



TARCHON INTERCONNECTOR PROJECT

Powering a clean energy future

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1. Project description

1.1 Illustrative map of the Tarchon Interconnector Project

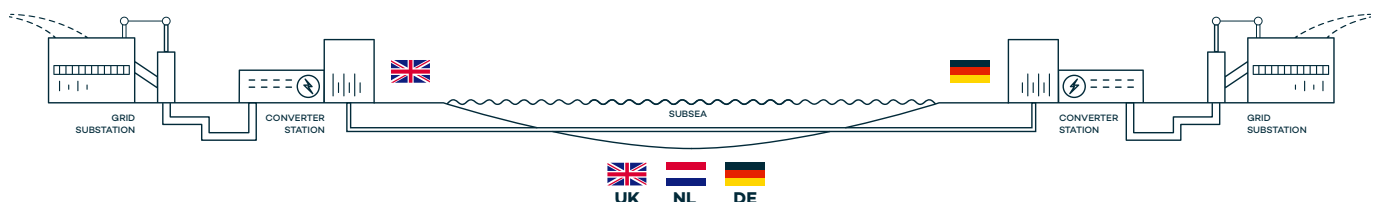


1.2 Description

- 1.2.1 The Tarchon Interconnector Project will create a direct power link between the United Kingdom (UK) and Germany (DE), through the British, Dutch (NL) and German North Sea. The project proposes to connect the two countries' energy markets and increase the security and reliability of their electrical systems and energy supply. If one country has a surplus of energy and the other has a shortage, this energy can be transferred through the interconnector to help meet the power demand during this time; and vice versa. In this way, Tarchon contributes to balancing regional and national generation fluctuations, facilitating the efficient use of renewable energies and strengthening the energy supply in the UK and Germany in the long term.

1.3 What is Tarchon?

- 1.3.1 What are interconnectors?
- 1.3.2 Interconnectors are cross-border electricity cables that directly link the power grids of two or more countries. They make an important contribution to the stability of the power supply by balancing supply and demand across international borders. This increases security of supply, while at the same time supporting the use of renewable energies more efficiently.
- 1.3.3. A central advantage of interconnectors lies in their ability to handle load peaks or overcapacity flexibly, avoiding energy wastage. If individual countries temporarily produce more electricity than they themselves consume, the surplus (that may be delivered at a lower cost) can be exported via interconnectors – and vice versa.
- 1.3.4 Interconnectors consist of high-voltage lines that can run both on land and underwater /under the seabed. For connections across large bodies of water – for example, between the European mainland and the UK or Ireland – high-capacity subsea cables are used. Subsea interconnectors mostly use High Voltage Direct Current (HVDC) cables to minimise losses over long distances. This requires converter stations at each endpoint, where electricity is converted from the High Voltage Alternating Current (HVAC) used in national grids, to HVDC for transmission; and vice versa.



1.4 Why is Tarchon needed?

- 1.4.1 What benefits will Tarchon bring?
- 1.4.2 The Tarchon project has been created to strengthen energy security, enhance grid resilience, and support the transition to a low-carbon energy system in Europe. By linking the UK and German electricity transmission networks, the project facilitates the efficient exchange of electricity, optimising the use of renewable energy resources and contributing to a more integrated and flexible European energy market and creating a strong, self sufficient energy network in the UK.
- 1.4.3 It will also enhance renewable energy integration by facilitating the export and import of renewable power, reducing curtailment*, and ensuring that valuable renewable resources are better utilised in both the UK and Germany.

*Where a power generator may be requested to reduce generating capacity due to the inability for the grid to absorb this.

- 1.4.4 In addition, it provides economic benefits through improved electricity market efficiency and increased energy reliability for businesses and consumers, enabling the reduction in overall electrical bills.
- 1.4.5 The Tarchon project aims to make significant investments in both the UK and Germany with the delivery of the interconnector. Building the project will create many jobs during the multiyear development and construction phases and enable workers to develop skills and expertise in a growing global industry. As part of the project development, Tarchon aims to create long-term, tangible benefits for society through both job creation and utilising local supply chain.

