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## Minor infringements as sulphur cap rolls out smoothly



THE SULPHUR CAP roll-out has come off with no major hitches, albeit with a blind eye turned in a limited number of cases where low sulphur fuel oil fractionally exceeds the International Maritime Organization's content limit, according to market sources.

But while a certain degree of latitude is being granted in the face of what is probably the biggest shake-up for the bunkering sector in living memory, strict enforcement is likely to kick in soon, they added.

The cap is designed to reduce the emission of a major greenhouse gas from shipping sources, and came into force on January 1.

Broadly speaking, it mandates ships to use LSFO with a sulphur content of 0.5% or less, unless engines are fitted with scrubber devices to clean up exhaust fumes.

But with few owners choosing to retrofit scrubbers, there were fears that LSFO would be in short supply at key bunkering hubs such as Singapore and Rotterdam, at least in the early days.

In the event, the expected initial disruption has not materialised, and even the inevitable glitches seem down to a minimum.

One senior bunker industry source commented: "It's been absolutely as you would have expected, I think. I've had a communication from one buyer today that availability in Singapore is tight, but that seems to be more of a barge congestion issue rather than an actual lack of product."

"With regards to quality, there have been alerts of fuels that have tested off-spec for stability, mainly in ARA," they added, using industry

slang for the Amsterdam-Rotterdam-Antwerp range.

A bunker trader in Antwerp admitted that there had been instances of LSFO exceeding the 0.5% cap, but only by the narrowest margins imaginable.

“People have been going crazy with five-one or five-two [ie 0.51% or 0.52% sulphur content] when just a couple of weeks ago they were happily burning 3.4%,” he noted.

He attributed this to teething troubles as refineries gear up to produce the new grades, adding that his employers have seen no instances of debunkering. A bunker supplier in Amsterdam confirmed that it, too, had not witnessed debunkering.

A credit manager at one of the world’s biggest bunker suppliers said that while there had been some initial concerns from some owners about how to handle the new fuels, the switchover has undoubtedly gone well.

There has been no change in the normal overdue accounts situation, which indicates that owners are not withholding payments in the light of potential claims.

His company has benefited because some of its rivals have not had the right fuels in the right places, he claimed. Indeed, some past customers have returned to the fold, seeking the security of a big name with global spread.

“It’s been absolutely notable, and I’m not talking about the crap ones you don’t want to be selling to. Decent owners have been coming back to us in the last three months, and they want to make sure they have got sufficient credit in place because of the higher prices.”

Where LSFO is found to be one-hundredth or two-hundredths of a percentage point over the cap, the authorities are likely to go easy in the short term, he

felt. But there is no reason to think the problem is extensive.

His thoughts were echoed by a classification society source, although she warned that any flexibility granted now is unlikely to be indefinite.

“I think there’s a pragmatism at the moment, things are going to take a little while,” she said.

Any number of things could impact on sulphur content readings. For instance, bunkers are monitored several times during the bunkering process, and it can be that only one or two of the samples at the top or bottom of the feed are aberrant, and all others within the limit.

“It’s January 3. Nobody’s in the office at the moment, people are still dealing with their hangovers from the Christmas holiday.

“I don’t think you’ve got the men with the clipboards just yet. On Monday, when people are genuinely back at work, we will start to see that.”

Tiejha Smyth, deputy director of freight, demurrage and defence at P&I provider North Group, said that initial problems seem to be concentrated on sulphur content, redelivery disputes concerning bunker types and quantities on board at redelivery, and charterparty disputes related to preparing vessels for compliance.

“Considering how many vessels we have entered with us, the number of issues that we have received is relatively small so far, but it is possible that some members are dealing with issues that they have not notified to us,” she commented in an email.

“Going forward, we anticipate that there will be many more disputes concerning bunker availability, quality and sulphur content. We also anticipate disputes concerning scrubber breakdowns and preparing vessels for the carriage ban on 1 March. However, it’s still too early to call.”

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## WHAT TO WATCH

# Fresh highs seen for compliant fuel prices

PRICES of compliant marine fuel oil soared to new highs at the start of the new year in Singapore, playing a factor as international shipping makes the transition to mandatory low sulphur regulations.

Leading oil market pricing agency, S&P Global Platts assessed delivered bunker price for marine fuel oil with 0.5% sulphur or VLSFO at \$700 per tonne as of yesterday in Singapore, the highest ever seen for

trades done at the world's top bunker hub by marine fuel sales.

Rotterdam's VLSFO prices were assessed at \$578 per tonne in Rotterdam, just a touch lower compared to the record \$585 per tonne posted for the busiest bunker hub in Europe, Platts data showed.

