- Origin of coffee cup (CCTV at Sjómannahæimið kiosk to be requested)
- Phone records of registered flock owners during night of 16–17 March
- Any third-party witnesses
- Possible coordination between flock owners

A separate ear-tag inventory will be conducted to confirm which animals belong to which owners.

Signed

E. Mikkelsen, Constable

17 March 2026

Section 4 — Internal NordVind Correspondence

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The following emails were obtained from NordVind Energi A/S and form part of the public record under Faroese freedom of information provisions. Subject lines and content are as transmitted; some routine signatures and disclaimers have been removed for brevity.

Email 4.1

From: Lars Brink <lars.brink@nordvind.dk>

To: Henrik Lauritzen <h.lauritzen@nordvind.dk>; Mette Sørensen <m.sorensen@nordvind.dk>

Date: Tuesday, 17 March 2026, 09:14

URGENT — Convoy incident on Oyggjarvegur

Henrik, Mette,

I am writing from Tórshavn. There has been a serious incident overnight. The convoy that left the harbor at 02:30 was blocked by what authorities are calling "an extraordinary number of sheep" on Oyggjarvegur. The second truck, carrying blade section TB-A14, has jackknifed and is in a ditch. The blade is almost certainly a write-off. We are awaiting confirmation from the manufacturer's representative.

Direct losses I can estimate at this hour:

- Blade section: DKK 4.2m
- Truck and trailer damage: TBC, probably DKK 300–400k
- Recovery operation: at least DKK 200k

Indirect losses I cannot yet quantify, but with one fewer blade in our March installation programme we are looking at a minimum two-week delay on Turbine 7. Insurance claim will be filed but the policy excludes losses from "deliberate third-party action" and there are early indications this may have been deliberate.

I will be in a meeting with the minister tomorrow morning. We need to discuss our negotiating position before then. My instinct: we need to make clear that we expect the state to take responsibility for security going forward. If they cannot guarantee the route, we cannot continue.

Lars

Email 4.2

From: Henrik Lauritzen <h.lauritzen@nordvind.dk>

To: Lars Brink <lars.brink@nordvind.dk>

Cc: Mette Sørensen <m.sorensen@nordvind.dk>

Date: Tuesday, 17 March 2026, 10:02

RE: URGENT — Convoy incident on Oygjarvegur

Lars,

Thank you for the rapid update. I have spoken briefly with Mette and we are in agreement: we should be firm but not aggressive in the meeting with the minister. We need to remind them of what is at stake — for them as much as for us. The Faroese government has staked considerable political capital on this project and on the broader fast-track framework. They cannot afford a high-profile failure.

That said: we should not threaten withdrawal in the meeting. We should let the threat be implicit. Use phrases like "reviewing our position" and "evaluating contingencies." Let them read between the lines.

We need our local insurance broker on a call this afternoon. We need to know exactly what is covered.

Henrik

Email 4.3

From: Mette Sørensen <m.sorensen@nordvind.dk>

To: Lars Brink <lars.brink@nordvind.dk>; Henrik Lauritzen <h.lauritzen@nordvind.dk>

Date: Tuesday, 17 March 2026, 10:47

RE: URGENT — Convoy incident on Oygjarvegur

Henrik, Lars,

I have run preliminary numbers. If this project is delayed by more than three months, our internal rate of return drops below the threshold we promised the board. If it is delayed by six months or more, this becomes a loss-making project for us. We have significant exposure on the financing side because of the staged drawdown structure.

We need the project to continue. But we also need to be seen by the markets as a company that does not tolerate this kind of risk. The narrative matters as much as the numbers.

My recommendation: in the meeting tomorrow, Lars should express deep disappointment, request immediate state intervention on security, and request a formal review of the route. Behind closed doors, we should make clear that if there is any repeat incident, we will be forced to consider withdrawal — and that we would expect the state to bear the costs.

Mette

Email 4.4

From: Lars Brink <lars.brink@nordvind.dk>

To: Henrik Lauritzen <h.lauritzen@nordvind.dk>; Mette Sørensen <m.sorensen@nordvind.dk>

Date: Wednesday, 18 March 2026, 17:43

Meeting with Minister Hansen — readout

Henrik, Mette,

Meeting concluded at 16:30. Approximately 90 minutes.

In attendance: Minister Hansen, her permanent secretary (Sjúrður Petersen), Minister Magnussen (Environment), legal advisor from the Prime Minister's office.

Key points:

1. The minister is rattled. She used the phrase "national embarrassment" three times. She is under significant political pressure from the opposition.
2. She gave us a strong commitment that security on the route will be reviewed. Specifically: police escort for all future convoys; pre-clearance of the route by Landsverk; possible installation of CCTV at key gates.
3. On the question of compensation, she was less forthcoming. She referred us to the investment agreement and said that any claim would need to be assessed on its merits. Her legal advisor pushed back hard on our preliminary suggestion of state liability.
4. I followed your guidance, Henrik, and used the "reviewing our position" language. She heard it. Her permanent secretary heard it. Magnussen, who is from a different party, heard it.
5. The minister asked us not to make any public statements about possible withdrawal until the investigation is further along. We agreed to this but I made clear that we cannot control the news cycle and that any further incident would change the calculation entirely.
6. One concerning note: the minister appears to be under the impression that this was the work of *Verndum Hagan* as an organisation. The police investigation, as I understand it, is not yet at this conclusion. We should be careful not to validate this narrative publicly — we do not want to be on the wrong side of a defamation claim if it turns out to be more complicated.

My overall read: the government will work hard to keep us in. But the political situation is fragile. If there is another incident, or if the investigation drags on without conclusion, public sentiment could shift further against the project — and against us.

Lars

Email 4.5 — The Leaked Memo

The following internal memo from Lars Brink to senior NordVind management was leaked to the press on 20 March 2026 and subsequently appeared in Sosialurín. NordVind has confirmed its authenticity.

INTERNAL — STRICTLY CONFIDENTIAL

To: H. Lauritzen, M. Sørensen, Board Members
From: L. Brink
Date: 19 March 2026

Sornfelli Vindorka — Strategic Options Review

Following the events of 17 March and my meeting with Minister Hansen on 18 March, I have been asked to lay out our strategic options. This memo is for board-level distribution only.

Option A — Continue as planned, with enhanced security

The Faroese government has committed to enhanced security measures for transport operations. If these measures are effective, we proceed with the project as planned. Total project cost increase: estimated DKK 35–50 million in additional security and contingency. Schedule impact from this single incident: approximately 6 weeks.

