

## **NET ZERO TEESSIDE - FREQUENTLY ASKED QUESTIONS (FAQs)**

### **What is Net Zero Teesside?**

Net Zero Teesside (NZT) is a Carbon Capture, Utilisation and Storage (CCUS) project which aims to develop a network to enable the decarbonisation of a cluster of carbon-intensive businesses on Teesside by as early as 2030 and deliver the UK's first zero-carbon industrial cluster.

NZT will be the UK's first commercial scale, full chain CCUS project, and has the potential to capture up to 10 million tonnes (Mt) of carbon dioxide (CO<sub>2</sub>) emissions per annum, the equivalent to the annual energy use of up to 3 million homes in the UK. NZT will therefore make a significant contribution toward the UK reaching its net zero greenhouse gas emissions target by 2050.

NZT will comprise a number of elements, including a new gas-fired power station, with state-of-the-art carbon capture technology. CO<sub>2</sub> from the power station, as well as from a cluster of local industries on Teesside, will be captured through a common CO<sub>2</sub> pipeline network and transported for secure storage at a suitable offshore geological site under the North Sea.

NZT is being promoted by Net Zero Teesside Power Limited (NZT Power) and Net Zero North Sea Storage Limited (NZNS Storage). NZT Power and NZNS Storage (together the Applicants) will be responsible for obtaining the consents required for NZT and are seeking the views of the local community on the latest proposals.

### **Who are NZT Power and NZNS Storage?**

NZT will be developed by five companies: BP, Eni, Equinor, Shell and Total, with BP leading as operator. NZT Power and NZNS Storage will promote NZT on behalf of these five member companies.

NZT Power will be responsible for the construction, operation and decommissioning of the gas-fired power station together with the equipment required for the capture of its CO<sub>2</sub> emissions.

NZNS Storage will be responsible for the construction, operation and decommissioning of the equipment required for the high-pressure compression of CO<sub>2</sub> from the power station and local industries, as well as the onshore CO<sub>2</sub> pipeline network. NZNS Storage will also be responsible for the offshore elements of NZT, comprising the pipeline that will transport the CO<sub>2</sub> to a suitable offshore geological storage site under the North Sea and associated infrastructure.

### **Why are we consulting on NZT?**

Before construction can begin on NZT, we need to apply for and obtain various consents, including a Development Consent Order (DCO) from the Secretary of State (SoS) for Business, Energy and Industrial Strategy (BEIS) under the Planning Act 2008.

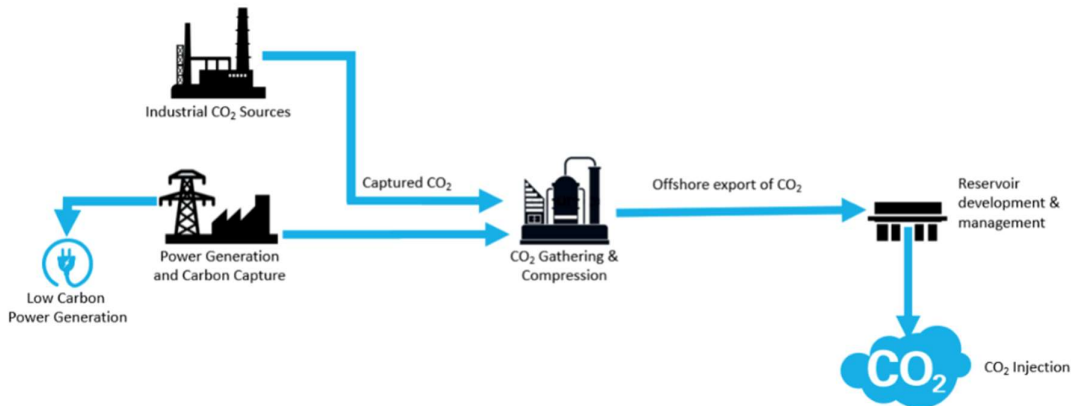
Consultation is a key part of the DCO process and it is a statutory requirement of the Planning Act 2008 to consult people living within the vicinity of the project and to have regard to their views in preparing the application to be submitted to the SoS. The application submitted to the SoS must be accompanied by a consultation report detailing what has been done to consult the local community (and other stakeholders and interested persons) and how peoples' views have been taken into account.

