

Sea Link - Decision on Early Construction Funding and Modification to special conditions of the electricity transmission licence

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This document confirms our decision to approve Early Construction Funding (ECF) for the Sea Link ¹electricity transmission project. This decision is taken in line with National Grid Electricity Transmission's (NGET) electricity transmission licence (the Licence), Special Condition (SpC) 3.41 'Accelerated strategic transmission investment Re-opener and Price Control Deliverable term (ASTIRt)'.

This document outlines our consultation position, the responses to the consultation, our view of the responses and our final position. This decision document and corresponding Statutory Decision Notice of Modification published alongside it confirms our decision to proceed to modify the SpC by adjusting the ASTIA term and allowances referenced in Appendix 1 of SpC 3.41.

¹ [Sea Link | National Grid](#)

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Executive summary

In July 2025 we consulted on our minded-to position to adjust allowances (ASTIAt) set out in the ASTI Confidential Annex that is referenced in Appendix 1 of Special Condition (SpC) 3.41 'Accelerated Strategic Transmission Investment Re-opener and Price Control Deliverable term (ASTIRt)' .

The consultation was carried out under the NGET electricity transmission licence (Part C: Early Construction Funding of SpC 3.41) to reflect NGET's ECF request for the Sea Link project (NOA code: SCD1) which involves providing needed transmission system reinforcement in the south and east regions.

In our consultation we also included a statutory notice of our proposed modification to adjust the ASTIAt term as referenced in Appendix 1 of SpC 3.41 to give effect to our minded-to position.

Decision

This document confirms our decision to proceed and adjust the allowances set out in Appendix 1 (ASTIAt) of SpC 3.41 'Accelerated strategic transmission investment Reopener and Price Control Deliverable term (ASTIAt)' in NGET's electricity transmission licence to allow NGET's ECF expenditure request. The term will have the value given in the corresponding updated version of the ASTI Confidential Annex.

As per Special Condition 3.41.8, the Authority hereby directs that the licence limitation for the ECF to not exceed 20% of the total forecast project cost listed in the ASTI Confidential Annex for the Sea Link (SCD1) project is not applicable for the reasons given in this licence modification decision

We will also provide a summary of the views given within the responses to our consultation and our response to this feedback.

Next steps

In accordance with section 11A of the Electricity Act 1989, the licence modification will take effect 56 days after the publication of the decision to proceed with the modification. Based on our recent engagement with NGET, we expect an Accelerated Strategic Transmission Investment Project Assessment (ASTI PA) submission request in late 2025. We will undertake a full cost assessment, including ECF costs, at the ASTI PA stage and will review the efficiency of ECF expenditure.

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1. Context

This document confirms our decision on our minded-to position regarding NGET's ECF request for the Sea Link project.

Chapter 2 includes a brief description of the project, NGET's ECF application and our consultation minded-to position.

Chapter 3 summarises the responses to our consultation questions and our response to this feedback. We will also address the feedback that was out of scope of the consultation.

Chapter 4 sets out our decision following consideration of the consultation responses.

Alongside this decision, we are also publishing the amendments to SpC 3.41, which will give effect to our decision. In accordance with section 11A of the Electricity Act 1989, the license modification will take effect 56 days after the publication of the decision to proceed with the modifications.

Context and related publications

Sea Link: Early Construction Funding consultation: [Sea Link: Early Construction Funding consultation | Ofgem](#)

Decision on accelerating onshore electricity transmission investment: [Decision on accelerating onshore electricity transmission investment | Ofgem](#)

Decision to modify the special licence conditions in the electricity transmission licences: Accelerated Strategic Transmission Investment: [Decision to modify the special licence conditions in the electricity transmission licences: Accelerated Strategic Transmission Investment | Ofgem](#)

Decision to modify the special licence conditions in the electricity transmission licences: Accelerated Strategic Transmission Investment, Accelerated Strategic Transmission Investment Guidance And Submission Requirements Document: [Decision to modify the special licence conditions in the electricity transmission licences: Accelerated Strategic Transmission Investment | Ofgem](#)

Decision-making stages

Stage 1 Consultation open: 24 July 2025

Stage 2 Consultation closes. Deadline for responses: 21 August 2025

Stage 3 Responses reviewed, and decision published: 19 November 2025

Stage 4 Licence modification takes effect 56 days after the publication of the licence modification decision

2. Sea Link Early Construction Funding Consultation

The questions we consulted on were:

- Q1. Do you agree with our minded-to position set out in Chapter 3?
- Q2. Do you agree with our proposed modification to adjust ASTIA in Appendix 1 of SpC 3.41?

