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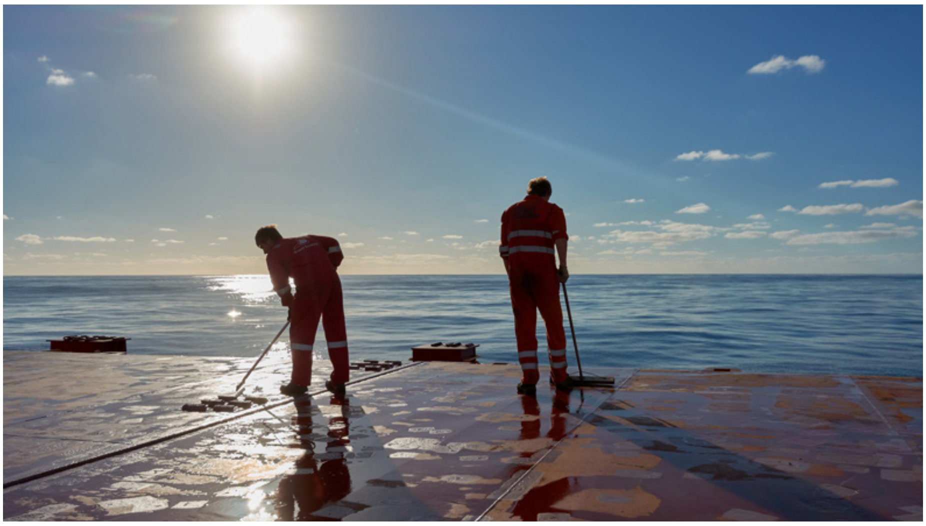
Crew welfare crisis: Less than a third of seafarers repatriated



ONLY 30% OF NECESSARY crew changes are taking place despite many much-lauded measures to repatriate an estimated 300,000 exhausted seafarers whose contracts have expired but cannot leave their vessels.

Unco-operative authorities, country intake limits, and governments refusing to allow airlines to fly crews to and from their countries of origin continue to stymie crew changes against the backdrop of the coronavirus curbs.

"There is a lot of bullshit going on," said Capt Kuba Syzmanski, director-general of shipmanager lobby group Intermanager, whose members manage 30% of the world's vessels and provide about 90% of crews.

He cited difficulties moving seafarers through the crucial hubs of the United Arab Emirates and Philippines even though both countries claimed to have established measures that facilitate transfers.

"For the past three weeks, the top guys in the UAE were saying 'yeah, no problems, you can do the crew change'," Capt Syzmanski told Lloyd's List. "But the local guys at the borders were not allowing what the top guys were saying.

"What is amazing for us is that they are allowing tourists in, but they don't allow seafarers in. They were allowing seafarers out. But you cannot sign somebody off if he is not relieved."

The UK government is hosting an international summit on July 9 to tackle what is emerging as the biggest ever threat to crew welfare.

Measures to grant seafarers key-worker status have failed, leading to what many in the shipping industry describe as a growing humanitarian crisis at sea.

Non-government organisations, a multitude of shipping lobby groups, as well as United Nations maritime and labour organisations have failed to gain traction in their co-ordinated and widespread campaign to remove global travel restrictions that have stranded hundreds of thousands of the world's 1.5m seafarers.

Singapore, one of the key crew change countries has been slow to respond, Capt Syzmanski said. Others like Qatar banned crew changes outright.

"It's ridiculous," he said. "Seafarers please come with your cargo but when we need to do something for you, well, 'no thank you'."

There are 300,000 overdue crew to be replaced, with 100,000 already released, based on Intermanager member estimates. About 40% of the world's 330,000 Filipino officers and ratings can travel through Manila airport under a newly expanded corridor.

The Filipino government was allowing 1,200 overseas workers daily through the airport. Seafarers did not secure all of these allocated places and — on current numbers — some 10,000 to 12,000 crew would be dispatched each month, according to Capt Syzmanski. As many as 40,000 Filipino seafarers needed to transit through Manila over that period before the coronavirus situation began, he said.

"You get owners who will go to a port to land the crew but the poor crew cannot get on a plane to go home because the situation has changed," said UK P&I Club loss prevention director Stuart Edmonston.

"You think that a seaport is open and has flights available but by the time you get to the airport the situation's changed and crew find themselves not being able to go through."

Capt Smanksi said some countries, such as the US, had policies that insisted seafarers who disembarked returned to the vessel if their flight was cancelled or the vessel would have to delay departure. Others, such as India, were only now allowing charter flights in to relieve that country's 80,000 seafarers.