We carried out our initial consultation on the onshore elements of NZT (our Stage 1 Consultation) in the autumn of 2019. This consultation is our final stage of consultation (our Stage 2 Consultation) and

will run to 18<sup>th</sup> September 2020. We are planning to submit our application for a DCO to the SoS for BEIS by the end of 2020/early 2021.

### What is CCUS and how does it work?

CCUS is a process that removes CO<sub>2</sub> from emissions at source, for example emissions from a power station or chemical manufacturing installation, and then compresses the CO<sub>2</sub> so that it can be safely transported to secure underground storage sites. It is then injected into layers of solid rock filled with interconnected pores where the CO<sub>2</sub> becomes trapped and locked in place, preventing it from being released into the atmosphere. The figure below shows the process:



### Is CCUS safe?

Yes. CCUS is a proven technology and is already used in around 20 large-scale projects around the World, some over many years. At every point in the CCUS process, from production to storage, industry has at its disposal a number of capture and transportation technologies that have been used for many years and have excellent health and safety records.

Storage sites are located underground and undergo stringent characterisation to ensure they are geologically suitable. CCUS employs robust techniques to monitor the behaviour of the CO<sub>2</sub> underground. It is a Government requirement that any CCUS project has strict monitoring systems and procedures in place to verify that the captured CO<sub>2</sub> remains within the store.

Standard industry approaches to managing risk will be used in all areas of NZT, including the transportation of CO<sub>2</sub>. In addition, equipment such as process monitoring and safeguarding systems and embedded mitigation such as fire and gas detection will be installed as required. Further detailed hazard and risk analysis will be included in the Environmental Statement prepared to form part of the DCO application, and will be undertaken throughout the Lifecycle of NZT, in consultation with the Health and Safety Executive (HSE) and in accordance with the requirements of Environmental Permitting Regulations (EPR) and Control of Major Accident Hazards (COMAH) Regulations.

### Why is CCUS needed?

CCUS is one of a number of technologies that are crucial to reducing CO<sub>2</sub> emissions to the atmosphere. It can accelerate the decarbonisation of the power sector and industry now, while opening up new low carbon energy solutions such as fuel switching from natural gas to hydrogen, and creating the infrastructure needed to prevent CO<sub>2</sub> from entering the atmosphere.

CCUS will play an important role in meeting energy and climate change goals. In the International Energy Agency Sustainable Development Scenario, CCUS accounts for 7% of the cumulative emissions reductions needed globally to 2040. This implies a rapid scale-up of CCUS deployment, from around 30 million tonnes (Mt) of CO<sub>2</sub> currently captured each year to 2,300 Mt per year by 2040.

CCUS will support the overarching objective of the UK Government to continue transitioning the UK to a low carbon economy. The role that CCUS technology has to play in achieving this transition is confirmed within the National Infrastructure Plan (2014), the Government's 'Clean Growth Strategy' (2017), the 'Clean Growth - The UK Carbon Capture Usage and Storage deployment pathway - An Action Plan' (2018) and most recently, the Government's commitment to achieve 'net zero' in terms of greenhouse gas emissions by 2050.

The commitment to achieve net zero was enshrined into UK law on 27 June 2019. The commitment is in line with the recommendations of the Committee for Climate Change (CCC) set out in its report (May 2019) 'Net Zero - The UK's Contribution to Stopping Global Warming'. The report is clear that if the net zero target is to be achieved greenhouse gas emissions will need to be offset by schemes that are capable of taking away large amounts of emissions from the atmosphere. CCUS is identified as having a key role to play in achieving this.