Brief description of the project

- 2.1 As part of the drive to meet net zero 2030 targets, transform the connections processes, generate more clean power, and boost energy security and resilience we must expand the grid at an unprecedented scale and pace. There will be significant growth in wind generation, and a range of reinforcements will be required to deliver the capacity to allow the system to operate in an economic and efficient manner. Sea Link will play an important role in this required reinforcement.
- 2.2 The Sea Link project proposes to reinforce the electricity transmission network between Suffolk and Kent, providing needed transmission system reinforcement in the south and east regions. The current proposals are for approximately 122km of high voltage direct current (HVDC) offshore cable, the construction of two new converter stations within 5km of the proposed Friston substation and the existing Richborough to Canterbury overhead line, proposed to be connected via high voltage alternating current (HVAC) underground cables in Suffolk, and a double circuit turn to a new Minster substation in Kent.
- 2.3 The project will reduce network constraints on the heavily utilised network on the east coast. NESO's Clean Power 2030 advice identified the project as an investment required in order allow the Government's clean power objectives to be reached². The project has been highlighted as needing to be accelerated due to the consequences of it not being delivered by 2030. NESO has estimated that failure to accelerate Sea Link to 2030 could cost consumers between £1.1 – 1.4 billion in constraint costs³.

Sea Link ECF application

- 2.4 In June 2025, NGET made an application for ECF under Part C of SpC 3.41 of its licence, to enable funding of early construction activities for the project. The tables below sets out the requested ECF percentage and the proposed activities.

² [Clean Power 2030 | National Energy System Operator](#)

³ [NESO Clean Power 2030 Main report](#)

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Project	Percentage of total project spend as per ASTI decision ⁴
Sea Link (SCD1)	48%

Table 1: requested ECF percentage

Strategic land purchases	Early enabling works	Early procurement commitments
• Purchase of land • Lease of subsea land	• Canterbury to Richborough overhead line refurbishment • Friston Substation bays • Ground surveys • UKPN engagement • Marine UXO survey • Early archaeological work	• Cable and converter original equipment manufacturing (OEM) • Cancellation risk exposure of OEM (<i>no specific amounts included in upfront ECF calculations</i>)

Table 2: ECF activities

Consultation position

- 2.5 We consulted on our minded-to position to approve NGET's ECF application for the Sea Link project. Our minded-to position was to approve NGET's request for ECF worth 48% of the project's cost as recorded in NGET's license. We noted that the requested ECF percentage is significantly above the default ECF threshold of 20% set out in the ASTI decision.
- 2.6 NGET's license includes a forecast for the cost of this project, which was set in 2022. When we refer to the project's license cost, we are referring to this early forecast. For the purpose of consistency, we express NGET's ECF ask as a percentage of this license cost, rather than as a percentage of the amount we now believe the project will cost. Due to a number of factors, such as higher supply chain costs, we now believe the project's costs will be significantly higher than

⁴ [Decision on accelerating onshore electricity transmission investment](#)

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forecast in 2022, which means the amount of ECF we are proposing to award appears a high percentage of total costs. However, this represents 27% of the updated cost forecast, though still in excess of 20%.

- 2.7 Our position was that the activities NGET had requested were eligible activities and that the consumer benefits and protections in place justified exceeding the 20% ECF threshold. As per the ASTI licence, we will consider ECF in excess of this where the Transmission Owners (TOs) have demonstrated to us a clear and strong benefit to acceleration of the project and that the consumer is protected in the event the project does not proceed as envisaged. Our minded-to position was that NGET had met these conditions, as was detailed in our consultation.
- 2.8 We carefully reviewed each response and followed up on a number of issues voiced to inform our final decision. We summarise our findings per theme in this document.

3. Consultation responses

- 3.1 We received 519 consultation responses in the consultation period. We welcome the diverse views expressed and thank respondents for their submissions and the time spent on them.
- 3.2 Due to the volume of the feedback and the number of identical or near identical responses, we are publishing a representative sample of the responses, particularly where the response was unique or specific points of feedback are expressed. We have prioritised the publication of non-confidential responses that contain a thorough explanation of whether they agree or disagree with the consultation.
- 3.3 Some of the responses submitted to this consultation referred to issues beyond the scope of this ECF consultation. However, we acknowledge the importance of the issues raised and we address their themes later in this document.
- 3.4 In the remainder of this section, we provide a summary of the responses and respond to views expressed in some of the submissions. Unless respondents have chosen to remain anonymous, we refer to specific submissions and the points they have made.