Some transport corridors were working effectively, he said. Both Amsterdam and Berlin airports were open, allowing passage for Polish seafarers, for example, while Hong Kong also was allowing repatriation.

The potential for seafarer fatigue is weighing on P&I Clubs, with medical and mental health issues arising from seafarers' inability to end their contracts and return to families. Many are working well beyond their nine-month contract period.

"If you are away for months and months over, you're going to be mentally affected by it," Mr Edmonston said. "I'm sure crew are mentally fatigued on ships. And will we see incidents if they do not go home soon in the future? That is a concern."

Capt Syzmanski notes Singapore and the UAE are key hubs for crew changes because this is where ships typically stop to bunker.

He says: "These two countries are always trying to portray themselves as the biggest strength in the shipping industry, always saying to come and work with us. But when it came to testing times, they turned their backs on us. Big time. I hope the industry will remember that."

WHAT TO WATCH

China LNG imports claw back coronavirus losses

CHINA'S liquefied natural gas imports sharply rose in May, recovering from coronavirus-triggered disruptions to post a first-half increase on year, data shows.

Imports fell below last year's levels to bottom out at 4m tonnes in February but staged a strong rebound to reach 5.8m tonnes, or 92 shipments, in May, according to China-based consultancy Shipformula.

Separate data released by China's customs department showed a 7.8% year-on-year increase in LNG imports from January to May to 25.8m tonnes.

Sophie Tan, Poten & Partners' head of business intelligence for Asia Pacific, said China has imposed coronavirus-triggered travel bans for certain parts of the country, which may have affected manpower supply at the country's LNG receiving terminals in February and possibly in March.

But Chinese LNG importers have subsequently stepped up on imports "to restore storage levels", of which she described as an "inventory effect ... post-lockdown".

Shipformula data reflected a possible tapering of this inventory effect, with its June estimate for China's imports declining to 5.1m tonnes or 80 shipments.

China's customs have yet to release official data for the country's LNG imports in June.

As with buyers elsewhere, Chinese LNG importers have turned to purchases of spot cargoes, which holds implications for the adjacent shipping market.

"Importers have exercised their downward quantity tolerance when concluding the annual delivery programme for the higher-priced term contracts early this year," Ms Tan said.

DQTs are essentially allowances built into LNG term offtake contracts for buyers to fall short of meeting annual contracted quantities without experiencing sanctions.

Ms Tan pointed out that with spot prices seen trending lower than those tied to term offtake, one net effect would be an increase in spot trades to make up for a reduction in term volumes.

US LNG cargoes that have been cancelled by term offtakers are likely to have found their way across Chinese borders.

In May, shipments from the US made up 8% of China's LNG imports, according to Shipformula data.

PetroChina is the only national oil company that has standing offtake arrangements for roughly 1.2m tonnes of LNG each year with US producer Cheniere.

Its parent group, China National Petroleum Corp, has reportedly slashed piped gas imports to take in cheaper alternatives offered by LNG truckers.

It is also highly likely that Chinese importers have picked up cargoes made available on the cheap from Nigeria.

"Nigerian cargoes were cheaper than other sources of LNG some time in the second quarter because they had become distressed due to a sudden drop in demand for them," Ms Tan said.

China sourced 7% of its LNG imports from Nigeria in June, up from 4% in May, Shipformula said.

Shell decarbonisation report calls for 'all hands on deck'

THE shipping industry understands the urgency of the decarbonisation challenge, accepts the need for cross-sectoral collaboration and collective action and yet feels the barriers to change have deadlocked significant progress to date, according to a new survey of more than 80 industry leaders performed by energy giant Shell.

Based on anonymised interviews across the industry, from chief executives to financiers and ship builders, the report offers a uniquely high-level snapshot of shipping's strategic readiness to tackle the multi-trillion dollar question of how the industry halves shipping's emissions by 2050.

'Decarbonising shipping; All hands on deck', as the report has been titled, finds the industry's leadership stymied by the scale and scope of the barriers preventing progress, albeit positive that "a new paradigm is emerging" and they will be able to "break the deadlock and unlock progress".

The lack of a global regulatory framework and the fact that shipping's customers and charterers are not willing to pay or co-fund lower emission solutions are identified at the top of a long list of significant barriers to much needed industry investment.

Of those interviewed, 85% said incentives from customers and the broader financial market to free up investments in decarbonisation were critical but reported that such incentives remained limited and customers and charterers remain unwilling to pay or co-fund lower emissions solutions.

