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Price spikes and delivery delays seen in Singapore ahead of IMO 2020

FUEL BARGES BEING taken offline for tank cleaning ahead of IMO 2020 is causing delays and resultant price spikes at top bunkering port Singapore and a loss of business to neighbouring ports.

Argus Media reported that low availability of spot supplies of high-sulphur fuel oil and low-sulphur fuel oil in Singapore has caused delays in bunker deliveries and premiums of as high as $7 to $17 per tonne to bunker HSFO in alternative ports such as Port Klang.

A bunker supplier was quoted as saying that earliest deliveries for HSFO and LSFO were December 4 and December 5 respectively.

Bloomberg meanwhile noted that the preparations for the IMO 2020 switch and resultant longer waiting times for delivery were causing confusion and congesting bunkering anchorages in the Malacca Strait.

While a huge proportion of tankers is loaded with 0.5% sulphur fuel waiting on an LSFO arbitrage play, others are getting tanks cleaned to load more LSFO ahead of the fuel switch deadline on January 1, 2020 or waiting to load more HSFO, which is also in unexpectedly high demand.

"There's certainly lots of chaos with final preparations and switching," Bloomberg quoted the Jefferies analyst Randy Giveans as saying.

According to the Maritime and Port Authority of Singapore, the cleaning of barges' cargo tanks is being carried out progressively. "The authority is working closely with industry stakeholders on a smooth transition to supply compliant fuel and doesn't expect any congestion from January 1," the MPA added.

It is estimated some 20% of the approximately 300 barges supplying HSFO in Singapore have already switched to supplying LSFO.

WHAT TO WATCH

From pirates to politicians and from hackers to seafarers: A decade of maritime's most influential players

TEN years ago, Lloyd's List published its inaugural Top 100 ranking of the most influential people in shipping.

Much has changed in the industry over the past decade, in what has been arguably one of the most eventful periods in shipping's long and illustrious history.

Lloyd's List's rankings have documented it all, charting the shifts in the balance of power and the rise and fall of shipping's kingpins as they navigated — some better than others — a global financial crisis, geopolitical upheaval, regulatory rulings and numerous other factors that have helped shape shipping today.

While some facets of the industry have been completely transformed and are simply unrecognisable to when we began our annual listing, many of the themes underpinning shipping have remained constant.

In the first Top 100 issue, Lloyd's List editor Richard Meade noted four "big issues of the day" — overcapacity, China, oil price and access to finance — that are just as relevant today as they were a decade ago.

Yet shipping in 2019 is a very different beast. It has grown into one that embraces new ideas and ways of thinking. Shipping can no longer be labelled a technology laggard.

The industry has also become acutely aware of its environmental responsibility and is demanding change.

Of course, Lloyd's List's rankings in 2019 will embody this evolving entity, reflecting the movers and shakers driving change and pushing the boundaries.

Naturally, some of the old faces — whose influence cannot be ignored — will also stand guard.

However, expect the unconventional.

In the past, we have noted the contributions of figureheads from the political spectrum, whether US presidents Barack Obama and Donald Trump or former Saudi oil and Chinese transport ministers, whose policies and decisions have had major maritime repercussions.

There has also been the odd nod in the past to the pirate and the hacker, plus homage has been paid to the humble seafarers in respect of their admirable frontline duties.

While everyone may not have agreed with all the ranking decision, it is important to note the Top 100 is entirely subjective.

However, Lloyd's List has always sought to add clarity to justify our motives.

The Top 100 will, as ever, prompt discussion and ruffle a few feathers. No doubt several of shipping's biggest egos will take a hit. Others will be suitably soothed.

Either way, it is never one to miss.

The Top 100 will be made available online on Friday, December 13.

Meanwhile, our sector Top 10s will help build the anticipation over the next two weeks, starting today with the most influential players from the container port sector.

South African operator rejects criticism of LNG

THE founder of an upcoming liquefied natural gas bunkering facility in South Africa is confident the time is right for LNG as a marine fuel, despite some quarters of the industry calling against further investment.

DNG Energy expects to begin providing LNG as marine fuel off of Algoa Bay, South Africa's biggest bunkering port, in the second quarter of 2020.

Company chief executive Aldworth Mbalati told Lloyd's List that while his company was not there to "coerce" people into taking up LNG, he believes it makes sense, not least because of its sulphur-eradicating properties.

While LNG-fuelled vessels remain a small minority of the global fleet, they have gained traction in the past couple of years, with firms such as CMA CGM ordering more LNG-fuelled box carriers and capesize LNG-fuelled bulker being built.

But DNG Energy launches the operation at a time when the fuel also faces a backlash from certain parts of the industry. There are naysayers urging shipowners to hold back from investing into LNG-fuelled ships, warning LNG is just another fossil fuel with limited carbon-cutting value.

Mr Mbalati questioned what the real motivations behind these calls are and suggested that the reasoning behind them is flawed.

"So you want to continue destroying the environment in the hope and prayer that you will find an ultimate solution in the future, whereas today you can mitigate the damage. I just don't understand the intellectual prowess of that argument," Mr Mbalati said.

His argument against the critics of the fuel is that LNG is a transitional fuel until a lasting solution can be found. This argument echoes what many other proponents of LNG fuel also say.

Mr Mbalati told Lloyd's List that DNG Energy will source the LNG it will be selling on to vessels from the United States, but did not disclose who will be providing it.

It is seeking to charter vessels to bring the LNG to South Africa.

"We are currently negotiating a bare bone charter agreement with one of the fleet owners. We need more than one vessel to shuttle LNG from the US gulf coast into South Africa," he said.

DNG's latest endeavour was no small task; the cost of building storage units, bunker barges and support offices could cost the company up to $180m, Mr Mbalati said.

The company believes it has one potential single customer that could consume about half a million tonnes of LNG a year from the terminal. He did not name the customer.

It is also trying to shore up more contracts with several other companies interested, Mr Mbalati said. But he also admitted it is unclear how many of these will actually be ready to take in fuel from the facility when it opens for business.

The firm will rely on a 147,00 cum LNG floating facility and two bunkering barges smaller than 12,000 cum. One of them is an 8,000 cum currently being built in South Africa, while the other barge is being bought off market and currently trading.

DNG Energy is also trying to promote LNG onshore the African continent. It says it is investing $5bn by 2020 in infrastructure programmes across South Africa, Nigeria and Mozambique.

Mr Mbalati said the firm has mining customers looking to power their operations, as well as customers in the trucking market paying expensive diesel for their deliveries. LNG could be suitable for these industries.

"Even if no LNG bunkering customers come when we start operating our facility, we will not go out of business because we have other customers we can service onshore," he said.

