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Cosco Shipping woos forwarders as it clarifies end-to-end strategy

CONTAINER SHIPPING CARRIERS with end-to-end ambitions should not aim to replace the role of freight forwarders or other intermediaries in the sector, according to China Cosco Shipping Corp vice-president Wang Haimin.

Mr Wang, the de facto head of the state giant's liner shipping business, quoted a recent report by Drewry saying that major carriers were splitting into two strategic camps pursuing different directions.

In the first camp are those who aim to integrate box shipping with the broader logistics chain, led by Maersk and CMA CGM. The other camp, foremost among which are Mediterranean Shipping Co and Hapag-Lloyd, want to keep their focus on the core ocean-going business they already run.

"Where is Cosco Shipping? We're probably in the middle," Mr Wang told the TPM Asia conference in Shenzhen.

The full container logistics chain was extremely complicated, he added, involving 60-70 parts, to the extent that no single company can handle everything efficiently all by itself.

"There are some in our industry that hope to get rid of the intermediaries, which I don't think is correct. We're only masters in our own fields."

Mr Wang makes the argument that the logistics industry needs more openness and co-operation, as opposed to one dominant player that cuts down all the links in between.

He praised forwarders and non-vessel owning common carriers for their hard work in meeting customised demand. By contrast, carriers normally provide more commoditised services. "They need to quintuple their manpower to handle the same amount of containers when compared with shipping lines. We cannot replace them."

He said Cosco Shipping was willing to co-operate with all parties that create value for clients along the supply chain, including ports, traditional or digital freight forwarders, logistics companies and regulators.

Accordingly, Mr Wang clarified his company's end-to-end strategy.

"In our liner sector, we believe that the answer to end-to-end is not to integrate shipping with logistics, but to establish more channels to create value and reduce the costs for our customers."

The so-called channel, he explained, was an infrastructure, or to use another word, eco-system, that allows a better method for container transport, but which is difficult for any individual company to establish on its own.

One case in point is the sea-rail intermodal services, which in his view is more cost efficient and environmentally friendly.

According to Mr Wang, Cosco Shipping has launched 290 routes under such a model, with about 20,000 door-to-door network stations in China since 2016. Last year, its sea-rail liftings increased 59% to 1.1m teu.

Elsewhere, the company's "China-Europe Sea-Land Express Cargo" that pivots on the Port of Piraeus in Greek managed to cut transport time by 10 days versus the conventional sea routes to West and North Europe, he added.

"So the key of our end-to-end approach is to pave the way for our clients to provide their end-to-end services."

WHAT TO WATCH

Registry calls for review of IMO's casualty investigation code

THE International Maritime Organization's casualty investigation code needs to be updated, according to the Liberian registry, one of the largest flags in terms of tonnage.

The code encourages collaboration and co-operation between stakeholders, but the wording should be tightened to make it mandatory to assist with casualty investigations, the registry's chief operating officer Alfonso Castillero said.

It "needs to be revisited to ensure there will be transparency in sharing data from everyone involved, not just the flag, not just the owner, but all stakeholders", Mr Castillero told Lloyd's List.

The code states that all "substantially interested states shall co-operate" with the marine safety investigating states and "should assist" with access to relevant information for the marine safety investigation.

It adds: "To the extent practical, the investigator(s) carrying out a marine safety investigation should also be afforded access to government surveyors, coastguard officers, ship traffic service operators, pilots and other marine personnel of a substantially interested State."

Mr Castillero said it was not always possible to get information from certain jurisdictions. The UK, for example, will give information requested, but not everybody has that mentality.

He said that when carrying out accident investigations, the registry may only receive 70% of the information needed to determine the cause, preventing finalisation of a report.

"According to the code you should work together, you should co-operate for the same thing, but unfortunately the political implications mean it is not happening," he said. "You only get partial information. That is the reality."

In a special report earlier in the year, Lloyd's List revealed that half of all mandatory accident investigation reports for very serious casualties had not been filed in a timely manner, or at all.

The IMO said any changes to the wording in the code must come from a member state, which can bring forth a proposal to the 174-member group for discussion. It needs to provide a rationale for the changes accompanied by examples of instances where the code is not working.

The wording is often carefully considered and agreed, a spokesperson said.

Mr Castillero did not specify when, or if, his registry, which is one of the largest contributors to the IMO, would raise the issue within the organisation.

