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Lloyd's List
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Coronavirus: Full-year global box growth forecast to be 0.7% lower

BARELY A MONTH into the novel coronavirus outbreak, there is already a prediction that global container throughput growth will be cut by at least 0.7% for the full year.

Alphaliner estimated in its weekly newsletter that a combination of the extended Chinese New Year holidays and the virus outbreak that led to it would reduce container cargo volumes at Chinese ports including Hong Kong by more than 6m teu in the first quarter of 2020.

Adding that the full impact of the outbreak will not be fully measurable until ports announce their throughput numbers for the first quarter of the year, Alphaliner however noted that data collected on weekly container vessel calls at key Chinese ports already shows a reduction of more than 20% since January 20.

In addition to earlier announced cuts in service, carriers have also announced additional void sailings in February in reaction to the coronavirus situation, thus accounting for reduced cargo volumes. The liner advisory added that with the new wider blank sailing programme on mainline routes set to continue until mid-March, any cargo volume recovery could be negatively affected, even after the end of the current holiday period.

Meanwhile, there are indications that supply chains are starting to be affected by the continuing shutdown of Chinese factories. Yonhap reported that South Korean car maker Hyundai will gradually start suspending assembly lines at its seven domestic plants by this Friday, while compatriot automaker Kia has already started reducing output at two of its three domestic plants due to parts shortages from China suppliers.

They warned that they may face hefty production losses if the supply situation does not improve.

The South China Morning Post warned that Chinese companies that rely on factories and components in Hubei province, which has seen the brunt of the outbreak, could be badly hit despite the planned return to work after February 9. This includes companies such as personal computer maker Lenovo as well as others in the steel, semiconductors and automotive sectors for which Wuhan is an industrial base.

WHAT TO WATCH

Coronavirus: Chinese box rate recovery on hold

WITH the coronavirus outbreak set to extend the traditional cargo lull in the post-Chinese New Year period, container spot rates will come under increasing downward pressure in the coming weeks.

This is the consensus of analysts, who say that until the virus is contained there is little chance of a turnaround in market fortunes.

Chinese New Year historically prompts a surge in cargo in the lead-up to the holiday season as shippers rush to replenish inventories in anticipation of factory closures across China. The container market then experiences a demand slowdown both during and after the Chinese New Year celebrations until factory production returns to levels regarded as 'normal'.

But with many Chinese cities extending the lunar new year holidays by up to 10 days to prevent the spread of coronavirus, most factory workers are unable to return to production lines. This will not only put the traditional cargo bounce post-New Year on hold, but also the rate rebound associated with headhaul east-west trades out of China.

Drewry head of logistics Philip Damas told Lloyd's List that the cargo lull will be extended by two weeks minimum, which "should keep rates lower for longer for shipments from China".

Over the past few weeks spot rates have fallen slightly off the back of the demand shortfall. Since mid-January, Drewry's World Container Index and Platts' rate benchmarks out of North Asia have shown only marginal declines. While the Shanghai Shipping Exchange's Shanghai Containerised Freight is on a hiatus in accordance with the Chinese holidays, it too is expected to report rate erosion of its own.

The expected demand shortfall has prompted carriers to introduce a raft of blanked sailings over the coming weeks to prop up rates. The extent of that is expected to far outweigh last year's record capacity cull, with service cancellations already stretching into March.

Should there be further delays in the recovery of Chinese manufacturing, carrier sources relayed to analysts Platts that even this unprecedented level of blanked sailings may not be enough to prevent rates from heading further south.

However, Maritime Strategies International analyst Daniel Richards says that at this stage the impact of the virus is at the very least 'manageable' for carriers.

With rates tending to plummet post-Chinese New Year, disruption has come at a time of year that is not a significant make or break period for carriers financially, he said.

Moreover, with the price of crude oil dropping considerably in recent weeks this has provided some light relief for carriers, or at least those operating predominately non-scrubber fitted vessels, in the switch over to low-sulphur fuel oil.

But if port disruption becomes widespread as the virus continues to spread, then the situation becomes increasingly grave for liner operators, according to Mr Richards.

In its weekly commentary, Platts too said the potential for port lockdowns or restrictions on cargo promises to have an even greater impact, as supply chains will begin to feel the pain.

