

Nemo Link[®]

Environmental Statement

Non-Technical Summary

February 2013

Non Technical Summary

The Nemo Link

February 2013

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Abbreviations

CEFAS	Centre for Environment, Fisheries and Aquaculture Sciences
EIA	Environmental Impact Assessment
EOD	Explosives and Ordnance Disposal
EU	European Union
ES	Environmental Statement
FLO	Fisheries Liaison Officer
HDD	Horizontal directional drilling
HVAC	High Voltage Alternating Current
HVDC	High Voltage Direct Current
kV	Kilovolt
MHWS	Mean High Water Spring
MLWS	Mean Low Water Spring
MMO	Marine Management Organisation
NM	Nautical Mile
NtM	Notices to Mariners
PLB	Post-lay Burial
PLGR	Pre-lay Grapnel Run
PMSS	Project Management Support Services Limited
SAC	Special Area of Conservation
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
TJP	Transition Jointing Pit
UKCPC	UK Cable Protection Committee

1. Introduction

The Nemo Link (the Project) is a proposed electrical interconnector, with an approximate capacity of 1000 MW, which will allow transfer of electrical power between the high voltage grid systems of Belgium and the United Kingdom. The Project is being developed by National Grid Nemo Link Limited, part of the National Grid group, and Elia Asset S.A. which is part of the national transmission company in Belgium (together referred to as the Nemo Consortium).

The Project falls within the UK, France and Belgium and combines onshore and marine elements. Accordingly, five separate consent applications are required to be made for the following elements of the Project:

- Offshore Cable Installation in UK Waters
- Offshore Cable Installation in French Waters
- Offshore cable installation in Belgian Waters
- Onshore UK elements including the construction of an electricity converter station and substation and the installation of underground electricity cables from the landfall to the converter station.
- Onshore Belgian elements including the construction of an electricity converter station and substation and the installation of underground electricity cables from the landfall to the converter station.

The proposed subsea cable route runs from Richborough in Kent in the UK to Zeebrugge in Belgium, passing through English, French and Belgian waters. Appendix 1 provides an overview of the location of the proposed cable route.

This document is a Non-Technical Summary of the Environmental Statement (ES) covering the cable installation in UK waters for which a marine licence is required under the Marine and Coastal Access Act 2009. This element of the Project is referred to in this document and the ES as 'the proposed development'.

The ES presents the findings of the detailed Environmental Impact Assessment (EIA) that has been carried out for the proposed development. The assessment work covers all of the potential impacts of the proposed development on the surrounding environment and has been carried out by a team of leading environmental specialists.

2. The Need for the Project

The European Union (EU) has a target to increase the transmission capacity between its member states, with the stated wish to see each country establish an interconnector capacity of around 10% of its own installed generation capacity.

The reasons for this policy are:

- to allow a more efficient energy market within the EU;
- to facilitate the sustainable development of the electricity sector by increasing opportunities for clean and efficient generation;
- to make it easier to exploit intermittent renewable electricity resources in the UK and Continental Europe.

The key benefits of the Project are:

- To allow energy to flow in either direction between the UK and Belgium benefitting both countries by ensuring a secure and affordable energy supply

- To contribute to managing fluctuations in supply and demand as more power is generated by renewable sources and therefore indirectly providing better opportunities for development of renewable energy projects in both countries.
- To increase the potentials for the UK to trade with the wider power markets, as Belgium's electricity transmission system is presently highly connected to Central Europe.
- To reduce the amount of reinforcement works required to the UK high-voltage transmission system from the South East region which is the highest centre of electricity demand in the UK.

3. The Proposed Development

The proposed development consists of the installation of High Voltage Direct Current (HVDC) cable in the offshore and intertidal zone in UK waters within the Eastern English Channel. This section of cabling is approximately 50 km long in the context of the overall distance of the cable route for the whole Project which is approximately 130 km.

The offshore cable route was selected using a desk-top routing tool, taking into account all known offshore constraints and then verified by a full seabed survey. The survey confirmed the route and no major route modifications were made.

Due to this overall cable length, the use of HVDC provides the most efficient and effective means to transport electricity over this distance.

The high voltage grid systems in the UK and Belgium operate using high voltage alternating current (HVAC). To transport electricity from one country to the other first requires the HVAC to be converted to HVDC at the transmitting end and transmitting the power using HVDC cables before being converted back to HVAC at the receiving end. This conversion process is carried out at converter stations which will be located at the former power station at Richborough in Kent and at Zeebrugge in Belgium.