Other significant barriers to action include the fact that investors have no incentives to invest in companies with lower emission solutions; financiers not having the risk appetite to fund unproven technologies and the lack of transparency regarding emissions, which hinders decision-making.

Shell's interviews, which were conducted by Deloitte over the past six months, offer little new in their analysis of the current situation, however the methodical approach aims to replicate the company's approach to safety and apply it to decarbonisation.

"To improve shipping's safety performance, the industry had to first work together to understand the problem: what are the underlying factors that prevent us being safer? And then, armed with that information, take collective action," said Shell's vice-president of shipping, Grahaeme Henderson.

"Our objective with this report is to do the same for decarbonisation: we want to catalyse action by creating a common understanding of barriers the industry faces and the solutions that will be most effective," he said.

Despite the comprehensive listing of existing barriers, Mr Henderson believes the report presents a positive pace of change and reveals a willingness at the top of the industry to accelerate decarbonisation strategies and investment.

Almost all interviewees indicated that decarbonisation is important or among the top three priorities for their organisations. Additionally, almost 80% indicated that it has become more important in the past 18 months following IMO 2020 sulphur regulations, which brought the discussion about emissions to the fore.

The report concludes by identifying 12 solutions that broadly summarise existing approaches with some additional thoughts on co-ordinating industry commitments, increasing research and development across sectors, and expanding the infrastructure to supply and store cleaner fuels.

While the details of the report are unlikely to be received as groundbreaking having been covered by a recent slew of technical and top level industry reports on the topic, Mr Henderson argues that this survey offers a unique compilation and systematic approach to the issues at hand.

He said it presents a positive indicator that the "challenging" issue of industry leadership on decarbonisation is finally being addressed.

"I'm actually quite impressed by the pace of change. Up to only about 18 months ago, decarbonisation was not an item very strong on anyone's agenda," said Mr Henderson.

"Everyone sees a very big responsibility on their shoulders. Many spoke about that during these interviews. They realise that they have to make the change happen and they have that responsibility for their children and future generations as well".

EU takes steps to tackle shipping emissions

CARBON emissions from the maritime sector could be included in the European Union's carbon market for the first time.

Lawmakers on the environmental committee of the European Parliament have voted on a set of reforms to the EU's monitoring, reporting and verification regulation, which dictates rules for collection of fuel and emissions data from ships calling at the bloc's ports.

Under the reforms, maritime should become part of the EU Emissions Trading System, the bloc's tool for capping permitted carbon emissions and allows for trading of allowances.

Shipping could also face binding targets to cut ships' annual average carbon intensity by at least 40% by 2030 compared with a baseline year yet to be decided.

Lawmakers on the environmental committee agreed that it should be the European Commission that decides the exact baseline, based on both the monitoring, reporting and verification regulation database and the International Maritime Organization's global data collection system.

The parliament's full legislative assembly will vote in September on whether to approve the rules that would impose the world's first major legally binding greenhouse gas emissions requirements on ships and force shipowners to pay for excess emissions in the EU.

Based on current data, the rules would affect around 11,000 vessels.

If the parliament approves, it will begin negotiations with EU member states to agree on a final text.

Under the proposed reform, companies would also be obliged to report on their methane emissions, a greenhouse gas that is particularly relevant for liquefied natural gas-fuelled ships.

MEPs also agreed to establish an Ocean Fund to be financed by auctioning allowances under the ETS.

Its main purpose would be to make "ships more energy efficient and to support investment in innovative technologies and infrastructure, such as alternative fuel and green ports, to decarbonise the maritime transport sector".

Additionally, 20% of the revenues will contribute to protecting, restoring and efficiently managing marine ecosystems affected by global warming.

Ships calling at EU ports are also expected to emit no GHGs by 2030 when at berth.

Transport & Environment, a Brussels-based NGO that has been a staunch supporter of shipping's inclusion in the ETS, said that the European Commission should follow through on the new proposal.

"MEPs have delivered a wake-up call to the European Commission, which has focused too much on biofuels and hardly at all on making shipping pay for its pollution," T&E shipping manager Faig Abbasov said in a statement.

Shipping companies are not yet included in the EU emissions trading system, which obliges factories, power plants and airlines to pay for their pollution. The EU executive plans to add them in 2021 to bring the industry into line with the bloc's efforts to cut greenhouse gases.