Ports and terminals call for block exemption clarity

THE European Commission's proposal to extend the Consortia Block Exemption Regulation has been criticised for reinforcing market imbalances and the lack of transparency that characterises the monitoring of consortia market shares.

The Federation of European Private Port Companies and Terminals has said the European Union regulators' decision to opt for the status quo and to reject clarifications and adaptations of texts could be detrimental to a level playing field within the maritime logistics supply chains.

"According to the Commission, the findings of the evaluation demonstrate that the objectives and justifications for the Consortia BER remain valid and that the market conditions of the liner shipping sector still appear to necessitate the existence of a sector-specific BER," Feport said following its general assembly this week.

"At the same time, it acknowledges that there is no accurate data regarding the Consortia BER and that it is therefore difficult to assess whether some consortia are below 30% in terms of their market share."

It added that, by the Commission's own assessment, only a fifth of consortia fell within the scope of the Consortia BER with any certainty that their market share was below 30%.

"The dearth of data also poses the question as to how the Commission monitors the compliance of the three powerful liner shipping alliances that fall outside the scope of the regulation," said Feport president Gunther Bonz.

"It is clear that the current framework is no longer adequate to the task, given the ever-increasing market concentration that goes hand-in-hand with joint purchasing, as some lines seem to readily acknowledge."

Users of liner shipping services had suffered from an "increasingly unbalanced market" since carriers had entered into major co-operation agreements, he added.

"The Commission's apparent acceptance to prolong the Consortia BER without having information about real market shares is alarming and bewildering."

Feport said the majority of the respondents to the consultation had called for the inclusion of provisions that would improve the text and guarantee a more balanced relationship between shipping lines, their customers and service providers.

"Yet the Commission has proposed to prolong the Consortia BER without any amendments, dismissing the market-related arguments of stakeholders in the maritime supply chain who called for modifications."

While Feport supports the notion of EU shipping benefitting from specific instruments such as exemptions to the prohibition of state aid and cartels, it wants more transparency and amendments to texts such as the Consortia BER.

"Feport is convinced that EU shipping as well as its customers and service providers will be more competitive if rules guarantee a level playing field to all parties of the maritime logistics chain," it said.

"Texts that have not been modified for 15 years must be updated to take into account market developments and additional provisions that have been adopted by the Commission through individual decisions."

OPINION

Perception is a key element in the autonomous discussion

A NEW survey of 6,000 people, including transport and insurance sector leaders, will make disturbing reading for the autonomous shipping community, *writes Richard Clayton.*

In an analysis of levels of public comfort with autonomous technology (road, rail, maritime, and aviation), only in China were respondents more positive than negative — in any of the transport sectors.

The results of the survey were released by Kennedys Law, the London-based legal firm specialising in insurance and dispute resolution.

In shipping — described rather worryingly as 'boats without a captain', although without reference to any other member of a ship's crew — some 48% of Chinese respondents were somewhat or very comfortable. One fifth of Australians, Singaporeans, and Americans were comfortable with the concept, and fewer than one in five Hong Kong or British respondents.

Scores were higher across the board for driverless trains, buses, and taxis. But there are real concerns about pilotless commercial planes, with Australians, Singaporeans, Britons, Americans, and residents of Hong Kong feeling very uncomfortable. Chinese respondents' ambivalence is surprising.

Only in the area of drones delivering parcels was there a good degree of comfort, but even here it was not fully accepted.

The main reason for concern is safety. Human judgement is regarded as more trustworthy than computers.

There are some very obvious benefits of autonomous technology.

Crew wages is one of the most expensive elements of vessel operating cost, however the trend is downwards, according to the latest OpCost survey from analysts at BDO.

Most errors are attributed to humans, so it is argued that removing humans from vessel operations will make the venture safer. Further, cargo handling is slowed by human interaction, therefore automating the handling process makes it safer, cheaper, and more efficient.

At the beginning of this year, the World Maritime University's Transport 2040 document concluded that in all sectors of transportation, lower- and medium-skilled workers were much more likely to lose their jobs from automation than higher-skilled workers.

White paper

In a white paper released in March by ABB, the technology leader observed that: "The possibility to safely operate the vessel without direct, continuous, and active supervision of the master, or the person who has the delegated responsibility, is likely to require a fundamental revision of the legal system."

In April, academics from Norway wrote a learned paper entitled At Least As Safe As Manned Shipping? They concluded by acknowledging that the jury is still out.

Now, in November, Kennedys partner Michael Biltoo states that the challenges facing the maritime sector are "particular and exacting. From multi-national regulatory frameworks to barriers of data transfer while offshore, achieving the consensus necessary to facilitate global fleets of automated ships will be crucial in achieving marine autonomy."

Meanwhile, The International Maritime Organization's Strategic Plan (2018-2023) plods on with its Strategic Direction to "Integrate new and advancing technologies in the regulatory framework". The scoping exercise is expected to be completed in 2020.

There are several points to be made. First, few would disagree that greater automation in maritime is inevitable, or that a more data-driven approach to logistics is vital if the sector is to get to zero emissions.

But many would question Mr Biltoo's assertion that all we need to do to achieve the necessary level of public trust is to provide solutions to the storage, usage, and sharing of the masses of data these autonomous ships will generate.

Second, Kennedys is a law firm specialising in insurance; it has a particular interest in the safety aspect of autonomous technology. Unless and until it is comprehensively shown that autonomous shipping is at least as safe as manned shipping, industry regulators should dismiss those who advocate that controlling cost trumps safety.

What's good for human safety will be equally beneficial for the environment and, by being more efficient, will also achieve better use of financial resources.

Third, the Kennedys survey looked at perception. We are not told how those 6,000 adult respondents were selected, or why Norway, Finland, and Denmark were excluded. These Nordic technology powerhouses would have been much more upbeat about autonomous shipping. Surveys are only as good as the market practitioners' brief.

If you really want to understand perception of unmanned operations, simply issue a press release saying that all ticket inspectors are to be withdrawn from commuter trains. Union leaders will immediately call for strike action, and hundreds of thousands of commuters will fear for their jobs. Perception should not be underestimated in any transport sector.

ANALYSIS

The Interview: Tom Crowley

CROWLEY Maritime Corporation was born from a single rowing boat plying the waters of San Francisco Bay more than 127 years ago. That was the initial investment of Thomas Crowley and, along with his own labour as oarsman, it represented the start of what has come to be one of the more remarkable firms in the US today.

Over the past century and a quarter, Crowley Maritime Corporation has moved well beyond that single rowing boat to become known as a marine solutions, energy and logistics company that provides services in domestic and international markets through four business units: Crowley Shipping, Crowley Fuels, Crowley Logistics and Crowley Solutions.