The executive summary to the CCC report (page 12) highlights that CCUS is crucial to the delivery of zero greenhouse gas emissions and that it is of strategic importance to the economy. However, it raises concern that CCUS has barely started in the UK - of the large-scale projects operating in the World, none are in the UK. The report goes on to state that the remaining greenhouse gas emissions in the UK must be offset by removing CO<sub>2</sub> and permanently storing it through technologies such as CCUS. The important role of CCUS is also stressed in terms of capturing the CO<sub>2</sub> from the production of hydrogen (given the ambition to move to a hydrogen economy that is seen as critical to achieving net zero) and from non-renewable electricity production (page 23). CCUS is therefore a necessity not an option.

Without CCUS, the Government's net zero target poses a real challenge to the future of UK industry and jobs, as CCUS is the only way to decarbonise many industries.

### **How will NZT work and what does it comprise?**

NZT will work by enabling a cluster of carbon-intensive business on Teesside to capture CO<sub>2</sub> at source, then transport it via a common pipeline network to an offshore geological storage site under the North Sea. It will provide the ability for CO<sub>2</sub> to be captured from the proposed gas-fired power station as well as neighbouring facilities, including a biomass power station, hydrogen production facility and a range of local industries.

NZT comprises both onshore and offshore elements, including:

- a high efficiency gas-fired power station with an abated capacity of up to 2.1 gigawatts output (gross), including carbon capture plant, that can flexibly deliver low carbon power locally and nationally;
- cooling water, gas and electricity connections for the gas-fired power station;
- a CO<sub>2</sub> gathering network connecting to other facilities on Teesside, including local industries - industries capturing CO<sub>2</sub> from their own processes will have access to this network so that their CO<sub>2</sub> can be transported and stored;
- a CO<sub>2</sub> gathering and compressor station - this will receive the captured CO<sub>2</sub> from the power station and other facilities and compress the CO<sub>2</sub> to high pressure;

- a CO<sub>2</sub> transport/export pipeline for the onward transport of the captured and compressed CO<sub>2</sub> to the offshore storage site; and
- a geologically secure offshore storage site under the North Sea where the CO<sub>2</sub> will be permanently stored - this will either be a depleted oil or gas field or a saline aquifer.

Our application for a DCO will encompass all the onshore elements of NZT (above Mean Low Water Mark) and the crossings beneath the River Tees. The offshore elements of NZT (the continuation of the CO<sub>2</sub> transport/export pipeline and the storage site) will be subject to separate consent applications.

### **Where will NZT be built?**

The Project Site lies within the administrative boundaries of both Redcar and Cleveland Borough Council and Stockton-on-Tees Borough Council. It also lies within the boundary of the South Tees Development Corporation (STDC).

Most of the Project Site lies within the administrative area of Redcar and Cleveland Borough Council, although parts of the CO<sub>2</sub> gathering network and the power station's gas supply connection to the National Transmission System for gas would cross the River Tees into the administrative area of Stockton-on-Tees Borough Council. At this location, the River Tees is tidal. In addition, there are elements of the Project Site which extend into the North Sea/Coatham Sands. These sections of the Project Site are outside the jurisdiction of either local authority and are part of the UK marine area.

The gas-fired power station and CO<sub>2</sub> gathering and compressor station will be located on part of the former SSI steel works site in Redcar, land that is controlled by the STDC. The CO<sub>2</sub> transport/export pipeline will also start in this location before heading offshore. The power station connections and the CO<sub>2</sub> gathering network will involve land within both Redcar and Stockton-on-Tees, including crossings beneath the River Tees.

### **Why was Teesside chosen?**

Teesside has long been a focus for industry, ranging from steelmaking to chemicals. Today some of its leading industrial businesses together generate £2.5 billion each year for the UK economy. However, as the UK transitions to a low carbon economy, and with the commitment to achieve net zero by 2050, local industry faces a fundamental challenge - to sustainably remove CO<sub>2</sub> from industrial emissions. CCUS is critical to this.

Teesside is an ideal location for NZT and was carefully selected after an extensive site selection process involving around 50 potential locations due to a number of factors.