"Rumours are circulating in the freight markets that these restrictions are in the pipeline should the virus continue to spread, which would leave cargo on quaysides across China, eating into vessel utilisation... and further driving down freight rates as carriers vie to secure the last crumbs of cargo from other North Asian countries," said Platts.

Mr Damas said that either way, it is clear volume swings will become a feature in the coming weeks, in addition to "production and port/customs delays and catch-ups".

With it still unclear as to how long the situation will last and how much disruption this health crisis will have, he stressed the challenge facing carriers in aligning volatile demand volumes with ship capacity.

Temporary capacity shortages and surpluses are therefore likely, according to Mr Damas: "Expect wild spot rates fluctuations."

Coronavirus: Philippines says it will not ban vessels from China

THE Philippines has said its ports will remain open to ships from China, despite the fear that the spreading new coronavirus may lead to more port lockdowns in Asia.

The decision was made to avoid disruption in supply chains as the Southeast Asian country has close trade ties with China, according to Philippines Ports Authority general manager Jay Daniel Santiago.

"We cannot afford to ban the entry of international ships to our shores in the midst of this [disease] scare as doing so will surely paralyse our supply chain as most of our imports and exports go to the hub ports located in China and its [Special Administrative Regions]," said Mr Santiago in a statement.

Nevertheless, to reduce infection risks, the crew on any vessels that have been to China in the past 14 days before arriving in the Philippines are still banned from going ashore while no visitors are permitted to go on board, he added.

Manila reported the first coronavirus death in the country — also the first known outside of China — on Sunday.

Local officials were said to have earlier considered tightening precautionary measures by putting vessels from China under a 14-day quarantine period, a move that has already been taken by certain ports in Australia.

However, the proposal was later withdrawn in the face of strong opposition from traders, shipping firms and agents, according to people familiar with the matter.

Platts had earlier warned that restrictions in place or even total lockdowns at ports would bring about "pain" to global supply chains.

"Rumours are circulating in the freight markets that these restrictions are in the pipeline should the virus continue to spread, which would leave cargo on quaysides across China, eating into vessel utilisation on ex-Asia head hauls and further driving down freight rates as carriers vie to secure the last crumbs of cargo from other North Asian countries," it said.

In addition to the prohibition on sailors' disembarkation, Mr Santiago said crew members to be replaced under a shift change in the Philippines would "undergo strict quarantine period and only be allowed to go home if cleared by the Department of Health".

But he added that ships calling in the country more than 14 days after leaving a Chinese port will be allowed to dock without restrictions.

ANALYSIS

Proposed EU shipping emissions regulations criticised

SHIPPING lobbies have criticised a European Union proposal for the regulation of shipping emissions as damaging international decarbonisation progress and lacking understanding.

Jutta Paulus, the European Parliament's maritime emissions rapporteur, wants shipping put under the EU's emissions cap and trade system, known as the Emissions Trading System.

The proposed rules, which will require legislative and political scrutiny before approval, would apply to those ships of 5,000 tonnes and above that use EU ports, regardless of their flag, and would affect almost 12,000 vessels.

The move, which would impose mandatory improvements on individual vessels' carbon intensity, has been rejected by the International Chamber of Shipping and BIMCO.

ICS deputy secretary-general Simon Bennett said shipping's decarbonisation can only be achieved through the global regulatory framework of the International Maritime Organization.

"The draft EP proposals for further unilateral measures at EU level risk totally derailing the real progress now being made at IMO, which is the result of politically very complex negotiations," he told Lloyd's List.

BIMCO deputy secretary-general Lars Robert Pedersen said the proposal would seriously hamper co-operation between governments and the implementation of the IMO strategy.

"It is our firm belief that inclusion of maritime transport in the EU ETS will have no real effect on ship emission and only serve as a vehicle to collect funds from international shipping," he said.

Both organisations — and industry interests more broadly — have long opposed attempts by the EU to regulate GHG emissions, repeatedly voicing concerns similar the ones expressed by the two associations.

One of the EU rapporteur's most significant proposals is a mandatory 40% reduction on CO_2 emissions per work of transport for each ship compared with 2018.

The IMO strategy demands the same reduction rate by 2030, but based on emissions performance of 2008.

Mr Bennett argued that zero carbon technologies and global infrastructure are about 20 to 30 years away from widespread application.