But while the company has grown and diversified over the years, some things haven't changed. As chairman and chief executive Tom Crowley sees it, "we are still privately held, strive to be a leader in our markets, provide world-class services to our customers and sustain and grow the company by reinvesting profits back into the business".

Born in San Francisco and educated in Seattle, Washington, Mr Crowley is the third generation of his family to run the business, taking over in 1994 on the passing of his father Thomas B Crowley, Sr. It was a role that came suddenly, but one his father had prepared him for from a very early age and in "a fun way".

"He was 53 when I was born. So, I would say the first half of his life was really focused on the business, but by the time I came along, he was really a very devoted family man. But instead of going out and playing baseball on the weekends, he would take me down to the shipyard," Mr Crowley says.

That early training gave Mr Crowley "a very tight connection" with the company and insight into "what the company was all about".

The training also saw him selling tickets for the firm's Red and White Fleet, a sightseeing and charter tour company, as well as working with mechanics and deckhands. Not least, he eventually discovered that he was "one of the few deckhands that knew how to splice a line".

But Mr Crowley also learned that he was on a fast-paced training programme: "about the time I ever figured a job out, they would move me on to something else".

Looking back, he sees it as "incredible experience for somebody my age, but, but also I think served me really well to kind of learn the business from the bottom up". The experience stood him very well indeed since, with the sudden passing of his father in 1994, Mr Crowley "ascended to a leadership position much more quickly than I thought I was going to".

Resiliency

Mr Crowley is proud of the company he leads, saying that it shines most brightly when there's "a big challenge", whether it be an earthquake, a hurricane or a huge salvage job such as the Costa Concordia. Such challenges, he says, bring everyone together, creating "a very resilient and capable organisation".

The resiliency of Crowley Maritime Corporation was recognised by the US Transportation Command, which last year awarded the firm a $2.3bn contract to manage Defense Freight Transportation Services. The contract calls for Crowley to move various types of cargo from thousands of suppliers through 41 major depots around the continental US, including Alaska, and in Canada.

In June, Crowley successfully executed its first cargo move under the new DFTS contract. Mr Crowley said that, "the initial DFTS move is a culmination of years of careful and strategic preparation combined with a lot of diligent work on the part of our logistics team and technology partner 3Gtms".

According to Mr Crowley, his firm is now managing "1,600 orders a day for transportation requirements throughout North America and we're doing that with a 98.5% on time performance". He says it is "amazing" also because the work is being done with 45% small businesses — minority-owned businesses and veteran-owned businesses — supporting the effort.

"We've saved the Department of Defense money in terms of the way in which we move the freight and we've done it in a way that has far exceeded their expectations in terms of performance and utilising small business," he says.

LNG-powered vessels

Earlier this year, Crowley Maritime named its second US-flag combination container/ro-ro ship, the Taíno. It joined El Coquí as the second of two Commitment Class, liquefied natural gas-powered conro ships being built for Crowley's shipping and logistics services between Jacksonville, Florida, and San Juan, Puerto Rico.

Coming ahead of IMO 2020, Mr Crowley sees the move into LNG-powered vessels as part of the company's long-term concern over environmental issues. "From an innovation point of view, environmental issues for us have always been very important and based in the places that we operate and how we operate."

He says it was "very clear to us" that an LNG-powered ship "made a lot of sense" with regard to the firm's connection with Puerto Rico. "It's a closed loop and it enabled us to make that investment," he says. Underlining the "closed loop", a new shoreside LNG fuel depot is being completed at the firm's base in the port of Jacksonville that will provide dependable supplies of LNG for the vessels.

"From an environmental standpoint, it was the right choice for us," Mr Crowley says. But he notes that other carriers might have greater difficulty in arriving at the same solution as their vessels "are moving around longer distances into different ports. So it's harder to make that investment globally".

None the less, he believes the industry is "definitely moving" in the direction of LNG, although it's going to "take time and investment in the infrastructure to be able to move natural gas".

An 'amazing' resource

Crowley Maritime Corporation has long conducted business with Latin America, El Salvador in particular. But while the firm has built an "amazing supply chain" throughout Central America, Mr Crowley also says "we've moved a lot of jobs to El Salvador". Indeed, he says, that "probably a third" of the company's administrative work is now being done there.

For Mr Crowley, El Salvador has been "an amazing resource" for the firm, but also "very rewarding" because "we're putting good paying jobs in that region that we're also serving as a transportation provider".

The way he sees it, Crowley Maritime is helping to provide that experience where the workers have a connection to an American company, but are "putting their own mark on it" and showing "incredible pride in what they're accomplishing".

"Every time I go down there, they pull me aside and they say, 'What else can we do? What else can we do for you?' And it's neat to see that spirit."

The venture in El Salvador represents a foray into diversity and inclusiveness, subjects of considerable interest to Mr Crowley.

"The question of how to create a more diverse organisation is not about 'the D'. It's about 'the I'. It's about the inclusion. And what's also interesting is inclusion really covers the broad spectrum of every employee," he says.

"If your team does not feel like they're being included in and being heard and being a part of what's going on in their job day to day, they're not going to be engaged. And it's so important if you want to create a diverse team, everyone has to feel part of that inclusion."

Crowley Maritime Corporation has come a long way from one man in a boat.

Top 10 box port operators

SINGAPORE'S PSA International claims the crown of 'Top of the ops' in the container port sector in this year's Lloyd's List rankings, heading up an Asian top three on an equity teu basis.

01 / Peter Voser, PSA International

HAVING held reign over PSA International for more than a decade, Fock Siew Wah retired in mid-2019 to make way for his deputy Peter Voser as chairman of the Singaporean operator.

The former chief executive of Royal Dutch Shell has big shoes to fill. Mr Siew Wah has led the group from being a regional to a truly global player.

The PSA Group's global footprint has grown to its current-day span of more than 50 coastal, inland and rail terminals in 17 countries, and volumes have doubled to more than 80m teu annually from the beginning of his stewardship.

On an equity basis, the group handled more than 60m teu in 2018, according to data compiled by Drewry.

Mr Voser has been charged with providing a sustainable growth trajectory for the group while helping it develop in the supply chain space.

Pivotal to this role will be digital products that PSA will champion through its venture capital arm unboxed. The facility was established to partner alongside third-party vendors from everything from 3D printing to blockchain.

However, PSA's speciality is ports. The group's expansion from its bread-and-butter activity shows little sign of slowing down.

The latest venture is in Gdansk, Poland, where it recently revealed plans to bring its development in line with the long-established ports in Europe's northern range.