1.5 Where will the project be located?

- 1.5.1 Tarchon comprises of both onshore and offshore infrastructure. The offshore project elements include approximately 650km of subsea cabling, which will traverse UK, Dutch and German waters. In this way, a direct, high-capacity electricity connection is created between two important European energy markets.
- 1.5.2 In the UK, the Tarchon interconnector will come onshore in the Tendring peninsula, Essex, with a proposed landfall zone being considered south of Harwich. Approximately 15 km of underground cables will travel from landfall to connect with the Tarchon converter station which will transfer the HVDC power to HVAC power. The Tarchon converter station will then connect with approximately 5 km of underground cable to the proposed National Grid East Anglia Connection Node (EACN) substation.
- 1.5.3 Between the UK and Germany, the Tarchon interconnector crosses Dutch territorial waters.
- 1.5.4 In Germany, the cable runs through the Exclusive Economic Zone (EEZ) of the Federal Republic, then through the 12-nautical-mile zone and finally beneath the island of Langeoog through the Wadden Sea.

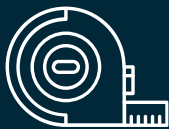
1.6 Tarchon at a glance – Key facts



Tarchon will allow approx.
1.4GW of electricity to
move between the UK and
Germany in both directions.



The interconnector will be
a combination of land and
subsea cables approximately
750km in length.



Once constructed, this
will be one of the **longest**
interconnectors in the world.



With its capacity,
Tarchon can reliably
supply up to 1.5 million
households with electricity.

1.7 Tarchon is a Project of Mutual Interest (PMI)

1.7.1



Learn more here: https://energy.ec.europa.eu/topics/infrastructure/projects-common-interest-and-projects-mutual-interest_en

- 1.7.2 The Tarchon project has been recognised by the European Commission as a Project of Mutual Interest (PMI). PMIs are key cross-border energy infrastructure projects recognised by the European Commission for their strategic importance in connecting the energy systems of the UK and other countries in the EU. PMI projects help achieve energy policy and climate objectives defined by the EU: affordable, secure and sustainable energy for all citizens, and the long-term decarbonisation of the economy.
- 1.7.3 The legal basis for classification as a PMI is Regulation (EU) 2022/869 of 30 May 2022 on guidelines for trans-European energy infrastructure (TEN-E). The currently valid fifth Union list, on which Tarchon is listed as a PMI, was issued on 8 April 2024 as Delegated Regulation (EU) 2024/1041 on the basis of the new TEN-E Regulation. PMIs and PCIs (Projects of Common Interest) are jointly listed in this list, which is updated every two years by the European Commission through a delegated legal act.
- 1.7.4 Tarchon fulfils the central objectives of TEN-E policy: it strengthens security of supply, improves the cross-border integration of renewable energies and supports the decarbonisation of the energy system. At the same time, PMI projects such as Tarchon benefit from the accelerated approval procedures provided for in the regulation, which enable swift implementation – in the interest of a climate-friendly and interconnected energy future for Europe.

2. Regulation

2.1 Regulation in the European Union

- 2.1.1 Tarchon is designated as a Project of Mutual Interest (PMI) according to Regulation (EU) 2022/869 in the current Union list (Delegated Regulation (EU) 2024/1041). In terms of regulatory law, this means that binding deadlines for the approval decision apply to the project and that the Member States must designate a central contact point ("one-stop shop"). In addition, the project must be granted the highest possible legal status in the approval and spatial planning procedure in regards to urgency and relevance.

2.2 Planning and regulation in the UK

- 2.2.1 In the UK, electricity and gas markets regulator Ofgem has declared its fundamental support for the Tarchon project. In April 2025, the British Secretary of State also granted the project Nationally Significant Infrastructure Project (NSIP) status under Section 35 of the Planning Act 2008.
- 2.2.2 As a result, Tarchon is subject to approval via the Development Consent Order (DCO) framework, a centralised procedure and approvals regime for large infrastructure projects. The DCO procedure is carried out by the UK's independent Planning Inspectorate and is aimed at an efficient, legally regulated and tightly time-organised approval of national infrastructure projects.

