TARCHON

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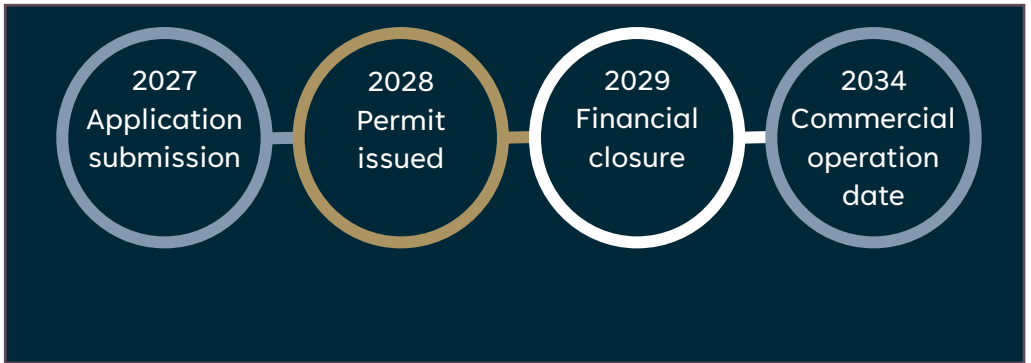
Powering a clean energy future.

Introduction to Tarchon

Project overview

Type	• **HVDC subsea interconnector** between UK and Germany • Supports trading of energy particularly renewables, and reducing wastage/curtailment (increasing sustainability)
Location	• **Tarchon:** UK (Essex) to Germany (Neiderlangen), via Dutch EEZ
Project owners	• CIP is leading the development of the Tarchon Project (having the majority shareholding of 87.5%) alongside its JV partner Volta.
Technology	• HVDC bi-pole interconnector • 635 km of subsea cable, approx. **270 km in Dutch EEZ** • Convertor stations (in DE & UK) switch HVAC power from national grid requirements to HVDC transmission
Regulatory approval	• Included in the European Commission **Project of Mutual Interest** (PMI) list • In NL: **Project Procedure** (EZK)



Copenhagen Infrastructure Partners

Project owner in brief

EUR ~37bn capital raised, from ~200 global investors across 15 funds since establishment of CIP in 2012

~21 GW in operation or construction & **~150 GW in development;** leading investment pipeline of offshore wind, Power-to-X, solar PV, interconnectors, onshore wind, BESS etc

Innovator & industry pioneer First movers in offshore wind and Power-to-X and in new markets (e.g., US, APAC). Diversified across energy technologies

Focus on **capturing attractive greenfield premium** through early entry, strong origination skills, **industrial value creation** and de-risking approach, and high execution certainty

~15m tons CO2e emissions expected to be avoided each year (equivalent to ~10% of the Netherlands total CO2e)

Why Tarchon?

Why this project makes sense

What are interconnectors and why are they needed?

- **Security of supply** & increased resilience against shortages.
- **Cheaper, more efficient energy**, which can improve overall grid efficiency.
- **Integrating renewables** by moving surplus renewable power across borders, supporting sustainable energy systems.

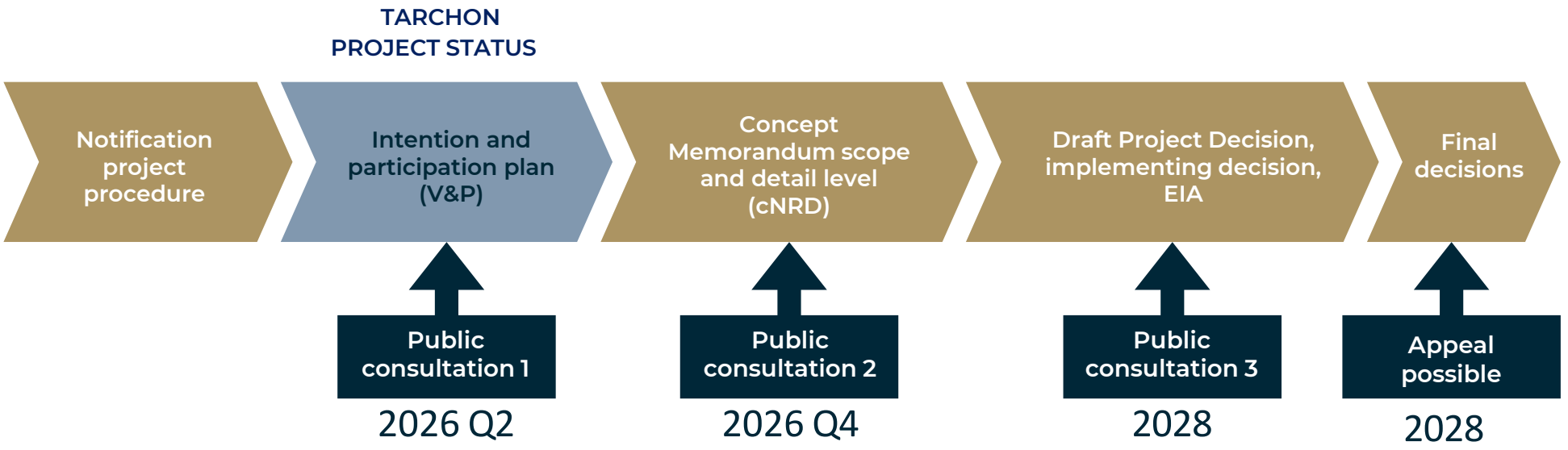
Why is Tarchon itself needed?