OPINION

IMO needs an ambitious CO2 reduction agreement

THE International Maritime Organization is holding a week-long virtual meeting of its member states to make progress on a package of mandatory CO2 reduction measures for the existing fleet, *writes Simon Bennett, deputy secretary-general of the International Chamber of Shipping.*

Because of coronavirus, this new IMO agreement cannot be finalised until the postponed Marine Environment Protection Committee convenes later this year.

The intention of this week's meeting, which will be something of an experiment, is to make best use of the hiatus by increasing understanding of some complex technical issues about which governments still hold differing views.

It is of tremendous political importance that IMO reaches agreement during 2020 which can then take effect by 2023. This is to demonstrate that it is firmly on track to meet the 2030 target agreed in 2018 — a 40% efficiency improvement, as an average across the fleet, compared to 2008. This may prove vital if IMO is to discourage unilateral measures against shipping, not least by the European Union.

If, however, in the short time available, government negotiators get the details wrong, this could have profound implications for fair competition and the future structure of the entire global fleet.

If, as proposed by some IMO member states, ships were to have their statutory certificates withdrawn, for example, due to 'failure' to achieve mandatory operational efficiency targets that are beyond the ship's control, the commercial interests of many shipping companies could be seriously damaged.

Nevertheless, an ambitious and sensible agreement is eminently possible, which could comprise three basic elements.

The first is to reduce the carbon intensity of existing ships through use of an Energy Efficiency Existing Ship Index, a goal-based technical measure similar to the Energy Efficiency Design Index, which is already mandatory for new ships.

One means of EEXI compliance will be engine power limitation to facilitate speed optimisation, as an alternative to earlier proposals for mandatory speed limits which most governments have already rejected as an impractical solution.

The International Chamber of Shipping has therefore co-sponsored a mature proposal on EEXI from Japan, which is supported by a wide spectrum of governments including Greece, Norway, Panama and the United Arab Emirates. Informal discussions suggest there is likely to be consensus in support of EEXI, provided that other parts of the package can also be agreed.

The second element, as originally proposed by ICS in 2019, is the 'Super SEEMP' concept, whereby use of the Ship Energy Efficiency Management Plan, already a mandatory requirement, would be subject to rigorous external audit and statutory certification.

Similar to the philosophy of the ISM Code, ships would be required to demonstrate that everything possible has been done, as set out in the SEEMP, to improve operational fuel efficiency.

The third and most controversial element concerns the development of so-called Carbon Intensity Indicators as a complement to the EXXI and the 'Super SEEMP'. This is where it is proving most difficult for governments to reach agreement, due to the many external factors affecting operational efficiency which are simply beyond the ship's control, such as weather and ocean conditions or the geographical location in which a ship might be trading.

A number of European Union governments insist that the IMO package must also include the adoption of CIIs. This is something which many other governments might well be willing to accept in the interests of achieving a deal.

But several EU States, led by Denmark and Germany, also insist on a punitive approach to the enforcement of CIIs, so that the certification required for ships to continue operating could potentially be withdrawn if the agreed CIIs are not achieved by individual ships.

The ICS is therefore supporting a compromise proposal, developed by a coalition including India, Liberia, Panama, Singapore and the UAE. This accepts the development of CIIs, but proposes some form of 'phased implementation' for three years, given that the impact of the CIIs adopted will be unknown, as will be the possibilities for creating market distortion due to the inability of ships to control external factors such as weather.

Demonstrating their commitment to the 2030 target, China and Brazil have submitted their own joint proposal to IMO. It seems they may be willing accept the use of operational CIIs, as well as the EXXI and audited SEEMP. However, rather than punitive enforcement — whereby a ship might be unable to trade if it does not achieve the operational efficiency goals set for it — China and Brazil propose an alternative 'A-E' rating system.

Due to the commercial benefits of achieving a higher rating, this should still provide a real incentive for ships to make significant efficiency improvements that would help the industry, as a whole, to achieve the 2030 target.

At the moment, however, many EU states appear unwilling to move towards a less punitive approach towards implementation of CIIs. To the growing frustration of many non-EU states, this is despite the fact that the CO2 reduction targets agreed by IMO, to which EU states signed up in 2018, are only applicable to the sector as a whole rather than to every individual ship.

Nevertheless, ICS remains confident that an ambitious agreement can be reached when the IMO MEPC reconvenes in the autumn, provided that governments can maintain open minds and be willing to avoid inflexible positions.

ANALYSIS

Pandemic to accelerate transformation of classification societies

LESSONS learnt now will change the way class societies will operate in the future to some extent, according to Indian Register of Shipping executive chairman Arun Sharma, who has just completed his one-year term as the chairman of the International Association of Classification Societies.