The attempt to change the reference date from the IMO's 2008 to 2018 and the idea that that 40% carbon intensity reduction is feasible over the next decade, therefore show "a total lack of understanding of what is technically possible on board large ocean-going ships", he said.

Mr Pedersen stressed that an improvement in carbon intensity does not necessarily mean a reduction in overall emissions, and that the IMO target is focused on the whole fleet, not the performance of individual ships.

"Focusing on the 2030 target in isolation is thus not productive and trying to transpose the objective to the individual ships not in line with the actual IMO objective," he said.

Mr Pedersen said that voyage specific efficiency objectives for a ship that operates globally would mean that these specific voyages would be covered with slower speed, prolonging the time and thus also the cost cargo owners will have to assign to transportation.

"Ships occasionally calling EU ports would not be more efficient, but more ships would be required to do the transport," he said.

ICS and BIMCO support an industry-wide proposal to the IMO for the creation of a global decarbonisation R&D fund that would collect $2 for each tonne of fuel oil a ship consumes.

The rapporteur proposed the creation of a European Maritime Fund based on revenues from the ETS and potentially annual contributions from shipping companies.

"We would imagine non-EU governments would have serious issues with the idea that their shipping companies should contribute to something like this as opposed to the global fund proposed by the industry that will assist the entire global shipping sector to fully decarbonise," said Mr Bennett.

Similarly, Mr Pedersen questioned why foreign-flagged ships should fund European innovation into shortsea shipping and port infrastructure.

MARKETS

Baltic to hold review after BCI turns negative

THE Baltic Exchange, the iconic British institution bought by the Singapore Exchange in 2016, is reviewing the weightings of the routes used to compile the Baltic Capesize Index, which plunged into negative territory late last week.

"Owing to exceptional changes in market dynamics, we have recently seen the BCI move into negative territory," the Baltic Exchange said in an emailed statement.

"While this situation is unprecedented, it is apparent that a number of factors have all converged simultaneously — including macro events in Asia, seasonal weakness, higher fuel prices owing to implementation of the new IMO 2020 regulations and the contribution of the backhaul route (C16) to the index," it said.

"The Baltic has previously anticipated the potential of the BCI to become negative, and remains accepting of such, but, given that the weighting of the routes were last fixed in 2014, this has prompted a review of the index to ensure that it remains reflective of both current, and foreseeable, market dynamics."

The BCI settled at -183 points on Wednesday, a fall of 50 points from the day before, dragged down by the C16 backhaul route which was assessed at -$12,300 per day. It hit negative territory for the first time on January 31, with -20 points.

According to market sources, that suggests an idling of vessels. They also said that within shipping circles, the BCI is not actively looked at, as it is an instrument designed for the financial markets. For owners, operators and charterers, it is the time charter average and individual routes that have most meaning and upon which contracts may be based.

The effect of the fuel spreads also skews the BCI to the negative side, as it is based on non-scrubber-fitted ships.

The average weighted time charter slipped to $3,015 per day, the lowest level since April 2016.

Capesize in freefall

According to shipping association BIMCO, the capesize market has been "in freefall" through December and into January, given the usual weakness ahead of Chinese New Year and IMO 2020, which has led to higher fuel costs that cannot be passed on to customers.

In addition, heavy rains and flooding in Brazil, combined with the unexpected coronoavirus outbreak, has led to the plunge in rates.

It is, in essence, externalities that is bringing the market to its knees, said chief shipping analyst Peter Sand.

"The shutdown of China is set to negatively affect industrial production and protract the slump of the dry bulk market," he said, adding that if the virus continues to spread at the current pace, it "could certainly bring more dire consequences to the Chinese, Asian and global economies than just a slowdown of industrial production".

"For as long as China remains closed, the capesize segment is bound to remain shackled in the doldrums," he added.

Matters could be made worse by a cyclone approaching the iron ore-rich Pilbara region of Western Australia.

Given the damage sustained to infrastructure last year, this is one to watch, according to Cleaves Securities, which noted 49 capesizes at or in the vicinity of Port Hedland, the biggest iron ore terminal, with 18 at Dampier and 15 at Cape Lambert.

Just short-term impact?

According to Jefferies, a rebound can be expected in the second quarter of the year, based on fleet assumptions.