2.3 Dutch regulation

- 2.3.1. Tarchon Energy Limited is in close exchange with the Dutch permitting authorities to determine a technically feasible and environmentally compatible route for the section of subsea cable through Dutch waters. Tarchon will submit permits under the Project Procedure in Dutch waters. The legal basis for the project procedure is Article 20a of the Electricity Act 1998 and, in the future, Article 6.1 of the Energy Act.
- 2.3.2. Since the Tarchon project will be realised within the EEZ, no applicable environmental plan is required.
- 2.3.3. For the realisation and operation of the Tarchon project, the following permits will need to be applied for:
- 2.3.3.1. Environmental permit for a water activity (Article 7:17.1c of the Environmental Activities Decree).
 - 2.3.3.2. Environmental permit for a fauna and flora activity.
 - 2.3.3.3. Environmental permit for a Natura 2000 activity.

2.4 Regulation in Germany

- 2.4.1. The European Network of Transmission System Operators for Electricity (ENTSO-E) draws up a Ten-Year Network Development Plan (TYNDP) every two years. This plan, which is not legally binding but is recognised across Europe, serves as a strategic basis for the further development of the electricity transmission network in the European Union. It creates transparency about necessary infrastructure expansions, identifies cross-border bottlenecks, and supports the coordination of cross-country projects.
- 2.4.2. The Tarchon project is listed both in the TYNDP 2020 and in the TYNDP 2022. The repeated inclusion shows that the project is classified as a relevant component of European network expansion.
- 2.4.3. In Germany, the Federal Network Agency (BNetzA) has assumed the coordinating role as “one-stop shop.” In doing so, it is in continuous exchange with the competent authorities of the other participating states.
- 2.4.4. The Federal Network Agency (BNetzA), which is responsible for, among other things, the development of the electricity transmission network, has confirmed the need for the project by including it in the Network Development Plan (NEP). The NEP forms the basis for the long-term planning of the expansion of the German extra-high voltage grid.
- 2.4.5. In addition, Tarchon is to be included in the Federal Requirement Plan (Bundesbedarfs plan) under the Federal Requirement Plan Act (BBPlG). With inclusion in the Federal Requirement Plan, the legislator establishes in a binding way the economic necessity and the urgent need to ensure safe and reliable grid operation (cf. §1 para.1 sentence 1 BBPlG).

3. Planning and construction

3.1 Timeline and development process

3.1.1 Indicative Timeline Illustration



3.1.2 Tarchon is currently in an early phase of project development. The following presents key steps and legal classifications that are important for the further planning and approval process.

3.2 Technical implementation

3.2.1 As all cabling will be underground or sub-sea, there will be no pylons or overhead lines. To construct the cable corridor, Tarchon will predominantly use mechanical excavators, with a technique known as Horizontal Directional Drilling (HDD) used to cross sensitive features. This specialised engineering enables the project to work with physical constraints and sensitive features such as rivers, railways and roads.

3.2.2 Image of cable laying in progress



The photo above shows cable installation occurring across agricultural land. After construction, agricultural land at landfall and along the cable corridor will be restored so that it can return to its original use

- 3.2.3. In the designated converter stations, the electricity will be converted depending on the direction of flow and grid requirements from High Voltage Alternating Current (HVAC) to High Voltage Direct Current (HVDC) and vice versa. This enables the bidirectional feed-in of electricity into the national grids of both countries. The converter stations consist of several technical buildings and system modules.

3.3 The United Kingdom

- 3.3.1. National Grid has proposed a new East Anglia Connection Node (EACN) 400 kV substation in Tendring. Tarchon was allocated the East Anglia Connection Node (EACN) as the preferred connection point for the project. Consequently, project infrastructure must be sited in close proximity to the EACN grid connection point, requiring a landfall, onshore cable route and onshore converter station within the Tendring district to facilitate the connection. HVAC cabling is proposed to connect the Tarchon converter station to the EACN. HVDC cabling from the converter station to a point where the onshore cabling connects to offshore cabling on the coastline (referred to as the landfall) will be required. The cable will make landfall at a location south of Harwich – the final location is still to be determined within the landfall zone.

3.4 Germany

- 3.4.1. Efforts are currently still underway to determine a suitable location at the designated grid connection point Niederlangen. The cable will be installed through Germany's Exclusive Economic Zone (EEZ), then through the 12-nautical-mile zone and finally beneath the island of Langeoog through the Wadden Sea. The surveys for this are still ongoing.