He said he also has concerns about the quality of training and mental health and wellbeing of seafarers.

"Reports of people having difficult times at sea is growing rapidly. But we don't have the experts nor capacity to understand what is happening."

Human Rights at Sea is marking World Mental Health Day on October 10 by focusing on suicide prevention in the maritime industry.

"Seafarers are among occupational groups with the highest risk of stress, a factor known to impact on mental health including the tragedy of seafarer suicide, which has been highlighted as the top cause of seafarer deaths," the charity said in a briefing note.

"Faster turnaround schedules in ports, increased technology use causing higher levels of isolation on board vessels, and decreased crew numbers on ships are putting serious pressure on seafarers who may spend months or even years away from home."

The registry is calling for global data to be compiled centrally in order to identify and tackle the issue. It will be sharing its findings with the IMO for consideration within the casualty analysis group.

Those who understand psychology of seafarers' mental health should be included in the casualty analysis group at the IMO, said Mr Castillero.

"Casualty reports need to clearly identify whether there were any problems with mental health," he said, adding that training is essential if progress is to be made.

Mr Castillero added: "When doing investigations, it is almost impossible to go back and see how good the training, education was.

"How do you deal with a casualty where it was obviously a seafarer who didn't know how to use the equipment? How do you know it was not related to a seafarer who didn't get trained properly? If something goes wrong, is it the training of the seafarer or the lack of local governments to see what the facilities are doing?

"Sometimes technology goes way faster than the training. And I doubt that some of the training facilities have the capacity to catch up with the technology makers."

Innocent passage under threat, says Ecsa chief

LAWMAKERS have a duty to uphold the right of innocent passage if shipping is to deliver on its historic mission to promote global trade and prosperity.

That's the view of Claes Berglund, president-elect of the European Community Shipowners' Associations.

Speaking at the Shipping and the Law conference in Naples, Mr Berglund highlighted the spate of headline-grabbing incidents involving ships in the Middle East and Mediterranean.

These include the attacks on Kokuka Courageous and Front Altair and the arrests of Grace 1— now renamed Adrian Darya — and Stena Impero by the British and Iranian armed forces respectively.

He also pointed to the imprisonment of the master of Grande Nigeria and the fine imposed on operator Grimaldi after a drugs operation in Dakar, in contravention of establish practice, and the seizure of Chevron vessels held in Venezuela.

"We are seeing an increase in states using innocent ships and seafarers for political purposes," he said.

Yet many of the countries involved are members of the International Maritime Organization and signatories to the UN Convention on Law of the Sea.

"I believe the European Union should be first in line to protect world trade," Mr Berglund said.

He also addressed the increased pressure on shipping to reduce greenhouse gas emissions, an issue dear to the hearts of young people considering whether or not to enter the industry. “Who wants to make a career in a company that pollutes and is part of the problem rather than part of the solution?”

The European Commission and European Parliament will drive a more environmentally-conscious agenda, which will inevitably impact on shipping.

“We are a proud industry with a long history of improving global prosperity for rich and poor,” he concluded. “To do this, we need our right to innocent passage in all waters and strong support for our succession to a low-carbon future.”

Esben Poulsson, president of the International Chamber of Shipping, addressed the event on environmental questions.

The IMO’s decision to cut emissions in half by 2050 represents the biggest shake-up for shipping since the switch from sail to steam, in what the ICS dubs ‘the fourth propulsion revolution’.

“We all know change is coming and as in all business, the winners will be the ones who identify the opportunities and make the right decisions,” said Mr Poulsson.

But the IMO is not the only actor, and its parent body the UN is seeking a legally binding treaty to protect marine life on the high seas by 2020, including areas beyond national jurisdictions.

While primarily aimed at deepsea fishing, shipowners will also be impacted, he said.

“To be clear, a shipowners operations are never beyond national jurisdiction, even when they are operating on high seas,” he added, alluding the role of flag states, Marpol and other regulations.

General Vincenzo Camporini — Italy’s former chief of defence general staff and vice-president of the Rome-based Istituto Affari Internazionali (Institute for International Affairs) — said that history is now speeding up. Where in the past trends were clear and their evolution could be predicted, this is more difficult now.

“This is a real problem for those who have to plan. People in charge of political institutions tend to be keen to look at the next election, but you are a group of people who have to plan for decades and your job is more and more difficult,” said Gen Camporini.