This seems a daunting task, but one thing PSA can never be accused of is lacking ambition. It is not in its nature.

02 / Eric Ip, Hutchison Port Holdings

IN 2018, Eric Ip celebrated 20 years at the helm of Hong Kong-based Hutchison Port Holdings.

During his tenure, the group managing director has witnessed it all. From the box port boom years through a global financial crisis and beyond, to the era of the ultra large containership, which has seen ports evolve as rapidly as the vessels they serve.

HPH is the original global port operator, paving the way for others to branch out from their regional roots. Its first international foray was at Felixstowe, in the UK, where it remains today. Felixstowe is among more than 50 port terminals flying the HPH flag worldwide.

Expansion may have slowed in recent years but the same could be said of its competitors, reflecting a slower market pace and limited growth opportunities.

However, HPH is expected to be a major benefactor of the 'One Belt, One Road' initiative, as it starts to come to fruition in the coming years. More than 30 ports have been earmarked by the group under the China-backed project

03 / Feng Boming, Cosco Shipping Ports

FENG Boming was appointed chairman of Cosco Shipping Ports in September, as part of wider management reshuffle of parent state conglomerate China Cosco Shipping.

Mr Boming replaces Zhang Wei, who was promoted to senior management of Cosco Shipping the previous month as part of this reshuffle.

Changes at the top come as CS Ports continues its rapid period of growth, both in terms of throughput numbers and affiliated terminals.

Whether the takeover of Noatum Ports, Piraeus, or the creation of a new Abu Dhabi box hub in in the Middle East, CS Ports is steadily expanding its presence, with a significant foothold in nearly all the key markets.

In total teu terms, CS Ports leads the pack, having usurped HPH as the largest port operator in 2018. And it seems only a matter of time before the Chinese group climbs to the top of the rankings on an equity throughput basis, too.

04 / Sultan Ahmed Bin Sulayem, DP World

A MESSY terminal dispute in Djibouti made for an eventful 2018 for DP World, which is still wrangling on the matter to this day.

As the Dubai-based operator bids to put this unfortunate event to bed, it has been steadily building is business and putting its self-coined 'global trade-enabler' strategy back on track.

The ramp-up of business at new terminal ventures, including in London, has helped soften the blow of a weak domestic performance over the past year, but overall box volumes have remained flat.

However, cash-rich DP World, which boasts a portfolio of nearly 80 marine terminals, continues to expand.

Although the group's investments have diversified significantly in recent years, including the acquisitions of P&O Ferries, Unifeeder and, more recently, Topaz Energy and Marine, the port business remains its core.

New endeavours include a joint venture in Indonesia, where $1.2bn was put into the county to develop its port and logistics space. This includes a new 3m teu container facility.

Meanwhile, DP World's joint terminal venture with CMA CGM, Générale de Manutention Portuaire, has been award the tender for Le Havre's new box berths in northern France.

05 / Morten Engelstoft, APM Terminals

ENTERING the third year of his tenure as head honcho of APM Terminals, Morten Engelstoft has overseen the integration of the terminal operator into the Maersk group's wider transport and logistics division.

While the amalgamation takes priority, new greenfield sites and acquisitions have been put on hold. Instead, the focus has switched to utilising existing facilities, driving traffic from its affiliated carrier Maersk Line and likewise Hamburg Süd, while divesting itself of those deemed to be underperforming.

Zeebrugge has been the most high-profile asset seen as surplus to requirements, while market murmurings suggest the next on the list could be Maasvlakte I, in Rotterdam, with the group's operations set to be consolidated at the new Maasvlakte II site.

Despite new ventures being put on hold, APM Terminals remain a significant player, with a global network of nearly 80 terminals and more than 100 inland services.

06 / Bai Jingtao, China Merchant Port Holdings

BAI Jingtao has been elevated to the top position at China Merchant Port Holdings after former chairman Fu Gangfeng left to join rival China Cosco Shipping Corp as president, or number two.

Mr Jingtao is the group's managing director and is charged with heading up one of the fastest-growing players on the port circuit.

CM Ports has invested in new port projects globally, and is a key protagonist behind China's 'One Belt, One Road' drive. The group now has nearly 40 terminals globally to its name.

However, its expansion is hindered by the absence of an affiliated carrier, on which many of its competitors can rely for guaranteed volumes. The company does, though, hold a significant stake in Terminal Link, which is majority-owned by French carrier CMA CGM.

In the face of growing economic headwinds, CM Ports is therefore looking to draw equity investment from carriers involved in some new and existing port projects fronted by the Hong Kong-listed operator.

"More and more ports are teaming up with carriers nowadays," Mr Bai said in late August. "This is perhaps something that we all have to do at the current stage of the industry."

07 / Ammar Kanaan, Terminal Investment Ltd

AMMAR Kanaan is now well into the second year heading up Terminal Investment Ltd as the terminal operator's chief executive.

He replaced the long-serving Vikram Sharma, who stood down upon his retirement.

Over the course of Mr Sharma's reign, TIL, the terminal-operating arm of container shipping giant Mediterranean Shipping Co, grew into a fully fledged global operator. TIL was initially established to provide land support to MSC but is now a seriously player in its own right.

Under Mr Kanaan's stewardship, MSC's port business has continued to rise to prominence, expanding its reach with some eye-catching ventures. This includes the sign-off for a 30-year concession in Abu Dhabi to turn Khalifa Port into its regional hub.

TIL is also expected to lead the next expansion phase at the Mediterranean's largest container port Valencia, where it already has a significant presence. The terminal operator was the sole bidder for the project, involving the build of Valencia's fourth container terminal scheduled to open in 2024.

08 / Christian R. Gonzalez, International Container Terminal Services Inc

CHRISTIAN R. Gonzalez is the nephew of International Container Terminal Services Inc chairman and president Enrique Razon Jr.

He was instated by the Spanish-Filipino billionaire as the group's global corporate head at the start of 2019 to oversee day-to-day operations.

The Manila-based company's longstanding mantra has been to invest in small to medium-sized established terminals focused predominately on gateway cargoes, where there is the promise of immediate efficiency gains and, in turn, strong cashflow potential.

Forming partnerships with local players has been a prominent feature of ventures past. However, the group has always favoured owning a majority stake in its terminal investments. The only exception is its joint venture with Singaporean operator PSA in the Colombian port of Aguadulce.

While competitors seek to diversify, ICTSI has pledged to stay true to its roots, focusing solely on port operations. With Mr Gonzalez being from a pure port background, he is seen as the ideal man to lead the group forward.

Today, ICTSI is involved in 32 terminal concessions and port development projects in 19 countries globally.