- Teesside has large areas of brownfield land available for redevelopment and is able to provide a site that is large enough to accommodate NZT while providing access to reliable water and gas supplies and proximity to electricity grid infrastructure.
- Teesside industries account for 5.6% of industrial emissions in the UK and it is home to five of the top 25 carbon dioxide emitters in the UK. CCUS can therefore make a real difference on Teesside. With the existing concentration of industries located within a relatively compact area, captured CO<sub>2</sub> can be gathered and transported to an offshore storage site relatively easily.

- Teesside also benefits from proximity to the North Sea to access to some of the largest and most secure potential CO<sub>2</sub> storage sites anywhere in the world, deep under the seabed, with over 1,000 Mt of potential storage capacity, enough for many decades to come.

NZT will not only create jobs during its construction and the operation of the gas-fired power station but will also safeguard existing jobs by decarbonising local industries under increasing environmental pressure and help stimulate inward investment in new low carbon industries to the area.

### **What is the current status of NZT?**

NZT is a strong contender to progress beyond the consenting stage and is already technically advanced. It has received significant industry and strong Government support to date. In 2019, it was awarded £3.8 million as part of a Government funding round to speed up the rollout of CCUS across the UK.

The Project has an engineered concept and an expert, multi-disciplinary team supporting it from both a technical and commercial standpoint. It also has a number of local industry partners who are in the process of signing up to the Project.

Along with our partners we are doing all we can to bring NZT to fruition and we believe the Project is the best placed to deliver the UK's first zero-carbon industrial cluster and drive the deployment of CCUS across the UK.

### **Are we working with regional and local stakeholders?**

We are working closely with key regional and local stakeholders, including Tees Valley Mayor, Ben Houchen, the Tees Valley Combined Authority, the STDC, Redcar and Cleveland Borough Council, Stockton-on-Tees Borough Council and local industry and communities, to ensure that the region and the local economy benefits from the growth of a zero-carbon industrial cluster.

### **Will NZT decarbonise the whole of the Teesside?**

NZT aims to decarbonise a cluster of carbon intensive-industries by 2030. NZT does not however cover the whole of Teesside. For the whole of Teesside to reach net zero emissions, housing and transport, among other major elements, will also need to be decarbonised.

### **How will NZT contribute to Teesside?**

NZT is uniquely positioned to become the UK's first zero-carbon industrial cluster. It will play a significant role in plans for regional development and in the UK's industrial strategy for a low carbon Northern Powerhouse.

An extensive socio-economic assessment on the construction phase of NZT estimates an annual gross benefit of up to £450 million for Teesside and that the Project could support up to 4,500 direct jobs annually between 2024 - 2028, reaching peaks of 5,500 direct jobs by 2035.

At this early stage of NZT, a contractor has yet to be appointed. While the appointed contractor will be responsible for sourcing labour, it is proposed that the DCO, which will provide the consent for the construction and operation NZT, secures an Employment, Skills and Training Plan. This Plan will detail arrangements to promote employment, skills and training development opportunities for local

residents during construction and employment opportunities during operation of NZT and will be subject to consultation with the local planning authority and other key stakeholders.

NZT has the potential to further regenerate and revitalise Teesside with new technologies and investment as CO<sub>2</sub> utilisation companies are attracted to this new hub. There is also the potential for Teesside to become an international leader in industrial decarbonisation, developing world-leading skills and capabilities for workers in this sector, that can be used both in the UK and in exporting CCUS technologies.

NZT will also help to safeguard jobs in existing carbon intensive industries that are coming under increasing environmental pressure.

### **What are we consulting on at Stage 2?**

Our Stage 1 Consultation in autumn 2019 introduced NZT to the local community and provided information on the broad locations being proposed for the gas-fired power station and the CO<sub>2</sub> gathering and compressor station and the various route corridors for the water, gas and electricity connections and CO<sub>2</sub> gathering network. It also included the findings of the early environmental work on the Project.