Hong Kong's LNG terminal will have capability to supply bunker vessels

HONG Kong’s upcoming floating storage and regasification unit will have the capability to supply liquefied natural gas to bunkering vessels when it enters operation in 2021.

CLP senior director for planning and development Joseph Law told Lloyd’s List that the project to import liquefied natural gas to the city, which is undergoing its front-end engineering and design phase currently, will incorporate a facility for ship-to-ship transfer to bunker barges.

He added that CLP is keen to encourage more volumes to flow through the terminal as it would help to lower overall costs and give it a better position in the purchase of LNG.

However, Hong Kong has lagged other major Asian ports in the development of infrastructure for LNG bunkering.

In a presentation on the use of LNG for marine transportation in Hong Kong, consultancy BMT Asia Pacific noted that an LNG masterplan with pilot projects targeting small fleets of local vessels such as has been established in the Rhine-Main-Danube inland waterway, has a similar opportunity to be implemented in the Pearl River Delta.

In the case of Hong Kong, though, BMT Asia Pacific highlighted the fact that regulatory support, critical mass to achieve volume pricing, and physical fuelling infrastructure are missing, while stakeholder buy-in and widespread acceptance by the public remain up in the air.

The consultancy suggested that some form of catalyst from the government was needed as an impetus. Indeed, as early as 2018, the Hong Kong General Chamber of Commerce called on the government to look into LNG bunkering as the IMO 2020 regulations approach.

“If shipowners choose to adopt LNG, their future choice of port of call will definitely be affected by whether such fuel or the bunkering facility is available at the port," HKGCC said presciently.

"Unless we are prepared to cater to this fuel switch, Hong Kong risks losing the capability to serve the new wave of LNG powered vessels including container ships of up to 22,000 teu," it added.

"We believe that Hong Kong should not wait but move quickly to ensure that we remain the most competitive shipping and logistics hub in Asia," the business owners' body reiterated.

Little has been done so far and there are no known proposals on the table to offer LNG bunkering services or set up infrastructure.

"The Marine Department welcomes any project proposal for the provision of LNG bunkering service in Hong Kong," said the Marine Department.

It noted however that "the development of such [a] project will inevitably involve various Government departments" and helpfully offered that it "will render full support in providing technical inputs from the perspectives of vessel navigational safety and marine traffic".

Competing port Singapore has already launched its first LNG-fuelled bunker tanker and has bunker barges under construction. Malaysia's LNG bunkering facilities will be ready by the first quarter of 2020 and Thailand is reported to be eyeing LNG bunkering opportunities.

Mitsui OSK Lines, the provider of Hong Kong's FSRU earlier this year signed a long-term charter contract to operate Asia's largest LNG bunkering vessel in Singapore, which is slated to start services in early 2021.

There are still at least 12 months to go before LNG supply can even start coming to Hong Kong so there could be just about enough time to set up LNG bunkering operations of some sort. However decisions and investments need to be made quickly.

ANALYSIS

Boxship upsizing continues apace

AVERAGE container vessel sizes on mainline trades are rising at a sizeable pace as scale continues to be the clear choice among carriers to bring down costs.

On the transpacific and Asia-Europe trades larger ships continue to displace smaller vessels, according to a new study by analysts Alphaliner, in a trend that shows little sign of slowing.

On the Asia-Europe route, home to the world's largest boxships upwards of 23,000 teu, average ship sizes have been boosted by the removal of the last former panamax units, which were once the trade's vessel of choice.

Earlier this year, Israeli carrier Zim pulled the plug on its Asia-Mediterranean 'ZMP' service, while South Korean line Hyundai Merchant Marine withdrew its Asia-northern Europe 'AEX' loop, noted Alphaliner.

"Widely used on the Asia-Europe trades 15 years ago, tonnage of this size class was now been completely displaced by ships that are - most recently - up to four times larger than their predecessors in the mid-2000s," it said.

In July, Mediterranean Shipping Co began to roll out its series of 23,700 teu, or 'megamax-24', ships on the Asia-Europe trade. Five more units have been delivered over the past three months.

The trade is braced for another 24 ships from various carriers before the end of next year.

At the start of September, the average ship size on the Asia-northern Europe route stood at 16,100 teu, a capacity nearly twice that of the average at the start of the decade of slightly above 8,000 teu.

Fast-forward to this time next year, and Alphaliner forecasts the average to climb to around 17,000 teu upon the delivery of a host of ultra large containerships.