- **Decarbonising Europe**; contributing to an integrated, resilient, and decarbonised European electricity system.
- **Supporting and decarbonising Europe's Energy Demand** & integrating UK's large renewable mix; diversifying fossil fuel reliance, incorporating surplus renewable energy.

Why connect to Germany and not the Netherlands?

- **German Net Zero Targets**; Opportunity to integrate DE energy market with green energy from UK.
- **Lack of sufficient Regulatory Mechanism**; At the time of origination, no regulatory device existed to allow Tarchon to connect to the Netherlands as a 3rd connection point.
- **The future of Interconnectors in the Netherlands**; Future interconnectors (offshore/onshore) will likely consider connection in the Netherlands

Timeline of the process



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Route development

Routing development

Identifying determining parameters

The project developed a route analysis reviewing constraints and assessing the risk profile each route option.

The below routing principles were applied to derive at several route options for further assessment.

Using these overall principles, 8 routes were identified for additional investigation.

- Crossing of Natura 2000 sites and MSFD sites
- Crossings or co-existence with other projects and other linear infrastructure
- Existing infrastructure, planned projects and their associated exclusion zones
- Seabed conditions and geomorphological factors, including seabed mobility
- Shipping density and designated marine traffic corridors
- Presence of UXOs and military exercise areas
- Cultural heritage, wrecks and obstructions
- Natural resources, extraction, and mining activities
- Commercial cost – Capital Expenditure (Capex)