"We believe weak activity in the short run will lead to a rebound in [the second quarter] and beyond, driving stronger charter rates as the year progresses," the bank's equity analyst Randy Giveans said in a note.

The current rate weakness will lead to further slow-steaming and accelerated scrapping, he said, helping to offset minimal fleet growth this year.

The speed reduction to 10.5 knots equates to an effective capacity cut of 3% to 4%, he said, adding that when the high-sulphur fuel oil carriage ban comes into effect on March 1, the fleet will likely slow even more.

"Longer term, increasing regulatory and political uncertainty around CO2 emissions and engine/fuel requirements should drive structural downward pressure on newbuild ordering," he added.

IN OTHER NEWS

Bulk carrier seeks US court approval for restructuring plan

BULK carrier American Commercial Lines has announced plans to file for bankruptcy under an agreement supported by lenders that would quickly cut some $1bn in debt from the company's books.

ACL plans to file for "voluntary petitions for reorganisation" under Chapter 11 of the US Bankruptcy Court for the Southern District of Texas, Houston Division. The company wants the court to give the green light to a "pre-packaged" agreement for reorganisation.

Such agreements, under which creditors have already voted their approval of a proposed plan for reorganisation, are intended to speed up the otherwise costly complicated Chapter 11 process.

China Merchants Port names new chairman

CHINA Merchants Port Group has appointed Deng Renjie as the new chairman, replacing Fu Gangfeng who is now the second-in-command at China Cosco Shipping Group.

Shenzhen-listed CMPG, a subsidiary of China Merchants Group, was established last year to consolidate the parent's ports business. The company has Hong Kong-listed China Merchants Port Holdings under its wing.

Mr Deng comes from a government background, having previously held several senior positions at the provincial level in Hunan and Xinjiang. He is currently also a vice president at CMG.

Dorian LPG doubles buyback programme limit to $100m

VERY large gas carrier owner Dorian LPG has doubled the size of a share repurchase mandate, saying the move is underpinned by a "healthy" market and "constructive" outlook for the industry.

The board of the US-listed owner of 22 VLGCs has authorised an increase in the potential stock buyback to $100m.

In the three months ending December 31, which was the third quarter of fiscal 2020 for Dorian, the company repurchased $8.6m of shares under its initial $50m mandate.

Indonesia to roll out eased coal and crude palm oil cabotage rules in May

INDONESIA looks set to relax cabotage rules it now seeks to implement in May on carriers of its coal and crude palm oil exports.

The resource-rich Southeast Asian nation was previously intent on imposing Indonesia-flag restrictions on shipments of these commodities.

Rheinhard Tobing, an industry veteran participating in the regulatory discussion, said however, that the current version of the rules first drafted three years ago, has been relaxed to allow leeway for ships operated and controlled by Indonesian owners.

US court upholds Gourdomichalis corporate veil in Adamastos action

A FEDERAL court has rejected an attempt to pierce the corporate veil to enforce a London arbitration award in favor of a third party, in a case involving the vessel at the centre of the current Munich Re conspiracy action against the Gourdomichalis brothers and P&I insurer the American Club.

Pacific Gulf Shipping Co v Adamastos Shipping & Trading (No. 18-cv-2076), was heard in the United States District Court for the District of Oregon.

Pacific Gulf and its charterers' risk insurer Michael Else & Co sought to hold Marshall Islands-registered Blue Wall Shipping liable for $22m in damages following the grounding of 1999-built panamax *Adamastos*, which was on subcharter to Pacific Gulf at the time.

Navios Containers says coronavirus impact an unknown for 2020

NAVIOS Maritime Containers has voiced optimism for the year ahead but has acknowledged that looking ahead is clouded by uncertainty stemming from the coronavirus.

Chairman and chief executive Angeliki Frangou said that management believed that Navios Containers, the first of four publicly-listed Navios Group companies to report fourth-quarter results, was "well-positioned for 2020".

But she added that it was "impossible" to assess the ramifications of the coronavirus in China. "The potential damage is too difficult to measure," Ms Frangou said.

EDF backs sail-power start-up Neoline

A FRENCH start-up hoping to build a sail-powered freight carrier has won the backing of electricity giant EDF under a green energy scheme.