Platts draws its price assessments from trades performed through its daily window.

Data from trades submitted to a second pricing agency showed VLSFO prices in Singapore and Rotterdam setting new records yesterday.

Argus Media assessed VLSFO delivered bunker prices at \$713 per tonne in Singapore and \$591.50 per tonne in Rotterdam.

"Prices are surging because shipowners will now start running vessels on low sulphur fuels, given we are in 2020, versus just buying and storing fuels on board pre-2020," Argus Media noted.

Burning VLSFO, which is typically derived from blending heavy fuel oil with distillates, is one option on the table for shipowners to comply with the International Maritime Organization's 0.5% limit on sulphur in marine fuel.

Shipowners were seen as only starting to switch from running vessels on 3.5% sulphur marine fuel oil, or HSFO, from around late October 2019, less than three months before the regulatory deadline.

Argus Media also pointed to tight availability in the bunker fleet contributing to recent surges in marine fuel prices, which is not likely to ease anytime soon.

"Given compatibility issues (between compliant fuels), we expect the barge tightness to become quasi-permanent."

Marine fuel bills for ships installed with scrubbers that are still permitted to burn 3.5% fuel oil or HSFO, however, also appear to be on the rise.

Platts assessed HSFO delivered bunker prices at \$347 per tonne for trades done yesterday in Singapore and \$282 per tonne in Rotterdam.

These are higher compared to levels seen last October, when HSFO prices first fell below \$200 in Rotterdam and \$300 in Singapore as reflected in previous Platts assessments.

Some suppliers have started withdrawing HSFO from their marine fuel offerings.

Taiwan's state-owned CPC is no longer supplying HSFO as a marine fuel in Taichung, Keelung and Hualien or Suao though it is still doing so out of the main port of Kaohsiung.

HSFO however, is still available as a marine fuel option at Singapore and Rotterdam, the top marine fuel hubs by bunker sales in Asia and Europe.

Platts-assessed HSFO-VLSFO price spreads stood at \$353 per tonne for trades in Singapore and \$296 per tonne in Rotterdam yesterday.

The HSFO-VLSFO price spread is one indicator commonly used by shipowners to gauge the viability of scrubber investments.

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## OPINION

# UK ports face pivotal year

THE next 12 months could be "pivotal" for UK ports as they prepare for Brexit and face increased environmental pressures.

British Ports Association chief executive Richard Ballantyne said the government's withdrawal from the European Union would see the UK diverging from European customs rules, meaning new border controls for freight operators.

"This will be a major challenge for parts of the UK logistics sector, including those on the Irish Sea, so working with the government to ensure

additional costs and delays are kept to a minimum will be central to our discussions with officials," he said in a New Year message to members.

"We also expect the government to press ahead with a free ports policy so encouraging an inclusive port zoning strategy, looking at how ports of all type and location will feature in national and regional growth strategies will be central."

But sustainability would also be a key theme in 2020, said BPA head of policy Mark Simmonds.

“For many, 2020 is the year of the sulphur cap, but the focus on air emissions from ports and shipping more widely will continue to grow,” he said. “While Brexit has dominated the headlines for years, sustainability has been the issue that affects all ports and it will be near the top of the political agenda for the next decade — whether it’s emissions, planning rules or marine litter.”

This would present huge challenges for ports. Sustainability and the environment would be a particular focus for the BPA this year, he said.

“The energy transition will continue to change the way ports operate as some cargoes decline or fall away completely, while new ones appear and offshore renewables becomes ever more important to the sector,” said Mr Simmonds.

“A new UK government, Brexit and any potential economic fallout may mean that the industry’s

ideas for improving the planning and consenting regimes for ports start to be heard with more interest in Westminster, Holyrood, Cardiff Bay and Stormont.”

BPA policy analyst Phoebe Warneford-Thomson added that national, regional and local planners would need to prioritise port transport and infrastructure needs in order for the sector to release new projects and developments.

“While UK cargo figures did slow somewhat last year, other types of port business are thriving,” she said.

“The BPA will also be heavily focusing on transport connectivity for ports to focus attention on the investment needed to better integrate ports into the wider transport infrastructure, and we will also be renewing calls for a new UK Freight Strategy to help UK ports be more agile and competitive.”

## Test that blended fuel before you sail

COMPANIES that test recipes for newer, low-sulphur blended marine fuels are the best safeguard shipowners have for avoiding trouble that could lead to substantial engine damage on the high seas.

“Sludge formation in bunker fuel is the source of major operational problems for the shipowner,” according to Sunil Kumar, laboratory manager of Veritas Petroleum Services in Fujairah.

He said sludge can create numerous operational problems, such as “blockage of filters, centrifuges, pipes, and service tanks” as well as “damage to pistons, rings, liners and combustion difficulties”.