Incoming environmental regulations and a transition towards digitalisation means class' role will only grow, he said in an interview with Lloyd's List.

Mr Sharma's tenure could hardly have come at a more testing time, as he had the challenging task of leading IACS through the two toughest chapters in the history of shipping — the International Maritime Organization's sulphur cap regulation and the coronavirus backdrop.

"When I took over as chair, the important topics were implementation of 0.5% sulphur limit, decarbonisation, focus on a data-driven policy and furthering the process of digitalisation in the maritime sector," he said.

Although the implications of IMO 2020 were not as profound as many thought they would be, he said the pandemic resulted in unprecedented disruption and challenges in keeping the ship's certificate valid and ensuring the continuity of seaborne trade.

Mr Sharma, who succeeded Korean Register of Shipping head Lee Jeong-kie, pointed out that the IACS played a leading role in maintaining ship's certification at a time when the industry needed it the most, while also dealing with the concerns raised by various industry organisations.

"Individual class societies also provided required technical support to flag administrations."

While the coronavirus backdrop caused much pain to most segments of the industry, it accelerated the growth of digitalisation and initiatives such as remote surveys.

Most classification societies had already started issuance of e-certificates well before the coronavirus situation arose and this helped immensely during the pandemic.

"One of my focuses was to see the IACS become more responsive to various industry concerns and to strengthen its unique position of being the principal technical advisor to the IMO. This result is distinctly reflected with the handling of coronavirus disruptions to shipping," Mr Sharma asserted.

"The IACS established a coronavirus task force with a view to identify ways of dealing with the constantly changing situation in a consistent manner by all IACS class societies."

In parallel with these current measures, it is also considering long-term plans when the situation returns to the new normal, he added.

"The IACS also made temporary changes to its procedural requirements to enable acceptance of requests for survey postponements and certificate extensions and necessary changes to enable class societies to undertake the functions meeting the requirements of their own Quality System Certification Scheme."

Mr Sharma believes that the IACS role in shipping's transformation will be accentuated by its member footprint across the industry and its ability to cross-pollinate skills and efforts among them.

"IACS members unanimously agreed the use of one another's exclusive surveyors in situations where the classification society's surveyors cannot attend due to travel restrictions, subject to acceptance by the flag administration."

Uncertainty over Iran gasoline export ships

LEGAL deadlock prevails over the position of four vessels allegedly carrying sanctioned Iranian gasoline to Venezuela, with no obvious means of the US enforcing a court judgment that it is entitled to seize their cargoes.

The US is armed with District of Columbia court ruling that 1.16m barrels of gasoline on Greek-owned medium range product tankers are subject to forfeit. But unless the vessels enter a co-operative jurisdiction or are interdicted at sea, past precedent suggests enforcement is likely to prove difficult.

However, industry sources argued that the development will have little wider effect beyond individuals and companies with exposure to the immediate situation.

Vessel calls to and from Iran have been reduced to a handful after the US reimposed sanctions last year, with all major international container carriers and tanker operators dropping the country for fear of falling foul of a ban on doing dollar business.

"This is not the sort of development that is really going to have an impact, because of the extent of the restrictions that are already in place," said North Group's director of freight, demurrage and defence Mark Church, a P&I club lawyer with expertise in sanctions.

Only a small number of ships continue to trade, usually under licence to carry humanitarian consignments. These are being legally insured by normal mechanisms, Mr Church added. But otherwise the clampdown is almost total.

"Most shipowners have long since decided that Iran is an area they don't want to be involved in. And if the trade is sanctionable or unlawful, we're not going to go anywhere near it, either."

The exact location of the four Greek-owned medium range product tankers at the centre of the storm — Bella (IMO 9208124), Bering (IMO 9149225), Pandi (IMO 9105073) and Luna (IMO 9208100) — is currently not publicly available, with AIS apparently switched off.

There was no immediate response from the companies associated with the ships.

However, beneficial owner George Gialozoglou told Lloyd's List last week that the four units were no longer bound for Venezuela. He strongly denied any wrongdoing.

"We are not going to break sanctions and we will obey the law. I always want to have a lawful cargo and a lawful destination and that is what I thought we had."

According to Mr Gialozoglou, the ships were carrying out legitimate charter activity for a company called Mobin International.

Mobin is named in court papers as part of a wider Iranian network, comprising dozens of ship managers, vessels and facilitators, which is designed to obfuscate the role of the Islamic Revolutionary Guard Corps in exporting oil to fund its activities.