A direct HVAC connection is not feasible due to inefficiencies resulting from the distances involved and since the UK and Belgium transmission systems operate at 50Hz a HVDC system allows for any discrepancies in synchronisation between the two systems.

The subsea cable system is jointed to its corresponding land cable in a joint pit located above mean high water mark and does not form part of this application. The consent for this part of the Project will form part of the planning application for onshore elements.

4. Cable Type / Installation

The sections below give an outline description of the cable system and its installation.

4.1. Cable type

The type and voltage of submarine cable to be deployed will be defined during the detailed engineering design works that will take place once a construction contract has been awarded, following receipt of the relevant project consents. The Nemo Consortium is considering the use of one of two cable types available for HVDC application; Cross Linked Polyethylene (XLPE) and Mass Impregnated (MI). The cable will be rated at between 350 kV and 400 kV.

The cable will be installed in a bundled configuration, comprising two cables buried in the same trench with no separation between these cables.

4.2. Route preparation

Two significant preparation activities are likely to be undertaken prior to installation of the cable system. These are:

- Clearance of out-of-service telecommunications cables that cross the cable route;
- Preparation and deposit of bridging and separation structures over any cables and pipelines that the interconnector cable route crosses.

It is also possible that areas of seabed where bed rock is present, likely to be chalk, may be prepared by the cutting of a trench or trenches that the cables will then be installed into. An alternative approach in these chalk areas, would be to use a specialist rock cutting plough.

4.3. Cable route clearance

Prior to the start of marine operation it is essential to ensure the cable route is clear of obstructions that may hinder the operation.

Seabed debris such as scrap trawler warps or ships' crane wires that may have been jettisoned by vessels onto the seabed, abandoned communications cables and other debris can be detrimental to the burial machine. Before the start of cable laying operations the cable route is surveyed to identify wires and cables so they can be removed.

To clear the route of debris, a small vessel will be mobilised in an operation known as a 'pre-lay grapnel run' (PLGR). The PLGR vessel tows a wire with a specially designed hook, or grapnel, along the centreline of the cable route until it encounters debris. Any debris encountered will be recovered to the deck of the vessel for appropriate licensed disposal ashore. Should any unexploded ordnance be discovered during this process, a registered Explosives and Ordnance Disposal (EOD) specialist will be available to identify any suspicious items and provide advice on the appropriate remediation.

4.4. Route preparation in sandwaves (pre-sweeping)

Sandwaves are known to be present on the sea bed along the cable route in the Eastern English Channel. The sand waves inhibit burial equipment and, if they are mobile, decrease the efficacy of burial.

Pre-sweeping by dredging can be used to reduce the height of the sandwaves along the cable route and produce a flatter path for the installation equipment to move along. This also allows for greater control of the burial depth of the cables and makes the protection afforded by burial more resistant to sandwave mobility and therefore more durable over time.

The spoil volumes resulting from pre-sweeping are typical of dredging operations for channel or port maintenance and therefore relatively small. It is assumed that the spoil will be deposited back on the seabed in the immediate vicinity of the pre-sweeping activity.

4.5. Cable installation methods

The cables will be buried into the seabed either by a plough or trenching machine deployed by the main laying vessel directly or by a support vessel following behind. To ensure cable protection is immediate, operations may be simultaneous with burial equipment being deployed by either the cable layer or the support vessel. Alternatively cables may be buried in a 'post-lay burial' (PLB) operation, where a burial machine is deployed days or even weeks later by a separate vessel.

4.6. Cable joints

As a cable lay vessel or barge cannot carry the entire quantity of cable required for the marine cable route, it will be necessary to install the cable in several sections. Joints will be required to join each section of cable. It is expected that up to five offshore joints will be required for the proposed development however it will not be possible to determine the precise number or location of cable joints until an installation contractor has been appointed. The appointment of an installation contractor will take place once consents for installation and operation of the proposed development have been secured.

4.7. Cable and pipeline crossings

Crossing agreements will be made with parties owning cables and pipelines which the proposed development will cross, in line with UK Cable Protection Committee (UKCPC) guidance. All parties have been informed about the potential for a cable crossing.

4.8. Landfall installation

In the case of Richborough, consideration of the Thanet Offshore Wind Farm installation suggests that marine burial of the cable will be possible between 1.5 km and 2.0 km from the beach. Inshore of this, the Thanet cables were mostly buried using the land based spider plough, with the last 100 m to 200 m being trenched with tracked excavators.