According to Mr Kumar: “High asphaltene content fuels have the greater tendency to form sludge, especially when blended with incompatible hydrocarbons.”

Edward Chen, of Los Angeles Bunker Surveyors, agreed with that assessment, telling Lloyd’s List that asphaltenes, a natural component in all oils, are a major cause of sludge.

Asphaltenes were discovered by the 19th century French chemist Jean-Baptiste Boussingault, who noticed that the distillation residue of some bitumens had asphalt-like properties.

Underlining their propensity toward sludge, asphaltenes in the form of asphalt or bitumen

products from oil refineries are the black tarlike substance commonly used to waterproof building foundations or to cover roads. That’s not the kind of substance any engine needs.

Asphaltenes are a natural component of oil, but their presence varies with different types. In some oils, the concentration of asphaltenes may be less than 1%, while in others it could be more than 20%.

When two or more incompatible oils are blended, the process can release the asphaltenes into what Mr Kumar calls an “aggregation of colloiddally dispersed asphaltenes forming sludge”.

Mr Chen told Lloyd’s List that there was a “lot of uncertainty” in the world today with the advent of IMO 2020. That is especially the case given the large numbers of potentially incompatible oils now available for blending.

Those numbers are evident in an interactive “periodic table” of world oils recently released by S&P Global Platts, which shows the diverse properties of some 120 different kinds of oil — and the list is not even complete.

The large number of available oils, any one of which could be used in the creation of marine bunker fuels, underscores the “uncertainty” involved in the blending process. There are a huge number of potential variables involved.



That's why, according to Shannon Boudreaux, a fuel blending specialist with AmSpec Services in Houston, Texas, it pays shipowners to make use of fuel testing firms in order to be certain that the fuels purchased for their ships will not clog up the machinery.

Mr Boudreaux explained that blenders have a "recipe" for the fuel they want to produce, but that achieving the correct results requires trial and error in what he called "bench blending" long before any large batches of marine fuel are ever produced or sold.

Typically, he said, in bench blending, a small batch of potentially compliant fuel is formed from several different types of oil and then tested before the correct result is achieved.

Nor is one test the norm.

"The sulphur content might be 0.5% in compliance with IMO 2020," he said, but residues like asphaltenes may be off. If so, he said, a new sample blend is produced and tested — and so on until the correct mix results.

"We're trying to find the right recipe before you put it into the tank," he said, adding that bench testing might result in "15-20 hand blends" until the right result is achieved and only then do blenders actually order up the larger quantities they need to sell on the market.

As Mr Boudreaux put it: "Suppliers and refiners do not blend out-of-specification product in tank for market supply in any region around the globe." To the contrary, they do test runs long before any fuel reaches a ship.

Still, in the face of burgeoning scare stories and fake news, shipowners have only one recourse when it comes to gaining certainty over the supplies of blended fuels they are buying for their vessels: a test of the fuel long before it is ever loaded into a ship's tanks.

That is much better than discovering — miles out to sea — that the ship's engines have just ground to a halt due to the sludge formed by an "aggregation of colloiddally dispersed asphaltenes" coming from a blend of incompatible oils.

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## ANALYSIS

# The Interview: Kari-Pekka Laaksonen

WITH container shipping's shortsea sector becoming increasingly concentrated, carving out a market niche has proven key to survival.

The success of Europe's regional specialist Samskip adds weight to the theory. A multimodal offering, encompassing sea, road and rail, provides customers with an end-to-end logistics solution with that increasingly desired and crucial last mile delivery.

But as deepsea carriers look to replicate this model and enhance their presence in the logistics space through vertical integration, linking ocean services with the hinterland and beyond, one might expect the Netherlands-based company to be concerned by this increasing level of competition.

However, Samskip chief executive Kari-Pekka Laaksonen is convinced that it is insulated against exposure in an increasingly squeezed market, and there is still room for the little guy.

Speaking exclusively to Lloyd's List he says that by addressing the importance of the last mile and end-to-end solution, the core of Samskip's business

can only be positive. It shows that these companies are starting to realise its value.

"So, you might feel that it increases the competition and the pressure on us, but I think it is always a good thing and ensures all of us are creating more and more efficient solutions for customers," he says.

"There is still a place for specialists within the European logistics business."

Even so, for the major carriers developing on the basis of vertical integration he says that an efficient inland network is no mean feat.

Linking up with a local player is one option, and so too is acquiring a regional company with the necessary expertise, says Mr Laaksonen.

Although the deepsea carriers have the competitive edge when it comes to certain elements of the supply chain, such as access to resources, lower slot costs and wider ocean coverage, this localised knowledge never comes easily, he says.