Over the past year, this network is said to have sold 10m barrels of crude, 4m barrels of condensate and hundreds of thousands of barrels of gas oil, raising hundreds of millions of dollars as a result.

MARKETS

New operational vessel schedule standard published

A NEW set of parameters published today seeks to solve a key issue with data sharing in the container shipping sector.

"One of the fundamental problems in our industry is that everyone has their own data definitions and also definitions for events, such as when a vessel has arrived," Digital Container Shipping Association chief executive Thomas Bagge told Lloyd's List.

"That, of course, makes collaboration between them quite difficult, in the sense that they have to exchange data for their vessel sharing agreement, and also for feeder connections, fuelling services, truck arrivals and the like."

The DCSA's operational vessel schedule standard seeks to remedy that situation by agreeing on and publishing definitions and a glossary of terms that allow carriers to digitally publish their schedules and for partners to automatically receive or retrieve updates.

The organisation hopes this will provide better vessel schedule transparency and increase efficiency by allowing better planning and optimisation of box shipping activities.

"If you are a supplier to this industry and every one of the participants has different definitions of what the numbers mean it is riddled with inefficiencies," Mr Bagge said.

"If we really want to have an optimised supply chain, we need to be able to count on the information we exchange. We need to know exactly what it means and have both the physical and data definitions aligned. It means that if you look at two different schedules from two different companies they mean the same thing and people will be able to read them without factoring in whether 'arrival' means at the pilot station or at the berth."

He cited the example of a forwarder who had booked cargo with three different carriers, but which were all shipped on the same vessel.

"These bookings had three different expected times of arrival, and they were not just hours apart," he said. "If you are on the other side of that, picking up the cargo, you can imagine the disruption."

The latest standards are "one of the more carrier-focused" that the DCSA has worked on, but Mr Bagge hopes it will create a better degree of visibility for suppliers and customers as well.

"The main benefit will be for carriers to speak more accurately together and run their operations more effectively," he said.

"That should mean that communication with customers eventually becomes better. Our hope is that, once implemented, they will be speaking the same language and using the same vocabulary. As a customer using four different carriers, it should be a lot easier to understand what is being said to you."

The DCSA standard for operational vessel schedules can be downloaded from the DCSA website and includes the DCSA data interface standards for operational vessel schedules.

IN OTHER NEWS

Drugs found in container on Maersk vessel in Mexico

MAERSK said it is co-operating with authorities in Mexico after cocaine worth $1.2m was found on a containership at the port of Manzanillo.

Navy and customs officers and sniffer dogs boarded the Denmark-flagged, 110,387 dwt *Svendborg Maersk* and seized drugs in a container. Two men were detained.

The ship had travelled from Panama and Colombia before sailing to Mexico, according to local reports. Maersk confirmed two stevedores were detained along with narcotics in one container on the vessel.

Call to reform dangerous goods shipment rules

THE US inspection body charged with certifying compliance with dangerous goods regulations has called for urgent reform to stem the increasing number of incidents caused by poorly stowed, undeclared or misdeclared containerised cargoes.

The National Cargo Bureau said that a recent inspection initiative revealed an "alarming" number of containers carried by sea included misdeclared dangerous cargoes that represented a serious safety risk to crew, vessel and the environment.

"The inspection initiative also showed that 55% of containers were non-compliant, with 43% failing to secure dangerous goods correctly within the container itself," the bureau said. "Approximately 6.5% of containers carrying dangerous cargoes had been misdeclared."

Höegh Xiamen declared a 'total loss' after fire

CAR carrier *Höegh Xiamen* has been declared a constructive total loss after a fire last month in which nine US firefighters were injured.

The move has triggered a payout of $26m for owner Ocean Yield, the Oslo-listed charter specialist, which is close to the third-quarter 2019 book value of the pure car/truck carrier.

Norwegian Hull Club is understood to act as claims leader on the hull and machinery cover.

Seanergy acquires capesize to benefit from hot spot market

GREEK capesize owner Seanergy has acquired a 2005-built vessel to take advantage of a hot spot market.

The 177,536 dwt vessel, which was built in 2005 at the Mitsui Engineering & Shipbuilding yard in Japan, is expected to be delivered by the end of July, subject to closing conditions, the company said in a statement. It will be renamed *Goodship*.

The company expects to fund the gross purchase price of $11.4m through cash sourced through its recent capital market activities.

Cosco agrees blockchain technology deal with Alibaba

CHINA Cosco Shipping Corp has teamed up with e-commerce giant Alibaba Group and its finance and technology affiliate Ant Group to collaborate on blockchain solutions.