Meanwhile, on services to the Mediterranean from Asia, where MSC deployed the first of its 19,000 teu megamax ships in March this year, the average size ship is currently 12,600 teu. In 2010, the average size ship serving the Asia-Mediterranean trade was below 6,000 teu, according to Alphaliner.

On the transpacific trade vessel upsizing has not been quite as dramatic.

Naturally, vessels calling the US east coast from Asia via the Panama Canal have risen in size since the Central American waterway's expansion. But ships serving the route are still considerably smaller than Asia-Europe vessels at an average just shy of 8,850 teu. Before the Panama Canal's expansion only vessels up to 4,200 teu could move between locks.

The average size of ship serving the US east coast via the Panama Canal is similar to that of other transpacific services, either calling the US west coast or the US east coast via the Suez Canal at 8,350 teu and 9,350 teu, respectively. At the start of the decade the average for either trade was around 6,000 teu.

Alphaliner said: "The Asia-North America routes also saw average vessel sizes increase but this year the pace has been slower, compared to the Asia-Europe trades, as carriers took a more cautious approach in the face of slower demand growth in the US."

No-deal Brexit threatens UK's maritime legal standing

THE UK's role as a leading provider of maritime services is under threat in the face of a hard Brexit, with likely beneficiaries including Denmark and other Scandinavian nations.

While the UK punches above its weight as a provider of maritime services, a Brexit on World Trade Organisation terms could lead to "forum shopping" as parties sought the most beneficial jurisdictions for their cases, argued Camilla Søgaard Hudson, a senior associate at Danish law firm Bech Bruun.

She said the latest data suggests the estimated UK market share of maritime services globally amounts to 35% of maritime insurance services, 26% of the global shipbroking services, and 25% of the global maritime legal services. She said 80% of all maritime legal work in the UK originates from overseas.

This is in contrast to the UK's fleet, which in DWT terms was only 2.7% of the global fleet. But much of the UK's advantage is based on the reciprocal arrangements it has with the European Union, Ms Søgaard Hudson said referring to the Brussels I Regulation and the Lugano Convention.

"The reciprocity between EU and the UK will cease on October 31 if the UK leaves the EU without approving the withdrawal agreement," she said in an article on the impact of a no-deal Brexit.

Jurisdiction and enforcement between a Danish and a UK party is currently governed by the Brussels I Regulation, which provides for the recognition of jurisdiction clauses and the enforceability of UK judgments in Denmark and vice versa. It provides relatively straightforward rules for determining jurisdiction in the absence of a jurisdiction clause.

"All in all, this current regime ensures certainty and predictability for the parties involved," Ms Søgaard Hudson said.

Under a WTO-terms Brexit, however, the question of jurisdiction would be covered by national private law rules.

While this would not affect disputes governed by a contractual jurisdiction clause, in other cases jurisdiction would be covered by national law.

"This will lead to less predictability and certainty for the parties involved and will most likely also lead to an increase in forum shopping, as the parties in question will try to ascertain in which forum they may get the most favourable treatment and result," Ms Søgaard Hudson.

In Denmark and the rest of Scandinavia, the carriage of goods by sea is supplemented by the Danish Merchant Shipping Act and similar legislation in Norway and Sweden that apply jurisdictional rules that take precedence over the Brussels I Regulation.

These rules mean that a plaintiff can commence proceedings in certain locations even if an exclusive jurisdiction clause exists. But as these differ from those laid out in the Brussels I Regulation, these exemptions do not apply if the transport is not either to or from Denmark, Finland, Norway or Sweden, or if the Brussels I Regulation provides otherwise.

"This means that as long as the Brussels I Regulation is applicable in the UK, the place of jurisdiction in the Brussels I Regulation will take precedence when determining the place of jurisdiction in a dispute concerning carriage of goods by sea between a party domiciled in

Denmark and one domiciled in the UK," Ms Søgaard Hudson said.

"It also means that after a hard Brexit, the jurisdiction of such disputes will solely be regulated by the Danish Merchant Shipping Act if proceedings are initiated in Denmark."

In the case of a hard Brexit, the position regarding direct claims may also be subject to change.

"The latest EU decision on this subject provides that an insurer cannot rely on a jurisdiction clause in case of a direct claim against an injured party," Ms Søgaard Hudson said. "Thus, the plaintiff can commence proceedings where the damage occurred, irrespective of a jurisdiction clause."