Since autumn 2019 we have undertaken further technical and environmental work on NZT. The Stage 2 Consultation (this consultation) therefore provides information on our more developed proposals, including:

- the decisions made about the locations, route corridors, design and layout of the onshore elements of NZT and how the route corridors are being narrowed as we move towards submission of the DCO application;
- the potential effects of the construction and operation of NZT, including the duration of the construction programme;
- the findings of the EIA work undertaken to date - presented in the form of a Preliminary Environmental Information Report; and
- the proposals for avoiding, minimising and/or mitigating any likely environmental effects of the Project.

### **What will NZT look like?**

As NZT is a first of its kind full chain CCUS project, its detailed design is yet to be finalised. Detailed design work is ongoing and will continue after the submission of the DCO application and up to the start of construction. Therefore, at this stage, early design concepts have been presented to help people understand the works that are proposed.

A 3D visualisation of how the gas-fired power station and compressor station on the former SSI steelworks site may appear is provided below:



### How are we assessing the potential environmental effects of NZT?

A comprehensive Environmental Impact Assessment (EIA) is currently being prepared for the elements of NZT that will be the subject of the DCO application in order to evaluate the potential effects on environmental receptors such as people and ecology. The EIA will consider the effects that may occur during the construction and operation of NZT and will be used as part of the design process to minimise environmental effects through design where possible. The EIA work is being undertaken following the approaches and methods agreed with various stakeholders, including the Environment Agency, Natural England and the local planning authority. As the detailed design of NZT has not yet been finalised, the EIA is being based on worst case assumptions in order to ensure that it is robust; it is expected that these will be refined and reduced as the Project progresses.

The EIA will consider the potential effects of NZT on a number of environmental topic areas, including air quality, noise, ecology, landscape, traffic, marine ecology, flood risk, climate and heritage. While some of the work is still ongoing, a Preliminary Environmental Information (PEI) Report has been prepared detailing the work done to date and the conclusions identified for each environmental topic, as well as the work to be undertaken before the DCO application is submitted. This, along with a Non-Technical Summary has been made available for the Stage 2 Consultation.

### What are the conclusions of the EIA work to date?

A summary of the key conclusions of the PEI Report at this stage are set out below:

	Construction	Operation
Air Quality	Through the use of a Construction Environmental Management Plan (CEMP), no significant effects are predicted.	<ul style="list-style-type: none"> <li>• Work is ongoing to further characterise the expected emissions and will inform the need for any additional mitigation measures.</li> <li>• At this stage, no significant effects on human health are predicted</li> </ul>