The landfall installation work relates to the construction of the Transition Jointing Pit (TJP) and the intertidal cable installation. The TJP will contain the joint between marine and land cables. The TJP, which will be described in detail in the corresponding onshore planning application, will be constructed from reinforced-concrete and will be situated below ground level and located above the high tide mark. It must be completed well in advance of the cable landing to avoid any delays to the landing operation. It will be necessary to agree temporary access routes to areas such as the beach for installation work to be completed. It is expected that the installation will use similar methods to those used for the Thanet Offshore Wind Farm cables as outlined above.

For the Nemo Link, the proposed installation is via open cut trenching, possibly with the requirement for a cofferdam, which is similar to open cut but with sheet piling used to support the trench walls.

For open trenching, a trench will be constructed using a conventional excavator and rollers will be used in the base of the trench to pull the cable along it. The trench will be approximately 1 – 2 m wide and the cables will be buried at a target depth of 2-3 m. Mechanical excavators will then be used to bury the cable.

A temporary working area of approximately 30m x 30m will be established as a works compound. The working assumption is that this area will be in the lay-by adjacent to the Service Station at Pegwell Bay.

4.9. Programme

Cable installation schedules are dependent on a number of factors such as the delivery of cable, the availability of cable and the other commitments of the installer.

The programme for the commencement of installation has not yet been agreed but it is likely that installation will begin between 2015 and 2016. In general, installations in European waters are undertaken in the summer season, broadly between April and October. This period is determined primarily by the high probability of adverse weather occurring outside of this period.

The schedule will also be affected by factors such as the requirement for any ecological mitigation, cable delivery and the availability of vessels.

Installation work in the intertidal areas in the UK and Belgium is expected to take less than one week. It is expected that up to five marine cable joints will be required on the entire cable system and each jointing operation will take approximately five days.

5. Statutory Consents

The proposed development does not fall within the types of development specified in Annex I or Annex II of the EIA Directive (Council Directive 97/11/EC of 3 March 1997 amending Directive 85/337/EEC) on the assessment of the impacts of certain public and private projects on the environment. Therefore there is no specific legislation that requires the proposed development to be subject to an EIA. However, the Nemo Consortium has chosen to carry out an EIA for all elements of the Project, including the elements for which a marine licence is required.

A licence under the Marine and Coastal Access Act 2009 is required for the following aspects of the proposed development:

- Laying and burial of cable from the Mean High Water Spring (MHWS) tide mark to 12 nautical miles (NM)
- Dredging and disposal required to pre-sweep sand waves
- Rock/concrete mattress placement
- Horizontal directional drilling (HDD)

A Habitats Regulations Assessment under The Conservation of Habitats and Species Regulations 2010 is required for crossing a Special Area of Conservation (SAC) and Special Protection Area (SPA) designations at the cable landfall.

6. Consultations

Communication and consultation is a key element of the EIA process. It allows stakeholders and the public to be fully informed and engaged in the evolution of the development proposal. This process also ensures that any concerns relating to the Project or ideas on how it should progress are considered.

Consultation with stakeholders has been undertaken throughout the route selection and definition process, and comments were received from statutory and key consultees on the scope of EIA required for the proposed development via a Scoping Report.

A variety of media have been used to engage proactively with stakeholders at a local, regional and national level. Activities undertaken include:

- Direct consultation meetings;
- Consultations with the fishing industry via an experienced Fisheries Liaison Officer;
- Public exhibitions;
- Project briefing sheets.

7. Environmental Impact Assessment

A full Environmental Impact Assessment (EIA) has been carried out for the proposed development in order to achieve the marine licence outlined above. The findings of the EIA are presented in the ES which accompanies the marine licence application.

The EIA has been carried out taking into account The Marine Management Organisation (MMO) guidance notes:

- Guidance 1 – Overview and Process (September 2011);
- Guidance 2 – Construction (including renewables) and Removals (July 2011);
- Guidance 8 – Environmental Impact Assessment (April 2011); and
- Guidance 10 – Cross-border working (April 2011).

Although the proposed development does not constitute EIA development, the explanatory memorandum to The Marine Works (EIA) Regulations 2007 No. 1518 prepared and issued by the MMO has also been taken into account as appropriate.

