

**Q. Who owns GTT?**

A. GTT is a wholly owned subsidiary of Greenergy.

**Q. How many stages are there to the project?**

A. The FEED stage is expected to take 20 months. This will then be followed by a two-year construction period, with commercial production estimated to commence in 2025.

**Q. Who are the customers for the product?**

A. The anchor customer for the development fuels is Greenergy, to meet its own biofuel blending obligation in the UK, where biofuel obligations are increasing rapidly. Any surplus production will be sold to markets across the world. The intention is for recovered carbon black (rCB) to go back into tyre production as part of the circular economy.

**Q. Where will you source the raw materials from?**

A. Our source waste materials will come from within the UK.

**Q. How does the process of turning waste tyres into development fuel work?**

A. Essentially, by combining two proven technologies on a new feedstock – waste tyres. The technologies are Pyrolysis and Hydrotreating. Pyrolysis thermally degrades tyres at high temperatures in the absence of oxygen – splitting them into solid, liquid and gas phases. The liquid is the tyre derived oil (TDO) that we then process (through the hydrotreating process, which removes contaminants from the oil) into development fuel diesel. The solid is a char which is further processed into rCB, which can then be used in the production of new tyres. The gas is captured and recycled to fuel the plant.

**Q. Does this process affect the environment?**

A. Initial Green House Gas (GHG) calculations suggest 80% savings compared to fossil diesel, easily surpassing the 65% GHG threshold required to be classified as a development fuel. These processes have a low impact on the environment (in comparison to burning or burying waste in landfill), providing a solution for the significant amount of waste tyres, and creating a 'drop in' fuel that will help lower emissions in existing vehicles, and creating a circular economy for rCB.

**Q. What happens to the steel braiding when the tyre is recycled?**

A. The steel is removed before it gets to the plant by the feedstock supplier. It is removed from the tyre through a system of shredders and magnets and is recycled back into steel products.

**Q. Where will the recovered carbon black go?**

A. We have interested parties prepared to purchase the rCB product and recycle it back into tyres and other rubber products.

**Q. Can the plant create anything else from waste derived products?**

A. The project has the option to create renewable diesel or sustainably aviation fuel (SAF) via hydrotreatment of sustainably sourced waste cooking and vegetable oils, tallows or virgin oils by installing an additional Hydrotreater that could take advantage of synergies with the TDO Hydrotreater on site.

**Q. How will the plant's operation be regulated?**

A. GTT are in the process of applying for an environmental permit for the operation of the facility. The Environment Agency will be the regulating authority for the plant's operation. They will ensure the plant's design complies with the regulatory requirements and GTT will have reporting obligations to demonstrate the plant is operating as required by the environmental permit and the Environment Agency.

**Q. How big will the bio plant be?**

A. The site for the plant is approx. 35 acres in size.

**Q. What is the capacity of the plant?**

A. When complete, the plant will process 155kt per year of mulched tyres. This will produce around 65kt of rCB and 70kt of TDO, and a subsequent 47kt of development fuels.

**Q. When will the plant start producing development fuels?**

A. Commissioning is forecast to begin in 2024, with commercial production in 2025.

**Q. How are emissions from the plant controlled?**

A. The plant will be fitted with state of the art emissions control technology to ensure compliance with the stringent emission limits included in the environmental permit.

**Q. Will this create new jobs?**

A. Yes, during construction, and once the plant is operational, it will create jobs.