The parties signed a strategic co-operation agreement pledging joint research and development efforts to revamp China's shipping and logistics networks, according to a release.

The aim is to "use blockchain-based technologies to connect data and systems in shipping, ports, logistics and finance among other sectors" and create a platform that facilitates integration along the industry chain.

D'Amico sells two medium range tankers

D'AMICO International Shipping, an Italian product tanker owner, has sold two of its oldest medium range tankers for $12.95m each.

The sale of the 51,303 dwt *High Progress* and *High Performance*, both built in 2005 at the STX shipyard in South Korea, is expected to generate net cash of $16.3m after commissions and reimbursement of the vessels' existing bank loans, it said in a statement. The vessels will be delivered in the third and fourth quarters of this year.

"I am pleased to announce the conclusion of this agreement for the sale of two of the oldest ships in our fleet," said chief executive Paolo d'Amico. "Through this deal, we continue to pursue our long-term strategy of controlling a very modern product tanker fleet."

PetroChina hires NYK shuttle tanker for Brazilian oil

NYK Line has signed its first long-term contract of up to 10 years with PetroChina for a 2013-buillt shuttle tanker.

The 154,000 dwt *Hilda Knutsen* will be used to haul oil produced in Brazilian waters for the Chinese state-owned giant under the charter agreement that will start from 2022, according to a release.

PetroChina has interests in the Libra field offshore Brazil. The project is scheduled to officially go into production in 2022, according to the company.

Classified notices follow

Notice of Acceptance of an Application for a Development Consent Order for the Sizewell C New Nuclear Power Station (Application Reference: EN010012)

Notice under Section 56 Planning Act 2008, 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

Notice is hereby given that an application for a Development Consent Order under the Planning Act 2008 has been made by NNB Generation Company (SZC) Limited (the **Applicant**), whose registered office is at 90 Whitfield Street, London W1T 4EZ, to the Planning Inspectorate (on behalf of the Secretary of State for Business, Energy and Industrial Strategy) (the **Application**). The Application was made on 27 May 2020 and accepted for examination by the Planning Inspectorate on 24 June 2020 (Application Reference: EN010012).

The Application is for development consent to construct, operate and maintain the proposed Sizewell C nuclear power station, which comprises two UK EPR™ reactor units, giving a total site capacity of approximately 3,340MW, along with associated development required for the construction or operation of the Sizewell C nuclear power station or to mitigate its impacts (the **Project**). The Sizewell C nuclear power station would be located in Sizewell in East Suffolk, approximately halfway between Felixstowe and Lowestoft; to the north-east of the town of Leiston.

The Project

The main aspects of the Project include:

1) Development of a new power station in Suffolk including:
   a) Nuclear power station, including two UK EPR™ reactor units capable of exporting a total of approximately 3,340MW to the National Grid
   b) Associated buildings, plant and infrastructure within the power station perimeter, including overhead power lines and pylons
   c) Associated buildings, plant and infrastructure outside of the power station perimeter, including a training building, beach landing facility and flood defences
   d) Marine works and associated infrastructure, including cooling water system and combined drainage outfall in the North Sea
   e) A temporary accommodation campus for up to 2,400 construction workers and associated facilities, buildings and infrastructure, located east of Eastbridge Road
   f) National Grid 400kV substation and associated relocation of an existing pylon and power line south of Sizewell C
   g) Relocation of certain Sizewell B supporting buildings and infrastructure south of Sizewell C
   h) Vehicular and pedestrian crossing over Sizewell Marshes SSSI south of Goose Hill
   i) Power station access road, linking the SSSI crossing with new a roundabout onto Abbey Road (B1122)
   j) Public access works including permanent and temporary closures and diversion of public rights of way
   k) Diversion and installation of utilities and services
   l) Temporary construction compounds, parking, laydown areas and working areas, plus related works and structures
   m) Temporary spoil management areas, including borrow pits and stockpiles
   n) Temporary rail infrastructure associated with the green rail route (a rail extension which would branch off the existing Saxmundham to Leiston line into the main construction area on a temporary basis)
   o) Landscape restoration works and planting

2) Off-site associated development including:
   a) The temporary green rail route and related rail and road infrastructure
   b) A new rail siding adjacent to the existing branch line on the land east of Eastlands Industrial Estate
   c) A two village bypass of Farnham and Stratford St Andrew
   d) The Sizewell link road south of the B1122
   e) A park and ride facility in Darsham and a park and ride facility in Wickham Market
   f) A new roundabout at the A12/B1122 junction in Yoxford
   g) A freight management facility along the A14
   h) Upgrades to the East Suffolk line and Saxmundham-Leiston branch line, together with changes to level crossings
   i) Highway improvements to A12/B1119 at Saxmundham
   j) Highway improvements to A1094/B1069 south of Knodishall
   k) Highway improvements to A12/A144 south of Bramfield

Environmental Impact Assessment
The Project is an Environmental Impact Assessment development (EIA development), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. An Environmental Statement has been submitted as part of the Application.