As with many large infrastructure projects it is often impractical to provide full details of installation activities at the time of the EIA. Such detail is often dependent on procurement of engineering options which will only commence once consent has been granted.

In situations where there are good reasons why the details of the whole project are unavailable before consent is granted a technique called The 'Rochdale Envelope' can be used. It has been successfully applied to most marine renewable energy projects, including all of the UK's Round 2 offshore wind farms.

The approach is based on assessing the potential impacts of a "realistic worst case scenario", under which the assessment of the proposed development is defined by an "envelope" of theoretical constraints. For example, although the burial equipment for cable cannot yet be specified, its "envelope" can be defined by a maximum footprint in respect to disturbance of the seabed (e.g. width of burial machine, width of burial trench and depth of burial). In this way, the design of the proposed development can vary within these maximum parameters without rendering the EIA findings invalid. Any subsequent consent would incorporate these parameters into its conditions, thereby ensuring that the scheme consented is that which has been assessed in the EIA.

Where details of the proposed development cannot be finalised ahead of the submission of the ES the Rochdale principle has been applied.

7.1. Physical Environment

The EIA considered impacts on geology; bathymetry & seabed processes and water quality with the conclusion that the proposed development would have no significant impacts.

The choice of installation route close to the area utilised by the Thanet Offshore Wind Farm electricity export cable means that the impacts on the geology are minor, as the key sensitive and important geological area identified in the Sandwich Bay and Hackling Marshes Site of Special Scientific Interest (SSSI) will be avoided.

Any impacts construction may have on bathymetry and water quality are judged to be minor and not significant as the area will recover quickly with no lasting impacts anticipated.

7.2. Biological Environment

There are several conservation sites of importance within the development area, including Thanet Coast and Sandwich SPA, Sandwich Bay SAC, Thanet Coast SAC and the Thanet Coast and Sandwich Bay RAMSAR Site. Impacts upon these designated sites and ornithology have been limited by routing the cable system to avoid the areas of greatest sensitivity. Impacts could be further mitigated by avoiding installation works in the intertidal areas in the key months of sensitivity, and this will be done wherever practicable.

In order to avoid impacts upon sensitive and important features of benthic ecology, the cable system has been routed to avoid areas of *Sabellaria spinulosa* aggregations by distances of 90m for the larger reef formations and 150m for the smaller structures, this having been agreed in consultation with Natural England. Contractors will also be advised of the location of these features to ensure that deployment of anchors can be planned accordingly.

The Nemo Consortium intends to use rock placement in one cable crossing location which will limit the area of substrate change. However, where used, this protection is also likely to have the potential to increase the local abundance and diversity of fish species. No further rock placement is intended during the construction phase. However, if further rock placement is deemed to be necessary following construction, this will require a separate marine licence application to be submitted which would be accompanied by a full assessment of the likely effects of that rock placement.

The impact assessment for fish species has concluded that herring spawning areas could suffer moderate impacts from the installation works. However, as herring only spawn upon gravel seabed sediments for three months of the year, it is proposed to avoid the key spawning period (November to January) in areas of suitable habitat.

The EIA has not identified any significant impacts of the proposed development on marine mammals.

7.3. Human Environment

Safety information, including descriptions of the operation and operating area, will be issued and regularly updated by the installation contractor to reduce the risk of another vessel colliding with an installation or decommissioning vessel. There will also be consultation with local, regional and national organisations and authorities, including CNIS and Dover Straits VTS.

There will be a 500m by 1000m safety zone established around the installation vessels and the spread will be assigned two guard vessels to reduce any impact on shipping and navigation. Vessels will also comply with Collision Regulations lighting and marking requirements.

Assessment of impacts upon shipping and navigation has concluded that there is potential for moderate impacts/risks to navigation from vessel anchors snagging the cable system. This can be reduced by the proposed cable burial and ensuring the location of the cable system is marked on navigational charts.

All known wrecks have been avoided in the cable route design and survey data has found little prehistoric material of interest. Temporary exclusion zones will be placed around important geophysical anomalies during construction where practicable and buffers with a radius of 100m will be placed around wrecks of archaeological potential. An archaeological reporting protocol will ensure that any material discovered during the development will be reported, recorded, stabilised and conserved.

During cable installation a Fisheries Liaison Officer (FLO) will be employed from the local fishing industry to ensure that interactions between the cable installation vessels, personnel and equipment and fishing activity are managed. This will help to ensure that disturbance to fishing is kept at a minimum. Additionally to this Notices to Mariners (NtM), will be issued in good time to advise fishermen of where and when the installation spread will be operating, as well as the expected vessel speed. Local fishing associations will also be contacted directly.