3.5 The Netherlands

- 3.5.1. In Dutch territorial waters, Tarchon runs for a length of around 235 km as an underwater HVDC cable. Further along the route, the connection enters the German Exclusive Economic Zone (EEZ) and from there continues towards the German coast.

3.6 Overview of the onshore construction

- 3.6.1. The specific landing points, underground cable corridors, and converter stations are currently being coordinated between the responsible authorities in the UK and Germany. The final locations and route alignments are not yet determined. In order to keep potential impacts as low as possible, the provisionally determined route alignments on land are oriented towards the shortest connections between the designated converter sites and the potential landing points. Technical feasibility, environmental aspects, and spatial compatibility are equally taken into account.

3.7 Image with illustrative cable cross-section



The image above shows an indicative single cable cross-section; it is envisaged that Tarchon will consist of two such cables and a fibre optic cable bundled together.

3.8 Onshore environmental surveys

- 3.8.1 In the course of planning Tarchon, comprehensive environmental assessments are being carried out in order to record potential impacts of the project on nature and the environment at an early stage and to develop suitable avoidance, mitigation, or compensation measures.
- 3.8.2 The investigations take place along the entire planned project route. In particular, the location of the converter station, the complete onshore route corridor, and the intended landing point are systematically examined for potential environmental impacts.
- 3.8.3 Due to the differing ecological conditions, site-specific investigations are carried out in order to assess the respective local circumstances and local interests in a differentiated way and to incorporate them specifically into further planning.
- 3.8.4 The surveys are conducted in accordance with the applicable species-specific survey periods. Surveys commenced in October 2024 and will continue through winter 2026 to ensure that the full applicable survey windows are met.
- 3.8.5 In Germany, the environmental investigations are currently in the planning phase. The surveys along the land route as well as in the territorial sea and in the EEZ are planned for 2026/2027 and will be conducted in accordance with the applicable species-specific survey periods. Before the investigations begin, the public will be informed in order to ensure transparency about the scope, procedure, and objectives of the planned surveys.

3.9 Offshore construction

- 3.9.1 The route corridor for the underwater HVDC cable is currently being determined. The goal is a technically feasible, environmentally compatible, and spatially coordinated route through the exclusive economic zones and territorial seas of the participating states.

- 3.9.2. In the UK waters, we are currently appraising potential options by following best practice guidance where it is available, for example from The Crown Estate. We are also in discussion with key stakeholders to confirm the optimal route. Through this work Tarchon is aware of the constraints in this area of the North Sea which include the complexity of shipping operations and fishing activities.
- 3.9.3. In Dutch territorial waters, the route determination is also carried out in close coordination with key actors. These include, among others, the Ministry of Climate Policy and Green Growth (KGG), the maritime authority Rijkswaterstaat (RWS), as well as the Dutch Enterprise Agency (RVO).
- 3.9.4. In Germany, a route through the German EEZ was determined for Tarchon in January 2025 in the Area Development Plan (FEP) ([link to FEP 2025, BSH](#)). In the onshore area, the selection of a preferred corridor is currently in preparation. For the territorial sea, a spatially compatible corridor has already been identified, whose confirmation by the responsible spatial planning authority is expected shortly. The detailed routing will then take place following the determination of the preferred corridor.

3.10 International aspects

- 3.10.1 Marine investigations
- 3.10.2. For the detailed planning of the cable route in the marine area, Tarchon is carrying out comprehensive investigations of the marine environment. The goal is to systematically record the nature of the seabed as well as other relevant environmental and site factors, to enable a route alignment that is environmentally acceptable and as technically suitable as practicably possible. The results of these surveys form the basis for the detailed route planning.

4. Stakeholder engagement

4.1 Our approach

- 4.1.1. By engaging and speaking with local communities and other interested parties throughout the project evolution, we plan to develop our proposals with your knowledge and feedback in mind.
- 4.1.2. Information and feedback obtained during public consultation will flow into the planning and further development of the project. Tarchon is committed to a transparent and comprehensible participation process in all project phases. The consultation of relevant stakeholders and informing of the public are central components of project development.
- 4.1.3. As part of public participation, information is provided on the Tarchon website.