		(see below for effects of air quality on ecology).
Hydrology and Water Resources	<ul style="list-style-type: none"> <li>• Potential significant effects can be avoided through implementation of a CEMP. Flood risk is low at the PCC and</li> <li>• will be minimised through the use of a surface water collection and discharge system and a CEMP.</li> </ul>	<ul style="list-style-type: none"> <li>• No significant effects are predicted during operations at this stage.</li> </ul>
Geology and Hydrogeology	<ul style="list-style-type: none"> <li>• With mitigation measures in place and the application of a CEMP, construction phase effects are shown to be not significant at this stage.</li> </ul>	<ul style="list-style-type: none"> <li>• With mitigation measures in place and the application of a CEMP, operational phase effects are shown to be not significant at this stage.</li> </ul>
Noise and Vibration	<ul style="list-style-type: none"> <li>• Using best practice measures to control construction noise no significant noise effects are predicted.</li> </ul>	<ul style="list-style-type: none"> <li>• With mitigation no significant adverse noise effects are predicted to occur at residential or ecological receptors during operation.</li> </ul>
Terrestrial Ecology and Nature Conservation	<ul style="list-style-type: none"> <li>• Adverse effects on terrestrial ecology receptors during construction are likely to be manageable through implementation of a CEMP.</li> </ul>	<ul style="list-style-type: none"> <li>• There are a number of mitigative measures that are to be evaluated as design progresses, which will aim to reduce effects to no significant adverse effects.</li> </ul>
Aquatic Ecology	<ul style="list-style-type: none"> <li>• Potential adverse effects on aquatic ecology receptors during construction will be managed through implementation of a CEMP.</li> </ul>	<ul style="list-style-type: none"> <li>• With mitigation measures applied, no significant adverse effects to aquatic ecology during operations are predicted.</li> </ul>
Marine Ecology and Nature Conservation	<ul style="list-style-type: none"> <li>• Potential adverse effects on marine ecology receptors during construction will be managed through implementation of a CEMP.</li> </ul>	<ul style="list-style-type: none"> <li>• With mitigation measures applied, no significant adverse effects to marine ecology during operations are predicted.</li> </ul>
Ornithology	<ul style="list-style-type: none"> <li>• With suitable mitigation it is not expected that construction will lead to more than temporary significant effects during construction.</li> </ul>	<ul style="list-style-type: none"> <li>• In advance of detailed engineering design and assessment it is considered that there is preliminary potential for some adverse air quality effects on habitats; mitigation to be considered as above.</li> </ul>
Traffic and Transportation	<ul style="list-style-type: none"> <li>• No significant effects are predicted.</li> </ul>	<ul style="list-style-type: none"> <li>• No significant effects are predicted</li> </ul>
Landscape and Visual Amenities	<ul style="list-style-type: none"> <li>• During construction temporary significant effects are expected to occur at nearby visual receptors in Redcar, North Gare Sands and the South Gare Breakwater and on the England Coastal Path at Warrenby.</li> </ul>	<ul style="list-style-type: none"> <li>• During opening and operation there are expected to be significant effects on the England Coast Path and Redcar seafront. The design of the Proposed Development will aim to minimise adverse effects through optimised design and layout as well as</li> </ul>



		appropriate use of materials and colours.
Archaeology and Cultural Heritage	<ul style="list-style-type: none"> <li>With mitigation, there will be no significant effects on archaeology and cultural heritage during construction.</li> </ul>	<ul style="list-style-type: none"> <li>There will be no significant effects on archaeology and cultural heritage during operation.</li> </ul>
Marine Heritage	<ul style="list-style-type: none"> <li>With mitigation, there will be no significant effects on marine heritage assets during construction.</li> </ul>	<ul style="list-style-type: none"> <li>There will be no significant effects on marine heritage assets during operation.</li> </ul>
Socio-economics and Tourism	<ul style="list-style-type: none"> <li>Construction employment opportunities (at least 1,740 jobs) are likely to have a significant beneficial short-term effect on the economy.</li> </ul>	<ul style="list-style-type: none"> <li>Operation is likely to generate employment opportunities for 130 employees and likely to have a moderate beneficial long-term effect.</li> </ul>
Climate Change (Greenhouse Gases)	No significant effects are predicted during operation. The Project may result in a net reduction in carbon emissions and have a beneficial effect on annual UK carbon emissions. The Project will enable local industry to meet Net Zero.	
Major Accidents and Natural Disasters	The engineering design, construction and operation of the Proposed Development will reduce Major Accident and Disaster Risk to levels which are 'as low as is reasonably practicable (ALARP) as required by the HSE and Environment Agency.	
Population and Human Health	At this preliminary assessment stage significant effects relating to population and human health include construction and operation employment; these are beneficial effects and are discussed in detail within the PEI.	
Cumulative and Combined Effects	The assessment included within the PEI Report is currently at Stage 1 and has established the long list of developments to be assessed in the ES. Subsequent stages of the assessment (Stages 2-4) will be completed and presented within the ES.	

### How can I find out more about NZT?

We are consulting people and providing information on NZT using the following:

- press and media releases;
- radio adverts and social media channels;
- newspaper notices and posters;
- the Project Website: <https://www.netzeroteesside.co.uk/consultation/> - all the consultation materials have been uploaded to the Project Website;
- a virtual consultation room (hosted on the Project Website) replicating a public exhibition;
- webinars where people will be able to find out more about the Project and ask questions; and
- a freephone service through which people can make an appointment to speak to members of the Project Team about a specific issue or topic.