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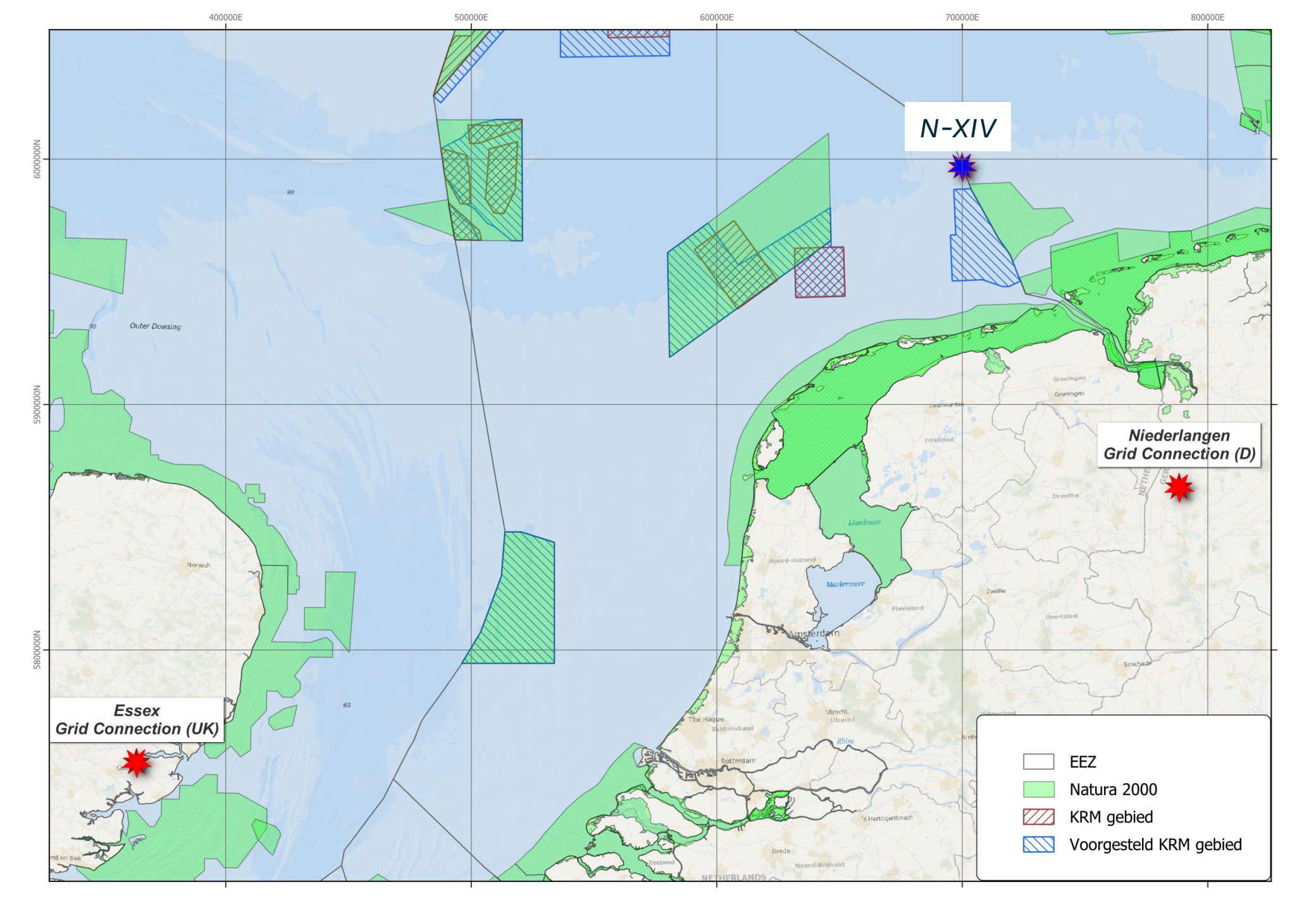
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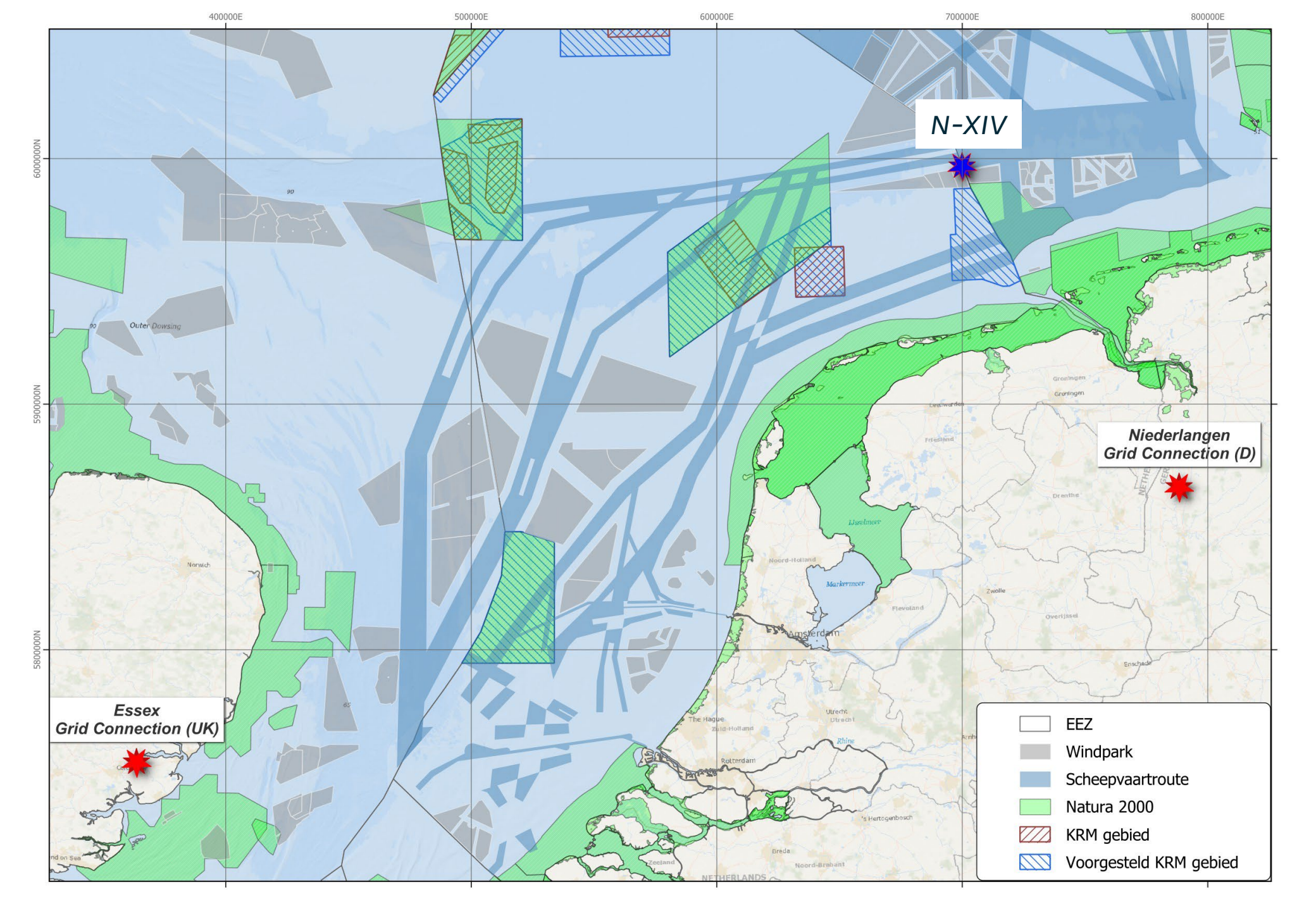
Natura 2000
KRM gebied