Risk: If there is another incident, we will be in a much worse position both financially and reputationally.

Option B — Pause and renegotiate

We could pause operations and require the Faroese government to renegotiate key terms of the investment agreement, specifically with regard to security guarantees and state liability for third-party disruption. This would put significant political pressure on the government.

Risk: The pause itself carries cost (we estimate DKK 8 million per month in carry costs). The government may not be willing or able to renegotiate. We may damage our relationship with the Faroese state for future projects.

Option C — Withdrawal

We invoke the force majeure provisions of the agreement and withdraw from the project. We seek to recover our investment to date through the state liability provisions. This option would generate significant negative publicity in the short term but may be the rational financial decision if we believe the security situation cannot be guaranteed.

Risk: Substantial. Recovery of investment is uncertain. Reputational damage in renewable energy markets. Possible challenge in international arbitration.

My recommendation

I recommend Option A with strong elements of Option B as a fallback. Specifically:

1. Continue operations with enhanced security.
2. Communicate clearly and repeatedly to the Faroese government that any further incident will trigger Option B.
3. Begin preparatory work for Option B and Option C in parallel (legal review, financial modelling), so that we can move quickly if needed.
4. Manage public communications carefully. The narrative we want is: "Responsible Danish company forced to consider its position by Faroese inability to maintain order." The narrative we do not want is: "Greedy foreign developer threatens to abandon project after legitimate local protest."

A note on the local situation: my own view is that this incident was the work of a small group, not a representative movement. Local opposition is real but is not violent or sabotage-oriented in the main. The Faroese police seem capable and motivated. I expect arrests within weeks, not months. Once there are

arrests, public sentiment will shift significantly in our favour.

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We should not, however, communicate this view to the government. Their belief that they face a broader threat is useful to us in negotiations.

Lars

The leak of this memo caused considerable embarrassment to NordVind and visible discomfort within the Faroese government. The phrase "their belief that they face a broader threat is useful to us in negotiations" was widely reproduced in subsequent coverage.

Section 5 — Government Correspondence

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Memo 5.1 — Ministry of Trade and Industry, Internal

From: Sjúróður Petersen, Permanent Secretary
To: Minister Marjun Hansen
Date: 18 March 2026, 08:00
Subject: Briefing for 10:00 meeting with NordVind

Minister,

In advance of your 10:00 meeting with Lars Brink (NordVind), the following points are for your reference.

Legal position on state liability

The investment agreement of 12 November 2024 contains provisions in Article 14 regarding "reasonable security conditions." The interpretation of "reasonable" is not defined and would be subject to arbitration if disputed. Our legal department's preliminary view is that a single incident, even one as serious as this, does not constitute a failure of reasonable security on the part of the state. However, this is not a strong legal position and we would advise against any confrontational stance on liability today.

Political context

The opposition (Fólkaflokkurin, Sambandsflokkurin) has been waiting for an opportunity to attack the fast-track framework. They will use this incident. Páll Eriksen has already given an interview in which he linked the incident to "the rushed nature of approval." We can expect parliamentary questions within the week.

Recommended position

1. Express strong condemnation of the incident.
2. Commit to immediate enhanced security measures (we have prepared a list — attached).
3. Offer to convene a joint task force on transport security with NordVind, Landsverk, and police representation.
4. Avoid specific commitments on compensation or liability.
5. Emphasise that the investigation will be thorough and that those responsible will face prosecution.

Sensitive matters

I draw your attention to two matters which should inform your handling of this issue but should not be discussed openly:

(a) Our office has been made aware that the police investigation may be moving toward arrests of specific individuals rather than action against *Verndum Hagan* as an organisation. This distinction is important for public messaging. We should avoid statements that imply organisational responsibility before the police investigation supports such a conclusion.

(b) The Prime Minister's office has indicated that any settlement with NordVind that requires significant state expenditure will be politically difficult. The PM is concerned about the precedent.

Sjúróður

To: Prime Minister
From: M. Hansen (Trade), B. Magnussen (Environment)
Date: 19 March 2026
Subject: Sornfelli Vindorka — Coordinated response

Prime Minister,

Following our meeting yesterday, we have agreed on the following coordinated response to the events of 17 March:

- 1. Public messaging.** The government's position is that the incident was a deliberate criminal act, almost certainly committed by a small number of individuals, that does not reflect broader Faroese sentiment. We strongly support the project and remain committed to its successful completion. We will work with NordVind to ensure that operations can proceed safely.
- 2. Security measures.** Police escort will accompany all heavy-haulage convoys for the project, with effect from the next scheduled movement. Landsverk will conduct pre-clearance inspections of the route. CCTV will be installed at five key gate locations along Oyggarvegur. Total cost: approximately DKK 1.4 million, to be covered from existing security budgets.
- 3. Investigation support.** Tórshavn police have been provided with additional investigative resources. We expect arrests within 2–4 weeks.
- 4. Parliamentary handling.** We will request a closed-session briefing for the Trade and Industry Committee on 21 March. Open parliamentary questions should be referred to written response procedures where possible.
- 5. NordVind relationship.** We will maintain regular high-level contact with NordVind. We have not committed to specific compensation but have indicated that the government takes seriously its obligations under the investment agreement.

One point of concern requires your attention. The legal advisor's office has reviewed the relevant provisions of the investment agreement and has identified a potential exposure of up to DKK 60 million if NordVind successfully invokes the state liability clause and if a court agrees that the security situation constitutes a material breach. This is an outside scenario but not an impossible one. We recommend that the Finance Ministry be informed in confidence.

Marjun Hansen
Birgir Magnussen

Section 6 — Text Message Excerpts EDITORIAL USE — DO NOT DISTRIBUTE

The following text messages were recovered from various devices during the police investigation. They are presented in chronological order. Some messages are between individuals not yet publicly named in the press, and are presented here as part of the compiled investigation file. Messages have been translated from Faroese where necessary; the original Faroese is reproduced where it appears in the source documents.