Nantes-based Neoline hopes to build a 136m ro-ro vessel propelled mostly by 4,200 sq m of sails, to run between Saint-Nazaire and the US' east coast at a commercial speed of 11 knots.

It says the ship will use 90% less energy than a traditional carrier on the same route.

Classified notices follow

NEART NA GAOITHE OFFSHORE WIND LIMITED - THE ENERGY ACT 2004
NOTICE OF APPLICATION FOR SAFETY ZONE SCHEME DURING CONSTRUCTION AND MAJOR MAINTENANCE OF THE NEART NA GAOITHE OFFSHORE WIND FARM
THE ELECTRICITY (OFFSHORE GENERATING STATIONS) (SAFETY ZONES) (APPLICATION PROCEDURES AND CONTROL OF ACCESS) REGULATIONS 2007 – STATUTORY INSTRUMENT 2007 NO 1948

Notice is hereby given that **Neart na Gaoithe Offshore Wind Ltd** (NnGOWL) (Company Number SC356223, Registered Office **Atria One, 144 Morrison Street, Edinburgh EH3 8EX**) has applied for consent from Marine Scotland as set out in the Energy Act 2004 and the Electricity (Offshore Generating Stations) (Safety Zones) (Application Procedures and Control of Access) Regulations 2007 (SI No 2007/1948) for safety zones as follows, for the previously consented Offshore Renewable Energy Installation known as the Neart na Gaoithe (NnG) Offshore Wind Farm, during the construction and major maintenance phases.

The following safety zones are being applied for:

- 500 metre (m) 'rolling' safety zones at each wind farm structure (turbine or substation) and/or its substructures and foundations whenever construction is ongoing (as indicated by the presence of a construction vessel stationed at the structure).
- 50 m pre-commissioning safety zones at each partial or complete wind farm structure (turbine or substation) and/or its substructures and foundations, where construction is not ongoing up until the point of commissioning of the wind farm.
- 500 m safety zone around any wind farm structure (turbine or substation) and/or its substructures where major maintenance is being undertaken during the operational phase (as indicated by the presence of a major maintenance vessel stationed at the structure, where "major maintenance" is as defined in the Electricity Regulations 2007 (SI No 2007/1948) – further details are available in the application document as per the below).

Further details are available in the safety zone application which is available for download on the NnG Offshore Wind Farm website https://nngoffshorewind.com/downloads/ and will be published on the Marine Scotland website (http://marine.gov.scot/ml/neart-na-gaoithe-offshore-windfarm-revised-design). Alternatively, a request to receive a hard copy may be made in writing to **Neart na Gaoithe Offshore Wind Ltd c/o Ewan Walker, Atria One, 144 Morrison Street, Edinburgh EH3 8EX.** Any person wishing to make representations to the Secretary of State about the application should do so in writing to the **Scottish Ministers, c/o Marine Scotland – Licensing Operations Team, Marine Laboratory, PO Box 101, Victoria Road, Aberdeen, AB11 9DB** or MS.MarineRenewables@gov.scot, stating the name of the proposal and nature of their representations, not later than 28 days from the date, or latest date of this notice.

<u>Fair Processing Notice</u>

The Scottish Government's Marine Scotland Licensing Operations Team ("MS-LOT") determine applications for marine licences under the Marine (Scotland) Act 2010, the Marine and Coastal Act 2009 and section 36 consents under The Electricity Act 1989 (as amended). During the consultation process any person having an interest in the outcome of the application may make a representation to MS-LOT. The representation may contain personal information, for example a name or address. This representation will only be used for the purpose of determining an application and will be stored securely in the Scottish Government's official corporate record. Representations will be shared with the applicant and/or agent acting on behalf of the applicant, any people or organisations that we consult in relation to the application, the Directorate of Planning and Environmental Appeals should the Scottish Ministers call a PLI and, where necessary, be published online, however personal information will be removed before sharing or publishing.

A full privacy notice can be found at: **http://www.gov.scot/Topics/marine/Licensing/marine/PrivacyNotice**. If you are unable to access this, or you have any queries or concerns about how your personal information will be handled, contact MS-LOT at: ms.marinerenewables@gov.scot or **Marine Scotland - Licensing Operations Team, Marine Laboratory, 375 Victoria Road, Aberdeen, AB11 9DB.**

LOWER THAMES CROSSING
NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER
NON-STATUTORY SUPPLEMENTARY CONSULTATION

HIGHWAYS ENGLAND COMPANY LIMITED of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ ("Highways England") proposes to make an application ("the Application") under section 37 of the Planning Act 2008 to the Secretary of State for a Development Consent Order for the Lower Thames Crossing ("the Project").