Voorgesteld KRM gebied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Windpark
Scheepvaartroute
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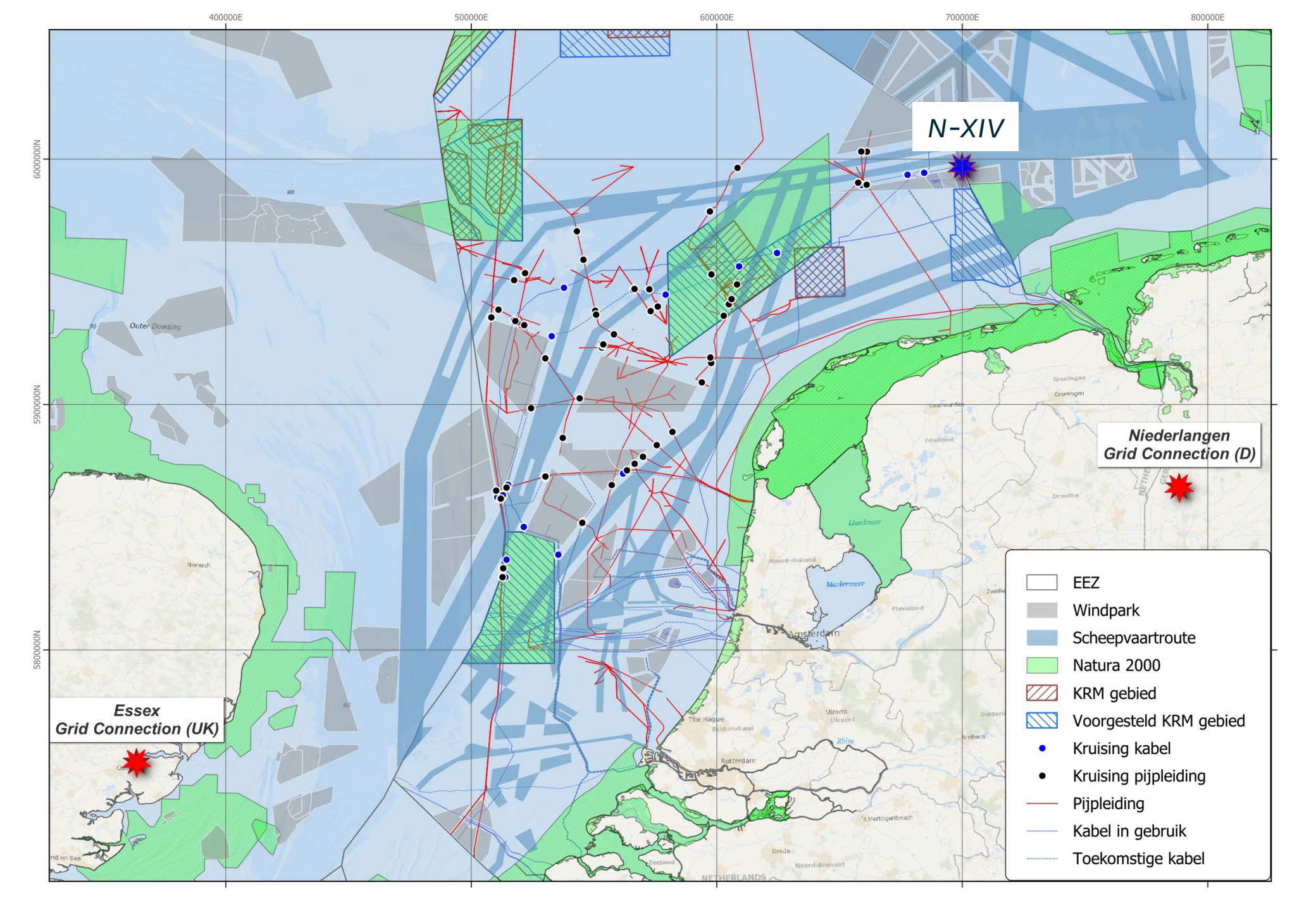
Voorgesteld KRM gebied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