An impact on commercial fishing could arise from the use of rock placement for the proposed development along with other projects that prevent the use of fishing gear at the seabed. Given that rock placement will only be required at one crossing location in the UK for the proposed development, this impact will be localised.

The proposed development is not expected to have any impacts on socioeconomics offshore beyond those discussed in relation to commercial fisheries, recreation and tourism and other sea users.

7.4. Summary of Potential Impacts

The following table (7-1) provides a summary of the impacts as described in sections 7.1 to 7.3 and is as presented within the ES.

Table 7-1: Summary of potential impacts before and after adoption of proposed mitigation

Chapter	Potential Impacts	Significance	Proposed mitigation	Residual Impact
6 Physical Environment				
6.1 Geology	No significant impacts	-	-	-
6.2 Bathymetry and Seabed Processes				
6.3 Water Quality				
7 Biological Environment				
7.1 Designated Sites	Disturbance of internationally designated areas (SACs and SPAs) due to installation of cables	Moderate	Avoidance of most sensitive habitats, install cables in habitats that have high recoverability rates such as sands and mudflats.	Minor
7.2 Ornithology	No significant impacts	-	-	-
7.3 Marine Mammals	No significant impacts	-	-	-
7.4 Benthic and intertidal ecology	Disturbance of <i>Sabellaria</i> reefs during pre-lay grapnel run	Moderate	Route designed to avoid reef by an appropriate distance in line with guidance from Natural England.	Minor
	Disturbance of <i>Sabellaria</i> reefs by anchors of the cable laying barge	Moderate	Vessels to be positioned and anchors deployed accordingly.	Minor
	Disturbance of <i>Sabellaria</i> reefs during cable trench excavation and cable burial	Moderate	Route designed to avoid reef by an appropriate distance in line with guidance from Natural England.	Minor
	External cable protection may cause substrate change in that the sandy sediment will be buried by hard substrate, resulting in localised disturbance of fauna and displacement of benthic habitat	Moderate	Minimise use of rock protection. Note that although the impact upon substrate change would be moderate, the use of rock protection is likely to act as a fish aggregation device and increase species abundance and diversity. The effect is localised to the cable crossing.	Moderate
7.5 Fish and Shellfish Ecology	Disturbance and/or smothering of spawning and nursery grounds of the most sensitive species (most notably herring) that deposit demersal eggs/larvae during pre-sweeping of sand waves and the pre-lay grapnel run and during the cable laying	Moderate	Installation in relevant substrates (e.g. gravel) will occur in months least sensitive for spawning and nursery (e.g. February to October) where practicable.	Minor

Chapter	Potential Impacts	Significance	Proposed mitigation	Residual Impact
	External cable protection may cause substrate change in that the sandy sediment will be buried by hard substrate, resulting in localised disturbance of fish communities	Moderate	<p>Minimise use of rock protection.</p> <p>Note that although the impact upon substrate change would be moderate, the use of rock protection is likely to act as a fish aggregation device and increase species abundance and diversity. The effect is localised to the cable crossing.</p>	Moderate
8 Human Environment				
8.1 Commercial Fisheries	No significant impacts	-	-	-
8.2 Shipping and Navigation	Risk of another vessel colliding with an installation or decommissioning vessel	Moderate	<ul style="list-style-type: none"> - Safety information will be promulgated by the installation contractor and will include descriptions of the operation and operation area and will regularly be updated - Establishment of 500m by 1000m Safety Zone around spread. - Two guard vessels shall be assigned to the installation spread - Consultation with local, regional and national organisations/authorities (inc CNIS/Dover Straits VTS). - Vessels to comply with Collision Regulations lighting and marking requirements 	Minor
	Risk of electromagnetic interference from the cable affecting a navigating vessel's magnetic compass and causing compass deviation leading to navigational error and grounding	Moderate	Measurement of electromagnetic interference to ensure within accepted limits of less than 5 degrees deviation	Minor
	Risk of damage to cable, vessel or injury to persons on board during emergency anchoring event where the anchor then snags the cable	Significant	<p>Charting of cable.</p> <p>And ensuring cable is buried to suitable depth.</p>	Moderate
8.3 Archaeology and Cultural Heritage	Damage or destruction of submerged prehistoric material below the seabed during cable installation	Moderate	Based on analysis of the relevant survey data, little material of interest was discovered. Where material was found in a single core sample information about the submerged prehistoric resource is being gained from testing and analysis of the core.	Moderate