Q1 Do you agree with our minded-to position set out in Chapter 3?

Strategic Land Purchase

Land purchase

- 3.5 Kent Wildlife Trust (KWT) highlights ‘significant inconsistencies’ and omissions in land acquisition plans. Sir Roger Gale MP, Offshore4Sure, and other respondents,

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also raised concerns about ‘inappropriate’ land purchases, suggesting there is ‘high water table and soft alluvial soil’ which is unsuitable for a project of this size. Concerns were also raised about the likelihood of flooding and NGET’s awareness of this risk.

- 3.6 While it is not in our remit to design projects or make decisions on the route they need to take, it is important we understand whether the strategic land purchases associated with this ECF request are in the interest of the consumer and will help accelerate delivery.

Follow-up action

- 3.7 We sought further explanation from NGET on the characteristics of the land intended for purchase and their mitigations of the risks pointed out in the consultation responses. NGET confirmed that it understood the hydrological and hydrogeological characteristics of the converter station site in Kent, and that this information is available to the public in the relevant DCO application documents.
- 3.8 NGET also explained that as part of its DCO preparation, it carried out various risk assessments, including on flooding. NGET have provided assurances that the flood attenuation will be designed to effectively mitigate and manage flood risk.

Conclusion

- 3.9 We are satisfied that NGET is following the correct planning process, and we defer judgement on the suitability of land to the correct authority. At this stage, this does not change our minded-to position on land purchase.

Lack of ‘exceptional’ justification

- 3.10 Suffolk Energy Action Solutions (SEAS) argues that NGET’s land acquisition approach is “business as usual” and not exceptional. SEAS questions why consumers should bear the risk for land purchases made before DCO approval, and states that NGET’s Land Rights Strategy is not publicly available for scrutiny.

Follow-up action

- 3.11 We can confirm that NGET’s land strategy⁵ is publicly available on its website. Early land acquisition is commonplace in ECF applications, which is why it is designated as a standard category in our ASTI Guidance.
- 3.12 Not acquiring the land at the earliest opportunity risks delays to the project, which is not in the interest of the consumer. The exceptionality of the circumstances of this ECF stems from the project’s system impact, complexity and significance for Clean Power 2030. NESO estimates significant constraint costs for the year 2030 if Sea Link is not delivered. This is why activities that can help accelerate the

⁵ [NGT Land Rights Strategy and Payment Schedule for Assets](#)

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project to 2030 can be supported with ECF funding even if this funding amounts to a percent greater than the ECF cap.

- 3.13 Approval of ECF does not constitute a full funding decision on the project. It is also not a relevant consideration or predeterminant of the DCO approval process. ECF enables TOs to carry out permitted early construction activities ahead of the project receiving planning permission and/or the final costs for the project being set at the Project Assessment (PA) stage. Speeding up these upgrades helps cut energy costs, strengthen the grid and deliver reliable, low carbon power to homes and businesses. NGET are expected to submit an Accelerated Strategic Transmission Investment Project Assessment (ASTI PA) submission request in December 2025.

Conclusion

- 3.14 We consider there to be a sufficient case that land purchase can help accelerate the project to 2030, and that there are consumer protections in place to recoup the funding through land sale, should the project not secure DCO approval.

Early Enabling Works

Canterbury to Richborough PC route

- 3.15 Some respondents expressed concern about the refurbishment of the Canterbury to Richborough PC route, suggesting that this route had been refurbished in 2021, and questioning why it would need to be refurbished again.

Follow-up action

- 3.16 NGET confirmed that the route was not refurbished in 2021. The PC Route was constructed as a new overhead line route and was completed in November 2018. Connecting Sea Link to the PC route requires the capacity of the existing circuits to be updated.

Conclusion

- 3.17 We are satisfied that there was not a recent refurbishment of the line in 2021 and so the proposed action is still eligible.

Neolithic henge monument discovery

- 3.18 Some respondents highlighted the discovery of the neolithic henge monument. While it is not unusual for archaeological surveys to reveal objects along project routes, it was important to understand how this may impact the project and any potential delays it may cause.