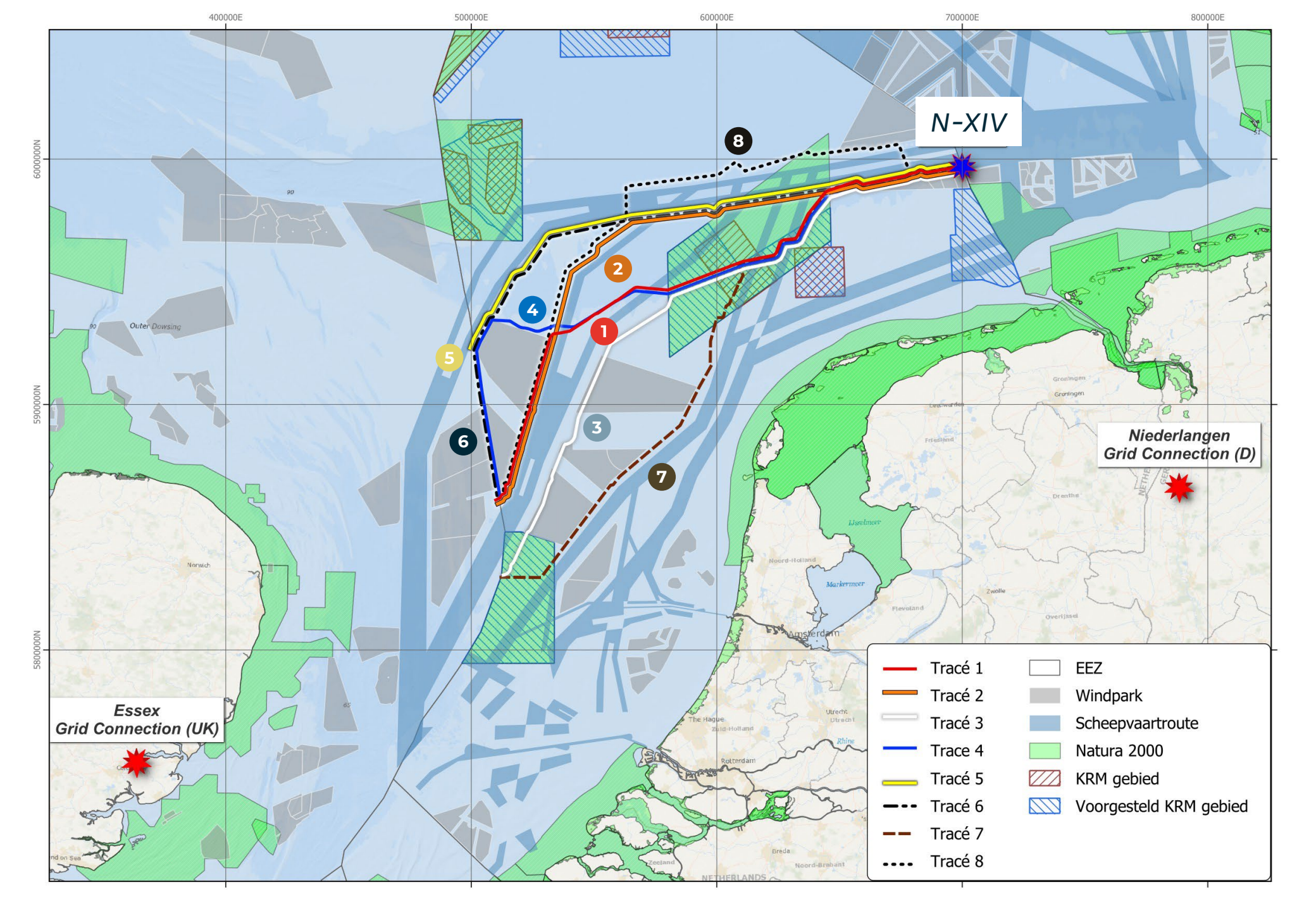
Natura 2000
KRM gebied
Voorgesteld KRM gebied
Kruising kabel
Kruising pijpleiding
Pijpleiding
Kabel in gebruik
Toekomstige kabel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Routing Development