Exchange 6.1 — Between Jákup Olsen and Hervør Dahl

Two-party SMS exchange · Recovered from H. Dahl's device

— Sunday 15 March 2026 —

Jákup → **Hervør** 14:22

are you home this evening? I'd like to come by

Hervør → **Jákup** 14:24

yes after 7. is everything ok

Jákup → **Hervør** 14:25

yes yes. nothing to worry about. just want to talk about something with you

Hervør → **Jákup** 14:25

ok

Exchange 6.2 — Between Niklas Joensen and Jákup Olsen

— Monday 16 March 2026 —

Niklas → **Jákup** 16:48

hey uncle. what I told you about — the schedule. confirmed today. tomorrow morning, 2:30 departure from the harbor.

Jákup → **Niklas** 16:51

thank you boy. you are a good help. how many vehicles

Niklas → **Jákup** 16:53

three. two heavy with one blade each, support vehicle behind. they take Oyggjarvegur.

Jákup → **Niklas** 16:54

good. we will speak tonight.

Niklas → **Jákup** 16:55

yes

Exchange 6.3 — Group Chat "Sornfelli-felagsskapur"

The Faroese title translates as "Sornfelli Association" or "Sornfelli Brotherhood." The chat had four participants: J. Olsen, H. Dahl, N. Joensen, and a fourth unidentified user (number registered to a prepaid SIM, owner not yet established). The chat was deleted by all participants on 17 March 2026 between 06:00 and 07:00. Police digital forensics recovered the messages from cloud backup on one of the devices.

— Monday 16 March 2026 —

J. Olsen 23:32

brothers. it is confirmed for tonight. niklas has confirmed the time.

H. Dahl 23:33

ok. I am ready. gate 11 and gate 14, yes?

J. Olsen 23:34

yes. I will handle gates 7 and 9 from the upper side. you take 11 and 14. our friend takes 5 and the lower section.

[unknown user] 23:35

ready

H. Dahl 23:35

what time

J. Olsen 23:36

we start at 00:30. by 01:30 the sheep should be moving. by 02:00 they should be on or near the road. the convoy reaches the area around 03:30 to 03:45.

N. Joensen 23:37

I am not coming up. as we agreed. I stay in town in case anyone asks where I have been. I will hear from you tomorrow.

J. Olsen 23:38

yes. you have done your part. stay home.

H. Dahl 23:39

jákup are we sure about this. it is one thing to talk. it is another thing to do.

J. Olsen 23:41

hervør we have talked about this. we have talked for two years. we have talked in courts. we have talked in newspapers. we have talked in the streets. they do not listen. nobody listens. this is the only language they understand.

J. Olsen 23:42

nobody will be hurt. it will be sheep on a road. an embarrassment. that is all. nothing more. an embarrassment is what they need.

H. Dahl 23:43

ok

[unknown user] 23:44

the cause is just. we proceed.

J. Olsen 23:46

remember. we never talk about this again after tonight. tomorrow we are surprised and angry like everyone else. our gates were left open. we do not understand. nobody knows anything.

N. Joensen 23:47

understood

H. Dahl 23:47

ok

— Tuesday 17 March 2026 —

J. Olsen 00:28

I am going up. phones off after this. talk in the morning.

H. Dahl 00:29

good luck

[NO MESSAGES UNTIL]

H. Dahl 06:14

oh god

J. Olsen 06:15

we will not discuss this. delete this chat now. all of you.

H. Dahl 06:16

ok

N. Joensen 06:17

done

J. Olsen 06:18

good. silent now.

[Chat deleted by all participants between 06:20 and 06:48]

Exchange 6.4 — Between Jákup Olsen and Anna Olsen (wife)

Two-party SMS exchange · Recovered from A. Olsen's device

— Monday 16 March 2026 —

Anna → Jákup 21:14

are you coming to bed soon

Jákup → Anna 21:15

later. I have to look at some things in the *bólkur*. I'll sleep in the spare room tonight, don't wait up

Anna → Jákup 21:16

ok. love you

Jákup → Anna 21:16

love you too

Exchange 6.5 — Between Trygvi Mortensen (truck driver) and his wife

EDITORIAL USE — DO NOT DISTRIBUTE

Two-party SMS exchange · Provided voluntarily by T. Mortensen

— Tuesday 17 March 2026 —

Trygvi → **Sólrún** 04:08

I am ok. don't worry. truck is in ditch. police coming.

Sólrún → **Trygvi** 04:09

what happened. are you sure you are ok

Trygvi → **Sólrún** 04:11

sheep. so many sheep. I have never seen anything like it. nobody is hurt but the load is damaged I think. I will be home late.

Sólrún → **Trygvi** 04:12

sheep??

Trygvi → **Sólrún** 04:14

someone did this. it was not natural. someone did this.

Section 7 — Phone Call Log (Extract) EDITORIAL USE — DO NOT DISTRIBUTE

The following extract from telecommunications records was provided to the investigation by the relevant carriers under court order. It covers selected calls from devices belonging to persons of interest, between 14 March and 25 March 2026.

Date & Time	From	To	Duration	Notes
14 Mar 19:42	J. Olsen	H. Dahl	12:34	Voice
15 Mar 14:22	J. Olsen	H. Dahl	—	SMS
15 Mar 19:08	J. Olsen	H. Dahl	41:17	Voice (in-person meeting confirmed by Hervør's phone GPS location: at Jákup's address)
15 Mar 22:30	J. Olsen	N. Joensen	18:42	Voice
16 Mar 16:48	N. Joensen	J. Olsen	—	SMS
16 Mar 23:15	N. Joensen	J. Olsen	4:12	Voice
16 Mar 23:32	(group)	(group)	—	Group SMS — Sornfelli-felagsskapur
17 Mar 00:28	J. Olsen	(group)	—	Last message before silence
17 Mar 04:47	J. Olsen	N. Joensen	0:48	Voice (less than one minute — possible status check)
17 Mar 06:14	H. Dahl	(group)	—	"oh god"
17 Mar 09:22	J. Olsen	E. Poulsen (Verndum Hagan)	8:11	Voice (probable: coordinating denial)
17 Mar 11:08	E. Poulsen	J. Olsen	14:43	Voice
18 Mar 10:22	J. Olsen	H. Dahl	2:14	Voice
19 Mar 16:08	(Sosialurin)	J. Olsen	4:30	Voice (interview)
20 Mar 21:33	J. Olsen	N. Joensen	7:22	Voice
22 Mar 14:11	H. Dahl	J. Olsen	1:08	Voice (very brief)

Date & Time	From	To	Duration	Notes EDITORIAL USE — DO NOT DISTRIBUTE
25 Mar 11:42	J. Olsen	(banking app)	—	Outgoing transfer notification

Investigator's Notes

NOTES FROM INSPECTOR S. JOENSEN

1. The pattern of long voice calls between J. Olsen and H. Dahl in the days before 17 March, followed by relative silence afterward (and very brief calls only), is consistent with planning followed by deliberate avoidance of recorded conversation.
2. The 04:47 call from J. Olsen to N. Joensen is unexplained. It took place while J. Olsen claims to have been "asleep at home" and while N. Joensen claims to have been "asleep at home." Both phones were registered on cell towers consistent with their stated locations. The brevity of the call (48 seconds) and its timing (immediately after the convoy incident would have been visible on the road) is consistent with a status update.
3. J. Olsen has stated to police that he "left his phone on the kitchen table" on the night of 16–17 March. Phone activity records show the phone was on and registered on a cell tower until 00:28, after which it was off until 06:08. This is not consistent with the phone being left on a kitchen table.
4. The bank transfer of 25 March is discussed in Section 10 (financial records).