Copies of the Application
The application form and its accompanying documents, drawings, plans and maps (comprising the Application) (the **Application Documents**) are available for inspection free of charge by downloading them from either the Planning Inspectorate's website: https://infrastructure.planninginspectorate.gov.uk/projects/eastern/the-sizewell-c-project/?ipcsection=docs or the Applicant's website: www.sizewellcdco.co.uk.

Details of where and when copies of the Application Documents can be inspected at physical deposit locations in the vicinity of the Project are set out below. If you are intending to visit any of these deposit locations, please observe all government guidance and laws regarding the coronavirus (COVID-19) in place at the time of your visit. If you would like to but are unable to visit the deposit locations, please contact the Applicant, using the Applicant's contact details below.

A hard copy of the Application Documents is available to inspect free of charge by appointment from 8 July 2020 until 30 September 2020 at the **Sizewell C Information Office**, 48-50 High Street, Leiston IP16 4EW. The opening times during which an appointment may be booked are: Mon-Fri 0930-1700 | Sat-Sun closed. To book an appointment, please use the Applicant's contact details below.

Hard copies of the Plans and Environmental Statement Figures and a laptop to electronically view the Application Documents are also available to inspect/use free of charge from 8 July 2020 until 30 September 2020 at **Leiston Town Council's Office,** Council Offices, Main Street, Leiston, Suffolk IP16 4ER. The opening times are Mon, Tue 0900-1230, 1400-1645 | Wed, Sat, Sun closed | Thu, Fri 0900-1230, however these times are subject to change so please call Leiston Town Council on 01728 830388 to confirm before travelling.

A mobile library with laptops containing the Application Documents and hard copies of the Plans and Environmental Statement Figures will be stopping at the following locations between 8 July 2020 and 11 August 2020 to allow inspection of the Application Documents by appointment: Leiston, Theberton, Middleton, Yoxford, Kelsale-cum-Carlton, Darsham, Wickham Market, Hacheston, Levington, Stratford St Andrew, Woodbridge, Ipswich and Lowestoft. Please use the Applicant's contact details below to book an appointment.

Copies of the Application Documents can be sent to you upon request on a USB stick (free of charge) or in hard copy (for a fee of £9,800 plus VAT). Alternatively you can request a free loan of a laptop containing the Application Documents. Reasonable charges may apply to cover the cost of postage. To make a request, please use the Applicant's contact details below.

Applicant's contact details

Freephone: 0800 197 6102
E-mail: info@sizewellc.com

Any details you provide to us via the telephone or e-mail will be subject to our privacy policy, which is available to view at: https://www.edfenergy.com/privacy/NNB.

Making a representation

You may make a representation about the Application (giving notice of any interest in, or objection to, the Application) by using the Planning Inspectorate's Registration and Relevant Representation Form for this Application. This Form is available from 8 July 2020 to 30 September 2020 at: https://infrastructure.planninginspectorate.gov.uk/projects/eastern/the-sizewell-c-project/?ipcsection=overview.

If you require guidance on, or other methods of, obtaining and completing a Planning Inspectorate Registration and Relevant Representation Form, please telephone the Planning Inspectorate on 0303 444 5000 or e-mail sizewellc@planninginspectorate.gov.uk.

Any Registration and Relevant Representation Form must be received by the Planning Inspectorate no later than **30 September 2020**.

Further information about how to register and make a representation is available in Advice Note 8.2: How to register to participate in an Examination at: https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/.

Representations will be made public and will be subject to the Planning Inspectorate's privacy policy at: https://infrastructure.planninginspectorate.gov.uk/help/privacy-and-cookie/.

Due to the coronavirus, the Planning Inspectorate is reviewing its procedures, and therefore please monitor the project website for updates periodically at: https://infrastructure.planninginspectorate.gov.uk/projects/eastern/the-sizewell-c-project/?ipcsection=overview.

NNB Generation Company (SZC) Limited

SizewellC
Doing the power of good for Britain