Follow-up action

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3.19 NGET explained that it is in the process of altering the design of the cable route to avoid interacting with the recently identified object. NGET confirmed to us that it will incorporate the design change into the DCO application through the formal process, with the involvement of the Examining Authority (ExA). NGET is confident that it will not impact delivery as the new design will no longer interact with the henge.

Finding

3.20 We are satisfied that NGET are aware of the discovery and are taking the appropriate actions. This does not impact the eligibility of any proposed activities specified in our consultation.

Additional ecological and water assessments

3.21 Several responses highlighted that additional ecological and water assessments for the proposed Horizontal Directional Drilling (HDD) had been made by the ExA.

Follow-up action

3.22 While this is a usual part of the environmental and geographical surveys that are conducted ahead of DCO, we asked NGET for further information.

3.23 NGET explained that it is aware of all requests for further information from the ExA and is engaged in a dialogue on a number of matters including the trenchless crossings. Engaging in technical discussions with the ExA on matters before the start of a DCO Examination is a normal part of the process. These are clarification points that are not expected to impact the project.

Conclusion

3.24 We are satisfied that this issue does not currently represent a risk to the consumer or the project, and await the final decision of the DCO. At this stage, this does not impact our minded-to position.

3.25 We expect NGET to inform us if any additional ecological and water assessment findings were likely to impact project delivery.

Consumer risk

3.26 Several respondents, for example SEAS, felt that the benefits of funding these activities early were not clear, and felt they should not be at the consumer's risk. However, other respondents, for example the RWE Group, expressed that completing early enabling works are necessary to mitigate delays and reduce project risks.

Follow-up action

3.27 As per the consultation, the project will reduce network constraints on the heavily utilised network on the east coast. NESO's Clean Power 2030 advice identified the project as an investment required to achieve the government's clean power

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objectives. As stated above, NESO has estimated that failure to accelerate Sea Link to 2030 could cost consumers between £1.1 – 1.4 billion in constraint costs.

- 3.28 The purpose of early enabling activities such as surveys or archaeological work, is to ensure that the final design is the most suitable, to avoid costly late-stage design changes.

Conclusion

- 3.29 Ofgem has carefully weighed the risks of early funding against the projected consumer benefits. We have required NGET to put in place concrete safeguards to mitigate consumer exposure should the project not proceed as planned.
- 3.30 These are detailed throughout our consultation, and include NGET's commitment that were the project cancelled it could recoup money spent on land by reselling it in the open market and activities such as the PC route refurbishment is work that is required to meet expected future demand and so there is no risk to the consumer by completing this work as part of this project. Additionally, as mentioned previously, NESO estimates significant constraint costs for the consumer that exceed the ECF ask, if Sea Link is not delivered.

Early Procurement Commitments

- 3.31 The RWE Group supported early procurement commitments, arguing that they are necessary to secure manufacturing slots and maintain the project timeline. RWE states that without ECF, NGET would be unable to make these commitments, risking delays and higher costs.

Cost transparency

- 3.32 Many respondents, including SEAS and Offshore4Sure, have expressed concern about a perceived lack of transparency, and the risk of committing public funds before planning consent.
- 3.33 SEAS raises that, while activities such as securing original equipment manufacturers (OEMs) in advance is reasonable, without any costing information being available, it is not possible to answer meaningfully if the ECF will enable Sea Link to manage 'exceptional' circumstances.

Follow-up action

- 3.34 As explained in our consultation, NGET must provide sufficient consumer protection in order to be awarded ECF funding. NGET has provided assurances to us that in the event of cancellation, it would seek to redeploy equipment elsewhere in the network. With regard to transparency, a more detailed analysis of the project spend will be completed at project assessment, even in the event of cancellation.
- 3.35 We are bound by legislation to protect information that could have commercial or market impact. Special Condition 3.41 of Transmission Licence allows for cost

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submissions via confidential annexes, which are not publicly disclosed due to their commercial nature. Disclosure of itemised costs could undermine TOs' negotiation positions with suppliers and, if disclosed prematurely, cost data could lead to market speculation or supplier behaviour that increases costs. Ofgem aims to protect consumers by ensuring procurement remains competitive and fair.