Verndum Hagan Facebook Page — Selected Posts

Post 8.1 — 14 March 2026, 09:18

Verndum Hagan · 14 March 2026, 09:18

The big trucks are coming. They have already begun moving the foundations and now they will move the blades. Our mountain will be desecrated, piece by piece. We have lost in court. We have not lost our voice. We will continue to protest, legally and democratically, every step of the way. Join us at the public meeting in Velbastað this Sunday at 19:00.

[Image: a sunrise over Sornfelli with the radar dome silhouetted]

128 likes · 24 comments · 41 shares

Eirikur Poulsen: "Friends, we will not give up. Every voice matters."

(user: faroe_freelander): "These Danish companies come here and treat us like a province."

(user: jákup.olsen.1973): "The mountain belongs to everyone. To no one. To itself."

Post 8.2 — 15 March 2026, 17:44

Verndum Hagan · 15 March 2026, 17:44

Word from a friend at the harbor: the convoy with the first blade sections will be moving any day now. They will travel by Oygjarvegur, of course, because there is no other way. The early morning hours, of course, because they do not want anyone to see. We will be watching. If you are out walking on Oygjarvegur in the early morning, please share what you see. The truth deserves witnesses.

87 likes · 14 comments · 22 shares

(user: gunnar_sandavagi): "I will be watching from my window."

(user: jákup.olsen.1973): "The mountain is always watching."

Post 8.3 — 17 March 2026, 12:08

Verndum Hagan · 17 March 2026, 12:08

Friends, like all of you, we are shocked and saddened by the events on Oygjarvegur this morning. Our thoughts are with the driver, who is fortunately unharmed, and with the farmers whose animals are caught up in this chaos.

We have nothing to do with what happened. Our methods are and will remain lawful and democratic. We condemn any action that endangers people, animals, or property.

We are aware that some will try to associate us with this incident. We ask the press and the public for fairness. We will cooperate fully with any investigation.

312 likes · 89 comments · 156 shares

(user: marjun_tórshavn): "Hmm. Suspicious timing. Maybe genuine, maybe not."

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(user: gunnar_sandavagi): "I am a member. I had nothing to do with this. Nobody I know did."

(user: faroe_freelander): "The mountain protects itself. Sometimes nature is the protest."

Eirikur Poulsen: "We mean what we say. We had no part in this."

Niklas Joensen — Instagram (public posts)

Post 8.4 — 10 March 2026

@niklasJ_drone · 10 March 2026

[Photograph: aerial view of Oyggjarvegur from above, taken by drone. The road winds through the hagi. The exact location later identified as the incident site is visible in the centre of the frame. The photograph is taken from the south-east, looking down at the curve at Kvíggjarvegsbrekka.]

Morning flight over the old road. They want to ruin this. #Sornfelli #vernumhagan #droneFO

47 likes · 6 comments

(user: hervør_dahl): "Beautiful. We must protect this."

(user: jákup.olsen.1973): "Good work boy. The mountain thanks you."

Post 8.5 — 5 March 2026

@niklasJ_drone · 5 March 2026

[Photograph: Niklas in hiking gear standing on a ridge. An older man, identified as Jákup Olsen, is next to him. Both are smiling.]

Hiking with my "uncle" Jákup who has been like family since dad died. Three hours up to Sornfelli. The wind farm will be visible from here. We won't let it happen. #family #hiking #saveSornfelli

29 likes · 4 comments

Post 8.6 — 17 March 2026, 14:30

@niklasJ_drone · 17 March 2026, 14:30

[Photograph: a coffee cup on a kitchen table, slightly out of focus. Morning light.]

Long day already. Wild news from the mountain. Crazy.

12 likes · 2 comments

Jákup Olsen — Facebook (selected)

Jákup Olsen · 16 March 2026, 19:42

Tomorrow is just another day on the farm. The sheep need looking after. The mountain stays as it has always been, for one more day at least. Some things matter more than progress.

64 likes · 18 comments

This post was made approximately six hours before the incident, while planning was actively underway per recovered text messages.

Section 9 — Transcript of Radio Debate

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Kringvarp Føroya — "Morgunviðtalan" (The Morning Debate)

Aired: Saturday 21 March 2026, 09:00–10:00 · Host: Anna-Lísa Sørensen

Guests:

- Minister Marjun Hansen (Tjóðveldi)
- Páll Eriksen (Fólkaflokkurin, opposition spokesman)
- Eirikur Poulsen (spokesman, *Verndum Hagan*)
- Lars Brink (Operations Director, NordVind Energi A/S)

[Selected extracts. Faroese language broadcast, here translated. Indicates where speakers spoke over each other or were interrupted.]

SØRENSEN: Good morning and welcome to Morgunviðtalan. The events of Tuesday morning on Oyggjarvegur have dominated our news and our conversations all week. This morning we have four voices on this question. Minister Hansen, let me begin with you. Many in our audience are asking: how did this happen?

HANSEN: Good morning Anna-Lísa, and good morning to your listeners. What happened on Tuesday was, in my view, a deliberate criminal act. It was not a spontaneous protest. The investigation is ongoing and I will not prejudice it by speculating on who is responsible. But what I will say is this: the Faroese state takes its obligations seriously. We have committed to the Sornfelli Vindorka project, we will see it through, and we will ensure that those responsible for criminal acts face the consequences.

SØRENSEN: Mr Eriksen?