Indeed, Samskip knows only too well the benefits of this regional know-how.

The concentration of the shortsea sector in recent years has not only been down to the major carriers but also due a series of mergers and acquisitions from within the sector.

Samskip has been at the centre of a consolidation wave in the European shortsea shipping market.

Active members of the European shortsea market have dwindled in size in recent years. While deepsea carriers have played a significant part, including CMA CGM's acquisition of Containerships, Samskip has arguably been the most active on the acquisition front. The group has recently completed takeovers of Nor Lines and Euro Container Lines, in addition to Samskip Logistics.

Mr Laaksonen, who joined Samskip in September from Containerships, having successfully overseen the CMA CGM takeover, has been charged with combining the group's latest ventures into one integrated business.

The addition of Nor Lines to the portfolio has enhanced the group's longstanding presence in Norway, where the group's fledgling container operations began more than two decades ago, while acquiring Euro Container Lines helped connect Samskip with the Continent's giant ports in Rotterdam and Hamburg. The takeover of Samskip Logistics has enabled the group to advance its offering in the reefer shipping segment.

Each acquisition has added a much-needed regional focus to the group's overall proposition to customers.

Mr Laaksonen does not rule out the prospect of further merger and acquisition activity if similar opportunities arise, although the group does not currently have anything "actively in the loop".

While Samskip may be open to M&A activity of its own, given the recent trend of the major deepsea carriers expanding their regional presence, it does beg the question as to whether it could become the next subject of a high-profile takeover. Given its strength in Scandinavia and the lucrative UK market, in addition to its significant inland network incorporating both road and rail, Samskip would certainly be an attractive proposition for those looking to expand in Europe.

Mr Laaksonen emphasises that any talk of a takeover would be a question for the owners.

## Digital transformation

For now, he says, Samskip will continue developing its own business and if someone is interested then he is no doubt that they will approach the company. The short- to medium-term focus and group priority is to fully digitalise the Samskip network with the integration and roll-out of new IT systems.

"We are introducing totally new [IT] systems and this is going to take us at least a couple of years."

This 'digital transformation' will take Samskip to a different level and one that is needed to remain competitive, according to Mr Laaksonen.

Samskip is also eyeing other ventures that could add value to the business.

Last year, Samskip announced it was the lead partner in Seashuttle, a project seeking to bring to market emissions-free autonomous containerships that operate at a profit.

Seashuttle is still in its development stage. However, the initial plan is to deploy two all-electric ships, powered by hydrogen fuel cells, connecting Poland with ports in western Sweden and the Oslo fjord, Norway.

Mr Laaksonen says that if other projects become available that are equally attractive where Samskip could invest, then he is also "totally for, looking into these kind of things".

Such investments will become increasingly important as shipping's green credentials gain more credence. The first step is readying Samskip's fleet for the sulphur cap.

One thing to the company's advantage is how a significant volume of its fleet, comprising 22 vessels either owned or chartered, operate predominately in Europe's Sulphur Emission Control Areas (SECA), which has been in effect since 2015. In the SECAs, sulphur emissions from burning bunker fuel are already limited to 0.1% compared to the 0.5% stipulated by the International Maritime Organization's regulation.

Nevertheless, Mr Laaksonen says that the cost burden of meeting these new requirements will be difficult for the industry to absorb, particularly for a smaller player such as Samskip compared to their larger counterparts.

The initial plan is to switch to low-sulphur fuel oil. However, he revealed that the company is in

negotiations over a handful of scrubber solutions.

LSFOs, or indeed scrubbers, are not a long-term solution if the industry is to further its green endeavours.

The acquisition of Nor Lines added LNG-fuelled ships to the Samskip fleet, enabling the group to study its effectiveness as a marine fuel first-hand.

However, the group is also studying the viability of other alternative fuels and keeping its options open.

“We need to find the right technology or fuel that we believe in for the future. Whether that is LNG or something else is something everyone is working on at this moment in time,” says Mr Laaksonen.

#### **Down to basics**

For now, it is about getting down to basics. The

group plans to hunker down and build on where it currently holds a prominent market position.

In addition to a strong Norwegian foothold, Samskip is also an important player across Scandinavia, and notably Sweden from where its extensive road and rail network links to the European mainland. Iceland too is also of significance to the operator. Not only is it where the company has its roots, but also it is the base for its business in the North Atlantic to serve the fish industry.

The UK is also integral for Samskip, with the British Isles representing the largest volumes and concentration of business outside Scandinavia.

“Samskip has a significance in the niche corridors we operate. If you have the tools, whether you’re big or small it doesn’t really matter it goes to show, there is space for the companies like us,” says Mr Laaksonen.