She cites the example of a Danish owner causing damage to a UK harbour and subsequently going bankrupt. The harbour owner wished to seek damages from the owner's P&I club, but the insurance terms provide for Danish jurisdiction.

"In a pre-Brexit scenario, the Brussels I Regulation would provide for jurisdiction at the place where the damage occurred," she said. "The result in this scenario would thus be that the case should be brought in the UK, irrespective of the jurisdiction clause."

But following a hard Brexit, the insurance terms and conditions would prevail and jurisdiction would be established in Denmark.

In the field of maritime litigation, especially with regard to disputes arising out of the carriage of goods by sea to or from a Scandinavian country, a hard Brexit would, due to the Danish Merchant Shipping Act, increase the number of places in which proceedings may be initiated, irrespective of an exclusive English jurisdiction clause agreed upon between the parties, Ms Søgaard Hudson said.

"When taking into consideration that one of the world's largest carriers is in fact Danish, this may actually entail changes in the current statistics and the UK's dominating market position concerning the provision of maritime services globally," she said.

"The future relationship between the UK and EU is still being negotiated and it is uncertain what the outcome will be. However, one thing is clear; a hard Brexit will affect the venue for future maritime litigation in the UK and Scandinavia."

MARKETS

Boxship sector faces IMO 2020 liquidity calls

LARGE boxship owners and operators will need to build excess liquidity to cover the extra working capital needs arising from the mandatory low sulphur transition.

S&P Global Ratings warned that even if companies are shielded by bunker adjustment factors, they can only reasonably expect to cover any fuel cost increases through after "a typical time lag of about three months".

This gives rise to the need for strong enough liquidity profiles to weather the additional cash flow strain from higher fuel costs imposed by the International Maritime Organization's call to lower sulphur limit from January 1 for bunker to 0.5%, from 3.5%.

CMA CGM is among major boxship companies to have argued that the additional cost from this mandatory low sulphur transition may range from $150 per teu to $200 per teu.

The ratings agency also views owners and ship operators active in the spot market as bearing "the highest fuel risk".

Charterers typically foot the bunker fuel bills for dry bulk, tanker and gas carriers on non-cancellable bareboat or time-charter contracts, the ratings agency said.

But the agency noted the danger of a two-tier market emerging in these market segments if more owners start installing scrubbers in the medium term.

That will make it more difficult for vessels without scrubbers to secure charters.

On the other side of the equation, refiners may be motivated to pump more distillates, which can be supplied as compliant marine fuel to the post-IMO 2020 market.

Or, these distillates can go towards blending with and lowering sulphur content in fuel oil to the compliant level.

S&P Global Ratings suggested that one consequence is that refiners in choosing to ramp up distillates output, would have to cut production of gasoline, jet fuel and kerosene.

This would lower the inventories of and drive up prices of these oil products.

ExxonMobil's joint venture signs on JGC consortium for Rovuma LNG

AN EXXONMOBIL-invested joint venture has selected a consortium led by Japan's JGC Corp to build the onshore production complex of the $33bn Rovuma liquefied natural gas project in Mozambique.

Together with consortium members, TechnipFMC and Fluor Corp, JGC will undertake the engineering, procurement and construction of the two-train LNG complex with nameplate capacity of 15.2m tonnes per annum and its associated onshore facilities.

The complex is expected to start pumping LNG in 2025, drawing on feed gas from the Area 4 concession operated by the Mozambique Rovuma Venture.

ExxonMobil, Eni and CNPC hold a combined 70% majority stake in Area 4. The remaining 30% interest is split evenly between Galp, Kogas and Empresa Nacional de Hidrocarbonetos.

ExxonMobil has indicated that it would invest $500m in the initial construction phase of Rovuma LNG.

The project is expected to be sanctioned by the joint venture partners next year.

The Area 4 concession is also home to a floating LNG project, dubbed Coral South.

Eni is leading the Coral South FLNG project, which is slated to start producing LNG from 2022, three years before the Rovuma LNG complex.

Mozambique will host a second LNG complex that has already been sanctioned by a joint venture led by Anadarko Petroleum.

Anadarko, which has been bought out by Total, plans to build a 12.88m, two-train plant to liquefy and export gas extracted from the Area 1 concession starting from 2024.

Anadarko has said that it would hire 16 LNG carriers to ship LNG from the two-train plant.