ERIKSEN: I agree with the Minister that if this was deliberate, it was wrong. But I want to be careful about the framing. The Minister speaks of criminal acts. She does not speak of the reasons why some of our fellow citizens — *some*, I emphasise, not all, not most — feel so betrayed by the political process that they would even consider such an act. That is a question this government must answer.

HANSEN: [interrupting] Páll, there is no political grievance that justifies —

ERIKSEN: I did not say it was justified. I said it must be understood. There is a difference. The fast-track approval, the truncated consultation, the high-court ruling that rejected the legal challenges with what many feel was inadequate consideration of customary land rights — these things are real. They have created real anger.

SØRENSEN: Mr Poulsen, you represent the organisation that has been at the centre of speculation. What is your response?

POULSEN: Our response is simple and consistent. *Verndum Hagan* had no involvement in what happened on Oyggjarvegur. We do not endorse such methods. We have said this from the first moment and we say it again now. We will cooperate fully with the investigation. If anyone in our membership was involved, that person was acting against the principles of our organisation and we will distance ourselves from them entirely.

SØRENSEN: Mr Brink, you are the one representing the company most affected. What is your view this morning?

BRINK: Good morning. NordVind Energi remains committed to the Sornfelli Vindorka project. We are working closely with the Faroese government on enhanced security measures. We have confidence in the Faroese police and we expect a full investigation. However, I must be honest with your listeners: what happened on Tuesday represents a significant financial and reputational impact for our company. We are reviewing our position. If we cannot operate safely in the Faroe Islands, we will not be able to continue.

ERIKSEN: May I respond to that?

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SØRENSEN: Briefly, Mr Eriksen.

ERIKSEN: Mr Brink speaks of reviewing his position. We have read his memo, which appeared in our newspapers yesterday. We have read his words that the Faroese government's belief in a broader threat is "useful in negotiations." This is the position of a company that views our country as a chess board for negotiation. I do not condone what happened on Tuesday. I also do not condone the language of corporate manipulation that we have seen this week.

BRINK: I will not respond to a leaked internal document that —

HANSEN: *[interrupting]* I want to bring this back. Páll, you and I will disagree on the consultation process. But this is not the time to relitigate that. The question is what we do now.

ERIKSEN: I agree that we must move forward. But the lessons of this incident must be learned. The lesson is not just "tighten security." The lesson is also "consult properly."

SØRENSEN: Mr Poulsen, a question that has been put to me by several listeners. The chairman of your organisation, Mr Jákup Olsen, is one of the farmers whose sheep were on the road on Tuesday. He has spoken to the press. He has said his gates were left open. Some find this coincidence striking.

POULSEN: Anna-Lísa, with respect, this question is for the police investigation, not for a radio programme. Jákup is a respected farmer who has spent his life with sheep. He has my full confidence. If there is any investigation that needs to happen, it will happen, and I will not prejudice it.

SØRENSEN: Will the organisation support Mr Olsen if he is questioned by police?

POULSEN: *[after a pause]* Our organisation supports the rule of law. Mr Olsen is presumed innocent. He has my support as a friend and as a colleague. But our organisation is bigger than any individual. We will continue regardless.

SØRENSEN: I note for our listeners that Mr Poulsen has just notably qualified his support for the chairman of his own organisation. Mr Brink, a final word?

BRINK: I want to thank the Faroese police for their work. I want to thank the Minister for her engagement. I want to be clear: NordVind Energi did not come to the Faroe Islands to fight with our hosts. We came to help build a green energy future. We hope to be able to continue that work. We will be guided by events.

SØRENSEN: Thank you all. We will be back after the news.

Section 10 — Witness Statements and Additional Evidence

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Statement 10.1 — Karen Joensen (hiker)

WITNESS STATEMENT

Reference 2026/03/0247-W3 · Recorded: 19 March 2026 (supplementary statement)

I have been asked to provide a fuller account of what I saw early on Tuesday morning, 17 March. I had spent Monday evening on Sornfelli. I do this two or three times a month — I enjoy the solitude. I had a small tent in the lee of the radar dome. I woke around 01:30. I cannot say exactly because I did not check the time, but it was dark and I had been asleep for several hours. The wind had dropped. I packed up my tent slowly and was ready to walk down around 02:00. As I came over the ridge and began descending, I saw lights on the hagi below me — torches. I have already described this. What I want to add is that I think I saw at least three groups of lights. Possibly four. They were moving in different parts of the hagi. One group was on the lower section, perhaps near the road. Another was higher up. Another was further west, near the gate that I think is called gate 11. They were moving sheep. I am certain of this — I could see the lights moving in patterns consistent with herding. I also heard, at one point, a vehicle. A diesel engine. It was coming from the direction of the lower road and then it stopped. I did not see the vehicle, only heard it. This was around 02:15, I believe. I did not approach. I felt that something was strange but I did not feel threatened. I assumed there was some emergency with the flock — perhaps illness, perhaps a sheep trapped somewhere. I have seen farmers go out at night before, although not usually so many at once. I walked back to Hoyvík by the upper path and was home by 04:30. I learned of what had happened later in the morning. I have no doubt now that what I saw was the coordinated movement of sheep onto the road. I should have come forward sooner. I apologise for the delay.

Statement 10.2 — Janus í Geilini (lead convoy driver), supplementary

WITNESS STATEMENT — SUPPLEMENTARY

Reference 2026/03/0247-W1b · Recorded: 20 March 2026

I want to add to my earlier statement. I have been thinking about what I saw, and there is a detail that I now want to record. As I approached the curve at Kvíggjarvegsbrekka, just before I saw the sheep, I noticed a flash of light on the upper slope. Not torchlight — more like a reflection. As if a windscreen or a headlight had caught the moonlight briefly. I did not think about it at the time because of what happened next. On reflection, I believe there was a vehicle on the upper hagi. Off the road. Hidden, but reflecting. I cannot be certain. But I want to record this observation. I have driven these roads for many years. I have seen many things. What I saw on Tuesday morning was, in my view, organised.

Statement 10.3 — Petur Hansen (support vehicle driver, NordVind contractor)

WITNESS STATEMENT

Reference 2026/03/0247-W2 · Recorded: 17 March 2026, 06:00

I was in the third vehicle, FH-8821. I am employed by Atlantic Logistics, contracted to NordVind. I saw the brake lights of FX-2147 ahead of me and slowed. I came to a stop perhaps thirty metres behind the truck as it began to jackknife. I radioed Janus immediately. There were sheep everywhere by this time. What I want to record is this: as I sat in the cab waiting for police, I saw a person on the upper slope. Not close — perhaps eighty metres away, on the slope above the road. It was dark and I could not see clearly. The person appeared to be watching. When I shone my headlights up the slope a moment later, the person was gone. I am willing to assist with any identification efforts but I cannot describe the person beyond saying that they appeared to be of average build and that I think they were wearing dark clothing. No face was visible.