Ecological feasibility assessment

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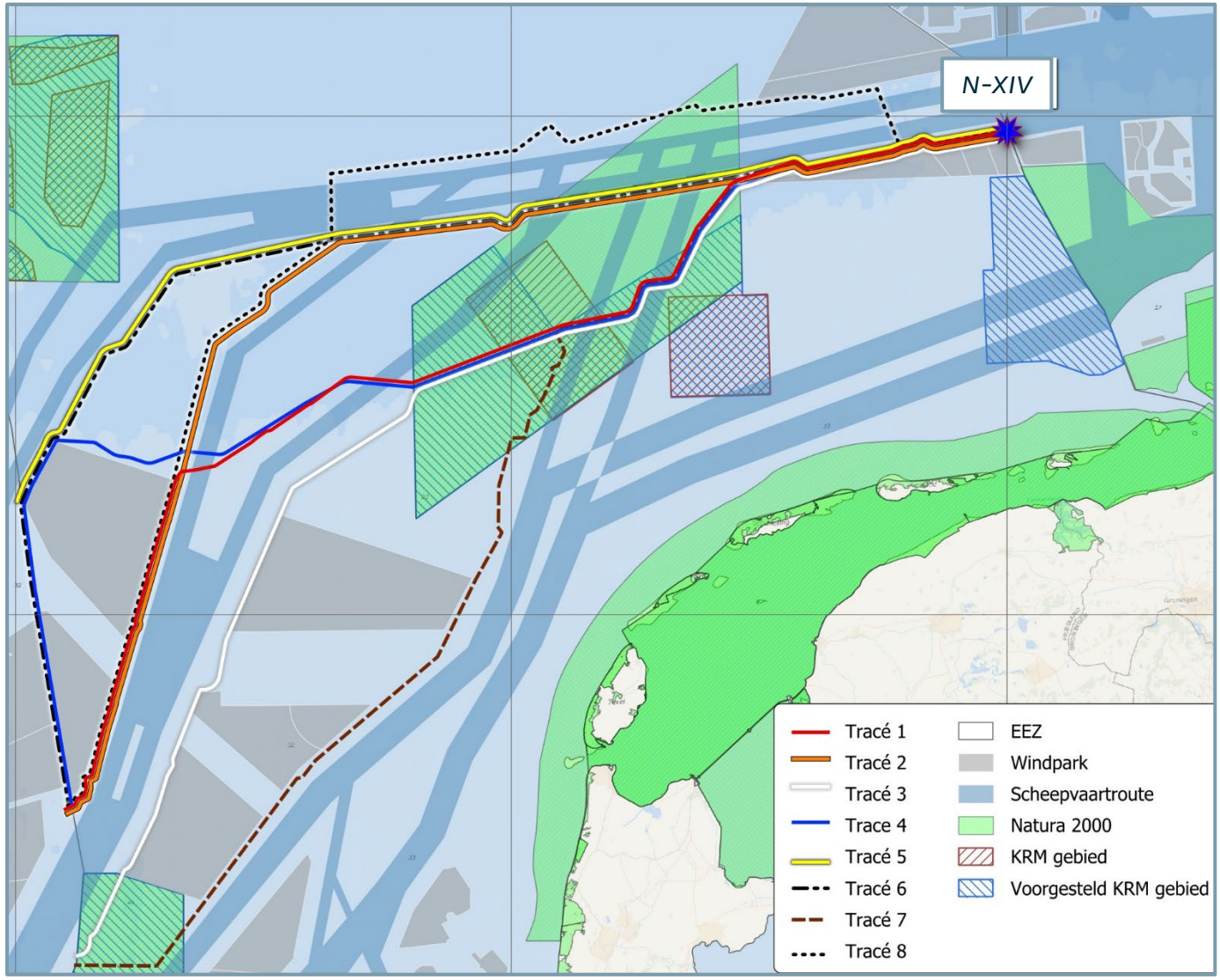

Key topics & assessments:

Natura 2000 areas

Friese Front

1 3 4 7 — 2 6 5 — 8

Biggest footprint — Smallest footprint

Bruine Bank

3 7 — 1 2 4 5 6 8

Have a footprint — No footprint

Marine Strategy Framework Directive areas (MSFD)

Friese Front

1 3 4 7 — 2 6 5 8

Have a footprint — No footprint

Bruine Bank

3 7 — 1 2 4 5 6 8

Have a footprint — No footprint

Protected species (protected biogenic habitats)

1 3 4 7 — 2 6 5 8

Have a footprint — No footprint

Routing Development

Spatial and technical assessment

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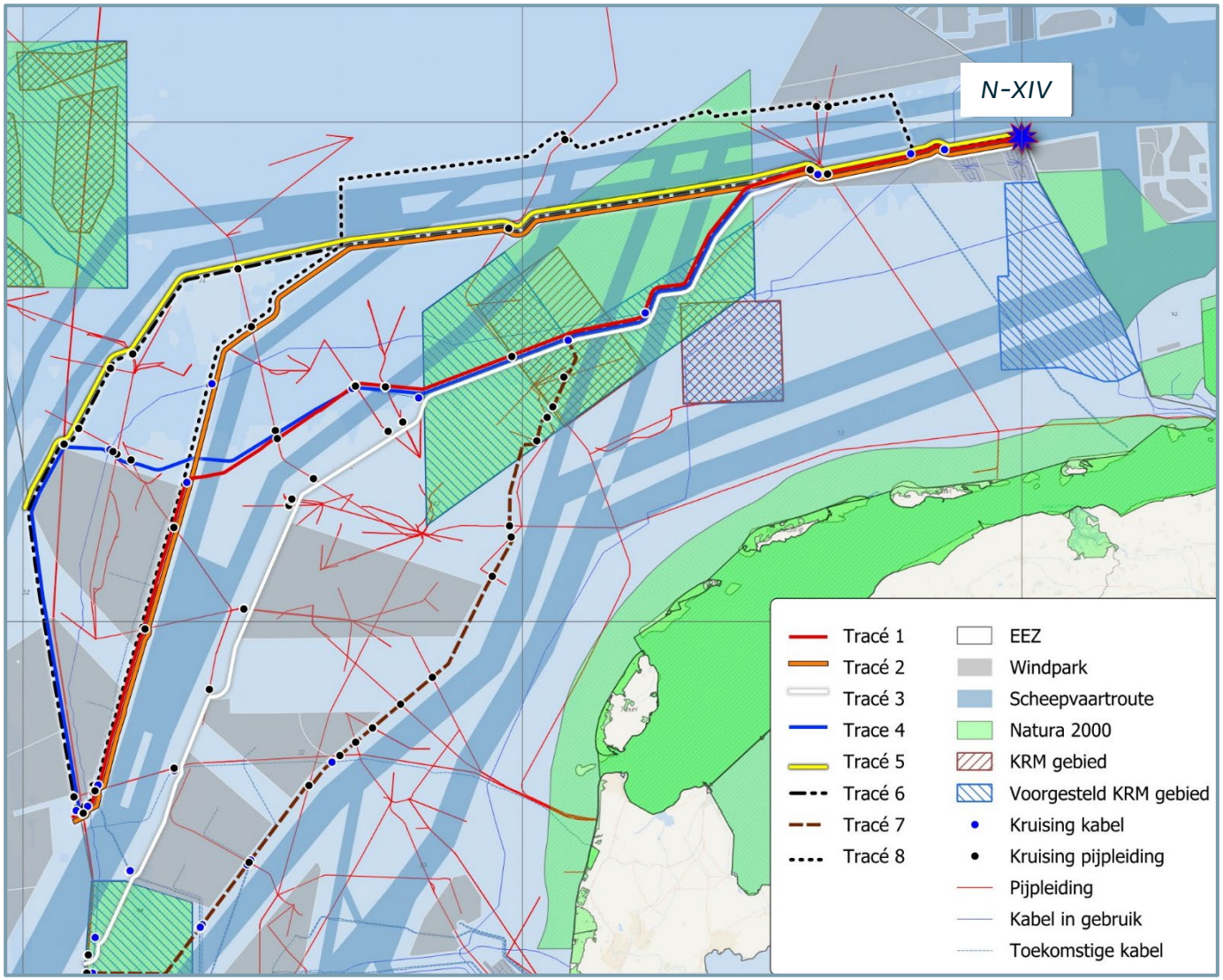