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## MARKETS

# Baltic Exchange drops fading dry bulk routes

THE Baltic Exchange has decided to drop a number of dry bulk routes following a review.

As of January 2, the London-based exchange has ceased the P3A-IV implied voyage rate for a 72,000 dwt panamax vessel carrying coal from Newcastle in Australia to Qingdao in China. The route had gone live in January 2012 and was an automated calculation.

“As part of the Baltic’s annual review, it became clear that the relevance for this has reduced,” the exchange said in a notice.

The Baltic has also decided to cease publication of the capesize C15 voyage from Richards Bay in South Africa to Fangcheng in China from January 31 due to declining volumes on this route making it “harder for panellists to assess” it said.

The route went live in May 2014 “when sufficient volumes were trading”, it added.

The capesize C4 Richards Bay to Rotterdam voyage, which has been active since 1999, will also cease to be published from June 30, the Baltic said, adding that “trading pattern changes have significantly reduced both the volume and visibility, with what little volume moving restricted to a few players”.

Furthermore, as part of a revamp of the indices to reflect larger vessel sizes, the Baltic has calculated fixed differentials for the handysize and panamax sectors.

The final differential to derive the 28,000 dwt value from the newer 38,000 dwt assessment is \$1,966 based on the average difference from March 1, 2018, to December 31, 2019.

The final fixed differential to derive the 74,000 dwt value from the newer 82,000 dwt assessment is \$1,336 based on the average difference from January 1, 2018, to December 31, 2019.

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## IN OTHER NEWS

### **Hyundai Heavy targets \$16bn in new orders for 2020**

**DOMINANT** South Korean shipbuilding group Hyundai Heavy Industries Group has

announced its new order target for 2020, keeping it unchanged from the \$15.9bn it aimed to achieve last year, according to Yonhap.

The combined target of its three shipbuilding units was unmet in 2019, where orders sealed by Hyundai Heavy Industries, Hyundai Samho Heavy Industries.

and Hyundai Mipo Dockyard came up to \$12bn or 76% of the goal.

Flagship subsidiary Hyundai Heavy Industries aims to bag \$8bn worth of deals while Hyundai Mipo Dockyard has set a target of \$3.65bn, up slightly from its previous annual order target of \$3.53bn in 2019.

### **GoodBulk scraps application for New York IPO**

GOODBULK, an international drybulk shipping company with a fleet of 27 vessels, has formally withdrawn its application for a US initial public offering.

The company had filed in June 2018 to raise \$140m by offering 8.5m shares at a price range of \$15.50 to \$17.50, targeting a market capitalisation of \$628m, but postponed the offering later that month, citing "adverse market conditions".

It had planned to list on the Nasdaq under the symbol GBLK. Morgan Stanley and Credit Suisse were set to be the joint bookrunners on the deal.

### **Indonesia to review regulation on coal shipments**

JAKARTA will review its decision to mandate the use of Indonesian-flagged vessels handling the country's key export commodities after concerns it would weigh on the country's coal exports.

The regulation is to take effect at the end of April this year.

"We are aware that we do not have a large enough fleet to support the coal export sector," Eko Priyanto from the Directorate General of Foreign Trade was reported as saying by local media.

### **Malaysia denies links to tanker arrested by Iran**

MALAYSIA has confirmed that the vessel detained by Iran is not Malaysian-flagged and the crew are not Malaysians.

Earlier this week it was reported that a tanker was seized in Strait of Hormuz on suspicion of smuggling oil and its 16 crew arrested.

Malaysian foreign minister Saifuddin Abdullah told local

media that the Malaysian Embassy in Tehran has confirmed that the vessel involved was First Lady and none of the crew members were Malaysian citizens. According to AIS data the vessel had been bound for Sharjah before it was stopped on December 27.

### **Pacific Radiance sees next generation leadership taking over**

SINGAPORE offshore services vessel company Pacific Radiance has embarked on a transition to the next generation as founder and executive chairman Pang Yoke Min's sons take on key roles.

The company said in a market announcement that in line with its long-term succession plan, current managing director of Commercial and Business Development James Pang was appointed acting chief executive officer effective January 1, 2020.

Current managing director of Subsea and Project Logistics Anthony Pang was appointed acting chief commercial officer. He will oversee the Offshore Support Services and Subsea Divisions of the group.