Evidence 10.4 — Forensic Note on Coffee Cup**FORENSIC LAB, TÓRSHAVN POLICE · 22 MARCH 2026**

The disposable paper coffee cup recovered from gate 14 (item 2026/03/0247/E-08) has been analysed.

The cup originates from the Sjómannahéimið kiosk at Tórshavn harbor. CCTV from the kiosk, requested under court order, has been reviewed. The cup type and the partial timestamp from the till matching the cup's print (visible on the lower section of the wrapper) correspond to a purchase made at 00:42 on 17 March 2026.

The customer purchasing the cup at 00:42 has been identified from CCTV as **Niklas Joensen**.

This is significant because Mr Joensen has stated to investigators that he was "at home asleep" between 23:30 on 16 March and 07:00 on 17 March. He has not previously disclosed any movement between these times. The cup was found 80 metres from gate 14 on Oyggarvegur, approximately 12 kilometres from his residence in Hoyvík.

Mr Joensen will be invited for a further interview.

Evidence 10.5 — Bank Transfer Record**COURT-ORDERED DISCLOSURE FROM EIK BANKI**

Account: Jákup Olsen

Transfer date: 25 March 2026

Transfer amount: DKK 3,500

Recipient: Niklas Joensen, account at Betri Banki

Reference field: "tak fyri hjálpina" ("thanks for the help")

Investigator's note: Mr Olsen has been asked about this transfer. He stated that it was "a small gift to a young man who had been helpful with various tasks." He declined to specify which tasks. Mr Joensen, when asked, said the transfer was "for some work on his computer I helped him with last month." Neither party has provided documentation.

Evidence 10.6 — Harbor Security Badge Access Log

SOURCE: ATLANTIC STEVEDORING, TÓRSHAVN HARBOR

Date & Time	Badge ID	Holder	Location	EDITORIAL USE — DO NOT DISTRIBUTE
14 Mar 14:08	NJ-0182	N. Joensen	Main gate (start shift)	
14 Mar 22:14	NJ-0182	N. Joensen	Main gate (end shift)	
15 Mar 09:32	NJ-0182	N. Joensen	Main gate (start shift)	
15 Mar 13:45	NJ-0182	N. Joensen	Laydown area B (NordVind area) — <i>NOT NORMAL DUTY</i>	
15 Mar 13:52	NJ-0182	N. Joensen	Laydown area B (exit)	
15 Mar 18:10	NJ-0182	N. Joensen	Main gate (end shift)	
16 Mar 14:08	NJ-0182	N. Joensen	Main gate (start shift)	
16 Mar 19:33	NJ-0182	N. Joensen	Logistics office (NordVind area) — <i>NOT NORMAL DUTY</i>	
16 Mar 19:45	NJ-0182	N. Joensen	Logistics office (exit)	
16 Mar 22:30	NJ-0182	N. Joensen	Main gate (end shift)	

Investigator's note: On 15 and 16 March, Mr Joensen accessed areas of the harbor not associated with his normal duties as a forklift operator. Atlantic Stevedoring's HR department has confirmed that there was no assigned task that would have required him to enter these areas. Mr Joensen was responsible for general cargo handling. The NordVind laydown area and logistics office contain the convoy schedules.

FOR IMMEDIATE RELEASE

NordVind Energi A/S · Tórshavn, 18 March 2026

STATEMENT ON OYGGJARVEGUR INCIDENT

NordVind Energi A/S takes note of the events of 17 March 2026 on Oygjarvegur, in which one of our transport vehicles was prevented from completing its delivery to the Sornfelli Vindorka installation site by a large and unusual concentration of livestock on the road.

We confirm that the driver of the vehicle is unharmed. We are grateful for the swift response of the Faroese police and emergency services.

The damage to our equipment is substantial. One wind turbine blade section, valued at approximately DKK 4.2 million, has been written off. The vehicle and trailer require significant repair. The total direct cost of the incident, including the recovery operation, is estimated at approximately DKK 4.8 million. Indirect costs from schedule delays are being assessed.

NordVind Energi remains committed to the Sornfelli Vindorka project and to a constructive working relationship with the Faroese government and the Faroese people. We have full confidence in the Faroese police and look forward to the conclusion of their investigation.

We are working with the Faroese government to ensure that our continued operations can proceed under appropriate security conditions. We are reviewing our internal protocols and our project assumptions in light of these events.

We will not be making further public statements while the investigation is underway. Press enquiries should be directed to communications@nordvind.dk.

ENDS

Op-Ed 12.1

SOSIALURIN · 22 March 2026 · OPINION

What Tuesday Tells Us About Ourselves

By Frímánn Holm

I am sixty-three years old. I have lived in Tórshavn for fifty-one of those years. I have voted in every election since I was eighteen. I have hiked Sornfelli more times than I can count. And I am ashamed of what happened on Tuesday morning.

Whoever organised that operation — and we do not yet know with certainty, though we may soon — has done immense damage. Not to NordVind, though they have done damage to NordVind. Not to the project, though they have done damage to the project. The damage I speak of is to us.

It is the damage of having shown ourselves to be a country that cannot reliably deliver an oversized load on a Tuesday morning. It is the damage of having shown ourselves to be a country where, when a small group of citizens disagrees with a democratic decision, they take matters into their own hands rather than continue to argue their case. It is the damage of having shown the world that the Faroe Islands, this serious nation with serious aspirations, can be embarrassed by a few hundred sheep.

I oppose the Sornfelli Vindorka project. I have written about it in these pages before. I think the consultation process was a disgrace. I think the fast-track framework is bad law. I think we will live to regret the destruction of one of the most beautiful views in our country.

But I voted. I argued. I wrote. I lost. And when I lost, I did not block a road. I did not arrange for hundreds of animals to be moved at midnight to embarrass my opponents. I accepted, as I have to accept, that in a democracy you do not always win, and that when you lose, you continue to argue your case by lawful means.