Conclusion

- 3.36 We are not able to share specific costs and will defer to the full cost analysis conducted at PA stage. ECF is intended to determine if the proposed activities are eligible under the ASTI guidance referenced above. We will not undertake a detailed cost assessment at this stage, and we will not form a view on whether the proposed expenditure is efficient. We will, however, undertake this as part of a full cost assessment, including early construction costs, at the PA stage. Ofgem will not hesitate to challenge any expenditure that cannot be robustly justified, and we will ensure that consumer interests are protected at every stage.
- 3.37 We maintain our minded-to position to allow the activities set out under early procurement commitments.

Q2 Do you agree with our proposed modification to adjust ASTIAt in Appendix 1 of SpC 3.41?

- 3.38 Some respondents objected to our proposed modification of NGET's licence for reasons addressed in the previous and next section.
- 3.39 We note some of the feedback—for example, East Suffolk Council (ESC) expressed concern about exposing consumers to the potential risk of significant sunk costs if the project does not receive DCO approval and gets cancelled.

Follow-up action

- 3.40 Protecting consumers from unjustified exposure to sunk costs is among our main considerations in awarding ECF funding. We have taken into account the risk of project cancellation and the associated unrecoverable costs for the consumer that might occur in this eventuality. We note that NGET have put in place consumer protections as laid out in our consultation. This would limit any potential losses in the event of project cancellation.
- 3.41 Financially, the consumers could be worse off if the project is delayed by a year as the cost of constraint costs is greater than the unrecoverable costs of this ECF application. On balance, our view remains that the risk of not carrying out these early activities is greater than the risk of sunk costs.

Conclusion

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- 3.42 We will proceed with our proposed modifications. We also note that approving funding for the ECF activities in this ECF request does not automatically entitle NGET to the full amount of this ECF if the costs are ultimately considered inefficient. Full cost efficiency assessments will commence at project assessment stage once the project proceeds or if the project is cancelled. Ofgem will not hesitate to challenge any expenditure that cannot be robustly justified, and we will ensure that consumer interests are protected at every stage.

Out-of-scope responses

Needs-case justification

- 3.43 Some of the feedback received raised the question of the needs-case for the project overall, particularly pointing towards the change of landfall site for the Nautilus interconnector
- 3.44 The rationale for progressing Sea Link's is rooted in the consumer benefits that the project will bring, including avoided constraint costs.

Follow-up action

- 3.45 We consulted on our minded-to decision on the basis of NESO's analysis that if Sea Link is not delivered by 2030, this could result in additional £1.1 – 1.4 billion of constraint cost in that year alone. NESO explains this in its Clean Power (CP) 2030 report, and points to these numbers in Annex 2. We have engaged with NESO and can confirm that its most current analysis on the needs case and impact of Sea Link remains as reported in the CP2030 report. NESO has also clarified that Nautilus was not included in the assessment, and these constraint costs are based on connections with other projects in the area.
- 3.46 We also received a consultation response from RWE in support of Sea Link's needs case and benefits of delivering the project at pace.

Conclusion

- 3.47 We are satisfied that NESO remain confident of the benefit to consumers of the Sea Link project. This does not impact our minded-to position.

DCO process

- 3.48 Many respondents took the opportunity to highlight their concern with the DCO process and expressed their view that NGET could not expect that there would be no delays to the DCO process.

Follow-up action

- 3.49 As explained previously, we are not involved in the DCO process and have no influence on the outcome. The ExA has confirmed in writing that the Preliminary Hearing (the first part of the Examination) was held on 5 November 2025, so we

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understand that based on latest timings, a DCO decision is currently expected no later than November 2026.

Conclusion

3.50 Approval of ECF does not constitute a full funding decision on the project. It is also not a relevant consideration or predetermination of the DCO approval process. ECF enables TOs to secure access to the supply chain and carry out permitted early construction activities ahead of the project receiving planning permission and/or the final costs for the project being set at the Project Assessment (PA) stage. NGET is expected to submit an Accelerated Strategic Transmission Investment Project Assessment (ASTI PA) submission request in late 2025.

3.51 As we do not influence the DCO process, this does not impact our minded-to position.

Alternative options

3.52 Stakeholders expressed concern that alternative options had not been fully explored. While this is not the purpose of this consultation, Ofgem has a statutory duty to protect consumer interests. Accordingly, we challenged NGET on this matter and sought robust assurances to ensure that consumers' needs remain central to decision-making.

Follow-up action

3.53 NGET informed us that a rigorous process of option selection was undertaken, which included a number of strategic options considered ahead of the final design selection. The review of these alternatives was informed by various environmental, engineering, and cost factors. This information was published and subject to public consultation on several occasions.