Key topics & assessments:

Overall footprint (UK, NL, DE)

4 8 6 5 2 1 7 3

Long — Short

Shipping and navigation

8 1 2 4 5 6 7 3

More — Fewer

Crossings & complexity of these

5 6 1 2 3 4 8 7

Few and simple — Many and complex

Special considerations

5

Limited space between Norfolk Boreas and the deepwater route means that **1nm distance to either OWF and DWR cannot** be secured.

4 6

Limited space between Nederwiek OWF zone and Norfolk Boreas OWF makes it impossible **to secure expected safety** distance to all assets

Overall feasibility

Route assessment outcome

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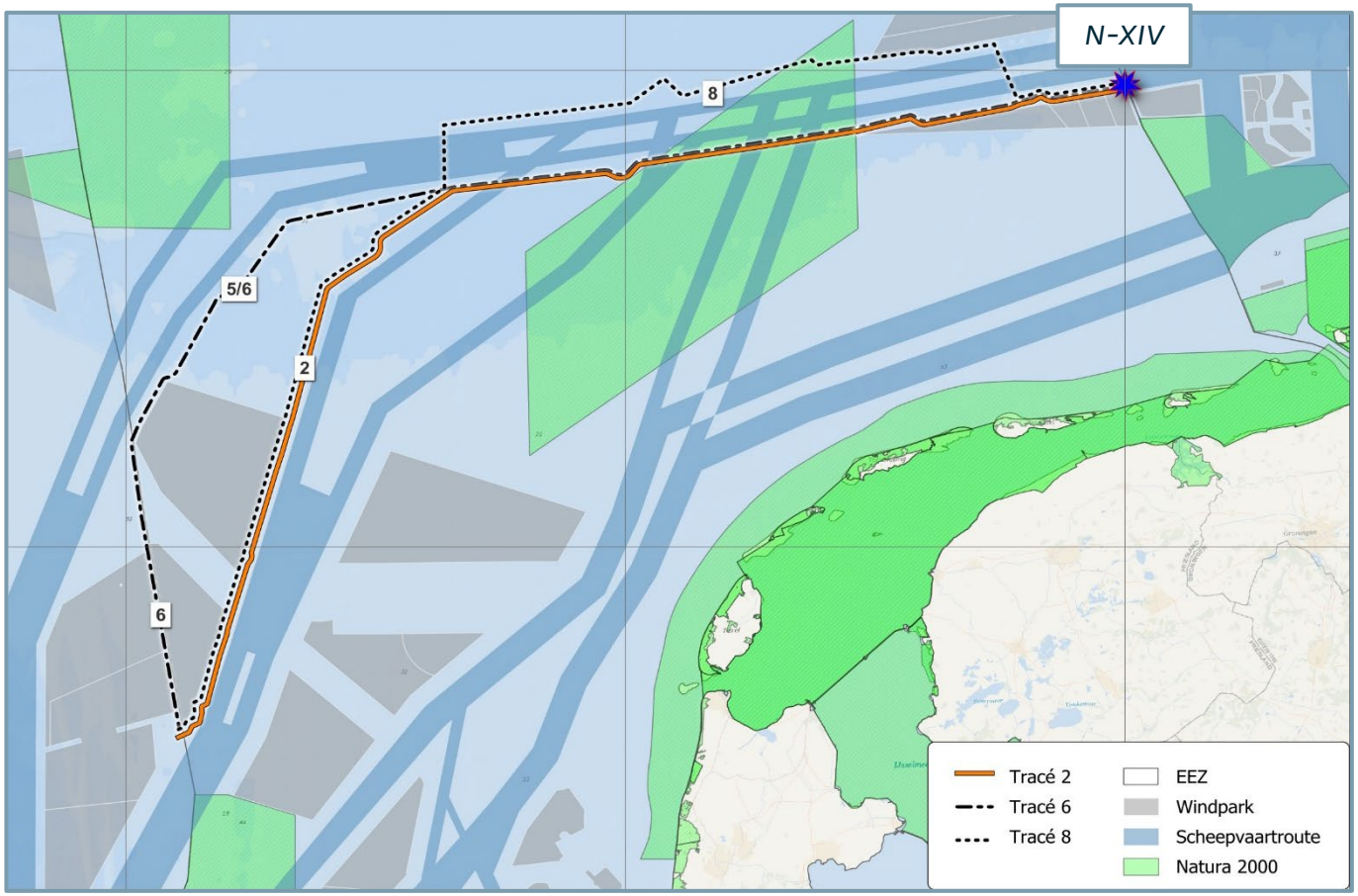
Deprioritised 1 3 4 7