The people who organised Tuesday — and I believe it was organised, despite the denials — did not just block a road. They blocked the path of legitimate protest for everyone who shares their cause. They made it harder for the rest of us to be heard. They handed the Minister and her allies a gift they should not have been given.

Whoever you are, you have shamed the cause you claim to support.

Op-Ed 12.2

Sometimes the Mountain Speaks

By **Birita Magnúsdóttir**

I do not know who organised what happened on Tuesday morning on Oyggarvegur. I do not endorse it, and I would not have done it. But I want to say something that the political class and the editorial class do not want to hear.

We were not listened to.

For two years, we wrote letters. We attended meetings. We filled the consultation forms. We made the legal case. We marched on Tinganes. We were polite and we were patient and we were lawful. And the decision had already been made. The fast-track framework was designed, by people who knew exactly what they were doing, to ensure that our objections would be processed quickly and dismissed. The legal challenges had no chance — the court ruling told us as much.

When a democracy stops listening to a significant minority, what is that minority supposed to do? Vote, we are told. Vote in the next election. But the next election is in 2027 and by then the foundations will be poured and the turbines will be turning. Vote, we are told. But the parties who promised to slow down the project are too small to influence policy. Vote, we are told, as if voting once every four years is sufficient democracy.

I will not defend what happened on Tuesday. I will say this: when people feel they have no recourse, they will eventually act in ways that the orderly classes find appalling. The mountain spoke on Tuesday. It spoke in the only language it had left.

The people who organised this will, I expect, be punished. They have made a calculation that I do not endorse. But the country that put them in a position where such a calculation seemed reasonable must also examine itself.

Section 13 — Town Hall Meeting Transcript (Extract)

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Velbastað community hall

Sunday 22 March 2026, 19:00 · Organised by Velbastað bygdarráð (village council) · Attendance: approximately 240 people (capacity overflow)

Chair: Eyðun Sandholm, deputy chair, Velbastað bygdarráð

[The meeting was open to the public and was filmed by Kringvarp Føroya for later news use. The following is an extract from the transcript, focused on key exchanges. Many speakers asked for their names not to be recorded; these are presented anonymously where requested.]

SANDHOLM: We have agreed to a structure of two hours. The minister will speak for ten minutes. Mr Brink from NordVind for ten minutes. Mr Poulsen from Verndum Hagan for ten minutes. Then questions from the floor. I ask all speakers and questioners to be respectful. We are neighbours. We disagree but we are neighbours.

[Opening speeches followed. Extracts below.]

HANSEN (EXTRACT): I have come here tonight not to defend a project that has already been approved but to listen. I want to hear from those of you who feel that this decision has been wrong. I cannot promise to change what cannot be changed. I can promise to listen and to learn.

[Audible murmurs from the audience.]

BRINK (EXTRACT): *[Through interpreter.]* NordVind Energi did not come here to be an enemy of the Faroese people. We came because the Faroe Islands offered an opportunity to build something of value — for your country and for our company. What happened on Tuesday was an attack on that partnership. I hope tonight to begin to repair some of what was damaged.

POULSEN (EXTRACT): Our organisation has always been about the law. About protest within the law. We do not endorse what happened on Tuesday. We are confident that the police will determine what happened and that we will not be implicated, because we did not do this.

[Pause. From the audience, a man stood up. The chair indicated he should wait for questions, but he proceeded.]

MAN (LATER IDENTIFIED AS HANS DAVIDSEN, RETIRED TEACHER, KIRKJUBØUR): I have one question for Mr Poulsen. You say "our organisation" did not do this. You speak in the corporate voice. But what about your chairman? Mr Olsen? His sheep were on the road. His gates were open. He has been a leader of the opposition. Will you condemn him? Or will you stand behind him?

[Audible reaction from the audience. Mr Poulsen visibly uncomfortable.]

POULSEN: I will not pre-judge a police investigation. I will not condemn a friend on the basis of speculation. Mr Olsen is presumed innocent like anyone else.

MAN: That is not an answer.

POULSEN: It is the only answer I will give tonight.

[Multiple audience members began speaking. The chair restored order.]

QUESTION (VELBASTAÐ RESIDENT, WOMAN, DID NOT GIVE NAME): I want to ask the minister. We were told that the Energy Transition Act was for projects of national importance. Was the fast-track really necessary? Could there not have been a longer consultation? My family has had sheep on Húsareyn since my great-grandfather's time. We were given six weeks.

HANSEN: The fast-track framework was designed for projects with clear public benefit and significant time-sensitivity. The Sornfelli Vindorka project meets both criteria. The consultation was, I accept, shorter than for

some previous projects. I will not say it was insufficient in law. I will say I understand why some of you feel it was insufficient in spirit.

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QUESTIONER: That is a politician's answer.

HANSEN: It is an honest answer. I cannot give you a different one without misrepresenting what I think.

QUESTION (TRYGVI MORTENSEN, TRUCK DRIVER — APPLAUSE AS HE ROSE): I drove that truck. I want to say two things. The first thing is that I am all right. Thank you for the messages. The second thing is that I have spent my life on these roads. The roads are dangerous enough without people putting two hundred sheep on them at four in the morning. Someone could have been killed. Not me. I knew what to do. But a younger driver might not have. The next time someone tries something like this, I am asking them to think first. I am asking them to think about the driver in the cab.

[Sustained applause.]

QUESTION (ANONYMOUS, WOMAN, IDENTIFIED SELF ONLY AS "A MEMBER OF VERNDUM HAGAN FOR TWO YEARS"): I want to say to my own organisation: be honest. If members of our organisation did this, even if it was not the organisation as a whole, say so. Distance yourselves clearly. Otherwise we are all tarred by this.

POULSEN: I hear you. We have said clearly that we condemn what happened. We have said clearly that if members were involved, they acted against our principles. I cannot say more without knowing more.

QUESTION (MAN, TÓRSHAVN): Mr Brink. I want to ask you directly. If you withdraw from this project, what happens to my electricity bill?

BRINK: *[After consulting interpreter.]* I cannot answer that question, because I do not know how the Faroese state would respond. What I can say is that wind power, where it is feasible, is cheaper than diesel. If this project does not proceed, alternative arrangements will be more expensive. By how much, I cannot say.

QUESTIONER: So you are telling us we will pay for this either way.

BRINK: I am telling you that energy must come from somewhere. The cheapest sources have a cost. The more expensive sources have a higher cost. There is no free option.