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## **Classified notices**



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**NOTICE OF ACCEPTANCE OF AN APPLICATION FOR A DEVELOPMENT CONSENT ORDER FOR AQUIND INTERCONNECTOR  
(PLANNING INSPECTORATE REFERENCE: EN020022)**

**SECTION 56 OF THE PLANNING ACT 2008 AND REGULATION 9 OF THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009  
AND REGULATION 16 OF THE INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017**

1. Notice is hereby given that the Secretary of State for Business, Energy and Industrial Strategy ('Secretary of State') has accepted an application for a Development Consent Order ('DCO') made by AQUIND Limited ('Applicant') of OGN House, Hadrian Way, Wallsend, Tyne and Wear, NE28 6HL under the Planning Act 2008. The application was submitted to the Secretary of State (via the Planning Inspectorate) on Thursday 14 November 2019 and accepted for examination on Thursday 12 December 2019. The Planning Inspectorate's reference number for the application is EN020022.

**SUMMARY OF THE PROJECT**

2. AQUIND Interconnector ('Project') is a new 2,000 MW subsea and underground High Voltage Direct Current ('HVDC') bi-directional electric power transmission link between the South Coast of England and Normandy in France. By linking the British and French electric power grids it will make energy markets more efficient, improve security of supply and enable greater flexibility as power grids evolve to adapt to different sources of renewable energy and changes in demand trends such as the development of electric vehicles. The Project will have the capacity to transmit up to 16,000,000 MWh of electricity per annum, which equates to approximately 5% and 3% of the total consumption of the UK and France respectively.
3. The Application seeks development consent for those elements of the Project located in the UK and the UK Marine Area ('Proposed Development'). The Proposed Development includes:
  - HVDC marine cables from the boundary of the UK exclusive economic zone to the UK at Eastney in Portsmouth;
  - jointing of the HVDC marine cables and HVDC onshore cables;
  - HVDC onshore cables from Eastney to Lovedean;
  - a Converter Station and associated electrical and telecommunications infrastructure;
  - High Voltage Alternating Current ('HVAC') onshore cables and associated infrastructure connecting the Converter Station to the Great Britain electrical transmission network, the National Grid, at Lovedean Substation; and
  - smaller diameter fibre optic cables to be installed together with the HVDC and HVAC cables and associated infrastructure.

**ENVIRONMENTAL IMPACT ASSESSMENT**

4. Schedules 1 and 2 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 set out the types of development for which an Environmental Impact Assessment ('EIA') is required to be undertaken. The Proposed Development is not development of a type listed within either of these schedules. However, due to the potential for significant environmental effects to arise in connection with the Proposed Development, the Applicant has opted to voluntarily undertake an EIA and provide an Environmental Statement ('ES') in support of the DCO application.

**COPIES OF THE APPLICATION DOCUMENTS**

5. An electronic copy of the Application Form and its accompanying documents including the draft DCO, ES, plans and maps ('Application Documents') is available for inspection using publicly available computers and/or the laptops provided, free of charge, at the following venues (opening days and times vary as listed, and are subject to change). The Application Documents will be available to view from Thursday 2 January 2020 until Wednesday 19 February 2020.

Venue	Opening Times
North End Library, Glays Avenue, Northend, Portsmouth, PO2 9AX	Mon - Wed: 09:30 - 18:00, Thu & Fri: 09:30 - 17:00, Sat: 10:00 - 15:30
Central Library, Portsmouth City Council, Guildhall Square, Portsmouth, PO1 2DX	Mon & Fri: 09:30 - 17:00, Tue, Wed & Thu: 09:30 - 18:00, Sat: 10:00 - 15:30
Cosham Library, Spur Road, Cosham, Portsmouth, PO6 3EB	Mon, Tue & Thu: 09:30 - 18:00, Wed & Fri: 09:30 - 17:00, Sat: 10:00 - 15:30
Havant Library, Havant Meridian Centre, Havant, PO9 1UN	Mon, Tue, Thu & Fri: 09:30 - 17:30, Wed: 09:30 - 13:00, Sat: 09:30 - 17:00
Horndean Library, 12 Fiveheads Road, Horndean, PO8 9NW	Mon & Thu: 14:00 - 17:00, Wed: 10:00 - 13:00 & 14:00 - 17:00, Fri: 14:00 - 19:00
Petersfield Library, 27 The Square, Petersfield, GU32 3HH	Mon, Tue, Thu & Sat: 09:00 - 17:00, Wed & Fri: 09:00 - 19:00
Southsea Library, 19-21 Palmerston Road, Southsea, Portsmouth, PO5 3QQ	Mon - Thu: 09:30 - 17:30, Fri: 09:30 - 17:00, Sat: 10:00 - 17:30, Sun: 10:00 - 16:00
Waterlooville Library, The Precinct, Waterlooville, PO7 7DT	Mon, Tue, Wed & Sat: 09:00 - 17:00, Thu & Fri: 09:00 - 19:00
Winchester City Council, City Offices, Colebrook Street, Winchester, SO23 9LJ	Mon - Thu: 08:30 - 17:00, Fri: 08:30 - 16:30
Winchester Discovery Centre, Jewry Street, Winchester, SO23 8SB	Mon - Fri: 09:00 - 19:00, Sat: 09:00 - 17:00, Sun: 11:00 - 15:00

