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Temple Quay House  
2 The Square  
Bristol  
BS1 6PN

By email: NetZeroTeessideProject@planninginspectorate.gov.uk

Our ref: JLW/185618.1

14 February 2022

Dear Sir / Madam

**The Net Zero Teesside Project EN010103 (“the Project”)  
Submission on behalf of Redcar Bulk Terminal Limited (“RBT”)**

We write further to the Examining Panel’s letter of 7 February 2022 and the Relevant Representation submitted by RBT. A copy of RBT’s Relevant Representation is attached for ease of reference.

The Relevant Representation outlines the concerns of RBT regarding the Project, which seeks to use RBT’s bulk handling facilities and land for the handling of outsized loads during construction and for the installation of a high pressure gas pipeline. This is through the exercise of compulsory acquisition powers over Plots 222 & 223 (for parts of RBT’s quay and storage area) and installation of the gas pipeline over Plot 288 (being part of RBT’s rail loading station and road and rail access to RBT’s site).

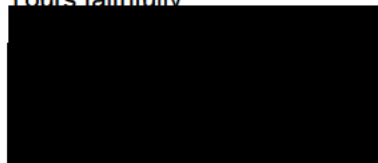
It is unclear from the Promoter’s submission dated 26 January 2022 if RBT’s interests will be further impacted, or if RBT’s concerns raised in their Relevant Representation will be adequately resolved. We are waiting for this clarification from the Promoter. As such, it is not possible for RBT to comment further on the substance of the proposed changes at this stage.

In respect of the requested extension of time to delay the start of the Preliminary Meeting until mid-May 2022, RBT is concerned whether this extended time period will be adequately used to conclude the following outstanding issues:

1. Confirmation from the Promoter that Plot 288 is removed from the Project and RBT’s interests will not be affected within that Plot (this is for the installation of the high pressure gas pipeline);
2. That the commercial negotiations for a Roll on - Roll off “RoRo” option for unloading the Promoter’s outsized loads during construction are concluded;
3. That an adequate side agreement is completed between the Promoter and RBT to secure the RoRo commercial arrangement prior to the start of the Preliminary Meeting and regulate the use of compulsory acquisition powers over RBT land;
4. That appropriate Protective Provisions for the benefit of RBT are agreed with the Promoter for inclusion within the dDCO.

RBT therefore would not object to the principle of an extension of time for the Preliminary Meeting until mid-May 2022, provided the above matters are urgently addressed by the Promoter between now and the Preliminary Meeting. Simply, RBT does not want this time extension to be wasted and it being forced to defend its position during the Examination, when it seems entirely possible for the matters above to be dealt within the next 3 months.

Yours faithfully



**John Webster**

Partner

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## Relevant Representation of RBT

Application by Net Zero Teesside Power Limited (“NZN”) for an Order Granting Development Consent for the Net Zero Teesside Project (“the Project”)

1. This Relevant Representation is submitted on behalf of Redcar Bulk Terminal Limited (Company Registration Number 07402297) of Time Central, 32 Gallowgate, Newcastle Upon Tyne, Tyne And Wear, NE1 4BF (“RBT”).
2. RBT wishes to make this Relevant Representation in order to protect its position in relation to its land and operations which are within and adjacent to the proposed Order limits.
3. RBT is the operator of a deep-water marine terminal situated on the South Bank of the River Tees (“the Terminal”). The Terminal is the deepest terminal on the east coast of the United Kingdom, capable of handling Cape Size Vessels with drafts up to 17 metres. The Terminal operates a 320 metre long quay equipped with 2 rail mounted gantry cranes used for loading and unloading bulk and irregular sized cargo. The Terminal includes about a 130-hectare area used for short- and long-term storage and processing for bulk cargoes. The Terminal has separate rail handling facilities for rapid loading and off-loading of rail freight traffic and direct access to the UK rail and road networks with links to the A66, A19 and A1(M).
4. NZN is seeking to use RBT land and facilities for the purposes of unloading oversized loads during the construction phase of the Project. Compulsory acquisition powers are sought over Plot 222, being a section of the Terminal’s quay and Plot 223, being an access corridor across the Terminal’s storage area. Rights are also sought under compulsory acquisition for an underground high pressure gas pipeline over Plot 288, being part of the RBT rail loading station and road and rail access to RBT’s site.
5. RBT does not object to the principle of the underlying Project in terms of the benefits it seeks to deliver to Teesside and region beyond. However, it is concerned with the impact of the Project detrimentally affecting RBT’s on-going operations at the Terminal and that of its customers. RBT further believes that alternatives to NZN’s preferred offloading solution can be provided at the Terminal and should be fully considered by NZN.
6. RBT has entered into commercial negotiations relating to the use of the Terminal by NZN. However, RBT will also require protective provisions to be included within the Order to ensure that RBT’s interests are adequately protected, NZN’s use is compatible with RBT’s use and relevant safety standards are complied with.
7. RBT reserves the right to make further representations during the examination process but in the meantime will continue to negotiate with NZN with a view to reaching a satisfactory agreement. If an agreement is signed and completed, RBT will notify the Planning Inspectorate and withdraw this objection.
8. RBT therefore requests to be registered as an Interested Party to the examination and to make submissions on the topics of compulsory acquisition, construction impact affecting the Terminal and the Development Consent Order itself.