[The meeting continued for a further forty minutes. No new substantive points were made. Several attendees called for the resignation of Minister Hansen; an approximately equal number called for the firm prosecution of those responsible for the incident. The chair adjourned the meeting at 21:18.]

Section 14 — Insurance Assessor's Preliminary Report

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ATLANTIC MARITIME & INDUSTRIAL INSURANCE

Preliminary Damage Assessment — Sornfelli Vindorka Project

Date: 24 March 2026
Assessor: Jens Eriksen, Senior Loss Adjuster
Client: NordVind Energi A/S
Policy: AMII-2025-NORDVIND-001 (Construction All Risks)

SUMMARY OF LOSS

Item	Description	Pre-loss value (DKK)	Post-loss value (DKK)	Loss (DKK)
Blade section TB-A14	38m turbine blade section, Vestas-licensed manufacture	4,200,000	0 (write-off)	4,200,000
Trailer FX-2147	Specialised oversized-load low-loader, 8-axle	1,800,000	1,420,000 (repairable)	380,000
Tractor unit (Scania R650)	Heavy haulage tractor	1,100,000	1,100,000 (no damage to tractor)	0
Recovery operation	Specialised lifting equipment from Vágar, two-day operation	—	—	220,000
Site clean-up	Including soil remediation at ditch site	—	—	35,000
Total direct loss				4,835,000

COVERAGE ANALYSIS

Policy AMII-2025-NORDVIND-001 provides cover for accidental damage during construction and transport, with standard exclusions.

The relevant exclusion is Clause 14(b):

Damage arising directly or indirectly from any act of war, terrorism, sabotage, riot, civil commotion, or other deliberate third-party action shall not be covered.

The classification of the incident under this clause is critical to the claim. If the incident is determined by the police investigation to have been a deliberate third-party action (i.e. sabotage), the claim will be denied under Clause 14(b).

If the incident is determined to have been accidental (e.g. sheep on a road due to natural causes), the claim will be covered subject to the policy excess of DKK 250,000.

RECOMMENDATION

Given the strong indications that this incident involved deliberate action, we recommend that the claim be held in abeyance pending the conclusion of the police investigation. We anticipate that the claim will not be covered under the current policy.

We note that NordVind Energi may have recourse against the parties responsible for the incident under civil law, and/or against the Faroese state under the relevant investment agreement provisions. These are matters outside the scope of this insurance claim.

INDIRECT LOSSES

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We are not assessing indirect losses (schedule delay, opportunity cost, etc.) at this time. These are estimated by NordVind Energi internally at approximately DKK 12 million and are partially recoverable under the policy's business interruption extension, subject to the same Clause 14(b) considerations.

Jens Eriksen
Senior Loss Adjuster

Section 15 — Investigative Status Update

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CONFIDENTIAL — INTERNAL BRIEFING
FROM INSPECTOR SÚSANNA JOENSEN

Confidential briefing to senior management · 27 March 2026

To: Chief of Tórshavn District; Director of Public Prosecutions, in confidence
From: Insp. Súsanna Joensen
Subject: Sornfelli incident investigation — status

The investigation into the events of 17 March 2026 has progressed substantially. This briefing summarises our current position and likely next steps.

1. THE ACT ITSELF

We are now confident that the events of 17 March were the result of deliberate, coordinated action by a small group of individuals. The evidence supporting this conclusion includes:

- Statements from multiple witnesses describing torchlight activity on the *hagi* between 02:00 and 02:30 (Karen Joensen; corroborated indirectly by the support vehicle driver Petur Hansen);
- Physical evidence of vehicle tracks at gate 14 and recovered material (the coffee cup);
- The number and distribution of sheep, which all three veterinary consultants we have engaged agree could not have occurred naturally;
- The pattern of opened gates across multiple farms.

2. IDENTIFIED SUSPECTS

The investigation has identified three primary suspects:

- **Jákup Olsen** (Velbastað) — believed to be the principal organiser. Strong circumstantial evidence including: opportunity (his sheep, his stated whereabouts inconsistent with phone data), motive (chairman of opposition organisation, lost legal challenge), and pattern of communications. Physical evidence may also place him on the *hagi* but this is not yet confirmed.
- **Hervør Dahl** (Kollafjørður) — believed to have been an active participant. Evidence includes: tyre tracks at gate 14 consistent with her vehicle (a white Toyota Hilux), location data from her phone showing presence on Oygjarvegur during the relevant hours, and recovered communications.
- **Niklas Joensen** (Hoyvík) — believed to have provided inside information on the convoy schedule and to have been present at gate 14 during the operation. Evidence includes: harbor access records showing unauthorised access to logistics areas, the coffee cup forensic evidence, and recovered communications.

A fourth participant has been identified through the recovered group chat but has not yet been identified by name. The relevant device used a prepaid SIM and we are pursuing technical leads.

3. THE SMOKING GUN

The recovery of deleted text messages from the "Sornfelli-felagsskapur" group chat is, in my view, conclusive of organised conspiracy. The messages from 23:32 on 16 March through 06:18 on 17 March directly evidence the planning, execution, and attempted cover-up of the operation. These were recovered from cloud backup on H. Dahl's device, which had been set to automatic backup and from which the messages were not deleted until after the cloud sync had occurred.

I would advise that this evidence be treated with maximum care. It is the strongest evidence we have and any procedural challenge to its recovery would significantly weaken the case.

4. LIKELY CHARGES

We are working with the public prosecutor's office on the appropriate charging strategy. The likely framework is:

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— For Olsen and Dahl: charges under criminal damage provisions (estimated value of damage above DKK 500,000 triggers more serious charges); conspiracy; reckless endangerment (the driver and other road users);

— For N. Joensen: similar charges; potentially also breach of fiduciary duty under his employment relationship and unauthorised access to confidential information.

We expect to be in a position to make arrests within ten days, subject to the prosecutor's review.

5. PUBLIC COMMUNICATIONS

I strongly recommend that any public communications regarding arrests emphasise the individual nature of the conspiracy and avoid implicating *Verndum Hagan* as an organisation. Our investigation does not suggest organisational involvement. Mr Poulsen, the spokesman, appears to have been entirely unaware of the plan. The chairman, Mr Olsen, appears to have acted in his personal capacity rather than in his organisational role.

This distinction is important for the political handling of the matter and is, I believe, factually correct.

Súsanna Joensen

Inspector

Tórshavn Police District

END OF COMPILED INVESTIGATION FILE

Sornfelli Incident — March 2026
