



Maritime &  
Coastguard  
Agency

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09 June 2022

Via email: [netzeroteessideproject@planninginspectorate.gov.uk](mailto:netzeroteessideproject@planninginspectorate.gov.uk)

Dear Planning Inspectorate,

**Application by Net Zero Teesside Power Limited and Net Zero North Sea Storage Limited for the Net Zero Teesside Project**

**The Examining Authority's written questions and requests for information (ExQ1) Issued on 19 May 2022.**

Thank you for the opportunity to respond to the Examining Authority's first written questions and request for information (ExA Q1) at Deadline 2. The Maritime and Coastguard Agency (MCA) has an interest in works associated with the marine environment and the potential impact on the safety of navigation, access to ports, harbours and marinas, and any impact on our search and rescue obligations.

Responses to the question relevant to MCA can be found in the attached table.

Yours faithfully,

[Redacted signature]

Helen Croxson  
Marine Licensing and Consenting



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Examining Authority's First Written Questions (ExQs1)

In response to the Examination Authority's first written questions and request for information on 19<sup>th</sup> May 2022, the MCA would like to comment as follows at deadline 2: 09 June 2022.

ExQ1	Question to:	Question	Response from MCA
SOCIO-ECONOMICS AND TOURISM INCLUDING MARINE USERS			
SET.1.5	MMO BSAC 43 Teesside 43 PD Teesport Maritime Coastguard Agency The Corporation of Trinity House of Deptford Strond	Paragraphs 20.4.26 to 20.5.7 and 20.6.29 to 20.6.41 of ES Chapter 20 [APP-102] and the Navigational Risk Assessment at Appendix 20B [APP-341 to APP-343] set out the marine baseline and risk assessments for marine users. Identified parties are asked:  i) Whether or not the scope of the assessments is appropriate; and  ii) If not, what further assessment is required to address any outstanding concerns regarding marine users?	<p>The MCA notes that the works required to be undertaken in the marine environment, as part of the proposed development, fall within the jurisdiction of PD Teesport as statutory harbour authority. A qualitative Navigation Risk Assessment (NRA) has been undertaken to support the Environmental Statement, and the MCA has no concerns to raise on the NRA on the understanding that PD Teesport are consulted and content.</p> <p>The MCA would defer to PD Teesport to ensure they are satisfied that the traffic assessment is a true reflection of the current traffic baseline. Several hazards have been identified for both the AIL and discharge connection/outfall, including collision, constraints for vessels and break away/loss of components. Risk control options have then been identified to mitigate these risks. The MCA would defer to PD Teesport on the hazards identified and the suitability of the risk controls.</p> <p>The MCA would recommend reference to a robust Marine Safety Management System being in place for the project under the Port Marine Safety Code (PMSC) and its Guide to Good Practice.</p>