4.2 Consultation and engagement in the UK

- 4.2.1. In the UK, we are engaging with many stakeholders, and ongoing cooperation includes, but is not limited to engagement with local community leaders, parish and district councils, members of parliament, environmental and nature conservation organisations such as Natural England and the Marine Management Organisation (MMO), as well as landowners, farmers, fisheries organisations, and port authorities. The participants are regularly informed about the status of the project.
- 4.2.2. The project has undertaken early non-statutory engagement events. This non-statutory consultation ran from 10am Monday 10th March 2025 to 10am Monday 7th April 2025.
- 4.2.3. Tarchon held four public events throughout the consultation period, where people could discuss their questions with the project team. The events were held at:
 - Ardleigh Village Hall, CO7 7RS, on Monday, 17 March, from 18:30 to 21:30
 - Wix Village Hall, CO11 2RY, on Tuesday, 18 March, from 14:00 to 20:00
 - Venture Centre 2000, Lawford, CO11 2JE, on Wednesday, 19 March, from 13:00 to 17:00
 - Harwich and Dovercourt Golf Club, CO12 4NZ, on Thursday, 20 March, from 14:00 to 20:00
- 4.2.4. The feedback from these events was documented by the project team and incorporated into further planning. The legally required participation is specified in a “Statement of Community Consultation” (SoCC). This document sets out how the mandatory consultation of the local public is to be carried out. The SoCC is submitted to the responsible local planning authority for comment and is published after completion of the voluntary participation phase.
- 4.2.5. Feedback received at all phases of consultation will be included in a Consultation Report, which will be submitted as part of our DCO application. This report is part of the application for a Development Consent Order (DCO) in the United Kingdom.
- 4.2.6. The next legally required consultation in the context of the DCO procedure is planned for 2027. Information about schedule, content, and opportunities for participation will be provided in good time.

4.3 Participation in Germany

- 4.3.1. The public is informed about all essential project steps and planning progress within the framework of the legally required public participation. Public participation goes beyond the legal requirements. The specific participation formats vary depending on the planning status and procedural phase. In all sections of the project, the public is informed early, transparently, and continuously about the progress of the project and involved in an appropriate way.
- 4.3.2. An informal participation of the districts and other stakeholders has already taken place with the involvement of the Office for Regional State Development (ArL) Weser-Ems. At the invitation of the Ministry of Agriculture (ML – supreme state spatial planning authority of Lower Saxony), there was also informal participation of the ArL, the Ministry of the Environment (MU – supreme state nature conservation authority of Lower Saxony), the Lower Saxony State Agency for Water Management, Coastal and Nature Conservation (NLWKN), the National Park Administration of Lower Saxony Wadden Sea (NLPV), and the island of Langeoog.

4.4 Participation in the Netherlands

- 4.4.1. Tarchon is currently preparing the Intention and Participation plan which outlines how and when the consultation and participation will be undertaken. This plan will be agreed with the Ministry of Climate and Green Growth (KGG) and will be located on the Tarchon website once the agreed plan is completed.

5. About us

- 5.1** Tarchon is being developed by Copenhagen Infrastructure Partners (CIP), a global leader in renewable energy investments committed to making significant and meaningful contributions to the green transition, with support from a broad array of experts in their fields. CIP manages 13 funds and has to date raised approximately 33bn EUR for investments in energy and associated infrastructure from more than 180 international institutional investors. www.cip.com

Volta Partners has a minority ownership stake in Tarchon Energy Limited. The team has experience developing transmission lines and interconnectors, including the 1.4GW NeuConnect interconnector between Great Britain and Germany.

6. Contact

6.1 Tarchon is committed to engaging with members of the public and other stakeholders. If you have any questions about Tarchon, please contact the engagement team:

- E-mail: info@tarchoninterconnector.com
- Address: Freepost TARCHON ENERGY (UK)
- Telephone: +44 (0)3 303 010 079 (UK)
- Web: www.tarchoninterconnector.com

6.2 As soon as the Dutch and German teams are fully established, corresponding contact information will be added.

6.3. Supply chain

- 6.3.1. Tarchon will endeavour to involve local and regional suppliers throughout all procurement processes.
- 6.3.2. Companies that are interested in cooperation or would like to be included in the supplier database are welcome to contact Tarchon by email using the subject "FAO Supply Chain."



**TARCHON**