



HM Treasury, 1 Horse Guards Road, London, SW1A 2HQ

The Earl of Leicester
House of Lords
London
SWA1 0PW

4 November 2024

Dear Lord Leicester,

As promised during the Committee Stage of the Crown Estate Bill, I am writing to respond to the question you raised about the issue of pollution from crew transfer boats in relation to the development of offshore renewables.

During the past year, The Crown Estate (TCE) have worked across the marine sectors to quantify the Greenhouse Gas (GHG) emissions associated with their customers' marine activities. They are developing tools to quantify the emissions in different development scenarios. This includes the emissions from offshore wind operations and maintenance Crew Transfer Vessels (CTVs) and Service Operation Vessels (SOVs).

In parallel to improving the country's understanding of the GHG emissions across marine sectors, TCE are exploring opportunities to support the decarbonisation of their customers' activities and supply chains, as well as the role that TCE can play in enabling decarbonisation across the whole value chain. This includes investigating measures, in partnership with key stakeholders, to support the deployment of zero or low carbon vessels (ZEVs) for operations and maintenance of offshore wind. For example, a project undertaken in collaboration with the Department for Transport, aiming to identify solutions that could be implemented by Government and other relevant organisations (such as TCE) to enable the deployment of ZEVs.

In addition, the Legal Agreements for the Round 5 Offshore Wind Opportunity will include obligations supporting the aim to accelerate progress towards a net positive outcome for environment and improved resilience of marine

ecosystems in the Celtic Sea. The Wind Farm Agreement for Lease (AFL) and the Transmission AFL (where applicable) will each contain requirements for Project Companies to annually assess and publish Greenhouse Gas (GHG) emissions for scope 1, 2 and 3 emissions associated with each Round 5 Development.

There is an opportunity for the government to give the maritime sector the clarity it has been calling for, when it comes to maritime decarbonisation. The DfT will be setting out their plans for maritime decarbonisation in the coming months, including potential actions to decarbonise CTVs and SOVs, ensuring there are opportunities for the maritime sector to engage with our policy development.

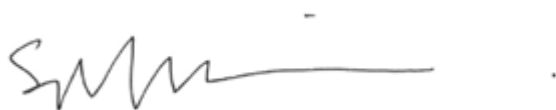
DfT is also fully supportive of Operation Zero, an industry led coalition that launched at COP26 in November 2021. The aim of Operation Zero is to accelerate the decarbonisation of operations and maintenance (O&M) vessels supporting offshore wind farms in the North Sea and Celtic Sea – and to make zero-emission O&M vessels a reality by 2025. We will continue to engage with Operation Zero's efforts on this agenda.

Alongside the work of Operation Zero, the £206m UK Shipping Office for Reducing Emissions (UK SHORE) programme focuses on developing the technology necessary to decarbonise our domestic maritime sector – including in the offshore wind sector. Since April 2022, UK SHORE has allocated more than £50m to 18 projects, developing offshore wind solutions, including electric, hydrogen and methanol technologies.

I trust this goes some way to answering the specific questions you raised at Committee stage on the Crown Estate Bill.

This letter has been copied to all those who made contributions at Committee Stage, and a copy has been placed in the library.

Yours sincerely,

A handwritten signature in black ink, consisting of a series of loops and a long horizontal stroke, followed by a small dot.

Lord Livermore

FINANCIAL SECRETARY TO THE TREASURY