In view of the COVID-19 restrictions it has not been possible to place hard copies of the consultation materials in local authority offices and libraries for inspection. We are however offering the free loan of hard copy sets of the consultation materials to people who do not have access to the internet. In addition, as an alternative, we are also offering the loan of electronic tablets (with the consultation materials uploaded to them) to people with no internet access. If you wish to loan a hard copy set of the consultation documents or an electronic tablet, please contact us using the email address or Freephone number below.

## How can I submit comments to the Stage 2 Consultation?

Comments can be submitted in the following ways:

- Completing a hard copy Feedback Form (available on the Project Website - <https://www.netzeroteesside.co.uk/consultation/>) and returning it to the Freepost address below.
- Completing an online version of the Feedback Form: <https://www.netzeroteesside.co.uk/consultation/>
- By email: [consultation@netzeroteesside.co.uk](mailto:consultation@netzeroteesside.co.uk)
- By post: Freepost NET ZERO TEESSIDE PROJECT CONSULTATION
- By telephone: Freephone 0800 211 8185 - lines are open 10am to 4pm Monday to Friday.

All comments must be submitted no later than **18<sup>th</sup> September 2020**.

The comments received to the Stage 2 Consultation may be made public. However, no personal information will be published unless necessary. We will take reasonable care to comply with the requirements of the General Data Protection Regulation. It is important that you read our Privacy Notice: <https://www.netzeroteesside.co.uk/consultation-privacy-notice/>

## What happens after the Stage 2 Consultation?

We will consider the comments received to the Stage 2 Consultation and document how we have taken account of peoples' views within the Consultation Report that will form part of our DCO application. The Consultation Report will be made available on the Project Website once the application has been submitted. We are planning to submit our application to the Planning Inspectorate (PINS) by the end of 2020/early 2021.

The DCO process, following submission of the application is outlined below. We would expect a decision from the SoS for BEIS around Q2 2022.

### Acceptance

On receipt of the application, PINS must first decide whether to 'accept' the application for examination. A decision on acceptance must be made within 28 days of the application having been submitted, pursuant to Section 55 'Acceptance of Applications' of the Planning Act 2008. If the application is accepted by PINS, the applicant must publicise that the application has been accepted pursuant to Section 56 'Notifying persons of accepted application'. The publicity is similar to that required by Sections 42 and 48 of the Act and the notices that are issued and published must specify a date by which people can register as an interested party.

### Examination and Decision

Following acceptance and the necessary publicity, the application will proceed to examination. PINS will appoint an inspector or panel of inspectors (dependent on the scale and type of project) to conduct the examination. The inspector(s) are often referred to as the 'Examining Authority' (ExA). The examination must be completed within a period of six months. Within three months of the end of the examination the ExA must produce and submit a recommendation report to the relevant SoS. The SoS then has three months to decide whether to grant a DCO for the project.