IN OTHER NEWS

Cargill joins Maersk Tankers and Mitsui for decarbonisation project

LESS than a month after a major coalition launched to decarbonise shipping, two of its key members have already set up a new venture to help cut shipping emissions.

Cargill, Maersk Tankers and Mitsui have announced a strategic collaboration on a project to drive down greenhouse gas emissions and create affordable technologies.

"The aim is to prove that it can make economic sense for both owners and charterers if they work more closely together to make vessels more fuel efficient, thus demonstrating that sustainable shipping can also be commercially viable," they said in a statement.

Malta opens ship registry office in Greece

THE Malta Ship Registry has opened a new office in Greece to build on its history of success with Greek shipowners.

The flag has already grown to become the largest in Europe and sixth worldwide. Flag administration officials told Lloyd's List that Greek-owned tonnage accounts for about 40% of the fleet.

The new office, in the Maltese embassy in Athens, is seen as a regional office by the flag and will be headed by Charles Axisa, the registry's director of business development.

Novatek considering Arctic LNG transhipments owing to US sanctions

NOVATEK, the Russian gas producer that operates the Yamal LNG export facility, is in talks to set up transhipment hubs in Norway or Russia's Murmansk port, according to Reuters.

It is making the move as the LNG ships it currently uses for exports are caught up in the Cosco sanctions.

Transhipment hubs would allow LNG carriers that do not have ice breaking capabilities to load the Yamal cargo.

Petronas secures LNG offtake deal with South Korean power producer

MALAYSIAN national oil company Petronas has signed a liquefied natural gas offtake agreement with Korea Midland Power Co.

KOMIPO has agreed to purchase about 240,000 tonnes per year of LNG from Malaysia on a delivery ex-ship basis for five years starting from 2020.

Boryeong-based electricity provider KOMIPO has traditionally purchased LNG from Kogas. But as with petrochemical producer S-Oil, KOMIPO has now entered into direct offtake agreements with LNG exporters such as Petronas following a liberalisation of South Korea's gas market.

Okeanis buys two suezmax newbuilds from Kyklades

OKEANIS Eco Tankers, the Oslo-listed tanker owner, has said it will buy two suezmax newbuilds from the private company of its chief executive Ioannis Alafouzos.

The company has said it is exercising options to buy the two scrubber-fitted 158,000 dwt suezmaxes from Kyklades Maritime for $64.5m each.

Hyundai Samho Heavy Industries will construct the vessels for delivery in August 2020.

A&R Logistics partners with US ports to cope with booming export trade in resins

A&R LOGISTICS has entered into a collaborative agreement with the South Carolina Ports Authority to open facilities for the export of plastic resins after earlier reaching similar deals with the ports of Savannah, Georgia and Freeport, Texas.

South Carolina Ports Authority president and chief executive Jim Newsome welcomed the development, saying that it represents a “world-class export facility” that “will enable A&R customers to ship products out of the port of Charleston”.

A&R's new facility will be up to 1m sq ft and contain four high-speed packing lines for plastic resin. It will be located in Moncks Corner, South Carolina, about 30 miles north of the port and will be a select site of the CSX railroad.

APL steps up rail departures from Los Angeles

APL said its Eagle Reach Guaranteed rail service from Los Angeles to Kansas City, Chicago, Memphis, Dallas and New York will depart daily instead of weekly starting on November 1.

Jesper Stenbak, APL senior vice-president of transpacific trade, said the daily rail departure of Eagle Reach Guaranteed is an upgrade from the current weekly departure from Los Angeles.

Mr Stenbak said the change means “significantly improved transit times” for shippers who can now “immediately move” their cargo on rail to the destined inland locations in addition to knowing “the definite arrival day” of the shipment.

DP World completes phase one at Ecuador's Posorja container port

DP WORLD has said the $538m first phase of its new deep-water port of Posorja in Ecuador is complete and operational, signalling a new gateway on the Pacific for boxships of up to 10,000 teu capacity.

Posorja expects annual throughput of 750,000 teu during its first phase, with an eventual capacity of 1.5m teu. The facility will also have a 21 km access highway and a 21-nautical-mile maritime access channel 16.5 m deep.

The port, which has been operating for the past two months, has already handled more than a dozen post-panamax ships, according to Sultan Ahmed Bin Sulayem, group chairman and chief executive of DP World.