09 / Anchor Chang, Evergreen

ANCHOR (Cheng-Yung) Chang is one of three sons who inherited the Evergreen empire from their father, the late Chang Yang-fa, founder and former chairman of the company.

Although it is still unclear who oversees the company's day-to day-operations, with only a handful within the Taipei group's inner circle aware of who is calling the shots, chairman Anchor Chang has increasingly been seen as the voice of the company — or at least publicly.

Evergreen's principal business maybe container shipping, as the seventh-largest global carrier, but its terminal portfolio, too, is impressive.

The group has interests globally, including in the US, most notably Los Angeles at Everport, Central America and the Middle East, while the majority are located closer to home across Asia.

Unsurprisingly, Evergreen has a strong presence at all of Taiwan's port majors, including the largest, Kaohsiung.

10 / Knud Stubkjær, SSA Marine

US PORT operator SSA Marine is known predominately for its domestic operations, holding a presence at the principal box ports on both the western and eastern seaboards.

Yet despite a significant share of business concentrated in the US, SSA Marine has interests throughout the globe, with quays operating under its name in nearly all continents. Indeed, only Europe is missing from the list.

The Seattle-based company has, though, recently won a tender for a new box facility in Georgia, located at the crossroads of Europe and Asia.

Knud Stubkjær heads up the operational side as the group's chief executive and is a man familiar in container shipping circles.

Another of the Maersk alumni, he has more than 35 years of experience in the industry, including 30 with the Danish shipping giant, serving — among numerous positions — as head of the Maersk Container Business.

The Top 10 box port operators ranking is based on the equity share of global terminal teu volumes derived from data provided by Drewry

Global trade continues to lose momentum

WORLD trade is forecast to see a further contraction in the short term, with most major economies expected to undergo a shrink in activity, with the exception of India.

The overall trade outlook is reduced by 2 points, to a new index value of 45, meaning that "global trade continues to lose momentum, albeit mildly", according to DHL's latest Global Trade Barometer.

"Against the previous updates, the downward tendency is largely moderate and steady, neither indicating an acceleration of the decline nor a bottoming out," it said.

The level of the quarterly index has fallen steadily since its score of 60 last December, dropping to 56 points in March, still signalling slight growth, before dropping below the threshold of 50 points, which marks the line between positive and negative growth in the GTB methodology.

It fell to 48 in June and 47 in September, before slipping further to its current level of 45 this month.

"Except India, all surveyed countries are affected by the deceleration and record indexes below the 50-points-threshold of no growth," DHL said.

It said the overall decline was driven by minor decreases in both, air and containerised ocean trade. Air trade declined by 3 points to 42 points, and containerised ocean trade by 2 points to 46 index points.

"The year will probably end with moderate world trade," said Tim Scharwath, chief executive of DHL Global Forwarding, Freight. "However, we have to bear in mind where we come from: the rapid growth world trade has undergone in recent years was like climbing Mount Everest. Now, we are on the descent, but we are still breathing altitude air."

Out of seven key surveyed countries, six record mildly negative trade outlooks: Germany and China both fall by 3 points on the scale to an index of 45 and 42, respectively. For Germany, this development is mainly triggered by a weakening air trade outlook, which significantly drops by 7 points to 45, said DHL.

"The slowdown in Chinese trade is caused by sluggish air and ocean trade, leaving China with the weakest growth outlook of all surveyed countries," the report noted. "Needless to say, this downturn can be attributed to the ongoing trade war between China and the US."

US trade is also expected to contract further, albeit an almost unchanged overall trade outlook of 44 index points (-1 points compared with the previous update).

The overall outlook for South Korea decreases by 2 points to a new index value of 43.

India is the only country that manages to return to a moderate growth outlook, picking up +5 points to 54 "on the back of a very robust ocean trade", the barometer noted. "In contrast to continuously weak air trade (-4 points to 44), Indian ocean trade significantly increases by +10 to an index of 60."

Apart from India, two country developments stand out in particular: Japan and the UK.

While Japan and the UK had been the only countries with positive trade outlooks in the previous update in September, the two countries record the highest losses in this period, with both, Japan and the UK falling below the 50-point threshold.

UK trade had already recorded a downward tendency in the previous update. For the next three months, the forecast for the UK falls below the point of no change for the first time: dropping 4 points to a new index value of 49, the GTB indicates a mild decrease for UK trade. The decline is caused by a slight decrease in air (-4 to 49) as well as ocean trade (-5 to 48).

"After several quarters of relative resilience, this development obviously reflects the persisting Brexit uncertainty," the report said.

UK maritime sector could benefit from OECD tax reforms

LONDON needs to be ready to take advantage of global tax reforms that could attract more shipowners to the UK.

That was a key message from Maritime London chairman Lord Jeffrey Mountevans at the organisation's annual dinner.

The Organisation for Economic Co-ordination and Development's base erosion and profit sharing reforms, designed to prevent tax avoidance by multinational companies, are likely to have a "significant impact on our sector" as tax liabilities are shifted from where the vessel is owned to where the key functions of the owning entity take place, he said.

"The UK has to be alive to this opportunity and ensure we make ourselves as attractive as possible, and promote ourselves proactively so that the UK can capture owners who are reassessing their company structures."

Lord Mountevans also highlighted progress in the area of finance that was singled out as the one weak spot in the UK's maritime professional business services offering in the Catching the Wave report authored by PwC.

The study found that the UK had a global market share in this sector of around 25%, with insurance, law and shipbroking all world leaders, while third-party shipmanagement was ranked number three in the world, and ship classification was fourth.

"Its only area of weakness is finance," concluded the report, which was published by Maritime London during this year's London International Shipping Week.

However, Lord Mountevans noted that the UK maritime community had made “significant strides” with its engagement with UK Export Finance which has now broadened the definitions of what constitutes an exporter to include a UK-based shipowner.

“This change has opened the door potentially to a number of loan guarantee products that could support the UK owning, ship finance and marine manufacturing markets,” he told the International Maritime Industries Forum and Maritime London’s 44th anniversary dinner.

In conjunction with the Green Finance Institute, Maritime London is exploring a partnership to develop definitions. and possibly products, to facilitate the growth of sustainable finance in shipping.

The Catching the Wave report provide 36 recommendations which, if implemented, ``will ensure we can compete on a level playing field, and maintain our market share, in one of the few sectors where we can truly say that the UK is a world leader,” Lord Mountevans said.

MARKETS

Ocean freight contract rates rise in November

THE trend of downward pressure on long-term contracted ocean freight rates appears to have been broken, or at least temporarily derailed, with marginal increases seen across the board in November, according to digital rates specialist Xeneta.