Chapter	Potential Impacts	Significance	Proposed mitigation	Residual Impact
	Damage or destruction of A1 archaeological receptors (wrecks and geophysical anomalies of archaeological interest) and A3 receptors (historic records of possible archaeological interest with no corresponding geophysical anomaly)	Significant	All known wrecks have been avoided in the cable route design. Temporary exclusion zones will be placed around A1 geophysical anomalies during construction where practicable and buffers with a radius of 100m around the gazetteer points will be placed around A3 wrecks of archaeological potential. The locations can also be included in installation planning stages for example during locating anchorages.	Moderate
	Damage or destruction of A2 archaeological receptors (geophysical anomalies) during installation	Significant	A Written Scheme of Investigation (WSI) will address pre-installation and installation activities, such as the grapnel run, and may also include a protocol to substitute for a watching brief offshore. A2 archaeological receptors (geophysical anomalies) in the direct path of the cable route will be considered through the WSI and Archaeological Reporting Protocol.	Moderate
	Damage or destruction of potential archaeological receptors (such as potential shipwrecks or aircraft crash sites) during installation and decommissioning	Significant	Archaeological Reporting Protocol will ensure that any material discovered during the development will be reported, recorded, stabilised and conserved.	Moderate
	Damage or destruction of relationships between known or potential archaeological receptors and the wider environment during installation and decommissioning	Significant	Known sites will be avoided and discovered sites will be reported, therefore impacts to relationships will be lessened.	Moderate
	Indirect impacts on known or potential archaeological receptors and their relationships with the wider environment through changes to erosion regimes due to bridging structures at the cable crossing	Moderate	Changes are expected to be minimal. Should bridging structures be used in areas in close proximity to known archaeological features monitoring of sediment mobility may assist in providing further information on the feature and act as a form of compensatory mitigation.	Minor
	Disturbance or destruction of known and potential archaeological receptors or the destruction of relationships between receptors as a result of secondary impacts through use of anchors during maintenance and decommissioning activities	Significant	Exclusion zones will be maintained around five known wrecks and will prohibit development related activities within their extents. 100m radius buffers will be placed around wreck sites of archaeological importance that are recorded in UKHO data, but that were not identified in the geophysical data. Any material discovered will be dealt with through the Archaeological Reporting Protocol	Minor
	8.4 Cables and Pipelines	No impact is expected	-	-
8.5 Military and other sea users	No impact is expected	-	-	-

Chapter	Potential Impacts	Significance	Proposed mitigation	Residual Impact
8.6 Unexploded Ordnance	The risk of encountering unexploded ordnance is low	-	-	-
8.7 Tourism, Recreation and Amenity	No significant impacts	-	-	-

8. Other Project Elements

The ES includes a summary of the impacts of the other elements of the Nemo Link which form part of the same project for EIA purposes. These other elements of the Project include the onshore development in the UK and Belgium and the marine cables in French and Belgian waters. The full environmental assessments for the UK elements will be available on the Nemo Link website at www.nemo-link.com. The ES documents for the non-UK elements of the Project are available at www.mumm.ac.be.

9. Concluding Statement

The EIA has assessed the worst-case scenario that would have the greatest effect on the environment. This approach results in a maximum impact assessment, giving security and confidence to the regulatory bodies that the environmental impact will be no greater than that which is set out in this document and may in fact be considerably less.

Few of the impacts assessed have been determined to have the potential to cause moderate or significant impacts and almost all impacts can be reduced to have a minor impact when mitigation is applied.

Further information on the assessment of environmental impacts is presented in the main text of the ES.