Highways England carried out a statutory consultation in relation to its proposed Application from 10 October to 20 December 2018. Having had regard to responses received during statutory consultation, and after further investigations, Highways England is carrying out a supplementary consultation in relation to changes made to the Project. This supplementary consultation is taking place from 29 January to 25 March 2020.

The Lower Thames Crossing is a proposed new road connecting Kent, Thurrock and Essex through a tunnel beneath the River Thames. It would provide much-needed new road capacity across the river east of London and deliver the other scheme objectives set out in the consultation materials.

On the south side of the River Thames, the new road would link to the A2 and M2 in Kent. On the north side, it would link to the A13 in Thurrock and the M25 in Havering.

The tunnel crossing is located to the east of Gravesend on the south of the River Thames and to the west of East Tilbury on the north side.

The Lower Thames Crossing proposals include:

- approximately 14.3 miles (23km) of new roads connecting the tunnel to the existing road network;
- three lanes in both directions, apart from the southbound connection between the M25 and A13, where it would be two lanes, and around junctions;
- technology providing lane control and variable speed limits up to 70mph;
- upgrades to the M25, A2 and A13 where it connects to those roads;
- new structures and changes to existing ones including bridges, viaducts and utilities such as electricity pylons;
- two 2.6-mile (4.3km) tunnels crossing beneath the river, one for southbound traffic, one for northbound traffic;
- a free-flow charging system, where drivers do not need to stop but pay remotely, similar to that at the Dartford Crossing;
- traffic regulation measures that include prohibiting use by pedestrians, low-powered motorcycles, cyclists, horse riders and agricultural vehicles;
- provision of environment mitigation and replacement of open space and common land.

In addition, any necessary rights and powers will be sought to ensure delivery of the Project, including compulsory acquisition of land and interests/rights in land.

The Project is an Environmental Impact Assessment development ("EIA development"), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. This means that the proposed works constitute development for which an Environmental Impact Assessment will be required. An Environmental Statement containing information about the likely significant environmental effects of the Project will therefore be submitted as part of the Application. During the 2018 statutory consultation, preliminary environmental information was included in a Preliminary Environmental Information Report (PEIR), which is available online at www.lowerthamescrossing.co.uk/haveyoursay, along with the rest of the statutory consultation materials. For supplementary consultation, we have published an Environmental Impacts Update based on the changes being consulted on.

From 29 January to 25 March 2020, we are carrying out a supplementary consultation on changes to the Project since statutory consultation. Supplementary consultation materials comprise:

- Guide to Supplementary Consultation
- Supplementary consultation leaflet
- Response Form and Freepost envelope
- Map Book 1: General Arrangements
- Map Book 2: Land Use Plans
- Map Book 3: Engineering Plans
- Traffic Modelling Update
- Environmental Impacts Update
- Utilities Update
- Easy Read version of the 'Guide to Supplementary Consultation'

Copies of these documents, plans and maps are available to view online or to download at the consultation website at www.lowerthamescrossing.co.uk/consultation-2020, with paper copies available for inspection free of charge from 29 January to 25 March 2020 at the deposit locations at the times listed in this notice.

A printed copy of all the supplementary consultation materials can be purchased on request from Highways England by emailing info@lowerthamescrossing.co.uk, phoning 0300 123 5000, or writing to Lower Thames Crossing, Woodlands, Manton Industrial Estate, Manton Lane, Bedford, MK41 7LW. A charge of £110 (including P&P and VAT) will be made for each set of documents. Consultation materials can also be supplied on a USB drive free of charge through the post on request (one per household) by contacting Highways England.

Paper copies of the supplementary consultation guide, leaflet, response form and Freepost envelope will be supplied free of charge on request by contacting Highways England (one per household). In addition, response forms can be printed out from www.lowerthamescrossing.co.uk/consultation-2020, and can also be obtained free of charge from public information events, the mobile information centre, deposit locations and information points.