Global rates climbed by 0.9% over the past month, according to the latest XSI Public Indices report from Xeneta, which uses real-time “crowd-sourced” data from the world’s leading shippers to provide intelligence on the long-term contracted market.

“This disrupts a long-term pattern of decline that, with the exception of a sizable and unexpected rise in May, has been ongoing since summer 2018,” said Xeneta.

The Oslo-based company’s XSI report uses more than 110m data points covering more than 160,000 port to port pairings, to provide insight into the latest market moves.

In November, those moves were “surprisingly positive for the somewhat beleaguered container industry,” said Xeneta chief executive Patrik Berglund.

“We’ve become so used to seeing the arrow pointing downwards over the course of the past year-and-a-half or so that a push ‘into the black’ comes as a minor shock to the system. It just goes to show how unpredictable the ocean freight segment remains,” he said.

Although the index — currently standing at 111.54 points — remains 4% lower than the high of 116.19 reported in May, it is now up 0.8%, year on year, and has increased by 3% since the end of 2018.

And it is not just the index that is “in the black”.

“The carriers have posted largely positive results for the third quarter of the year, with Hapag-Lloyd reporting a net profit of $168m — that is against a profit of just $15m this time last year,” said Mr Berglund. “The world’s largest carrier, Maersk, reported a healthy net profit of $520m. Even Yang Ming’s loss of NT$1.38bn is not as bad as it seems on the surface, as if options had been exercised on previously chartered vessels, they too would be in the black. So, the latest news is not as bad as many will have feared.”

The import and export benchmarks for Europe climbed by 0.2% and 0.6%, respectively, “while shipowners will have been further buoyed by a draft paper from the European Commission suggesting the EU Consortia Block Exemption Regulation will be extended until April 25, 2024”, Xeneta added.

In the Far East, the XSI import index showed a 1.2% increase — although it remains down 16.5%, year on year — with exports rising by 0.5%. US imports climbed by 1.4%, boosting a trend that has driven a 27.3% increase since April this year, with exports registering a 1.5% rise.

IN OTHER NEWS

MPC Container Ships forecasts greater stability in charter market

DELAYS in scrubber retrofits and an increase in the scrapping of older vessels should help support the boxship charter market into 2020, according to MPC Container Ships.

In a statement accompanying the Norwegian owner's unaudited third-quarter results, chief executive Constantin Baack said the container shipping charter environment had "stabilised" in recent months.

"The feeder segment witnessed a moderate supply-demand rebalancing in the third quarter of 2019, albeit with a more hesitant growth trajectory compared with larger vessel segments," Mr Baack said.

Shipowners' Club seeks 5% rate rise

SHIPOWNERS' Club has announced its first general increase in six years, with the insurance company citing ongoing higher-than-budgeted deficits as the rationale behind the decision.

Even so, the 5% rate hike from the smaller craft specialist comes in below the current 7.5% imposed by the North, UK, Standard, Steamship and London clubs, which effectively marks the current going rate among International Group affiliates. Other clubs are opting to grow revenue by switching to a ship-by-ship pricing model.

Shipowners' said that its combined ratio had hit 105.9% at the half-way point in the P&I financial year, which for historical reasons runs from February 20 to February 20, with an underwriting deficit of $5.7m.

Drilling activities for shallow water jack-ups seen stronger in Malaysian market

MALAYSIAN offshore services companies Icon Offshore and Velesto Energy have been outlining the state of the sector, with the former still struggling to push utilisation levels for its offshore supply vessels, but the mainly drilling-based company formerly known as UMW Oil & Gas is seeing good utilisation and performance from its fleet of jack-up rigs.

"Drilling activities have continued to increase, with more contracts being tendered out and awarded, both locally and globally," Velesto said, noting that all seven of the group's jack-up drilling rigs are under contract. Rig utilisation rate was in line with improvements in other parts of the Malaysian offshore sector, rising to 92% in the third quarter from 74% in the preceding quarter.

"With the continuation of the long-term contracts awarded in 2019, the rigs' utilisation is expected to continue to be high in 2020," Velesto said, adding that as one of the main jack-up rig players in the region with strong domestic Malaysian and regional track records, it stands to benefit from the continued demand.

China Merchants sells two VLCCs to Advantage Tankers

CHINA Merchants Energy Shipping is to pocket Yuan521.1m ($74.2m) having agreed to sell two Chinese-built very large crude carriers to Turkish owner Advantage Tankers.

Both ships were built in 2009. The 297,556 dwt *New Medal* was constructed by Jiangnan-Changxing Shipbuilding and the 296,481 dwt *New Global* by Bohai Shipbuilding Heavy Industry, said Shanghai-listed CMES in an exchange filing.

Delivery is scheduled for early or middle December this year. The Chinese owner said the sale was part of its fleet renewal efforts.

CDB Leasing strikes $269m financing deal for two MSC boxships

CDB Financial Leasing has agreed an acquisition deal that involves two Mediterranean Shipping Company large containerships.

The Hong Kong-listed subsidiary of state-owned China Development Bank said in an exchange filing that it would buy a pair of 9,400 teu ships for $172.8m in total, at about 82% discount to appraised value.

The sellers are Sinoceanic X and Sinoceanic XI, ultimately controlled by HNA Group, the filing added. The embattled Chinese conglomerate has been offloading assets to trim debts.

Nordic ports join forces in sustainable transport drive

GOTHENBURG has joined a group of nine other Nordic region ports that have signed a declaration to co-operate, exchange information and share best practice on a range of environmental and climate-related issues.

"No one can solve the climate challenges alone," said Gothenburg Port Authority environmental manager Edvard Molitor. "Co-operation and consensus between ports and other actors are required to move forward. The more we work together and exchange experiences, the better and stronger we can become collectively."

As the interface between land and sea transport, and through their role as nodes of global transport, ports played a vital role in contributing to the UN's Sustainable Development Goals, the port said in a statement.

For classified notices please view the next page.

NOTICE OF ACCEPTANCE OF AN APPLICATION FOR A DEVELOPMENT CONSENT ORDER BY THE PLANNING INSPECTORATE UNDER SECTION 56 OF THE PLANNING ACT 2008

THE EAST ANGLIA ONE NORTH OFFSHORE WINDFARM DEVELOPMENT CONSENT ORDER (APPLICATION REFERENCE EN010077)

REGULATION 9 OF THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009

REGULATION 16 OF THE INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017

Notice is hereby given that the Planning Inspectorate (on behalf of the Secretary of State for Business, Energy and Industrial Strategy) has accepted an application made by East Anglia ONE North Limited of 3rd Floor, 1 Tudor Street, London, EC4Y 0AH for a Development Consent Order under the Planning Act 2008 ("the **Application**"). The Application was made on 25 October 2019 and accepted for examination on 22 November 2019 (Reference EN010077).