6. The Application Documents are also available to view online at <http://aquindconsultation.co.uk/> and on the Planning Inspectorate's website at <https://infrastructure.planninginspectorate.gov.uk/projects/south-east/aquind-interconnector/?ipcsection=docs>
7. Electronic copies of the Application Documents will be made available free of charge on a USB upon request to the Applicant. A paper copy of the complete set of Application Documents is available to be purchased at the cost of £4,250. Please email [aquindconsultation@becg.com](mailto:aquindconsultation@becg.com) or phone 01962 893 869 if you would like to request copies of the Application Documents.

#### COMMENTING ON THE APPLICATION

8. 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 is available through the project page of the Planning Inspectorate's website at: <https://infrastructure.planninginspectorate.gov.uk/projects/south-east/aquind-interconnector/>
9. If you would like to request a paper copy of the Planning Inspectorate's Registration and Relevant Representation Form, please telephone the Planning Inspectorate on 0303 444 5000.
10. Completed forms should be returned to: The Planning Inspectorate, National Infrastructure Directive, Temple Quay House, 2 The Square, Bristol, BS1 6PN. The Planning Inspectorate's reference number for the Application (EN020022) should be quoted in any correspondence.
11. The Planning Inspectorate's Advice Note 8.2: How to register to participate in an Examination (December 2016) provides further guidance on how to register and make a relevant representation. It is available online at: <https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2013/04/Advice-note-8-2v3.pdf>
12. Please note that representations must be received by the Planning Inspectorate by 23:59 on Wednesday 19 February 2020. All representations will be made public by the Planning Inspectorate.
13. Further information about the Project may be obtained from the Applicant at:

**Address:**

FREEPOST AQUIND CONSULTATION **E:** [aquindconsultation@becg.com](mailto:aquindconsultation@becg.com) **W:** <http://aquindconsultation.co.uk/> **T:** 01962 893 869

Enforcement Officer Risto Sepp sells a vessel named "OCEAN SPIRIT" IMO 8325793, located at Bekker Port, Tallinn, and belonging to "img EHF" of iSLAND at an oral auction.

Claim of DAN Bunkering serves as grounds for conducting the auction. The auction begins on 27.01.2020 at 11:00. The auction shall be conducted in the offices of "Ühinenud kohtutäiturid" at Rävala pst 5, Tallinn, VII floor.

Starting bid of auction is 1, 000,000 euro.

Persons having the right to claims ensuing from maritime claims are to submit such claims no later than on 20.01.2020 with substantial grounds. The Enforcement Officer proposes to all persons having rights in regard to the vessel being sold or rights that would obstruct the conduction of the auction, to achieve a closure or halt of the auction before the day of division of earnings on the basis of an agreement with the claimant or a ruling of the court;

Any additional information concerning auction or vessel details or inspection of the vessel sold at the auction is possible on arrangement with the Enforcement Officer. A request must be submitted by e-mail [buroo.sepp@tatur.net](mailto:buroo.sepp@tatur.net) or by phone +372 53 48 34 83.



# POOMPUHAR SHIPPING CORPORATION LIMITED

692, Anna Salai, IV Floor, Nandanam, Chennai - 600 035, India  
Telephone No: 044-24330505 / 807 Fax: 91-44-24344593,  
E-mail : [pscship@gmail.com](mailto:pscship@gmail.com) / [pscship@dataone.in](mailto:pscship@dataone.in)

## GLOBAL TENDER

### NOTICE INVITING TENDER FOR SPOT TIME CHARTERING OF ONE SELF-TRIMMING SUPRAMAX GEARLESS VESSEL WITH DEAD WEIGHT CAPACITY OF ABOUT 45000 TO 59000 DWT.

Sealed tenders are invited from the owners / disponent owners of Indian / Foreign flag vessels or through their authorized brokers for Spot time chartering of one Self-trimming supramax gearless vessel for coastal transportation of thermal coal, on account of TANGEDCO are as follows:

#### One Self Trimming Supramax gearless vessel with the lay days from 28.01.2020 to 10.02.2020

#### TENDER NO.H/OP/SPSGER/116/001/19-20 (Spot Time Charter)

Period : 3 months + 3 months +/- 10 days choption.