Public information events, where you can view the consultation materials and talk to the Project team, are taking place at the locations, dates and times listed in this notice. In addition, a staffed mobile information centre (MIC) will visit locations near the scheme to supplement the public information events, and the MIC locations, dates and times are listed at www.lowerthamescrossing.co.uk/consultation-2020.

Any person may comment on the proposals or otherwise respond to this consultation publicity. Responses can be submitted by:

- Filling in the online survey at www.lowerthamescrossing.co.uk/consultation-2020
- Emailing comments or electronic copies of the response form to: LTC.CONSULTATION@TRAVERSE.LTD
- Posting comments or paper response forms to: FREEPOST LTC CONSULTATION (no stamp or additional address information is needed on the envelope)
- Filling in a paper response form at one of our public information events.

Responses must be received by 11.59pm on 25 March 2020.

Highways England will consider and have regard to all responses when developing the Application for a Development Consent Order, once consultation has closed. Responses will form the basis of a Consultation Report that will be one of the factors taken into consideration by the Secretary of State when deciding whether the Application can be accepted for examination. Therefore, in providing any comment, it should be borne in mind that the substance of it may be communicated to others as part of the Consultation Report.

If you would like further information about this notice, the consultation or the Project, please contact Highways England by emailing info@lowerthamescrossing.co.uk, phoning 0300 123 5000, or writing to Lower Thames Crossing, Woodlands, Manton Industrial Estate, Manton Lane, Bedford, MK41 7LW.

Highways England's policy on managing personal data can be found at https://highwaysengland.co.uk/privacy

David Manning, Highways England

Public information events

Thurrock Civic Centre, Blackshots Lane, Grays, RM16 2JU
Friday 21 February 2020, 2pm-8pm

New Windmill Hall, St Mary's Lane, Upminster, RM14 2QH
Saturday 22 February 2020, midday-6pm

Cascades Leisure Centre, Thong Lane, Gravesend, DA12 4LG
Thursday 27 February 2020, 2pm-8pm

East Tilbury Village Hall, Princess Margaret Road, East Tilbury, RM18 8RB
Tuesday 3 March 2020, 2pm-8pm

Orsett Hall Hotel, Prince Charles Avenue, Orsett, RM16 3HS
Monday 9 March 2020, 2pm-8pm

Linford Methodist Church, East Tilbury Road, Linford, SS17 0QS
Wednesday 11 March 2020, 2pm-8pm

Gravesham Civic Centre, Windmill Street, Gravesend, DA12 1AU
Saturday 14 March 2020, midday-6pm

Brandon Groves Community Club, Brandon Groves Avenue, South Ockendon, RM15 6TD
Tuesday 17 March 2020, 2pm-8pm

Deposit locations

Brentwood Library, New Road, Brentwood, CM14 4BP
Monday 9am-6pm
Tuesday 9am-6pm
Wednesday 9am-1pm
Thursday 9am-6pm
Friday 9am-6pm
Saturday 9am-5pm

Dartford Central Library, Central Park, Market Street, Dartford, DA1 1EU
Monday – Wednesday 10am-5pm
Thursday 10am-6pm
Friday 10am-5pm
Saturday 10am-5pm

Gravesend Library, Windmill Street, Gravesend, DA12 1BE
Monday – Saturday 10am-5pm

Grays Library, Thameside Complex, Orsett Road, Grays, RM17 5DX
Monday 9am-7pm
Tuesday 9am-5pm
Wednesday 9am-5pm
Thursday 9am-7pm
Friday 9am-5pm
Saturday 9am-1pm

Maidstone Library, Kent History & Library Centre, James Whatman Way, Maidstone, ME14 1LQ
Monday – Saturday 10am-5pm

Rochester Library, Rochester Community Hub, Eastgate, Rochester, ME1 1EW
Monday – Friday 9am-6pm
Saturday 10am-4pm

Romford Central Library, St Edwards Way, Romford, RM1 3AR
Monday 10am-8pm
Tuesday 9am-5pm
Wednesday 9am-5pm
Thursday 10am-8pm
Friday 9am-5pm
Saturday 10am-4pm

Tilbury Hub, Civic Square, Tilbury, RM18 8AD
Monday 10am-5pm
Wednesday 10am-5pm
Friday 10am-5pm
Saturday 10am-1pm