SUMMARY OF THE PROJECT

The Application is for development consent for the construction and operation of the East Anglia ONE North Offshore Windfarm ("**East Anglia ONE North"**). The offshore windfarm would be located in the southern North Sea approximately 36 km from the Suffolk coast at its nearest point and would occupy an area of up to 208 km². The landfall connection works will be located north of Thorpeness in Suffolk, and the onshore substation and overhead line realignment works will be located in the vicinity of Grove Wood, Friston.

Development consent is required to the extent that the development is or forms part of a Nationally Significant Infrastructure Project (NSIP). The Project consists of two linked NSIPs, namely (i) an offshore generating station; and (ii) overhead line realignment works, together with associated development. As the proposed offshore generating station is expected to have a capacity of over 100 MW, it is an NSIP for the purposes of section 14(1)(a) and 15(3) of the 2008 Act. Pursuant to sections 14(1)(b) and 16 of the 2008 Act, the installation of an electric line above ground in England is an NSIP unless it falls within certain exclusions. It is not anticipated that any of the exclusions would apply to the overhead line realignment works, and as such these works form a second NSIP. It is for these reasons that the Project falls within the remit of the Secretary of State.

The Development Consent Order would, amongst other things, authorise:

1. Up to 67 offshore wind turbines and their foundations;
2. Up to one offshore meteorological mast and its foundations;
3. Subsea cables connecting the wind turbines and the offshore platforms;
4. Up to one offshore construction, operation and maintenance platform and its foundations;
5. Up to four offshore electrical platforms and their foundations;
6. A network of subsea platform link cables;
7. Up to two offshore subsea export cables to transmit electricity from the offshore electrical platforms to landfall located north of Thorpeness in Suffolk;
8. Landfall connection works north of Thorpeness in Suffolk;
9. Onshore cables commencing at landfall and running to the onshore substation in the vicinity of Grove Wood, Friston;
10. A new onshore substation in the vicinity of Grove Wood, Friston;
11. Accesses, ecological mitigation and landscaping;
12. Overhead line realignment works in proximity to Grove Wood, Friston including permanent realignment of a short section of the northern and southern overhead line circuits including the reconstruction and/or relocation of up to two pylons and construction of up to one additional pylon

in order to realign the northern overhead lines and the reconstruction and/or relocation of up to one pylon in order to realign the southern overhead lines;

13. Temporary diversion of the northern and southern overhead line circuits;
14. Construction of up to three permanent cable sealing end compounds (one of which may include circuit breakers) and underground connections;
15. A new National Grid substation;
16. Associated development comprising such other works as may be necessary or expedient for the purposes of or in connection with the relevant part of East Anglia ONE North;
17. Associated or ancillary works including improvements to highways, verges and private access roads, construction compounds, construction of a temporary haul road, landscaping and drainage works;
18. The permanent and/or temporary compulsory acquisition (if required) of land and/or rights;
19. Overriding of easements and other rights over or affecting land;
20. If required, the temporary stopping up, alteration or diversion of streets;
21. The application and/or disapplication of legislation including inter alia legislation relating to compulsory purchase; and
22. Such ancillary, incidental and consequential provisions, permits or consents as are necessary and/or convenient.

ENVIRONMENTAL IMPACT ASSESSMENT DEVELOPMENT

The proposed works are environmental impact assessment development for the purposes of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 and accordingly an Environmental Statement accompanied the Application.

APPLICATION FORM AND ACCOMPANYING DOCUMENTS

Copies of the Application form and accompanying plans, maps and other application documents may be inspected free of charge from **16 December 2019** until at least **27 January 2020** at the following locations and during the hours set out below:

Location	Address	Times	Notes
Suffolk County Council	Endeavour House 8 Russell Road Ipswich IP1 2BX	Monday to Friday: 9am to 5pm	Hard copy of the full suite of application documents
East Suffolk Council	Woodbridge Library New Street Woodbridge Suffolk IP12 1DT	Monday: 10am to 4pm Tuesday and Friday: 9.30am to 7.30pm Wednesday and Thursday: 9am to 5.30pm Saturday: 9am to 5pm Sunday: 10am to 4pm	Hard copy of the full suite of application documents
East Suffolk Council	Marina Centre Marina Lowestoft NR32 1HH	Monday to Wednesday: 8:45am to 5:00pm Thursday: 9:30am to 5:00pm Friday: 8:45am to 5:00pm	Digital copy of the full suite of application documents, together with hard copies of photomontages and DCO plans

Orbis Energy	Wilde Street Lowestoft NR32 1XH	Monday to Friday: 9am to 5pm	Digital copy only of the full suite of application documents
Leiston Town Council	Main Street Leiston IP16 4ER	Monday and Tuesday: 9am to 12.30pm and 2pm to 4.45pm Thursday and Friday: 9am to 12.30pm Alternatively contact 01728 830388 to make an appointment.	Hard copy of the full suite of application documents

Copies of the documents are also available online through the Planning Inspectorate's website at: https://infrastructure.planninginspectorate.gov.uk/projects/eastern/east-anglia-one-north-offshore-windfarm/.

Hard copies can be provided on request for a charge of £8900 plus VAT for the full suite of documents by e-mailing eastangliaonenorth@scottishpower.com or contacting East Anglia ONE North Project Manager, ScottishPower Renewables, 9th Floor, 320 St Vincent Street, Glasgow, G2 5AD. USB device copies can be provided free of charge upon request.

REPRESENTATIONS:

Any representations (giving notice of any interest in or objection to the Application) must be made on the Planning Inspectorate's Registration and Relevant Representation Form which can be accessed and completed online at https://infrastructure.planninginspectorate.gov.uk/projects/eastern/east-anglia-one-north-offshore-windfarm/ or can be obtained from the Planning Inspectorate by telephoning 0303 444 5000.

Responses should be sent to the Planning Inspectorate (National Infrastructure Directorate), Temple Quay House, Temple Quay, Bristol, BS1 6PN. The Planning Inspectorate reference for East Anglia ONE North (EN010077) should be quoted in any correspondence.

The Planning Inspectorate's Advice Notice 8.2: How to register to participate in an Examination (December 2016) provides further guidance on how to register and make a relevant representation and can be accessed via the following link: https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2013/04/Advice-note-8-2v3.pdf

If you are not an affected landowner please note that if you want to remain informed of the examination process and entitled to make representations you must fill in a Registration and Relevant Representation Form to register as an interested party even if you do not wish to make a substantive representation at this point.

Any representation or response must be received by the Planning Inspectorate by 27 January 2020.