Preferred alternative 2
Low ecological risk; avoiding MSFD, reduced navigational risk and short route in Natura2000

Alternative 5
Spatial constraints in UK waters, and crossing several oil and gas areas making installation more complex

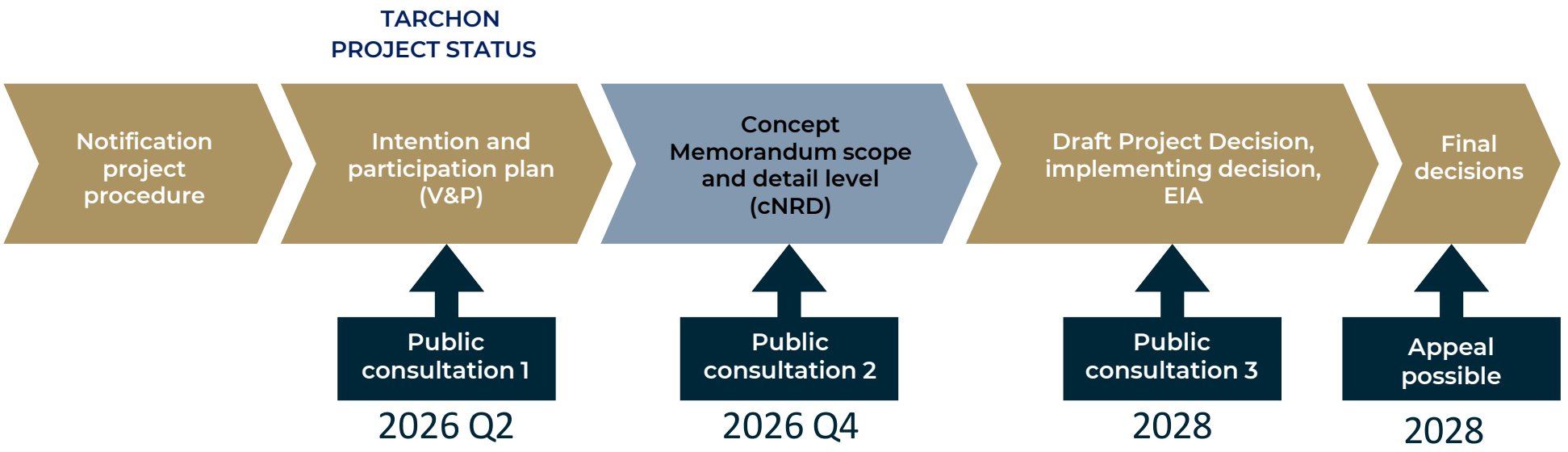
Alternative 6
Health and Safety risks increased in the gap between Nederwiek and Norfolk Boreas OWF

Alternative 8
Shortest footprint in Friese Front, but crosses more areas with higher vessel density more often



DID WE MISS ANYTHING?
PLEASE REACH OUT IF YOU HAVE RELEVANT INFORMATION OR CONCERNS

Next statutory engagement



Website live and running – get in touch throughout the project lifetime

Ongoing stakeholder engagement throughout the project lifetime

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Questions

Remember to submit your comments through the RVO website at www.rvo.nl/tarchon by July 2nd 2026 latest

You can also get in touch at
info@tarchoninterconnector.nl
Or at our website
www.tarchoninterconnector.nl