3.54 We recognise the concern from stakeholders around how detailed and transparent NGET's option assessment process has been. We expect TOs to ensure that local communities are suitably clear on how different options have been considered and compared to reach their preferred design. At this point, based on what we understand there is no reason to specifically conclude that NGET are taking forward a suboptimal option, but we ultimately expect these sorts of considerations to be interrogated through the DCO process. The outcome of this technical work, informed by public and stakeholder feedback, is that the Sea Link design reflects the most appropriate 'end to end' solution, having considered a range of alternatives and combinations of different onshore, offshore, and landfall options.

Conclusion

3.55 As the design of projects does not fall within the scope of Ofgem powers this does not impact our minded-to position. We understand alternative options have been

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considered and encourage all concerned stakeholders to engage with the DCO process. The project will also be subject to engineering scrutiny to inform our project assessment. If we consider any parts of the technical solution to have created inefficient costs, this will be reflected in our final PA decision.

Areas of outstanding natural beauty

- 3.56 There was clear concern from respondents about the impact the project may have on areas of outstanding natural beauty (AONB). While this is feedback that is more appropriately directed towards the DCO process, we have engaged with NGET to ensure that it is working to meet the concerns of consumers.

Follow-up action

- 3.57 NGET has explained that all DC cables and transition joint bays in Kent, and the DC and AC cables and transition joint bays in Suffolk, will be below ground with no permanent landscape and visual effects. Where above ground works are required, they have been informed by a variety of factors including impact on areas of natural beauty.
- 3.58 The design approach has included locating the converter station in Suffolk outside the Suffolk Coast & Heaths AONB to reduce effects on the landscape. Detailed landscape planting strategies for all above ground works in both Kent and Suffolk will be developed in consultation with local authorities, to further soften and mitigate effects.

Conclusion

- 3.59 This is beyond Ofgem's remit, as we are not involved in the design of a project. We encourage everyone to engage with the DCO process to raise any concerns they have.

Community engagement

- 3.60 There was clear concern from residents about NGET's engagement with the local community, and frustration at a perceived lack of engagement to date. We have always encouraged the TOs to engage with local stakeholders throughout the entire process of upgrading the network, and we expect that the TOs respond appropriately to this engagement. We confirmed this in our letter to the three TOs and NESO in July 2025⁶.

Follow-up action

- 3.61 We questioned NGET about its local engagement to date, and engagement plans for the future as the project progresses. It has undertaken several rounds of project-wide consultation between 2022 and 2025, which local residents have

⁶ [Public consultation and engagement in infrastructure build: a letter to NESO and transmission owners | Ofgem](#)

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engaged with, and which have informed the design of the project. The adequacy of this consultation was confirmed by the Planning Inspectorate (PINS) by accepting the application for Examination in April 2025.

- 3.62 NGET has informed us that it welcomes community engagement in the DCO Examination process, which is run by the Planning Inspectorate. NGET has committed to us that it will continue to keep communities informed via website updates and periodic newsletters. We encourage stakeholders to engage with this process, and we will expect updates from NGET on this throughout the process.

Conclusion

- 3.63 NGET has committed to continue engaging with local communities and to working with them to understand their key priorities for community benefit funding, should consent be granted.

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4. Our decision

- 4.1 We maintain our consultation position that the activities identified by NGET fall within the ECF permitted activity areas as defined in NGET's electricity transmission special licence conditions.
- 4.2 We recognise the concerns raised by local stakeholders and have engaged with NGET on these issues. We are satisfied that NGET have taken, or will continue to take, the appropriate actions and we do not believe that these impact our minded-to position.
- 4.3 We are satisfied that the ECF NGET has requested will accelerate delivery of the Sea Link project, and that it is in consumers' interests for the costs to be incurred at an early stage.
- 4.4 After careful consideration of the responses, our decision is to maintain our consultation position to approve NGET's full request for ECF, calculated as 48% of the forecast project cost of SCD1 listed in the ASTI Confidential Annex.

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Send us your feedback

We believe that consultation is at the heart of good policy development. We are keen to receive your comments about this decision. We would also like to get your answers to these questions:

- Do you have any comments about the quality of this document?
- Do you have any comments about its tone and content?
- Was it easy to read and understand? Or could it have been better written?
- Are its conclusions balanced?
- Did it make reasoned recommendations?
- Do you have any further comments?

Please send your feedback to stakeholders@ofgem.gov.uk.