Last date for issue of Tender book	-	on 20.01.2020 upto 12:00 hours
Tender box to be closed at	-	on 20.01.2020 at 15:00 hours
Tender box to be opened at	-	on 20.01.2020 at 15:30 hours
EMD	-	Rs.10 Lakhs - For Indian flag vessels USD 17,000 - For Foreign flag vessels
Cost of tender document	-	Rs.5,000/- each (Indian Flag) USD 100 each (Foreign Flag)

Separate Tender document for spot time chartering are available in our website from 02.01.2020 & the same may be downloaded from our website: [www.tamilship.com](http://www.tamilship.com) / [www.tntenders.gov.in](http://www.tntenders.gov.in) at free of cost.

For more details visit our website [www.tamilship.com](http://www.tamilship.com) / [www.tntenders.gov.in](http://www.tntenders.gov.in)

DIPR/ 4721 /TENDER/2019

Chairman & Managing Director



# POOMPUHAR SHIPPING CORPORATION LIMITED

(A Government of Tamilnadu Enterprise)

692, (Old No. 473), Anna Salai, IV Floor, Nandanam, Chennai - 600 035.

Ph: 2433 0505, 2433 0807; Fax: 2434 4593, 2433 5706 E-mail : [pscship@gmail.com](mailto:pscship@gmail.com) / [pscship@dataone.in](mailto:pscship@dataone.in)

## GLOBAL TENDER

## TENDER NO.H/OP/LTPG/151/006/19-20

### NOTICE INVITING TENDER FOR TIME CHARTERING OF ONE SELF TRIMMING PANAMAX GEARLESS/GEARED (OFFERED AS GEARLESS) BULK CARRIER OF 70000-78000 DWT

Sealed tenders are invited from the owners / disponent owners of Indian / Foreign flag vessel or through their authorized brokers for time chartering of one self trimming panamax gearless / geared (offered as gearless) bulk carrier with a minimum loading rate of 3000 MTs per hour for a period of 6 months + 3 months +/- 10 days choption with the lay days from 25.01.2020 to 10.02.2020 for coastal transportation of thermal coal in East Coast of India (Paradip / Dhamra / and Kakinada Ports to Ennore), for NTECL's Vallur Thermal Power Station, North Chennai.

#### ONE SELF TRIMMING PANAMAX GEARLESS / GEARED (OFFERED AS GEARLESS) WITH THE LAY DAYS FROM 25.01.2020 TO 10.02.2020.

#### TENDER NO. H/OP/LTPG/151/006/19-20

Period - 6 months + 3 months +/- 10 days choption

Tender box to be closed at - on 21.01.2020 at 15:00 hours

Tender box to be opened at - on 21.01.2020 at 15:30 hours

Cost of tender document	-	Rs.5,000/- each for Indian flag vessel USD 100/- each for Foreign flag vessel
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EMD	-	Rs.10,00,000/- for Indian flag vessel USD 17,000/- for Foreign flag vessel
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Tender document is available in our website [www.tamilship.com](http://www.tamilship.com) / [www.tntenders.gov.in](http://www.tntenders.gov.in) from 02.01.2020 & the same may be downloaded free of cost. For more details visit our website [www.tamilship.com](http://www.tamilship.com) / [www.tntenders.gov.in](http://www.tntenders.gov.in)

DIPR/4722/Tender/2019

Chairman & Managing Director





# Seatrade Maritime Awards Asia

**22 April 2020**

Suntec Singapore  
Convention & Exhibition Centre  
[seatradeasiaawards.com](http://seatradeasiaawards.com)

*Honouring the finest in Maritime Asia*

Entering its 13th edition, the prestigious Seatrade Maritime Awards Asia is calling for awards nominations to honour the achievements and brightest talents in Asia's maritime industry.

A total of 12 competitive awards are open for nominations. Entry submissions will be reviewed by a distinguished panel of judges and winners will be unveiled at the glamorous awards presentation and gala dinner on 22 April 2020 at the Suntec Singapore Convention & Exhibition Centre.

Share your success stories and submit your entries today at [seatradeasiaawards.com](http://seatradeasiaawards.com)

Entry  
Deadline  
24 January  
2020

## Award Categories

- Talent Development Award **NEW**
- Digital Innovation Award **NEW**
- Environment Innovation Award **NEW**
- Start-Up Innovation Award **NEW**
- Sustainability Award **NEW**
- Safety Initiative Award
- Ship Manager Award
- Shipping Company of the Year Award **NEW**
- Maritime Law Award
- Fuel Efficiency Award
- Classification Society Award **NEW**
- Deal of the Year Award

For award nomination enquiries, please contact **Ms Phoenix Teng** at [enquiries@seatradeasiaawards.com](mailto:enquiries@seatradeasiaawards.com)

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