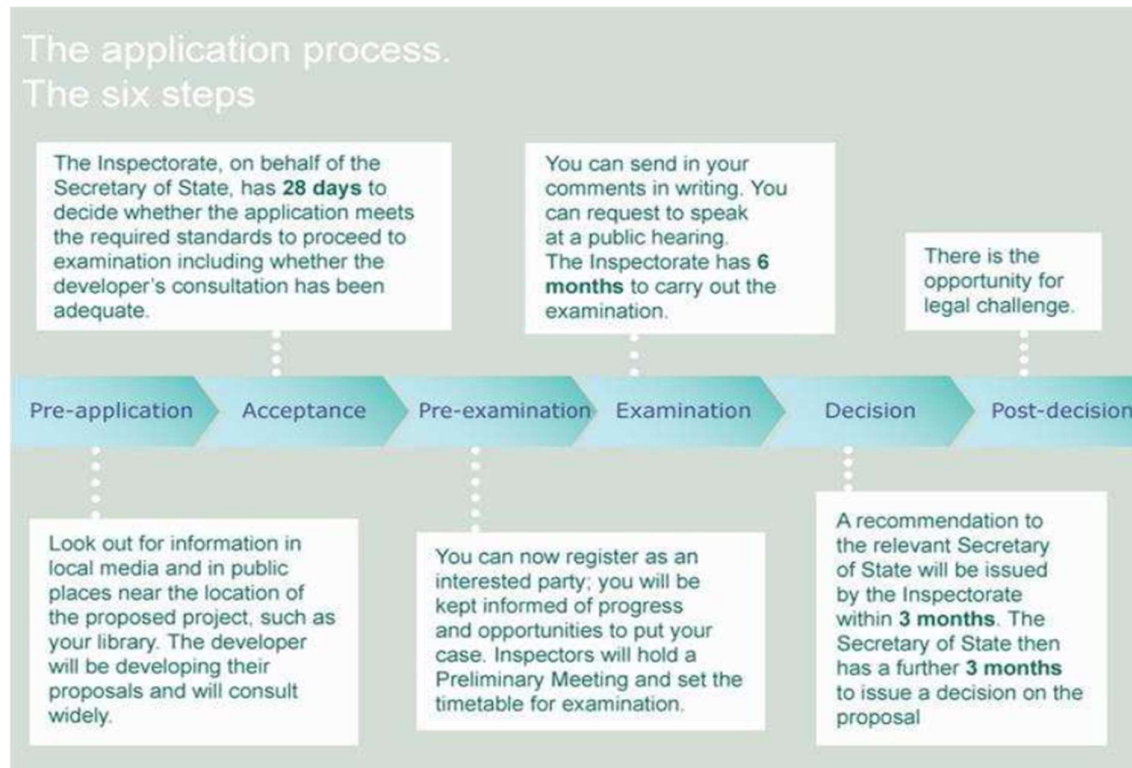
### Decision-making

As there are relevant National Policy Statements (NPSs) in place in relation to NZT, in making his or her decision, the relevant SoS must determine the application in accordance with those NPSs, unless factors set out in the Planning Act 2008 direct otherwise (Section 104 'Decisions in cases where national policy statement has effect'). The NPSs considered to be of most relevance to NZT are:

- EN-1 - Overarching National Policy statement for Energy.
- EN-2 - National Policy Statement for Fossil Fuel Electricity Generating Infrastructure.
- EN-4 - National Policy Statement for Gas Supply Infrastructure and Gas and Oil Pipelines.
- EN-5 - National Policy Statement for Electricity Networks Infrastructure.

The above NPSs can be viewed at: <https://www.gov.uk/government/publications/national-policy-statements-for-energy-infrastructure>

In making a decision, Section 104 of the Planning Act 2008 states that the SoS must have regard to any other matters that he or she thinks is important and relevant to their decision. Such matters can include other national policy documents, as well as local development plans. The main steps of the DCO application process are shown in the figure below:



### Some key facts about NZT

- 1<sup>st</sup> - NZT is uniquely positioned to become the UK's first decarbonised industrial cluster.
- £450m - an extensive assessment of the NZT's construction phase estimates an annual gross benefit of up to £450 million for the Teesside region.
- 5,500 - NZT could support up to 4,500 direct jobs annually between 2024 - 2028 during construction, reaching a peak of 5,500 direct jobs in 2025.

- >1000 Mt CO<sub>2</sub> - Teesside's location offers access to storage sites in the North Sea with more than 1,000 Mt of CO<sub>2</sub> storage capacity.
- 10 Mt CO<sub>2</sub> - NZT is being developed to store up to 10 Mt of CO<sub>2</sub> each year - the equivalent to the annual energy use of over 3 million homes.
- 5.6% - Teesside industries account for 5.6% of industrial emissions in the UK and it is home to five of the UK's top 25 CO<sub>2</sub> emitters.
- 7% reduction - in the International Energy Association Development Scenario, CCUS accounts for 7% of the cumulative emissions reductions needed globally by 2040.