Classified notices follow

THURROCK POWER LIMITED

Section 48 Planning Act 2008
Regulation 4 Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

Amended Notice of consultation regarding changes to proposed application for Development Consent Order to construct, operate and decommission the Thurrock Flexible Generation Plant, Tilbury Marshes.

1. **This Notice replaces that published in the Gravesend Messenger newspaper on 26th September 2019. Due to circumstances beyond the control of Thurrock Power Limited ('TPL'), the dates of the consultation on the project changes summarised below have had to be changed to 11th October 2019 to 11th November 2019.**
2. This Notice is supplemental to the Notice published in October 2018 wherein it was stated that:
    - TPL, of 1st Floor, 145 Kensington Church Street, London, W8 7LP intends to apply to the Secretary of State for Business, Energy and Industrial Strategy for a Development Consent Order ('DCO') under section 37 of the Planning Act 2008 (the 'Act') to authorise the construction, operation and decommissioning of a gas fired flexible electricity generation plant and battery storage facility (the 'Project').
    - The Project consists of; reciprocating gas engines with rated electrical output totalling up to 600 MW, batteries with rated electrical output of 150 MW and storage capacity of up to 600 MW, associated electrical and control equipment, new access roads, a gas pipeline connection to the gas national transmission system, an electrical export connection via underground cables to the immediately adjacent National Grid Tilbury Substation, and common land exchange.
    - The main development site for the Project covers an area of approximately 18 hectares and is located on the Tilbury Marshes, just east of the existing Tilbury Substation, in Thurrock, Essex
    - The Project is EIA development and an Environmental Impact Assessment will be required to accompany the application.

    The full Notice published in October 2018 is available on the Project website: www.thurrockpower.co.uk.

3. The initial consultation for the project ran from 16th October 2018 to 14th November 2018. Copies of the documents relating to that consultation, including the Preliminary Environmental Information Report ('PEIR'), are still available on the Project website: www.thurrockpower.co.uk.

4. As a result of responses to the initial consultation, discussion with stakeholders and ongoing iterative design refinement, certain aspects of the Project have been changed. In particular:
    - Construction access to the site will be taken from the south and west rather than to the north;
    - A new permanent causeway into the River Thames will be constructed and used during construction for the delivery of abnormal indivisible loads by water, along with a haul road from the causeway to the construction site. There are two, alternative, options proposed for the route of that haul road in this consultation;
    - Primary construction access will be from the west through land to the north of the recently constructed Tilbury 2 site and will connect the main Project site to the A1089 public highway;
    - Previously proposed access routes for abnormal indivisible loads have been removed from the Project;
    - Previously proposed works to existing public highways to the north of the Project site and the creation of a new construction haul road running east-west from the A126 Gateway Academy roundabout have been removed from the Project;

- Alteration of the areas of land to be used for wildlife habitat compensation;
- Additional land to the west of the main Project site has been included for carbon capture readiness; and
- A new footpath has been added to link Fort Road with the replacement common land included in the Project.

5. Documents, maps and plans containing further Information about the design changes will be available to view or download free of charge on the Project website: (www.thurrockpower.co.uk) from 11th October 2019.

6. The consultation documents mentioned in paragraph 4, above, will also be available to view free of charge during the formal consultation period, from 11th October 2019 to 11th November 2019, at the following public venues (opening times may vary):

Location	Address
Thurrock Council	Civic Offices, New Road, Grays, RM17 6SL
Tilbury Hub	16 Civic Square, Tilbury, RM18 8ZZ
Gravesend Library	Windmill Street, Gravesend, DA12 1BE
Chadwell St Mary Library	Brentwood Road, Chadwell St Mary, Grays, RM16 4JP

7. If you wish to respond to this notice and/or make representations about the changes to the Project, these should be provided to TPL. Responses or representations can be made in the following ways: email: contact@thurrockpower.co.uk; Freepost to: Freepost **THURROCK POWER**; telephone: 0207 1860580. Please include your name and a postal or email address where correspondence about the response can be sent. Please also indicate whether you would like to receive updates on the Project by email.

8. Your responses will be analysed by TPL and/or their appointed agents. Responses may be made public (although personal information will be removed) and copies may be made available to the Planning Inspectorate, Secretary of State and/or other relevant statutory bodies. If you are responding on behalf of an organisation, the organisation may be named in the Consultation Report which will accompany our DCO application.

9. **Please note that all responses must be received by TPL by 11.59pm on 11th November 2019**. TPL cannot guarantee that late responses will be considered.