Please be aware that the Planning Inspectorate is required by law to make the information that you provide in any representation publicly available. Details published on the Planning Inspectorate's website will be restricted to your name and the text of your representation. However any copies made available for inspection at public locations will contain your contact details.

SCOTTISHPOWER RENEWABLES

NOTICE OF ACCEPTANCE OF AN APPLICATION FOR A DEVELOPMENT CONSENT ORDER BY THE PLANNING INSPECTORATE UNDER SECTION 56 OF THE PLANNING ACT 2008

THE EAST ANGLIA TWO OFFSHORE WINDFARM DEVELOPMENT CONSENT ORDER (APPLICATION REFERENCE EN010078)

REGULATION 9 OF THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009

REGULATION 16 OF THE INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017

Notice is hereby given that the Planning Inspectorate (on behalf of the Secretary of State for Business, Energy and Industrial Strategy) has accepted an application made by East Anglia TWO Limited of 3rd Floor, 1 Tudor Street, London, EC4Y 0AH for a Development Consent Order under the Planning Act 2008 ("the **Application**"). The Application was made on 25 October 2019 and accepted for examination on 22 November 2019 (Reference EN010078).

SUMMARY OF THE PROJECT

The Application is for development consent for the construction and operation of the East Anglia TWO Offshore Windfarm ("**East Anglia TWO"**). The offshore windfarm would be located in the southern North Sea approximately 32.6 km from the Suffolk coast at its nearest point and would occupy an area of up to 218.4 km². The landfall connection works will be located north of Thorpeness in Suffolk, and the onshore substation and overhead line realignment works will be located in the vicinity of Grove Wood, Friston.

Development consent is required to the extent that the development is or forms part of a Nationally Significant Infrastructure Project (NSIP). The Project consists of two linked NSIPs, namely (i) an offshore generating station; and (ii) overhead line realignment works, together with associated development. As the proposed offshore generating station is expected to have a capacity of over 100 MW, it is an NSIP for the purposes of section 14(1)(a) and 15(3) of the 2008 Act. Pursuant to sections 14(1)(b) and 16 of the 2008 Act, the installation of an electric line above ground in England is an NSIP unless it falls within certain exclusions. It is not anticipated that any of the exclusions would apply to the overhead line realignment works, and as such these works form a second NSIP. It is for these reasons that the Project falls within the remit of the Secretary of State.

The Development Consent Order would, amongst other things, authorise:

1. Up to 75 offshore wind turbines and their foundations;
2. Up to one offshore meteorological mast and its foundations;
3. Subsea cables connecting the wind turbines and the offshore platforms;
4. Up to one offshore construction, operation and maintenance platform and its foundations;
5. Up to four offshore electrical platforms and their foundations;
6. A network of subsea platform link cables;
7. Up to two offshore subsea export cables to transmit electricity from the offshore electrical platforms to landfall located north of Thorpeness in Suffolk;
8. Landfall connection works north of Thorpeness in Suffolk;
9. Onshore cables commencing at landfall and running to the onshore substation in the vicinity of Grove Wood, Friston;
10. A new onshore substation in the vicinity of Grove Wood, Friston;
11. Accesses, ecological mitigation and landscaping;
12. Overhead line realignment works in proximity to Grove Wood, Friston including permanent realignment of a short section of the northern and southern overhead line circuits including the reconstruction and/or relocation of up to two pylons and construction of up to one additional pylon

in order to realign the northern overhead lines and the reconstruction and/or relocation of up to one pylon in order to realign the southern overhead lines;

13. Temporary diversion of the northern and southern overhead line circuits;
14. Construction of up to three permanent cable sealing end compounds (one of which may include circuit breakers) and underground connections;
15. A new National Grid substation;
16. Associated development comprising such other works as may be necessary or expedient for the purposes of or in connection with the relevant part of East Anglia TWO;
17. Associated or ancillary works including improvements to highways, verges and private access roads, construction compounds, construction of a temporary haul road, landscaping and drainage works;
18. The permanent and/or temporary compulsory acquisition (if required) of land and/or rights;
19. Overriding of easements and other rights over or affecting land;
20. If required, the temporary stopping up, alteration or diversion of streets;
21. The application and/or disapplication of legislation including inter alia legislation relating to compulsory purchase; and
22. Such ancillary, incidental and consequential provisions, permits or consents as are necessary and/or convenient.

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East Suffolk Council	Marina Centre Marina Lowestoft NR32 1HH	Monday to Wednesday: 8:45am to 5:00pm Thursday: 9:30am to 5:00pm Friday: 8:45am to 5:00pm	Digital copy of the full suite of application documents, together with hard copies of photomontages and DCO plans

Orbis Energy	Wilde Street Lowestoft NR32 1XH	Monday to Friday: 9am to 5pm	Digital copy only of the full suite of application documents
Leiston Town Council	Main Street Leiston IP16 4ER	Monday and Tuesday: 9am to 12.30pm and 2pm to 4.45pm Thursday and Friday: 9am to 12.30pm Alternatively contact 01728 830388 to make an appointment.	Hard copy of the full suite of application documents

Copies of the documents are also available online through the Planning Inspectorate's website at: https://infrastructure.planninginspectorate.gov.uk/projects/eastern/east-anglia-two-offshore-windfarm/.

Hard copies can be provided on request for a charge of £8900 plus VAT for the full suite of documents by e-mailing eastangliatwo@scottishpower.com or contacting East Anglia TWO Project Manager, ScottishPower Renewables, 9th Floor, 320 St Vincent Street, Glasgow, G2 5AD. USB device copies can be provided free of charge upon request.

REPRESENTATIONS

Any representations (giving notice of any interest in or objection to the Application) must be made on the Planning Inspectorate's Registration and Relevant Representation Form which can be accessed and completed online at https://infrastructure.planninginspectorate.gov.uk/projects/eastern/east-anglia-two-offshore-windfarm/ or can be obtained from the Planning Inspectorate by telephoning 0303 444 5000.

Responses should be sent to the Planning Inspectorate (National Infrastructure Directorate), Temple Quay House, Temple Quay, Bristol, BS1 6PN. The Planning Inspectorate reference for East Anglia Two (EN010078) should be quoted in any correspondence.

The Planning Inspectorate's Advice Notice 8.2: How to register to participate in an Examination (December 2016) provides further guidance on how to register and make a relevant representation and can be accessed via the following link: https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2013/04/Advice-note-8-2v3.pdf

If you are not an affected landowner please note that if you want to remain informed of the examination process and entitled to make representations you must fill in a Registration and Relevant Representation Form to register as an interested party even if you do not wish to make a substantive representation at this point.

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