10. Further Information

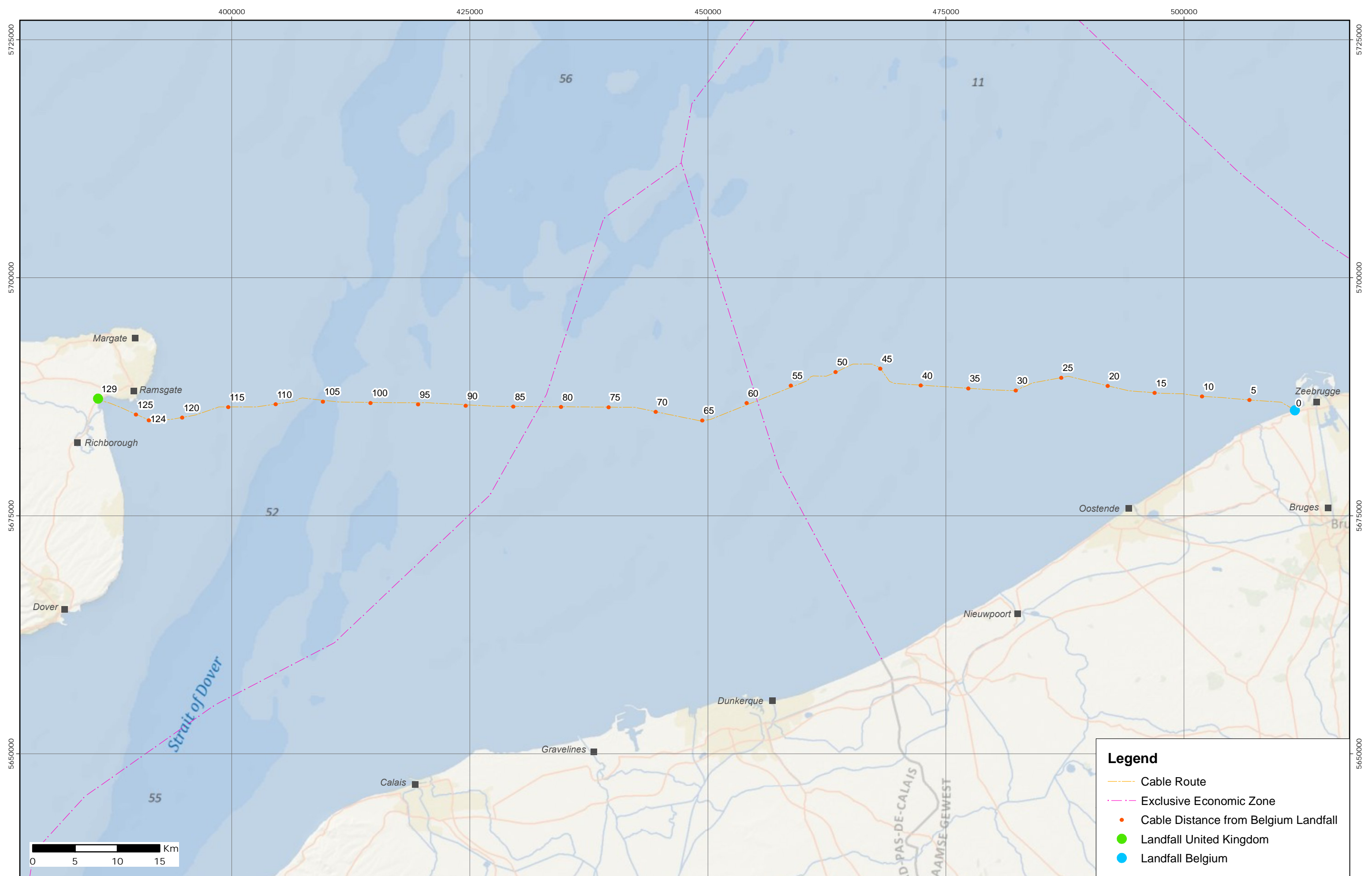
Further information regarding the project can be found by visiting www.nemo-link.com or by calling Freephone 0800 083 3149 between 9am and 5pm Monday to Friday (answerphone outside of these hours) or emailing nemoconnector@communitycomms.co.uk.

Queries can also be made in writing to:

Freeport RSLG-YXEU-BJUC
Nemo Link
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London
SW1P 9UJ

Copies of the Environmental Statement are available on the Project website at www.nemo-link.com. Copies may be purchased from National Grid either on CD for a charge of £15, or in hardcopy form for £200.

Appendix 1. Location of Proposed Cable Route



Legend

- Cable Route
- Exclusive Economic Zone
- Cable Distance from Belgium Landfall
- Landfall United Kingdom
- Landfall Belgium

NEMO Cable Routel Overview	Figure No. 29689/1796.6		Date 12/07/2012		Data Source Maritimedata UKHO Seazone		Projection System UTM Zone 31N			Client: nationalgrid	
	Author NDU	Check CGR	Scale @A3 1:1,000,000		Datum WGS84	Spheroid WGS84					

